

# **City of Caro Master Plan**

**2014 – 2034 Update**



# CITY OF CARO MASTER PLAN

## **Caro City Council**

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Gordon Taggett	
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Brian Rickwalt	
Bernard Kreh	

## **Caro City Staff**

Jared Olson	Manager
Karen Snider	Clerk

*This plan was prepared by the City of Caro Planning Commission with the assistance of City Staff and the following organization.*

**Rowe Professional Services Company**  
540 S. Saginaw Street, Suite 200  
Flint, MI 48507  
Phone: (810) 341-7500  
Fax: (810) 341-7573

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## INTRODUCTION

### *Description of Planning Process*

The Caro area is made up of the City of Caro, Almer Township, and Indianfields Township. The City of Caro is located in roughly the middle of Tuscola County, in the “Thumb” region of Michigan. Almer Township lies north of, and adjacent to, Indianfields Township. Roughly one-half of the area of the City of Caro is located in land that previously was part of Almer Township, while the other one-half is located within land that was previously part of Indianfields Township.

The City of Caro is located at the junction of State highways M-24 and M-81. The area is served by the Caro Municipal Airport in Indianfields Township. Rail transportation is provided to the area by Rail America, which provides limited freight service but no passenger service.

While closely linked spatially, the communities of Caro, Indianfields Township and Almer Township have different land use characteristics. Caro is urban in nature and serves as the Tuscola County seat; Almer Township is agricultural in nature; and approximately one-third of Indianfields Township is covered by State forested land.

The dominant landforms in Tuscola County are a result of the Wisconsin Glaciation, which began its recession about 12,000 years ago and ended 6,000 years ago. A mantle of glacial drift remained behind as the ice melted and various topographic features were formed. This glacial drift is the parent material of the soils in Tuscola County.

Unlike much of Tuscola County which is basically level, the Caro community is characterized by rolling hills intermixed with several level areas. Elevations range from a USGS level of 800’ in the eastern portions of Almer Township down to 650’ along the Cass River. The City of Caro lies on the western bank of the Cass River on a glacial moraine extending in a southwest-northeast direction. To the north and west of this moraine the land slopes gradually to the northwest toward Saginaw Bay, broken only by a shallow ridge or ancient lake. To the southeast of the City, the land has gently varying topography and is extensively wooded and swampy in spots. Much of this land lies within the Tuscola State Game Area.

The water resources of the Caro area are limited to the Cass River. The City of Caro basically lies in two drainage basins. A glacial ridge, which cuts across the northwest corner of the city and somewhat parallel to the Cass River, forms the dividing line. For areas to the east

of this ridge, the drainage is into the Cass River, and for areas to the west, the drainage is into Saginaw Bay.

Wooded areas extensively cover the southern portion of Indianfields Township, as well as along the Cass River. The remaining portion of the Caro area can be characterized as primarily agricultural with scattered woodlots.

Tuscola County was heavily forested when early settlers began arriving in the mid-1850s. Lumbering was the county's main industry until the end of the nineteenth century, by which time most of the woodland was converted into farmland. This is the case in Almer Township, where there are few remaining woodlots. In Indianfields Township, the establishment of the 8,383 acre Tuscola State Game Area has preserved a significant natural forest area. This forested area makes up roughly one third of the area of Indianfields Township. The facility attracts hunters from throughout Tuscola County and the entire Thumb Region. The 160 acre Graf-Fairgrove Game Area is located in Section 20 in Almer Township. Both State facilities are managed by the Michigan Department of Natural Resources (MDNR). Animal hunted in these game areas include deer, rabbit, raccoon, muskrat, grouse and duck.

A generalized soil survey was completed for Tuscola County by the U.S. Department of Agriculture Soil Conservation Service in September 1986. Soils in the Caro area generally fall into six soil associations. Associations typically consist of one or more major soils and some minor soils. Each association is named for the major soils. The soil association map can be used to compare the development potential and suitability of large areas, including recreation. The following is a brief description of each soil association, including soil characteristics which affect development:

- Guelph-Londo-Tappan association - These soils are nearly level to rolling, well drained to poorly drained, loamy soils on moraines and till plains. The Londo and Tappan soils are poorly suited to sanitary facilities and building site development because wetness is a severe limitation. The suitability of the Guelph soils for these areas is fair to poor. Slope and permeability are limitations.
- Perrin-Wasepi-Gilford association - These soils are nearly level, loamy and sandy soils. They are found on outwash plains, lake plains and beaches. The major soils are poorly suited to sanitary facilities because wetness and a poor filtering capacity are severe limitations. The suitability of the Gilford and Wasepi soils for building site development is poor, and that of the Perrin soils is fair or poor. Wetness is the main limitation.

- Wixom-Wolcott-Pipestone association - These soils are nearly level to gently rolling, poorly drained sandy and loamy soils on outwash plains, moraines, and till plains. The major soils are poorly suited to sanitary facilities and building site development. Wetness is a severe limitation.
- Pipestone-Granby-Chelsea association - These soils are nearly level to gently rolling, poorly drained to well drained, sandy soils. They are found on outwash plains, moraines, lake plains, and beaches. The major soils are poorly suited to sanitary facilities. The wetness of the Granby and Pipestone soils and a poor filtering capacity in all the major soils are limitations. The Granby and Pipestone soils are not suited to building site development because of the wetness. The Chelsea soils are well suited, but the slope can be a limitation.
- Tappan-Londo-Avooca association - These soils are nearly level, poorly drained and somewhat poorly drained, loamy and sandy soils on lake plains, till plains and moraines. The major soils are poorly suited to sanitary facilities and building site development. Wetness is a severe limitation.
- Marlette-Capac-Spinks - These soils are nearly level to steep, well drained and somewhat poorly drained, loamy and sandy soils on moraines, outwash plains and beaches. The major soils are fairly well suited or poorly suited to sanitary facilities. The slope, the depth of the water table, permeability, and a poor filtering capacity are limitations. The suitability for building site development is good to poor. The slope and the depth to the water table are the major limitations.

A joint plan covering the Village of Caro and Almer and Indianfields Townships was first prepared in 1980 and then updated in 1997. That plan was used as the basis for a village only Master Plan adopted in 2005. This 2014 update is the first plan adopted by Caro since its reorganization as a City. Although this plan is based on those previous plans, the current document does not include updates of some elements of those previous plans. Given the lack of development over the past several years it was determined that updating information such as the listing of businesses was not necessary.

The updated Community Description information was presented to the Planning Commission at a meeting in January 2014. The Goals and Policies from the 2005 plan were updated based on this information and development trends that had occurred in the city since 2005. These Goals and Policies were designed to help correct existing problems or prevent potential problems in the future.

Based on the updated Goals and Policies, the Planning Commission revised the Future Land Use Plan, including a classification system, locational criteria and future land use map.

Drawing on the information contained in the Future Land Use Plan, the Planning Commission prepared an Implementation Plan. It includes potential changes in the City of Caro Zoning Ordinance and outlines other actions the city can take to implement the plan. It also includes methods of monitoring and updating the plan and ensures it remains effective and relevant as time goes on.

## COMMUNITY DESCRIPTION

### Population

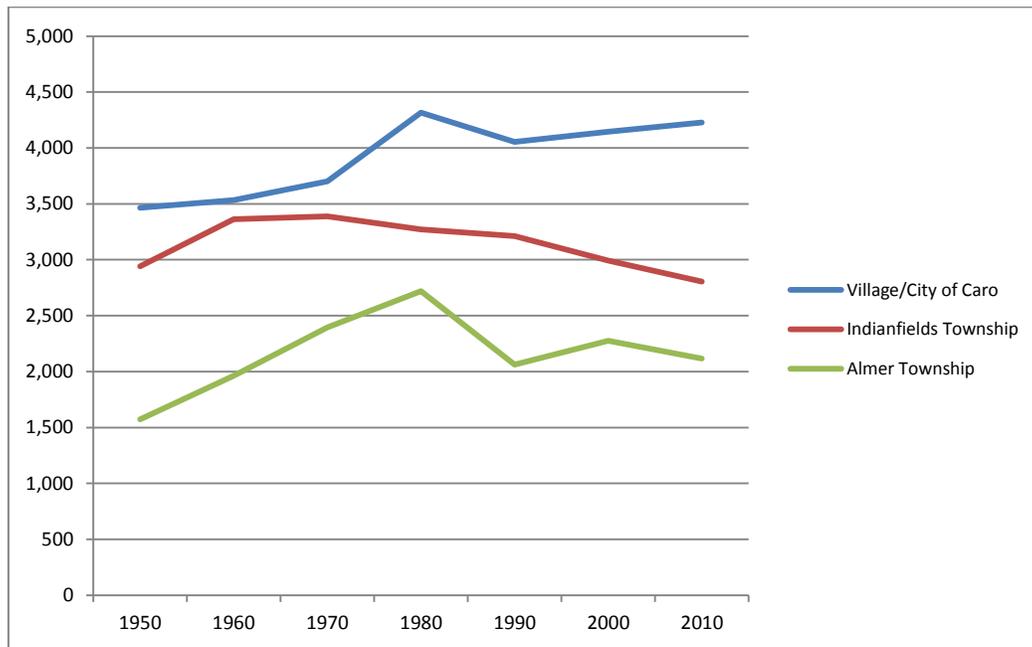
A community's population characteristics are an important consideration in determining its land use needs. These characteristics include age, sex, household size, race, and population growth. A study of a community's population characteristics provides a rational basis for projecting future changes in the population.

### Population Growth

Table 1 shows population growth in the City of Caro, Almer and Indianfields Townships and Tuscola County from 1940 to 2010. Generally speaking, the growth experienced in Caro and the adjacent townships was constant from 1950 – 1980 and over the period from 1980 to 2010 the population has seen periods of increase followed by periods of retrenchment. The growth in population over this period of time mirrored that of Tuscola County. It should be noted that until 2010 the residents of the Village of Caro were also counted as residents of their respective townships. With the change to city status the residents are no longer counted as residents of the townships as well. In order for the numbers to be “equivalent” the township numbers from 1950 to 2000 reflect only those portions outside the village.

Table 1 - POPULATION GROWTH 1940 TO 2010							
	1950	1960	1970	1980	1990	2000	2010
<b>Tuscola County</b>	38,258	43,305	48,603	56,961	55,498	58,266	55,729
<b>Village/City of Caro</b>	3,464	3,534	3,701	4,317	4,054	4,145	4,229
<b>Indianfields Township</b>	2,943	3,363	3,387	3,271	3,211	2,994	2,805
<b>Almer Township</b>	1,573	1,963	2,394	2,720	2,063	2,276	2,115

Source: U.S. Census, 1960, 1970, 1980, 1990, 2000, 2010.

**Figure 1 – POPULATION GROWTH 1940 TO 2010**

Source: U.S. Census, 1960, 1970, 1980, 1990, 2000, 2010.

### Age

Table 2 compares the 2010 age group breakdowns for the City of Caro with Almer Township and Indianfields Township, as well as Tuscola County as a whole. The table shows 6.7% of the city population was less than 5 years of age while 17.8% was between 5 and 19 years of age, for a total of 24.5% of the population aged 19 years or younger. These figures imply there are proportionally younger families in the City of Caro than in the surrounding area. The proportion of the population in their child rearing years, between 20 and 44 years, was 33.1% in Caro. This is higher than Almer Township (30.1%) but lower than Indianfields Township (35.6%).

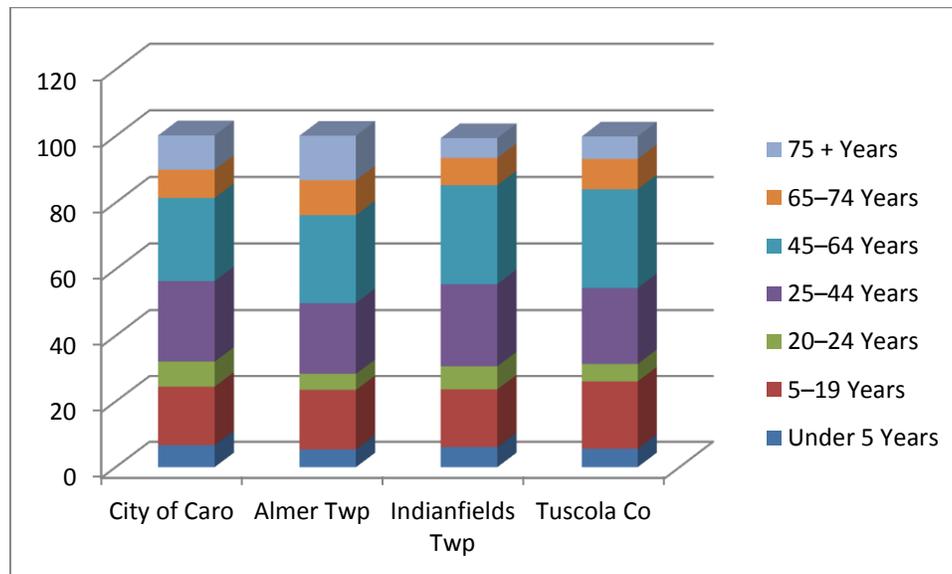
Table 2 - AGE, 2010

	City of Caro		Almer Township		Indianfields Township		Tuscola County	
	#	%	#	%	#	%	#	%
Under 5 Years	284	6.7	167	5.4	368	6.1	3128	5.6
5-19 Years	749	17.8	558	18.1	1,061	17.6	4,182	20.5
20-24 Years	320	7.6	152	4.9	424	7	2,929	5.3
25-44 Years	1,026	24.3	663	21.4	1,497	24.8	12,807	22.9
45-64 Years	1054	25	820	26.4	1,798	29.7	16,602	29.7
65-74 Years	362	8.5	326	10.5	499	8.2	5,031	9.1
75 + Years	434	10.3	415	13.4	401	6	3,800	6.8
Median Age	39.6		45.3		40.7		41.7	

Source: U.S. Census, 2010.

The City of Caro had a larger share of population in their retirement years (18.8%) than the Township as a whole (15.9%). However Almer Township’s share is even greater at 23.9%.

Figure 2 - AGE DISTRIBUTION, 2010



Source: U.S. Census, 2010.

**Median Age**

Table 3 shows that the median age of the population has increased steadily in Caro from 1980 until 2010, when it took a slight drop. The city’s median age is still above the state as a whole, but is slightly lower than the county or Indianfields Township and substantially

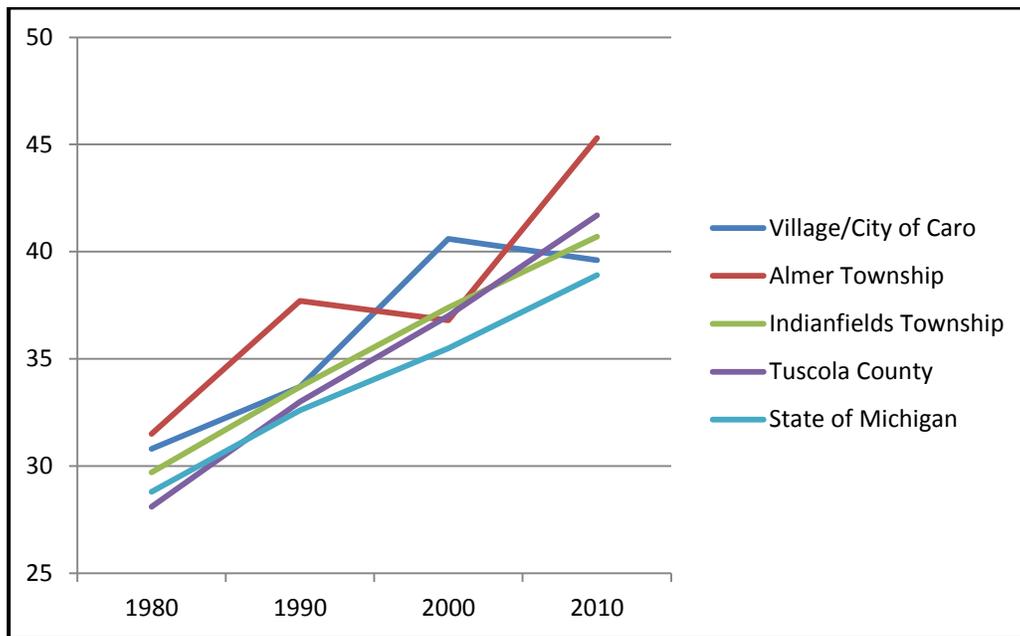
lower than Almer Township.

The on-going “aging” of the population is a nationwide trend that is a direct result of the "Baby Boom" birth rate increase immediately following World War II. This aging population will place increasing demands on services and housing for elderly in the community. At the same time, the demand for school services will continue to decrease.

Table 3 – MEDIAN AGE					
1980-2010	Village/City of Caro	Almer Township	Indianfields Township	Tuscola County	State of Michigan
1980	30.8	31.5	29.7	28.1	28.8
1990	33.7	37.7	33.7	33	32.6
2000	40.6	36.8	37.4	37	35.5
2010	39.6	45.3	40.7	41.7	38.9

Source: U.S. Census, 1980, 1990, 2000, 2010.

**Figure 3 - MEDIAN AGE, 1980-2010**



Source: U.S. Census, 1980, 1990, 2000, 2010.

**Household Size**

Household size has been decreasing since the turn of the twentieth century. Household size is linked to the median age of the population. As the population ages, children move out to form their own households. The result of this is the population has remained the same but the number of households has increased. For example, a household made up of two parents and three children over time becomes four households, made up of one household of the same set of parents and three households of the individual children. Factors influencing decreasing household size include economic conditions and society values. With the economy of the United States shifting from an agricultural to an industrial society, most of the advantages of larger families have disappeared. At the same time, the rising costs of raising and educating children have resulted in a steady decline in the number of children per family. The increasing divorce rate has further fragmented households. These factors have caused a steady decline in household size in the United States since the turn of the century.

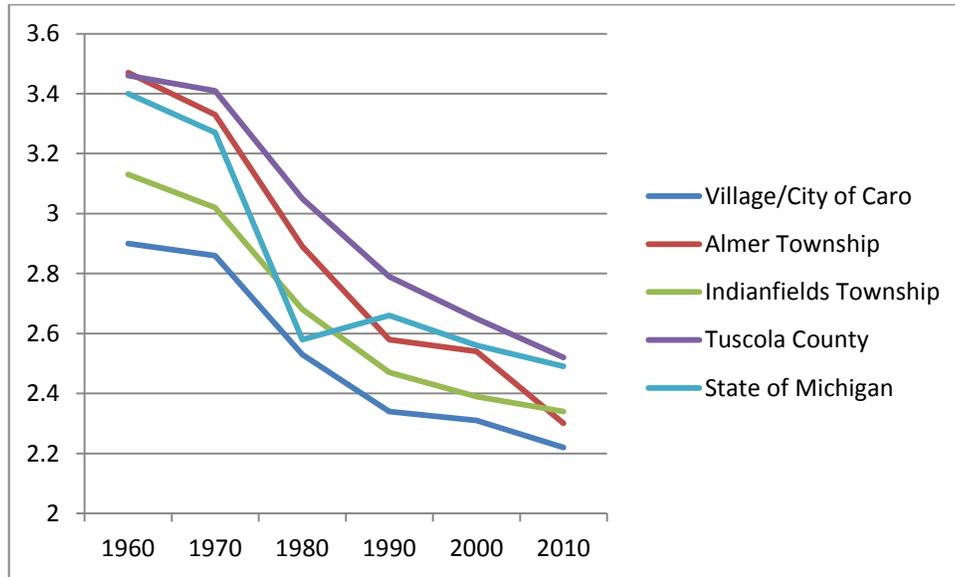
Table 4 shows the average number of persons per household for the City of Caro from 1960 to 2010. The table reflects the nationwide trend of decreasing household size during the twentieth century. The average household size in Caro (2.22 persons) is lower than Almer Township (2.30) and Indianfields Township (2.34) as well as Tuscola County as a whole (2.52). This is what one would expect, given the more urban nature of the city. Two parent families with children tend to locate to more rural areas where single family homes on large lots is the predominant land use.

The impact of this decrease in household size is that it results in a greater housing demand even in communities with little or no population growth, while magnifying housing demand where there is population growth.

Table 4 - PERSONS PER HOUSEHOLD 1960 to 2010						
	1960	1970	1980	1990	2000	2010
Village/City of Caro	2.90	2.86	2.53	2.34	2.31	2.22
Almer Township	3.47	3.33	2.89	2.58	2.54	2.30
Indianfields Township	3.13	3.02	2.68	2.47	2.39	2.34
Tuscola County	3.46	3.41	3.05	2.79	2.65	2.52
State of Michigan	3.4	3.27	2.58	2.66	2.56	2.49

Source: U.S. Census, 1960, 1970, 1980, 1990, 2000, 2010.

**Figure 4 - PERSONS PER HOUSEHOLD 1960 to 2010**



Source: U.S. Census, 1960, 1970, 1980, 1990, 2000, 2010.

**Gender**

Table 5 shows the breakdown of the population by gender in 2010.

	Males	Females
<b>City of Caro</b>	46.3%	53.7%
<b>Indianfields Township</b>	50.9%	49.1%
<b>Almer Township</b>	47.2%	52.8%
<b>Tuscola County</b>	50.1%	49.9%
<b>State of Michigan</b>	49.1%	50.9%

Source: U.S. Census, 2010.

**Household Composition**

The term "household composition" is used to describe the general structure of households. The Bureau of the Census divides households into several categories:

- Married Couple Families composed of both spouses, with or without children.
- Single Parent Households composed of one parent and children
- Other Family Households composed of two or more related individuals other than a parent and child

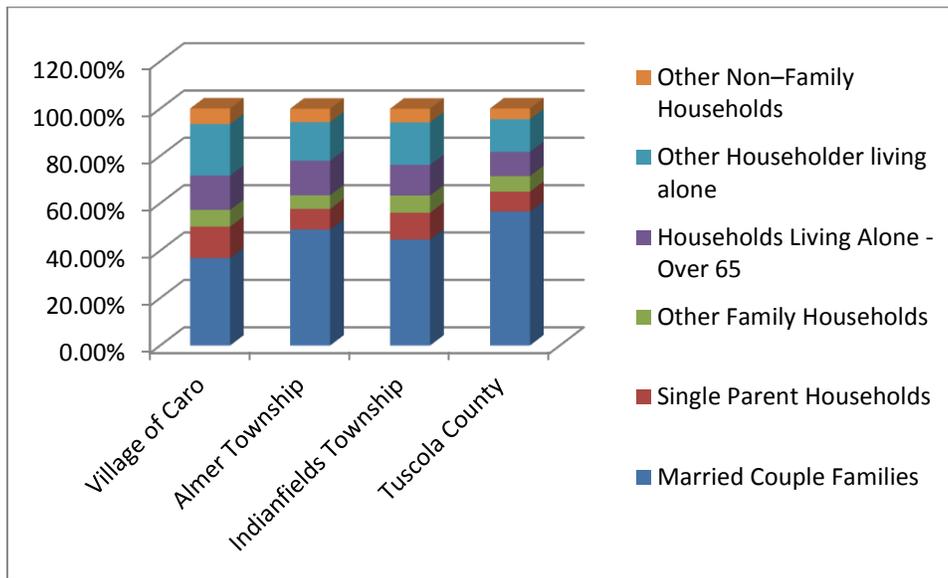
- **Householders Living Alone, over 65 years of age.**
- **Other Householders Living Alone** are single person households where the individual is under 65
- **Other Non-Family Households** composed of unmarried couples and people sharing housing.

Table 6 shows the City of Caro had a significantly smaller share of its households (36.9%) made up of married couple families in 2010 than both Indianfields Township (44.7%) and Almer Township (48.9%). The two largest factors for this are the greater percentage of single parent households in the city and greater percentage of single person households where the householder is not over 65 years old. This may be a result of the higher percentage of apartment dwellings in the city, which provide affordable housing for these household types.

Table 6 - COMPOSITION OF HOUSEHOLDS 2010				
	City of Caro	Almer Township	Indianfields Township	Tuscola County
<b>Married Couple Families</b>	36.90%	48.90%	44.70%	56.50%
<b>Single Parent Households</b>	13.20%	8.70%	11.30%	8.40%
<b>Other Family Households</b>	7.10%	5.80%	7.30%	6.60%
<b>Householders Living Alone - Over 65</b>	14.50%	14.60%	12.90%	10.20%
<b>Other Householder living alone</b>	21.80%	16.30%	18.00%	13.80%
<b>Other Non-Family Households</b>	6.60%	5.70%	5.80%	4.60%

Source: U.S. Census, 2010.

**Figure 5 - COMPOSITION OF HOUSEHOLDS 2010**



Source: U.S. Census, 2010.

**Race**

Table 7 shows the population of the City of Caro was extremely racially homogeneous in 2000, with about 94.6% of its population as white. The same can be said for Indianfields Township (92.8%), Almer Township (97%), and Tuscola County (96%). The State of Michigan shows 80.2% of its population as white.

	White		Black		All Other	
	#	%	#	%	#	%
City of Caro	4,037	95.50%	28	0.70%	164	3.80%
Indianfields Township	5,677	93.90%	148	2.40%	223	3.80%
Almer Township	2,987	96.30%	22	0.70%	66	3.00%
Tuscola County	53,578	96.10%	634	1.10%	1,517	2.70%
State of Michigan	7,803,120	78.90%	1,400,362	14.20%	680,158	6.90%

Source: U.S. Census, 2010.

**Income and Occupation**

Table 8 shows the median household income in the City of Caro in 1999 was \$31,226. This was significantly lower than Almer Township (\$39,491) as well as Tuscola County as a whole (\$40,174) and somewhat lower than Indianfields Township (\$33,155).

Table 8 – MEDIAN HOUSEHOLD INCOME IN 2012 (DOLLARS)

City of Caro	Almer Township	Indianfields Township	Tuscola County	State of Michigan
<b>\$28,750</b>	\$58,651	\$44,020	\$43,463	\$48,471

Source: 2008-2012 American Community Survey

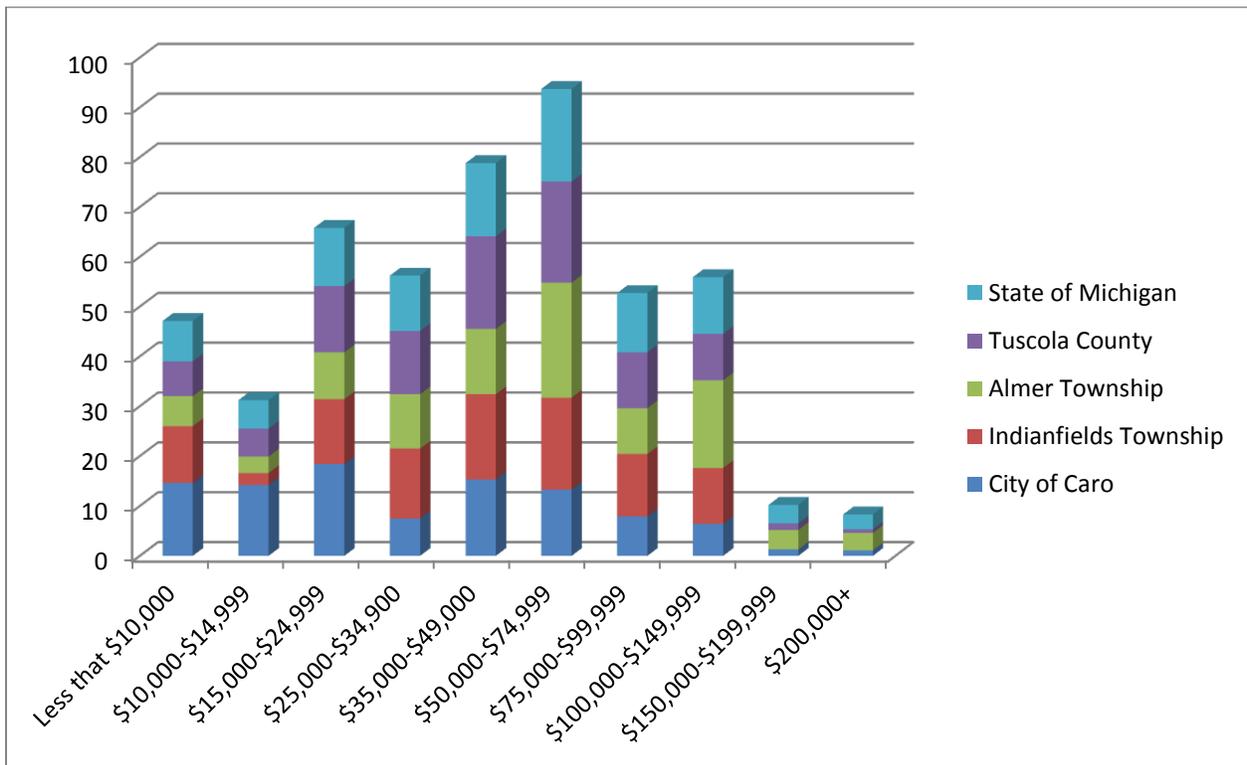
Table 9 shows income levels for households in the City of Caro, Indianfields Township, Almer Township, Tuscola Township and the State of Michigan in 1999.

Table 9 - INCOME IN 2012

	City of Caro		Indianfields Township		Almer Township		Tuscola County		State of Michigan	
	#	%	#	%	#	%	#	%	#	%
<b>Total Households</b>	1,723	100	1,148	100	769	100	21,243	100	3,818,931	100
<b>Less than \$10,000</b>	251	14.6	131	11.4	46	6.0	1,490	7.0	307,673	8.1
<b>\$10,000-\$14,999</b>	245	14.2	28	2.4	25	3.3	1,187	5.6	218,175	5.7
<b>\$15,000-\$24,999</b>	317	18.4	149	13	72	9.4	2,819	13.3	447,919	11.7
<b>\$25,000-\$34,900</b>	129	7.5	161	14	84	10.9	2,708	12.7	424,646	11.1
<b>\$35,000-\$49,000</b>	263	15.3	196	17.1	101	13.1	3,948	18.6	562,333	14.7
<b>\$50,000-\$74,999</b>	230	13.3	211	18.4	178	23.1	4,319	20.3	710,401	18.6
<b>\$75,000-\$99,999</b>	136	7.9	143	12.5	71	9.2	2,372	11.2	455,526	11.9
<b>\$100,000-\$149,999</b>	110	6.4	129	11.2	135	17.6	1,974	9.3	436,208	11.4
<b>\$150,000-\$199,999</b>	23	1.3	0	0	30	3.9	268	1.3	141,718	3.7
<b>\$200,000+</b>	19	1.1	0	0	27	3.5	158	0.7	114,332	3.0

Source: 2008-2012 American Community Survey

**Figure 6 – INCOME IN 2012**



Source: 2008-2012 American Community Survey

Table 10 shows the number of individuals over 16 with earnings and the sources of those earnings. The categories are not exclusive, so an individual may for example have earnings from social security and a retirement income such as a pension or 401K. A significant number of households have earnings from sources other than jobs.

Table 10 - INCOME TYPES, 2012	
	City of Caro
With earnings	1,176
With social security income	586
With supplemental Security Income	144
With public assistance income	161
With Food Stamps / SNAP assistance income	521
With retirement income	383

Source: 2008-2012 American Community Survey.

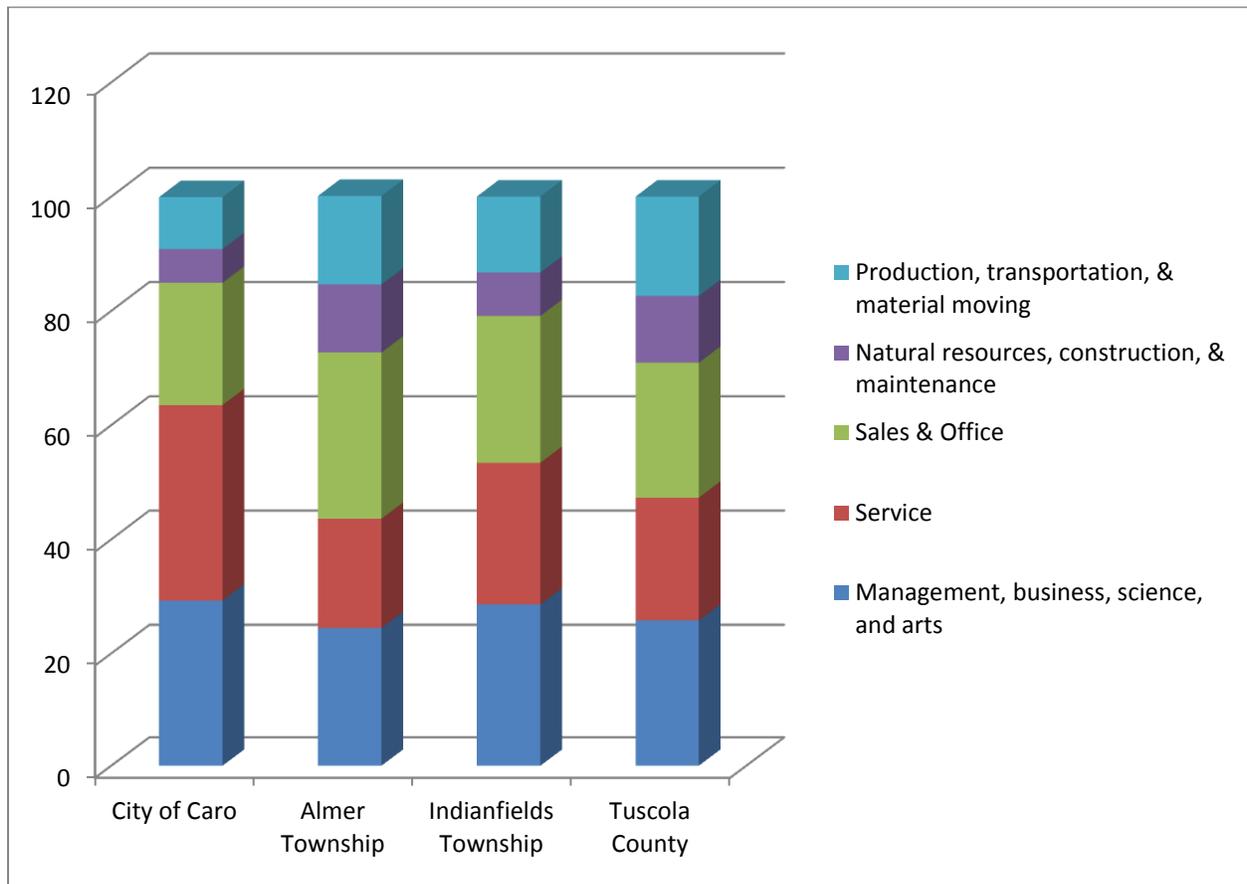
Table 11 shows occupations for workers aged 16 years and older in the City of Caro in 2008-2012. The largest employer in the city was the service industry, which employed 37.3% of the population. In comparison, only 26.0% of Almer Township workers and 31.2%

of Indianfields Township workers were employed in the service industry. Generally speaking, service industry jobs are lower paying than managerial/professional jobs. This high proportion of service industry jobs in the city contributes to the relatively low median household income in the City of Caro.

Table 11 - OCCUPATIONS 2008-2012

OCCUPATION	City of Caro		Almer Township		Indianfields Township		Tuscola County	
	#	%	#	%	#	%	#	%
Management, business, science, and arts	476	30.2	204	24.5	315	29.4	5,884	25.7
Service	479	30.4	159	19.1	245	22.9	4,855	21.2
Sales & Office	357	22.7	242	29.1	203	18.9	5,382	23.5
Natural resources, construction, & maintenance	80	5.1	99	11.9	96	9	2,760	12.1
Production, transportation, & material moving	184	11.7	129	15.5	213	19.9	4,020	17.6
<b>Total</b>	<b>1,576</b>	<b>100</b>	<b>833</b>	<b>100</b>	<b>1,072</b>	<b>100</b>	<b>22,901</b>	<b>100</b>

Source: 2008-2012 American Community Survey

**Figure 7 - OCCUPATIONS 2008-2012**

Source: 2008-2012 American Community Survey

## Housing

Housing is a basic necessity and is one of the principal uses of land in the City of Caro. The provision of adequate, affordable housing is an important public policy.

### Housing Age

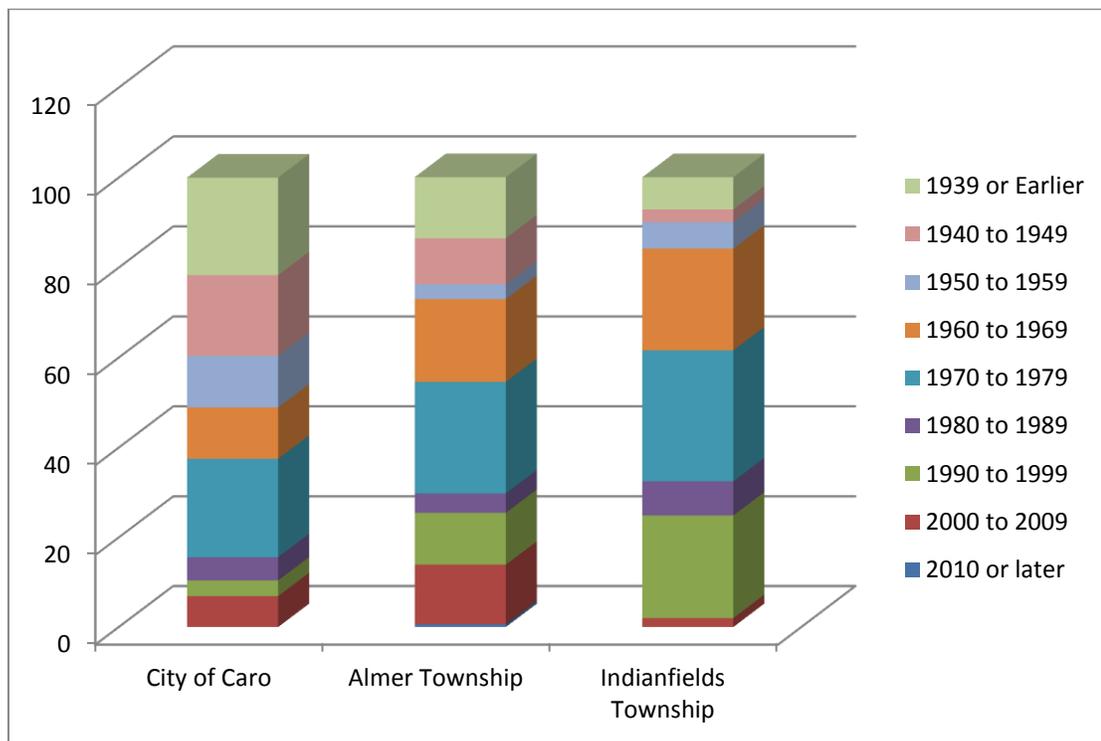
The age of housing affects both its quality and price. This is not to imply that older homes are always worth less than newer homes, or that neighborhoods made up of older homes cannot be as aesthetically pleasing as newer neighborhoods. Generally speaking, older housing is less costly and more likely to be converted into multiplex family dwellings.

Table 12 shows 36.0% of the housing stock existing in the City of Caro in 2008-2012 was built in 1939 or earlier. This is a much higher proportion than both Almer Township (10.5%) and Indianfields Township (31.1%). Only 40.5% of the housing stock in the city was built in 1960 or later, compared to 60.5% in Almer Township and 71.3% in Indianfields Township.

Table 12 - YEAR STRUCTURE BUILT						
	City of Caro		Almer Township		Indianfields Township	
Year	#	%	#	%	#	%
2010 or later	0	0	5	0.6	0	0
2000 to 2009	137	6.9	113	13.3	25	2
1990 to 1999	70	3.5	98	11.6	281	22.9
1980 to 1989	104	5.2	36	4.3	93	7.6
1970 to 1979	437	21.9	210	24.8	357	29.1
1960 to 1969	227	11.4	156	18.4	277	22.6
1950 to 1959	230	11.5	28	3.3	73	5.9
1940 to 1949	358	17.9	86	10.2	34	2.8
1939 or Earlier	433	21.7	115	13.6	88	7.2

Source: 2008-2012 American Community Survey

Figure 8 - OCCUPATIONS 2008-2012



Source: 2008-2012 American Community Survey

This high proportion of post-1960 housing stock in the city and the townships is due to the nationwide trend of suburbanization. This trend resulted in a large proportion of married family households moving to more rural suburban areas within commuting distance of urban

centers close to the downtown area. Thus, the number of available housing units is increasing at a substantial rate; however, the number of new homes being constructed is not.

**Housing Types**

Table 13 shows about 27.6% of all housing units in the City of Caro were duplex units or larger in 1990. This figure is significantly higher than both Almer Township (11.2%) and Indianfields Township (7.3%).

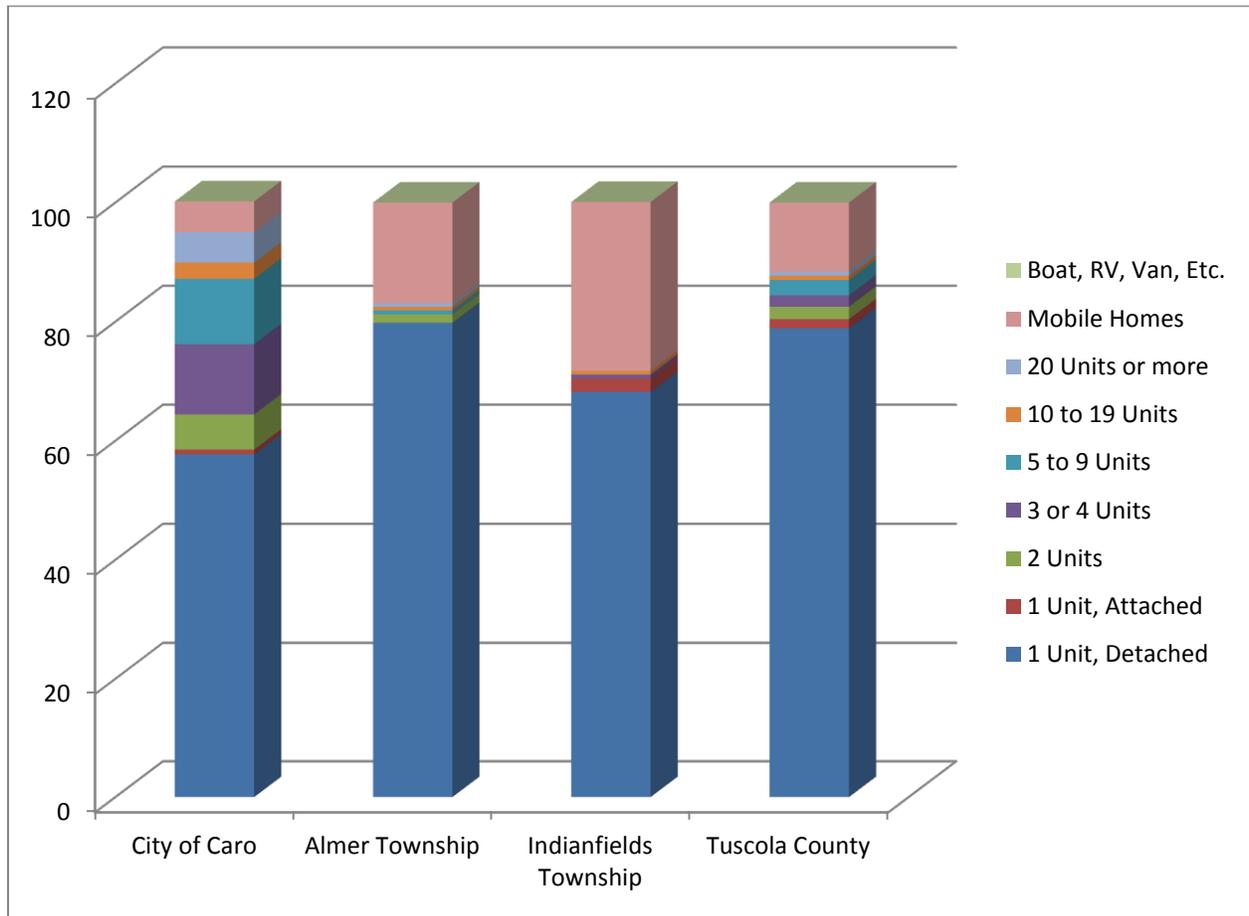
Table 13 - HOUSING TYPES 2000

	1 Unit, Detached		1 Unit, Attached		2 Units		3 or 4 Units		5 to 9 Units		10 to 19 Units		20 Units or more		Mobile Homes		Boat, RV, Van, Etc.	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
City of Caro	1,152	57.7	15	0.8	117	5.9	235	11.8	219	11	53	2.7	102	5.1	103	5.2	0	0
Almer Township	676	79.8	0	0	12	1.4	0	0	6	0.7	5	0.6	5	0.6	143	16.9	0	0
Indianfields Township	837	68.2	27	2.2	0	0	8	0.7	0	0	7	0.6	0	0	349	28.4	0	0
Tuscola County	19,272	78.9	361	1.5	518	2.1	471	1.9	628	2.6	160	0.7	183	0.7	2836	11.6	0	0

Source: 2008-2012 American Community Survey

About 13.3% of the housing units in Indianfields Township were mobile home units. This mirrors the County at 13.1%. This is higher than Almer Township (11.4%) and much higher than the City of Caro (2.9%). Generally, mobile home units have relatively low value in comparison to other units.

**Figure 9 – HOUSING TYPES**



Source: 2008-2012 American Community Survey

**Housing Value**

Housing value is the result of many factors, including age of housing, type of housing, neighborhood quality and determinants such as employment opportunities, quality of education system, crime, etc. Housing value has a direct effect on the ability of individuals to own homes. Housing values also have a direct effect on property taxes, which in turn affect revenues of local jurisdictions.

Table 14 shows the median value of owner-occupied housing in the City of Caro in the 2008-2012 American Community Survey was \$78,500. While this was significantly lower than in Almer Township (\$96,100), it was only slightly lower than in Indianfields Township (\$81,700).

Table 14 – HOUSING VALUES

	Less than \$50,000	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 to \$299,999	\$300,000 to \$499,999	\$500,000 to \$999,999	\$1,000,000 or More	Median Dollars
<b>City of Caro</b>	131	377	231	65	59	9	7	0	\$83,300
<b>Almer Township</b>	123	216	128	143	43	33	10	12	\$105,700
<b>Indianfields Township</b>	232	304	238	134	86	15	0	54	\$99,200
<b>Tuscola County</b>	2,615	5,969	4,367	2,250	1,427	512	127	127	\$101,000
<b>State of Michigan</b>	364,020	652,098	595,444	484,270	406,505	196,898	62,439	18,539	\$128,600

Source: 2008-2012 American Community Survey

Table 14 also shows 85.8% of homes in Caro were valued at \$50,000 or higher in 2008-2012. Almer Township, in comparison, had 90.5% of its homes valued at \$50,000 or greater. Generally, large single family homes on rural lots tend to have a higher value than other types of housing. In Almer Township, 75.9% of all housing units were one unit detached. This is slightly higher than the City of Caro (70%) and also Indianfields Township (70.5%), and accounts for the higher median housing value in Almer Township.

### *Housing Tenure*

Table 15 shows only 63.3% of the housing units in the City of Caro were owner-occupied in 2010. This proportion is lower than both Almer Township (79.8%) and Indianfields Township (73.2%). Conversely, about 36.7% of Caro residents lived in renter-occupied units, compared to 20.2% in Almer Township and 26.8% in Indianfields Township. Again, this difference can be explained by the significant proportion of multi-unit residential dwellings in Caro.

Table 15 - HOUSING TENURE, 2010

	Owner Occupied		Renter Occupied	
	#	%	#	%
<b>City of Caro</b>	1,054	59.3	723	40.7
<b>Almer Township</b>	904	73.9	319	26.1
<b>Indianfields Township</b>	1,726	72.3	662	27.7
<b>Tuscola County</b>	17,880	82.8	3,710	17.2
<b>State of Michigan</b>	2,793,342	72.1	1,079,166	27.9

Source: U.S. Census, 2010.

### **Housing Quality Analysis (from the 1997 Master Plan)**

Representatives from Rowe Incorporated completed an exterior housing survey for each residential structure and property in the City of Caro in March 1996. The survey yielded data for each structure, including age, occupancy, type, and condition. A similar exterior housing survey was completed in February and March 1980 for the entire Indianfields/Caro/Almer (ICA) area, as part of the ICA Plan. In the Plan, survey data was collected for each of 11 “neighborhoods” in order to quantify housing trends and patterns. Given the physically large size of sections 1, 10 and 11 delineated in the 1980 analysis, these were further broken down into smaller “sub-neighborhoods” for purposes of comparison.

Table 16 shows the quality for each type of housing in the city in 1996. The overall quality of all structures inventoried was a relatively high 2.34 on a scale of 1 to 5, 1 being “excellent” and 5 being “very poor”. The most predominant housing type was single family homes, which represented 1,165 units out of the 1,621 units inventoried, or about 72% of all units. The structural quality of single family homes was 2.27, which represents a slightly higher quality than the 2.34 score for all structures in the city. This is what one would expect given the pride of ownership of single family home owners compared to renters or other types of housing units. Duplexes (3.04), triplexes (3.05) and 4-unit developments (3.11) were of lower structural quality. Developments of 5 units or more were determined to be of very good structural quality (1.86).

Table 16 - VILLAGE OF CARO STRUCTURAL QUALITY OF HOUSING, 1996			
Type of Structure	Structural Quality	Land/Lot Quality	Outbuildings Quality
All Structures in Caro	2.34	2.22	2.64
Single Family Residences	2.27	2.15	2.63
Duplexes	3.04	2.97	2.71
Triplexes	3.05	2.95	3.20
Quads	3.11	3.16	3.00
Multi (5+ units)	1.86	1.57	2.25
Shelters/Group Homes	2.33	2.11	2.80
Public Buildings	2.00	1.64	1.80
Businesses/Apartments (Shared)	2.62	2.38	2.50
Businesses Only	N/A	N/A	N/A

NOTE: 1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Very Poor.

Table 17 – VILLAGE OF CARO STRUCTURAL QUALITY BY SECTION, 1996

Section	Rating for all Housing Units, 1996*	Rating for Single Family Homes, 1996*	Rating for Duplexes, 1996*	Rating for Multi-Unit Dwellings, 1996*	% of "Standard" Housing Units, 1980**
Section 1	2.95	2.83	3.42	4.00	57.6
Section 1-A	3.09	3.20	—	2.00	N/A
Section 2	2.54	2.53	3.00	2.33	58.6
Section 3	2.92	2.97	2.80	2.67	47.4
Section 4	2.35	2.28	2.70	3.00	77.6
Section 5	2.06	2.05	2.60	2.00	86.2
Section 6	2.42	2.41	2.57	2.50	86.7
Section 7	2.51	2.38	3.38	3.00	69.3
Section 8	2.70	2.67	3.43	—	78.3
Section 9	2.83	2.75	3.00	3.50	71.4
Section 10	1.43	1.39	2.50	1.33	97.1
Section 10-A	2.25	2.50	2.00	—	N/A
Section 10-B	2.30	2.32	—	—	N/A
Section 11	1.56	1.55	1.00	2.00	87.7
Section 11-A	2.13	2.40	—	1.00	N/A
Section 11-B	1.06	1.05	—	1.50	N/A
Section 11-C	3.54	—	4.00	3.50	N/A

\* 1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor, 5 = Very Poor.

\*\* From Housing Quality Section, 1980 ICA Plan.

Table 17 shows that while the overall structural quality of single family homes was a

relatively high score at 2.34, the quality of homes varied from section to section. For example, single family homes in Section 11-B received an overall score at 1.06, which represents roughly an “excellent” rating. Section 10 received an average score at 1.43, the second highest rating of any neighborhood. Both of these neighborhoods are made up predominantly of homes built after 1960. Section 11 had 94% of its homes built since 1960, while in Section 10, 79% of the homes were built since 1960. The neighborhoods with the lowest scores for single family home quality were Section 1-A (3.09) and Section 3 (2.92). About 60% of the single family homes in Section 1-A were built prior to 1940 and 40% were built between 1940 and 1960. In Section 3, all of the homes were built prior to 1940.

While age is a factor in structural quality, obviously older homes are not necessarily of poorer quality than newer homes. Other factors affect housing quality, including housing tenure, mix of uses in the neighborhood, pride of ownership, absentee landlords, etc.

These results can be compared to the 1980 analysis to establish housing quality patterns over time. The methodology used in the 1980 analysis was different than the method employed in 1996. The 1980 analysis categorized housing units as either “Standard”, “Sub-standard” or “Dilapidated”. As already mentioned, Sections 1, 10 and 11 were not delineated into sub-neighborhoods in the 1980 analysis. The two top ranked neighborhoods in terms of the percentage of “Standard” housing units in 1980 were Section 10 (97.1%) and Section 11 (87.7%). In 1996, the neighborhoods with the highest housing quality ratings were neighborhoods 11-B (1.06), 11 (1.56) and 10 (1.43).

The neighborhoods with the lowest proportion of “Standard” housing units in 1980 were neighborhoods 3 (47.4%) and 1 (57.6%). In the 1996 analysis, the neighborhoods with the lowest housing quality ratings were neighborhoods 11-C (3.54), neighborhood 1-A (3.09), neighborhood 3 (2.92) and neighborhood 1 (2.95). Neighborhood 11-C is comprised of only 13 housing units, all of which are either duplexes or larger. If this neighborhood is discounted, the two highest rated and two lowest rated neighborhoods in terms of housing quality from the 1996 analysis correspond exactly with the results from the 1980 analysis. Therefore, it appears the quality of housing units in delineated neighborhoods has remained relatively consistent since 1980.

## Infrastructure

### Parks

The Caro Area Parks and Recreation Master Plan was adopted in 2010 as joint effort of the Caro Parks and Recreation Committee and the Caro Area Trails System Committee. The plan covers the period 2010-2014. It is intended to guide Caro officials in their work on all future recreational and parks projects within the community. It is also a strategic document that articulates specific goals for various agencies and organizations that may fund local recreational and park improvement projects. It was developed in accordance with the guidelines for Community Park, Recreation, Open Space, and Greenway Plan published by the Michigan Department of Natural Resources (DNR), and makes the city eligible for funding through the Michigan Natural Resource Trust Fund program.

The plan includes an inventory of all of the city parks. The inventory was completed by updating the inventory from the previous parks and recreation plan; each site was visited and evaluated by staff. It includes priority improvements for each park

#### Williamsburg Park

Size: 1.5 Acres

Purpose: Mini-Park

Service Area: Residential Neighborhood, vacant property

Accessibility: N/A



Priorities:

- Replace park sign to reflect new uniform signage

#### Colonial Park

Size: 1.5 Acres

Purpose: Mini-Park

Service Area: Residential Neighborhood, vacant property

Accessibility: N/A



Priorities:

- Replace park sign to reflect new uniform signage

### Atwood Park

Size: 0.75 Acres

Purpose: Mini-Park

Service Area: Caro Community

Facilities: Include gazebo and park benches

Accessibility: 3



Priorities:

- Maintain facilities/amenities on site
- Add handicap accessible picnic tables
- Replace existing guardrails on east side of park



### Northwood Heights Park

Size: 1.5 Acres

Purpose: Neighborhood Park

Service Area: Residential Neighborhood

Accessibility: 2

Facilities: Ball Diamond, Soccer goals, Playground Equipment, Picnic Area

Priorities:

- Replace park sign to reflect uniform signage
- Maintain facilities/amenities on site
- Add park benches and more picnic tables
- Replace/Restore existing baseball/softball diamond and backstop

## Bieth Parks

Size: 20 Acres

Purpose: Community Parks

Service Area: Caro Community

Accessibility: 2

Facilities: Tennis courts, basketball courts, shuffleboard courts, horseshoe pits, ball diamond, playground equipment, pavilion, ice rink, picnic areas, park benches, restrooms, recreation/arts building. Location is also the site of the Tuscola County Fair.

### Priorities:

- Add park signage to reflect uniform signage
- Maintain facilities/amenities on site
- Add parking near pavilion
- New playground equipment
- Replace/renovate basketball courts
- Add more picnic tables
- Replace/remove restrooms



## Chippewa Landing Park

Size: 16 Acres

Purpose: Community Parks

Service Area: Caro Community

Accessibility: 2

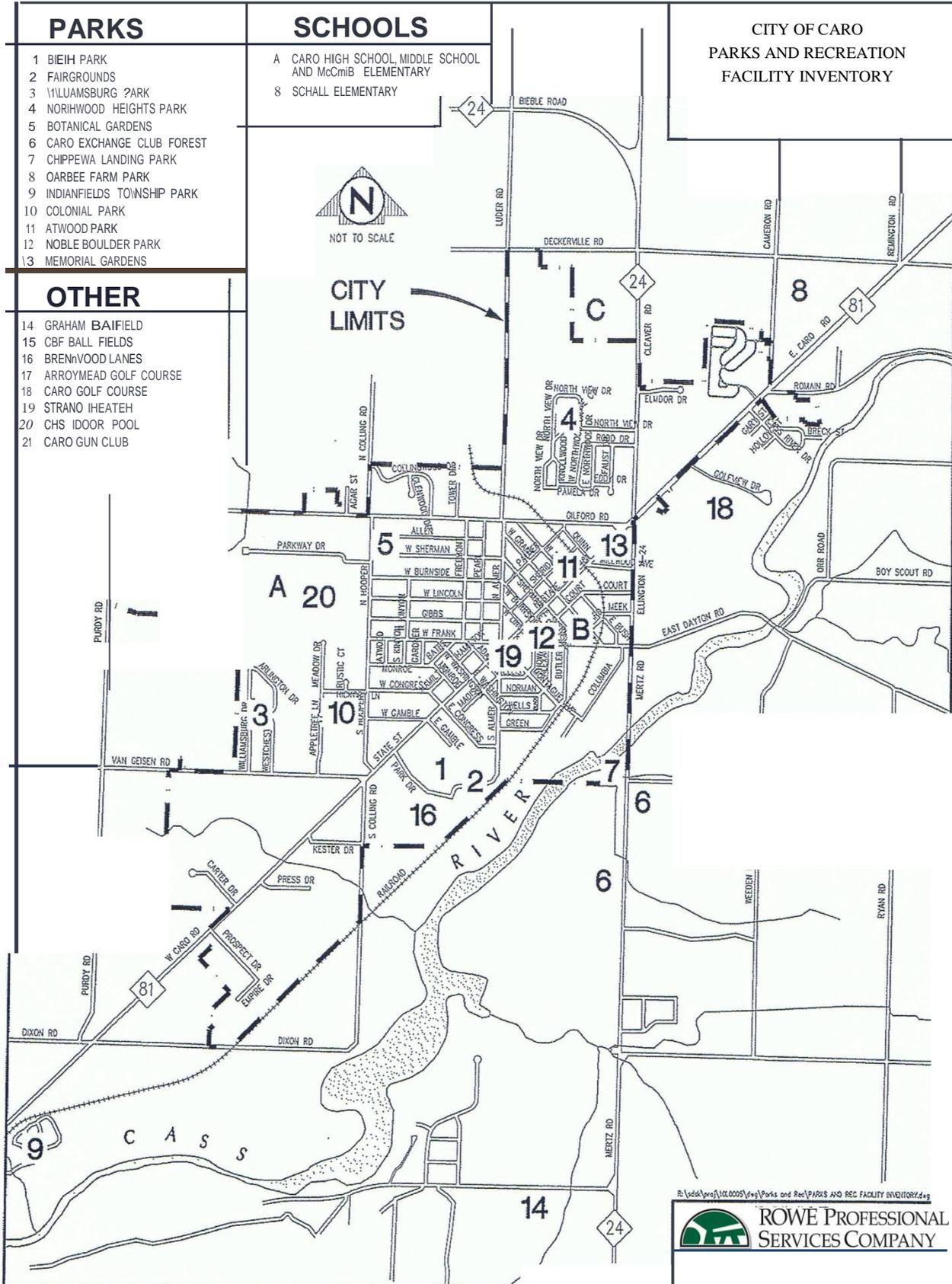
Facilities: Boat launch, fishing dock, pavilions, picnic tables/areas, playground equipment, sledding hill, pond with fountain, park benches, linear walking trail with pedestrian bridge and access to wildlife habitat.



### Priorities:

- Add Parking
- Add/replace playground equipment
- Add park signage to reflect new uniform signage
- Develop handicapped accessible canoe landing as part of Cass River Greenway Water Trail
- Improve/Enlarge restrooms





### **Sewer System**

The original Caro Area Wastewater Treatment Plant was completed in 1957. The original plant was a trickling filter, but in 1986 was replaced by a bio-disc secondary treatment system. That system has since been replaced by a concentric ring oxidation ditch in 2008. The treatment plants service area includes Almer and Indianfields Townships and the Caro Regional Center.

The plant design flow since 1986 has remained at 1.2MGD with a peak hour flow of 3.04MGD. The plants approximate average annual flow is .635MGD.

The plant could theoretically handle an additional .565MGD. Since the plant treats about 100 gallons per day for each person within the service area, it can be assumed that the facility could handle additional development equivalent to 5,650 persons in the service area, but I&I issues during wet weather conditions need to be addressed first. The system contains a total of 11 lift stations. Maintenance of these stations is an ongoing concern.



Sewage collected from the service area is treated at the plant to meet current effluent quality requirements prior to discharge into the Cass River.

### **Water System**

The existing water system in the City of Caro has been in use since 1899. A Water Reliability Study was prepared in 2013 that evaluated the water systems current conditions and recommendations for ensuring adequate capacity over the next 20 years. The report stated.

#### **A. Current Conditions**

##### **1. Supply**

Water is supplied by a total of five wells. The firm capacity of these wells is sufficient to meet the city's current and estimated five-year and twenty-year maximum day demands.

## 2. Water Quality

The city owns and operates a water treatment plant (WTP), the primary function of which is to reduce arsenic levels to be in compliance with EPA standards at two of the five wells. Arsenic is below allowable levels at the other three wells. The city water is considered hard and no softening treatment is provided. Hardness has no known health impact, but results in films and deposits on laundry, plumbing fixtures, and dishes.

## 3. Storage

One elevated storage tank provides storage of water. The storage volume of 750,000 gallons is not sufficient for existing and anticipated future twenty-year demands. The tank was most recently inspected in 2011 and is generally in good condition.

## 4. Distribution System

A computer model of the city's water system has been developed. The model provides the ability to simulate and evaluate a variety of demand conditions. Analysis indicates that existing peak hour demand pressures in the city range from 40-96 psi, well above the minimum recommended pressure of 35 psi during peak hour demands.

## 5. Fire Protection

The computer model has been used to simulate the large demands necessary for firefighting. The model indicated that the city's water distribution system does provide recommended fire demands in the city with three wells running. Areas that do not are primarily due to the prevalence of dead end water mains, large elevation variations and high demands for fire flows due to the type of land use.

## B. Recommendations

### 1. Storage

Continue to perform regular inspections and maintenance on the existing storage tank to ensure long-term service to the community. Begin planning process for an additional elevated storage tank to be built within the next 20 years. The provide storage should meet current and future average day demand.

### 2. Distribution System and Fire Protection

It is recommended that the city implement distribution improvement projects that reduce the need for maintenance and improve the available fire flow. Improved fire flow can be accomplished by eliminating mains under 6" in diameter and eliminating dead end mains. Other improvement recommendations focus on areas that are experiencing frequent breaks.

Recommended improvements may be implemented systematically over time as funds become available.

### 3. System Maintenance

It is recommended that the city implement a valve turning program where each valve is inspected and operated annually, or on a schedule that works with available manpower. A valve turning program has the benefit of identifying valves in need of repair or replacement, and extending the life of existing valves.

## Land Use (from the 1997 Master Plan)

### Business Uses

The following is a list of commercial and office uses located in the City of Caro in March 1996, as identified during the land use inventory:

Table 18 - COMMERCIAL AND OFFICE USES, 1996	
Ruby's Yarn & Fabric	H&R Block
Sue's School of Dance	Pat Curtis GMC
Howard's Caro Beauty Academy	Auto Works
Thumb Office Supply	Ralston's Party Store
Star Vision Center	Attorney Duane Burgess
Coach's Corner Sporting Goods	M. Biddinger – Attorney
Time Out Hair Salon	L.J. White – Regional Rentals
The Corner Cupboard	E.D. Jones & Company – Investors
Town & Country Bridal	Tuscola County Credit Union
Kid's Closet	Botsford's Union 76
Chemical Bank – Thumb	Schorper Law Office
Gamble's Hardware	Ransford & Crews – Law Office
Tuscola County Advertiser	Oasis Tavern
American Mattress & Furniture	Buckley's Shoes
Osentoski Realty & Auctioneering	Quilt Talk Antiques

Putnam Associates Realtors	Cummings Memorial
L.J. & Sons Garage	Kelly's & Co. Realty
Big Acre Farm & Home Store	Old Castle Muffler Shop
AAA Al Swiderski; General Agency	Images Photography
Caro Coin Exchange	Hozer's Hearing Clinic
The Frame Shop	Wal Mart
Holly's Hair Design	ATBD, CPA's
Chamber of Commerce	Human Development Commission
United Health Services	Archery World
Galaxy Office Machines	Lasting Impressions Floral Shop
Shear Trends – Hair & Tanning	Randsford Funeral Home
A Cut Above	R.F. Tiseo Dentist
Twin Flame Sisters	N.J. Pokley – Orthodontist
Stephens Tire Service	Abbey & Abbey Attorneys
Collon Funeral Home	Wieland's Barber Shop
Caro Auto Collision	Thumb Area Title & Abstract
Holloway Fire Protection, Inc.	Dave Kolacz Insurance Agency
Halls Trim	Intermission Deli
Caro Family Physicians	Big Lots
Caro Medical Clinic	Fashion Bug
Thumb Meat Market	Opticare Vision Center
McDonald's	Rental King
Muffler Man	Cellular One
Pizza Hut	Sheardy's Grand Rental Station?
Starbright Restaurant	Suburban Homes Sales
Jadle Garden	Speedway
Wendy's	Brentwood Lanes

Caro Wine Shop	Foodland
Subway	Rainbow Dry Cleaners
Chemical Bank	Jone's Barber
Thumb Auto Wash	Thumb Title and Abstract
Penzoil	Larry Seale, DDS
Capri Restaurant	Big Brothers/Big Sisters
Esther's Floral	Dollar Daze
Dairy Queen	Michigan Sugar Co.
Thumb Cellular	Midwest Water Treatment
RLS Distributing Co.	Dr. John Geissinger
Moore Motor Sales	

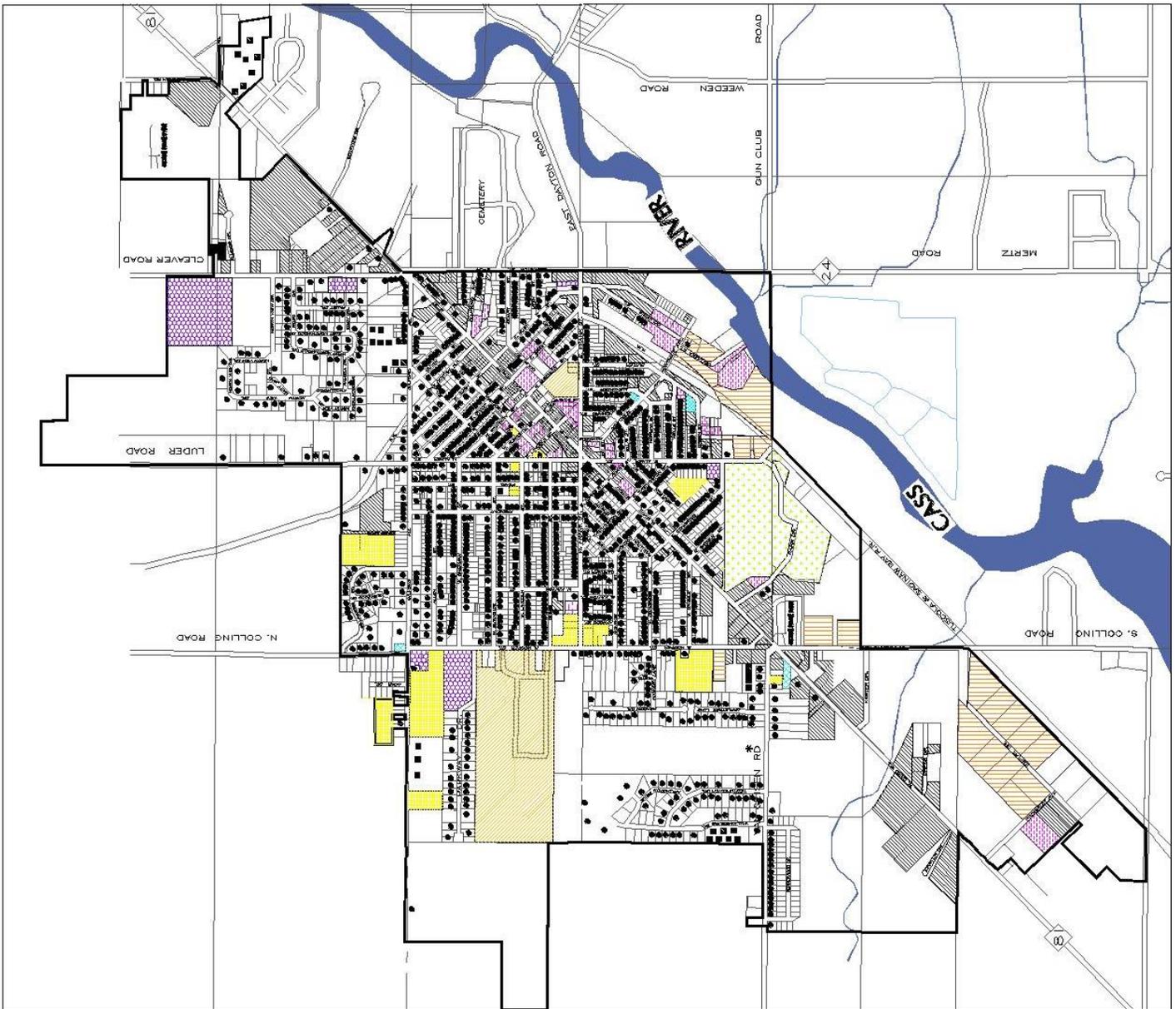
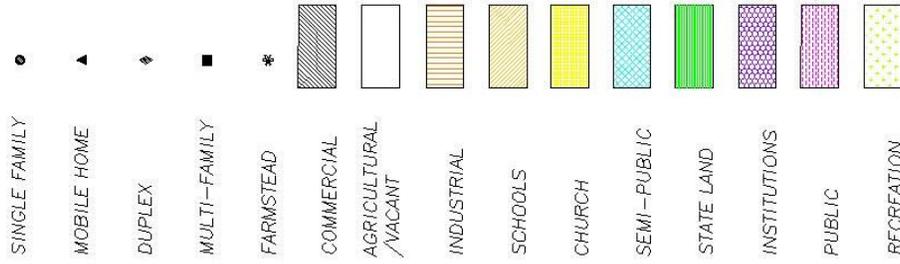


**Existing Land Uses**

Map #1 shows the arrangement of existing land uses based on a review of aerial photography supplemented by field checks in June 2014

MAP 1 - EXISTING LAND USE

CITY OF CARO  
EXISTING LAND USE



## **Transportation**

### **Road Types**

Streets in the city are categorized as arterial roads, collector roads or local streets. The primary function of arterials is the movement of traffic within the community and between communities. The primary function of collectors is to collect traffic from nearby local streets and link it with the surrounding arterial street system. The primary function of local streets is to provide access to adjacent land uses. Map 1 shows the arterial, collectors and local streets in the city.

### **All Weather Roads**

Most roads in Michigan are designed to handle heavy loads except during the spring thaw. During this period, which is usually about six weeks long, the roads are vulnerable to damage from heavy trucks. As a result, road commissions have adopted “frost laws” which restrict the movement of heavy vehicles on these roads during the spring thaw. All-weather roads are built up to permit heavy truck traffic during this period. These roads can be used year round by heavy vehicles and consequently, are generally preferred locations for most industrial and commercial developments. The only all-weather roads in the City of Caro are state trunk lines M-24 and M-81 and Industrial Park Drive in the Caro Industrial Park.

### **Road Capacity**

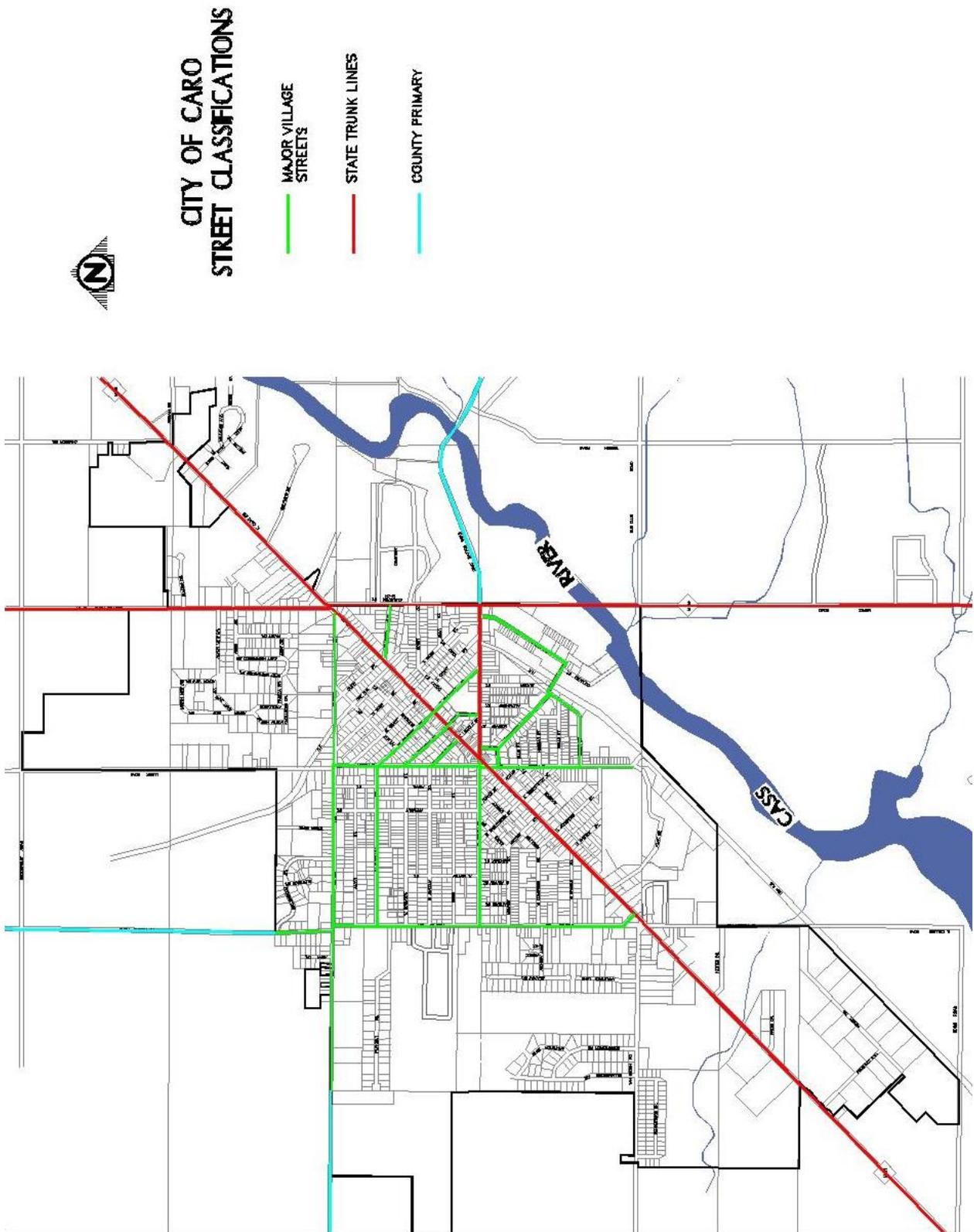
A road’s capacity and current volume of traffic can affect the suitability of land for various uses. A road’s capacity is measured by delay, such as how close actual speed is to posted speed, length of wait at traffic signals and intersections, and frequency of adequate gaps in traffic to allow turns. A road with a relatively low capacity should not be used to access uses with high traffic generation rates such as commercial or high density residential uses. The same is true for a road with relatively high capacity and relatively high traffic volumes.

A road’s capacity is measured by Level of Service (LOS). The LOS mathematically measures traffic operations based on vehicle delays for various movements, such as delays at signalized and non-signalized intersections during peak hours. A LOS of “C” or “D” is a typical design standard, and is characterized by some delay but not congestion. Generally, a two-lane collector road, such as a local street, is estimated to have a capacity between 8,000 to 10,000 vehicles per day for a LOS of “C” or “D”. The local streets appear to be able to handle additional traffic created by future developments without widening or other improvements. A four-lane arterial road such as State Street is estimated to have a capacity of between 20,000 to 24,000 vehicles per day for a LOS of “C” or “D”. With a 24 hour traffic count of 25,102, the LOS drops to “E”. This is characterized by increased delay, poor

progression and congestion. In the downtown area, State Street is reduced to only two lanes of traffic with parallel parking on both sides of the street.

It would appear State Street is over capacity at the Washington Street location and in the downtown. This over capacity appears to result in increased delay, poor progression and congestion. Future improvements may be necessary to alleviate some of the congestion on State Street, and the city may want to explore alternatives to improve Level of Service. These alternatives may include intersection modifications, road widenings or abandonment of on-street parking.

MAP 2 - STREET CLASSIFICATIONS



## Rezoning and Annexations

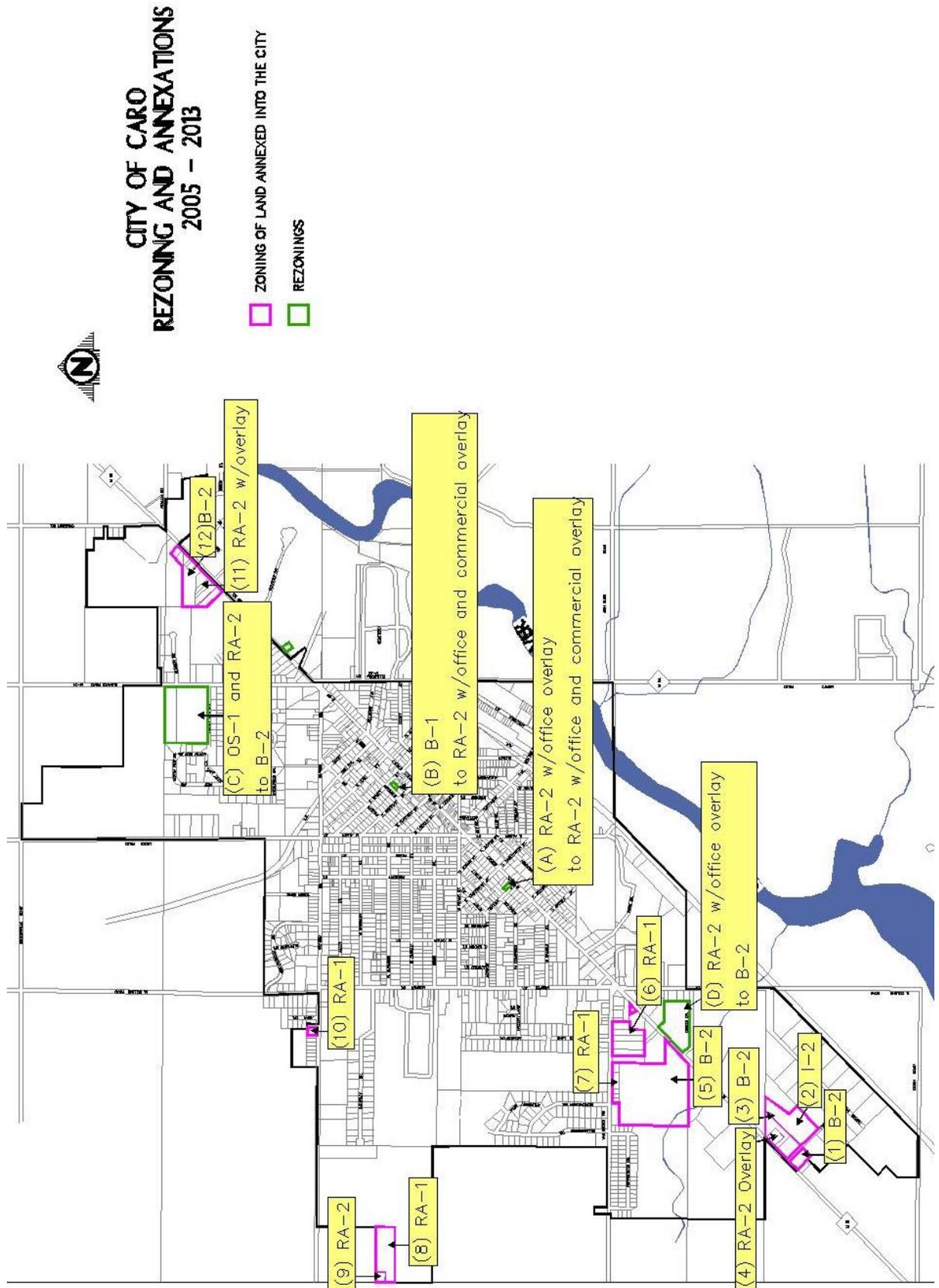
### Rezoning

There were four rezonings in the City of Caro from 2005 until 2013. In addition the city annexed 12 areas in the process of converting from a village to a city that were then zoned. The following Table 19 lists each rezoning and annexation/zoning and rezoning and its consistency with the 2005 master plan. Map 3 illustrates their location.

Table 19 - REVIEW OF ANNEXATION ZONINGS AND REZONINGS SINCE 2005

KEY	Zoning / Rezoning	Consistency with Land Use Recommendations in 2005 Master Plan
<b>Annexation Zonings</b>		
1	B-2	Consistent locational criteria and surrounding zoning
2	I-2	Consistent locational criteria and surrounding zoning
3	B-2	Consistent locational criteria and surrounding zoning
4	RA-2 with overlay	No criteria for overlay in 2005 plan, consistent with surrounding zoning
5	B-2	Consistent locational criteria and surrounding zoning
6	RA-1	Consistent locational criteria and surrounding zoning
7	RA-1	Consistent locational criteria and surrounding zoning
8	RA-1	Consistent locational criteria and surrounding zoning
9	RA-2	Inconsistent locational criteria, and surrounding zoning; assume rezoning was based on parcel size
10	RA-1	Consistent locational criteria and surrounding zoning
11	RA-2 with overlay	No criteria for overlay in 2005 plan, consistent with surrounding zoning
12	B-2	Consistent locational criteria and surrounding zoning
<b>Rezoning</b>		
A	RA-2 with office overlay to RA-2 with office / commercial overlay	Inconsistent with locational criteria and surrounding zoning
B	B-1 to RA-2 with office / commercial overlay	Consistent locational criteria and surrounding zoning
C	OS-1 and RA-2 to B-2	Inconsistent with locational criteria (no expansion of B-2 zoning) but consistent with adjacent zoning
D	RA-2 with overlay to B-2	Consistent locational criteria and surrounding zoning

MAP 3 - REZONINGS AND ANNEXATIONS 2005-2013



### **Goals and Objectives**

The goals and policies described below have been developed using the list of goals and policies included in the 2005 plan. The goals and policies relate to a wide range of land use, residential, commercial, industrial, and community concerns:

#### **Goal I: Land Use Goals**

Promote orderly development growth of the City of Caro, through the encouragement of compatible adjacent land uses.

Policy A: Direct immediate industrial expansion to the Caro Industrial Park and adjacent properties and direct long term industrial and commercial expansion to appropriate areas based on an identified need.

Policy B: Provide additional areas for residential development (especially for alternate housing types) in areas which are already residentially developed by amending zoning regulations while ensuring aesthetic compatibility.

Policy C: Use transitional areas to buffer incompatible land uses from one another.

Policy D: The continued development of the city as a health care hub for the surrounding community should be encouraged by providing adequate locations for development and expansion of health care facilities including assisted and independent living facilities.

#### **Goal II: Residential Goal**

Maintain high quality residential development which will fulfill the needs of the various population segments in the area.

Policy A: Enable continued home ownership in the city by permitting a range of housing types such as duplexes, condominiums, and modular homes in appropriate areas.

Policy B: Encourage the rehabilitation of substandard dwellings through strict enforcement of existing housing codes and application for state and federal funds to assist with housing rehabilitation.

- Policy C: Encourage preservation of quality older homes by increasing flexibility in the treatment of legal nonconforming structures through the use of Class A and B designations.
- Policy D: Encourage demolition of severely dilapidated housing, especially when those houses represent “non-conforming uses” and/or are a threat to health, safety, and welfare through strict enforcement of existing building codes and adoption of a dangerous building ordinance.
- Policy E: Encourage new developments to be built in a manner sensitive to the physical character of the Caro area.
- Policy F: Continue to enforce zoning regulations to promote development within single-family neighborhoods that respect the scale and character of the single-family homes.

**Goal III: Commercial Development Goal**

Encourage the continued development of the Caro area as the regional commercial/service center of Tuscola County, while meeting the shopping and employment needs of local citizens.

- Policy A: Strengthen the economic vitality of the Caro commercial area by encouraging more intensive use of existing commercial facilities, rather than construction of new facilities. Create and maintain an inventory of vacant commercial lots and buildings to be used in evaluating the need for future rezoning of property to commercial classifications.
- Policy B: Encourage future commercial development to occur within or near already developed commercial areas through utilization of overlay zoning districts.
- Policy C: Conduct a market study to identify businesses that will identify market deficiencies and develop a strategy in conjunction with the DDA to attract the types of businesses identified.
- Policy D: Strengthen the “partnership” between all levels of government and the Caro Business Community through their involvement with the Planning Commission and DDA in planning for future commercial development in the city.

Policy E: Take steps to enhance Downtown Caro’s position as a viable commercial center, while encouraging Downtown Caro to provide needed products and services through the implementation of the Caro DDA Downtown Development Plan.

Policy F: Encourage economic self-sufficiency in agriculture by actively recruiting businesses that service and support agriculture.

Policy G: Enhance the aesthetic quality of all commercial establishments in the Caro area by continued enforcement of the city’s sign controls and development of commercial development design standards.

Policy H: Utilize space suitable for a mix of office and personal service areas within one block of M-81 and M-24 to serve as a buffer between commercial uses on M-81 and surrounding residential areas.

Policy I: Evaluate potential development based on its impacts to the Caro commercial area and city infrastructure.

**Goal IV: Industrial Development Goal**

Provide for substantial industrial growth in the Caro area through orderly placement of land uses and strengthened local organization.

Policy A: Encourage non-cyclical industries to locate in the Caro area through recruitment efforts by the Caro Area EDC and Chamber of Commerce, with a focus on the utilization of vacant or obsolete industrial land within the city and to attract new industrial uses.

Policy B: Locate industrial uses in areas which have the necessary transportation facilities (highway, air, or rail) and other public infrastructure, while preventing industrial development in environmentally sensitive areas such as wetlands.

**Goal V: Sense of Community Goal**

Preserve and encourage a strong sense of “community” within the Caro area.

Policy A: Provide residents from within each area of the Caro area the opportunity for input into the decision-making process.

- Policy B: Provide guidance to local commissions and boards regarding their responsibilities and functions while improving coordination among these boards through a program of annual training and regular joint meetings.
- Policy C: Review and update this plan as recommended in the Implementation section in order to comply with the MPEA's five year review requirement and to ensure that the plan is relevant to current community needs and conditions.
- Policy D: Enhance the Cass River as an asset for the community by promoting improved public access. Take advantage of appropriate opportunities through the site plan review process and purchase of access sites as part the implementation of the City Parks and Recreation Plan.
- Policy E: Encourage public involvement in the community planning process by increasing public access and awareness of the city's Master Plan through use of the city website and other methods of communication to the public.
- Policy F: Provide quality public spaces for residents, including families through maintenance of city parks and incorporation of additional spaces, where appropriate, in future development.
- Policy G: Encourage the rehabilitation of historic homes through increased flexibility for nonconforming structures.

***Goal VI: Infrastructure Goal***

Preserve and enhance the city infrastructure.

- Policy A: Promote the Caro Airport through continued participation on the airport board.
- Policy B: Preserve the capacity of the state highways that run through Caro by continuing to enforce the city's current access management regulations and work with MDOT in the development of an access management plan for the two highways.
- Policy C: Promote future provision of adequate city infrastructure by scaling utility improvements to expected future demand based on the Master Plan and by continued update and implementation of the City Capital Improvement Plan (CIP).

## LAND USE PLAN

### *Land Use Classification and Locational Criteria*

#### *Locational Criteria*

The future land use map for the City of Caro provides for medium density, low density multi-family and mobile home park residential development, downtown and general commercial development, light and heavy industrial development and recreational and office duplex areas. These land use classifications, their purpose and locational criteria are outlined below.

#### *Low Density Residential*

The purpose of the low density residential classification is to provide for residential development in areas where single family residential uses are the principle use and other incompatible uses are excluded or regulated. Development is generally located in post 1950 subdivisions and areas of vacant land on the edge of the city appropriate for low density residential subdivisions. Development in low density residential neighborhoods should not be incompatible with the established neighborhoods. Lot sizes in this district will be no smaller than 12,000 square feet.

The locational criteria for low density residential areas include:

- Areas presently developed as subdivisions, or at an average density of approximately 3 units per acre.
- Areas adjacent to existing low density residential areas.
- Areas properly buffered from existing or proposed commercial or industrial areas.

#### *Medium Density Residential*

The purpose of the medium density residential classification is to provide for residential development in areas where single family residential uses are the principle use and other incompatible uses are excluded or regulated. Medium density residential areas are primarily identified in existing residential areas of the village developed prior to 1950. Development in these areas should be consistent with the surrounding neighborhood in terms of use, scale and design. Lot sizes in this district will be no smaller than 7,200 square feet.

The locational criteria for medium density residential areas include:

- Areas presently developed as medium density residential neighborhoods, or at an average density of approximately 5 units per acre.

- Areas adjacent to existing medium density residential areas.
- Areas properly buffered from existing or proposed commercial or industrial areas.

### ***High Density Residential***

The purpose of the high density residential classification is to provide for alternative residential development at a higher density than single family residential neighborhoods. These developments will provide a wider range of housing opportunities to city residents, including single income households or households living on fixed incomes. The plan shows existing multi-family residential developments on the edges of the city and a large area south of Van Greisen Road for future development.

The locational criteria for high density residential areas include:

- Areas adjacent to existing high density residential areas.
- Areas adequately buffered from single family residential neighborhoods.
- Areas located close to state highways or major streets.

### ***Mobile Home Residential***

The purpose of the mobile home residential classification is to provide for alternative residential development at a higher density than single family residential neighborhoods. These mobile home park developments will provide a wider range of housing opportunities to city residents, including young families or retired households. The future land use map identifies an existing and proposed mobile home park.

The locational criteria for mobile home residential areas include:

- Areas adjacent to existing mobile home residential areas.
- Areas adjacent to high density residential areas.
- Areas adequately buffered from single family residential neighborhoods.
- Areas located close to state highways or major streets.

### ***Downtown Commercial/Parking***

The purpose of the downtown commercial/parking classification is to provide for commercial uses in Caro's established downtown district that will strengthen the downtown's position as a viable commercial center. It also provides areas for establishing off-street parking lots. This will occur with the establishment of a wide range of commercial retail and service businesses that will provide needed products and services to the Caro area and Tuscola County as a whole. The pedestrian nature of this area will be maintained by the large number of both on- and off-street public and private parking spaces adjacent to downtown businesses and the aesthetic quality of the downtown streetscape. It is the intent to

maintain the historic downtown character whenever possible through the utilization or adaptive reuse of existing structures. New development should be compatible with existing historic architecture. Residential uses above commercial uses are encouraged in the downtown area to expand the range of housing opportunities and increase the economic base of the downtown. Overlay zoning will aid in the accomplishment of this.

The locational criteria for downtown commercial areas include:

- Areas within the established Caro DDA boundaries.
- Areas within one block of M-81.
- Areas adjacent to established commercial or service uses.

### ***General Commercial***

The purpose of the general commercial classification is to provide locations for uses which either generate significant automobile traffic or require parking, storage or building space not otherwise available in the downtown area. It is intended that general commercial development will occur as infill between established commercial uses rather than increasing the total length of commercial linear development. Development in this district is intended to strengthen Caro's role as the commercial/service center of Tuscola County by providing needed goods and services. General Commercial areas are shown along M-81 and portions of M-25 on the edges of the city.

The locational criteria for general commercial areas include:

- Areas fronting State highway M-81 or M-24.
- Areas not in Caro's downtown district.
- Areas adjacent to established general commercial uses.
- Areas adequately buffered from incompatible uses such as single family residential.
- Areas with access to water and sewer services.

### ***Office/Duplex Residential***

The purpose of the office and duplex classification is to provide locations which have a mix of less intense service establishments and residential uses. While office/personal service establishments are more intense than single family residential uses in terms of pedestrian or automobile traffic generated, they are less intense than most commercial uses. These areas therefore maintain the pedestrian nature of the area around the downtown and provide a logical transition between the commercial downtown and adjacent medium density single family residential neighborhoods. These areas will increase the employment opportunities and services available to Caro residents. The area mapped Office/Residential on the Future Land Use Map surrounds the central business district and extends down M-81.

The locational criteria for office and personal service areas include:

- Areas located within one block of M-81.
- Areas located adjacent to medium density single family residential neighborhoods.

### ***Light Industrial***

The purpose of the light industrial classification is to provide locations for wholesale activities, warehouses and industrial opportunities, thereby expanding the economic base of the city and the employment opportunities available to CARO residents. It is the intent that industrial activities will be located in the Caro Industrial Park given its location and the availability of large lots, sewer, water, and all-weather roads. Secondary priority is to reuse any vacant or under used industrial sites in the city. Should the park reach full capacity in the future, and other existing and appropriate sites do not exist, appropriate locations for the industrial uses could be selected on a case by case basis using the locational criteria established below.

The locational criteria for light industrial areas include:

- Areas located in the Caro Industrial Park.
- Areas with access to all-weather roads.
- Areas with access to water and sewer services.
- Areas adjacent to existing industrial uses.
- Areas separated from incompatible land uses such as single family residential development.

### ***Heavy Industrial***

The purpose of the heavy industrial classification is to provide locations for more intense industrial development that have more associated external effects, such as manufacturing, assembly and fabrication activities. These uses will expand the economic base of the city and the employment opportunities available to Caro residents. It is the intent that industrial activities will be located in the Caro Industrial Park given its location and the availability of large lots, sewer, water, and all-weather roads. Secondary priority is to reuse any vacant or under used industrial sites in the city. Should the park reach full capacity in the future, and other existing and appropriate sites do not exist, appropriate locations for the industrial uses could be selected on a case by case basis using the locational criteria established below.

The locational criteria for heavy industrial areas include:

- Areas located in the Caro Industrial Park.
- Areas with access to all-weather roads.
- Areas with access to water and sewer services.

- Areas adjacent to existing industrial uses.
- Areas separated from incompatible land uses such as single family residential development.

### **Overlay Districts**

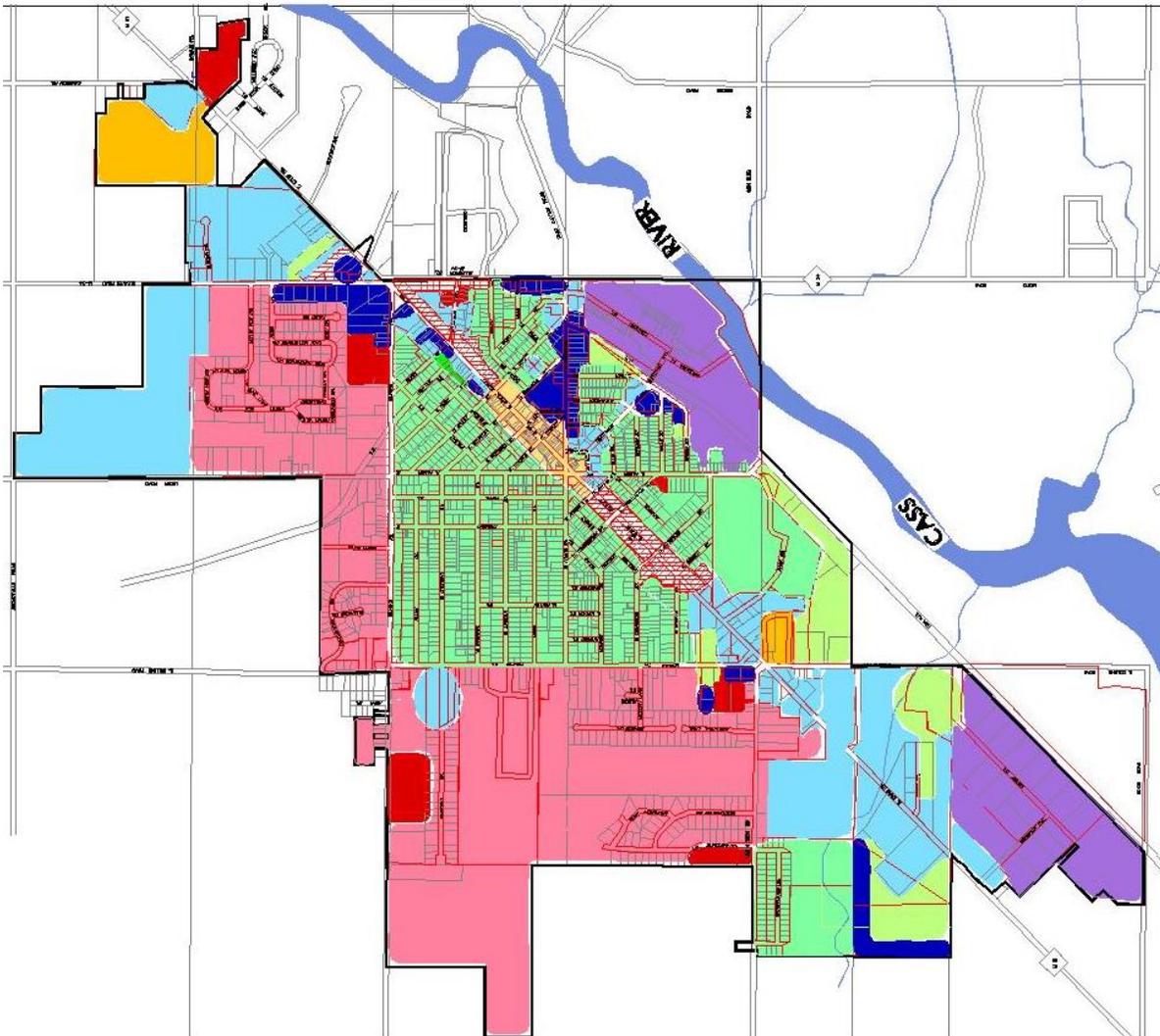
The purpose of the overlay districts is to permit existing residential uses to continue by right while encouraging the areas to transition to non-residential uses. There are six districts in total.

- The RA-1 with Office Overlay Only is areas with existing single family consistent with RA-1 density that is proposed to be converted to an office district consistent with the OS-1 Office Service District
- The RA-1 with Commercial/Office Overlay is areas with existing single family consistent with RA-1 density that is proposed to be converted to a commercial district that also allows office uses consistent with the B-1 Community Business District
- RA-2 with Office Overlay Only is areas with existing single family consistent with RA-2 density that is proposed to be converted to an office district consistent with the OS-1 Office Service District
- RA-2 with Commercial/Office Overlay is areas with existing single family consistent with RA-1 density that is proposed to be converted to a commercial district that also allows office uses consistent with the B-1 Community Business District
- RB with Office Overlay Only is areas with existing residential uses and densities consistent with the RB zoning district is proposed to be converted to a commercial district that also allows office uses consistent with the B-1 Community Business District
- RC with Office Overlay Only is areas with existing residential uses and densities consistent with the RC zoning district is proposed to be converted to a commercial district that also allows office uses consistent with the B-1 Community Business District

Map 4, The Future Land Use Map, represents a general arrangement of the proposed land uses as identified by their locational criteria. It is not intended to be the zoning map. In determining the appropriateness of a zoning change, the plan's goals, policies, and locational criteria should be reviewed.

### MAP 4 - FUTURE LAND USE

- CITY OF CARO  
FUTURE LAND USE**
- LOW DENSITY ONE-FAMILY RESIDENTIAL
  - MEDIUM DENSITY ONE-FAMILY RESIDENTIAL
  - DUPLEX RESIDENTIAL
  - MULTIPLE FAMILY RESIDENTIAL
  - MOBILE HOME PARK
  - GENERAL COMMERCIAL
  - DOWNTOWN COMMERCIAL
  - OFFICE
  - COMMERCIAL-OFFICE OVERLAY
  - LIGHT INDUSTRIAL
  - HEAVY INDUSTRIAL



## IMPLEMENTATION PLAN

### *Zoning Plan*

The purpose of an implementation plan is to ensure that the goals, policies and plans of the City of Caro Master Plan are implemented and the plan is kept current and maintained. It does this by the use of tools provided to the city by state laws. This implementation plan will outline the tools the City Planning Commission feels would be appropriate in implementing this plan.

One of the preeminent tools used by communities to reach the goals of their land use plan is zoning. Zoning is a regulatory power given by the state to local municipalities through the Michigan Zoning Enabling Act. The act authorizes the local units to establish zoning ordinances controlling the use of property and the height, bulk and location of buildings on that property. In order for an ordinance to be effective in implementing a master plan, it must be tailored to that plan. It follows that, when a plan is updated, the local zoning ordinance should also be updated to take into account those changes. The city is presently completely updating their zoning ordinance. This section will review proposed components of the city's current zoning ordinance that could assist the city in meeting its stated objectives.

### *Zoning District Uses versus Land Use Classifications*

There are not many differences between the land use classifications in the master plan and the districts in the current city zoning ordinance. The primary change has been modifying the future land use classifications to include reference to the overlay districts. The correlation between the proposed future land use classifications in the proposed land use plan and the proposed district classifications in the proposed zoning ordinance is as follows:

Table 20 – COMPARISON OF ZONING DISTRICTS AND FUTURE LAND USE CLASSIFICATIONS

Zoning Districts	Future Land Use
RA-1 Single Family Residential	Low Density – Single Family
RA-1 w/Office Overlay Only	Office
RA-1 w/Comm./Office Overlay	General Commercial
RA-2 Single Family	Medium Density – Single Family
RA-2 w/Office Overlay Only	Office
RA-2 w/Comm./Office Overlay	General Commercial
RB Two Family Residential	Duplex Residential
RB w/Office Overlay Only	Office
RC Multiple Family Residential	Multiple Family
RC w/Office Overlay Only	Office
RD Mobile Home Residential	Mobile Home
OS-1 Office Service	Office
B-1 Community Business	General Commercial
B-2 General Business	Downtown Commercial
I-1 Light Industrial	Light Industrial
I-2 General Industrial	General Industrial
P-1 Vehicular Parking	No Future Land Use Designation

### ***Proposed Text Changes***

The following recommended changes to the zoning ordinance are drawn from the master plan goals and objectives:

1. Provide additional areas for residential development (especially for alternate housing types) in areas which are already residentially developed by amending the zoning ordinance to allow for a wider range of housing types while ensuring aesthetic compatibility with existing residences.
2. Encourage preservation and rehabilitation of quality older homes by increasing flexibility in the treatment of legal nonconforming structures through the use of Class A and B designations.
3. Enhance the aesthetic quality of all commercial establishments in the Caro area by the establishment of commercial development design standards
4. Enhance the Cass River as an asset for the community by promoting improved public access. Add a standard to the site plan review requirements that redevelopment of areas adjacent to the Cass River should provide enhanced views of the river.

## **Other Ordinances**

Besides the zoning ordinance, state law has provided local communities with authority to adopt other special ordinances that can be used to enforce the goals and policies of a land use plan.

### ***Subdivision Control Ordinance***

Although the State's Subdivision Control Act requires the developer of a subdivision to submit a proposed plat before a city for review and approval, it also authorizes a city if it wishes, to prepare a subdivision control ordinance. This ordinance may include stricter standards for subdivision design as long as they do not conflict with the provisions of the state act. It permits the community to establish design standards that conform to the land use plan and are therefore more effective in enforcing the plan.

One of the problems with a local subdivision control ordinance is it is often too technical in nature for a local community to administer without technical support from consultants who can review the engineering standards to determine compliance. Another problem is the extensive local review lengthens the review process and encourages developers to use condominiums as an alternative.

### ***Capital Improvements Plan***

A Master Plan can include a capital improvement plan for the development or acquisition of improvements or capital pieces of equipment and for their maintenance. Annual update of that plan and its use in the city's annual budgeting process is essential if it is to remain an effective tool in implementing the plan.

### ***Other Implementation Strategies***

The following recommended strategies not related to current or proposed ordinances or plans are drawn from the master plan goals and objectives.

1. Adopt a proactive policy of enforcement of existing housing codes, including rental housing.
2. Submit an application for state and federal funds to assist with housing rehabilitation when available.
3. Prepare and present to the City Council a Dangerous Building Ordinance for consideration.
4. Create and maintain an inventory of vacant commercial lots and buildings to be used in evaluating the need for future rezoning of property to commercial classifications.

5. Conduct a market study to identify businesses in the Caro area that will provide for the best commercial/service “mix” and which will meet identified market deficiencies and develop a strategy in conjunction with the DDA to attract the types of businesses identified.
6. Identify and implement opportunities to involve the DDA, Tuscola County, the surrounding townships and Caro Business Community in planning for future commercial development in the city.
7. Implement the Caro DDA Downtown Development Plan.
8. Encourage economic self-sufficiency in agriculture in the region by actively recruiting businesses that service and support agriculture.
9. Enhance the aesthetic quality of all commercial establishments in the Caro area by continued enforcement of the city’s sign controls.
10. Encourage non-cyclical industries to locate in the Caro area in accordance with the Master Plan through recruitment efforts by the Caro Area EDC and Chamber of Commerce, with a focus on the utilization of vacant or obsolete industrial land within the city and to attract new industrial uses.
11. Provide residents from within Caro the opportunity for input into the decision-making process by promotion of public awareness of public hearings, council and commission meetings and other public input opportunities.
12. Provide guidance to local commissions and boards regarding their responsibilities and functions while improving coordination among these boards through a program of annual training and regular joint meetings.
13. Enhance the Cass River as an asset for the community by promoting improved public access by purchase of access sites as part the implementation of the City Parks and Recreation Plan.
14. Encourage public involvement in the community planning process by increasing public access and awareness of the city’s Master Plan through use of the city website and other methods of communication to the public.
15. Promote the Caro Airport through continued participation on the airport board.
16. Preserve the capacity of the state highways that run through Caro by working with MDOT in the development of an access management plan for the two highways.

## Implementation Strategic Plan

The following are the prioritized activities for the next three years intended to implement the master plan.

Table 21 – MASTER PLAN STRATEGIC PLAN IMPLEMENTATION TABLE		
Action Item	Responsible Party	Deadline
Draft amendments to the zoning ordinance to allow Class A and B nonconformities	Planning Commission	Year 1
Prepare and present to the City Council a Dangerous Building Ordinance for consideration.	Planning Commission	Year 1
Develop and implement a plan to actively recruit businesses that service and support agriculture	EDC Local realtors Industrial Development Corp. MSU Extension	Year 2
Promote the implementation of the Parks and Recreation Plan	City Parks and Recreation Commission	Year 2
Work with MDOT in the development of an access management plan for the two highways	City Manager	Year 3

## Plan Maintenance and Update

A plan is not a static document. It must be continuously maintained and updated if it is to remain a valid document. Below are recommendations on methods the City of Caro Planning Commission should adopt to insure the plan is adequately maintained.

### Updating the Data Base

This plan is based on certain assumptions concerning the growth of the city. These assumptions are contained primarily in the plan's data base. It is important for the city to regularly monitor these assumptions to determine if they are still valid. If they become invalid, the Planning Commission must determine what the changes in circumstances mean for the plan goals and policies.

1. *Population Growth* – The plan is based on the projection of population growth

contained in the population section of the data base. As noted in the narrative following the projections, there is always a certain amount of guessing that goes into population projections and they should be continuously monitored.

2. *Housing Growth* – The plan makes assumptions on the growth of housing in the city over the planning period. The city should monitor housing growth to determine if it is following the projections. Also, the mix of housing types between what was projected and what is built may mean certain assumptions on market demand for various housing types was incorrect which could impact the population projections and also the land use need estimates contained in the plan.
3. *Housing Cost* – Housing costs should be monitored to see if they are increasing more rapidly than household income during the planning period. A marked increase in housing costs in relation to income may require more aggressive efforts in providing low cost housing, while stable costs may indicate that current strategies are working in providing a broad range of housing costs.
4. *Adjacent Planning and Zoning* – Changes in the land use plans or zoning maps of adjacent townships should be reviewed to consider their impact on the City of Caro Plan, preferably before that community makes a decision regarding the matter.
5. *Transportation* – The city should monitor changes and proposed changes in their roads and streets, possibly with an annual road and street survey. The County Road Commission's road improvement schedule for area roads should also be reviewed annually for their impact on the plan.
6. *Utilities* – The plan does not anticipate significant expansion of sewer lines in the city. However, the city should remain aware of utility development in their area and consider the affect any changes might have on their community.

### ***Reviewing the Plan Goals and Policies***

After reviewing the updated information on the data base, the Planning Commission should review the goals and policies. Specifically, the commission is looking for goals or policies that are no longer relevant due to changes in conditions or policies that have proven ineffective in addressing goals. Those items identified should be deleted or modified in light of the new information. The plan should be officially amended to incorporate the changes in the goals or policies and the basis for the changes should be reflected in public hearing record.

## ***Incorporating Plan Review Into Rezoning Request Review***

Although an annual review is necessary for a comprehensive examination of the plan, many problems with a land use plan will become obvious during consideration of a rezoning or special land use permit request. It is important to incorporate review and amendment of the land use plan as part of the Planning Commission's consideration of such requests. This is covered in more detail in the subsection on using the land use plan for zoning reviews.

### ***Using the Land Use Plan for Zoning Review***

As noted earlier, the primary method of enforcing a land use plan is the zoning ordinance. In order for that to be done effectively, the community's rezoning and special land use permit request and site plan review procedure should be structured so land use goals and policies are considered.

### ***Rezoning Requests***

In considering a rezoning request, the primary question to ask is; "Does this request conform to our land use plan?" Three subsidiary questions follow that; "Was there an error in the plan?"; "Have there been relevant changes in conditions since the plan was approved?" and "Have there been changes in the goals and policies of the plan?" Answering these questions should answer the question whether or not a rezoning request is appropriate and that should frame the reason within the context of the plan.

This method of analyzing a request rests on the assumption that a request that complies with a valid plan should be approved and one that does not comply with a valid plan should not be. Further, it assumes the three circumstances that would invalidate a plan are a mistake in the plan, a change in condition that invalidates the assumptions the plan was built on or a change in the goals and priorities the community set for itself.

*Mistake* – a mistake in a plan can be an assumption made based on incorrect data, an area on the land use map is incorrectly labeled, or other factors that, if known at the time of the plan adoption, would have been corrected.

*Changes in Conditions* – A plan is based on the assumption that certain conditions will exist during the planning period. If those conditions change then goals, policies and land use decisions that made sense when the plan was adopted may no longer be valid, and a rezoning that was not appropriate before is appropriate now.

*Change in Policy* – In the end, a plan is based on the Planning Commission's vision of what the best future for their municipality is. When that vision changes, the plan should change.

When a zoning issue results in a change in vision, a decision can be made that is contrary to the current plan as long as that changed vision is explicitly incorporated into the plan.

Two points should be made. First of all, the three factors for consideration (mistake, change in conditions, change in goals or policy) can work in reverse, making a proposal that otherwise seems appropriate, inappropriate. Secondly, these factors should not be used to create excuses for justifying a decision to violate the land use plan, or to change it so often that it loses its meaning.

### ***Special Use Permits***

The establishment of special uses in the zoning ordinance is based upon the goals and policies in the land use plan. The plan in turn should be used to determine when it is appropriate to permit a particular special use on a particular piece of property. To use the plan to help in making the determinations, the Planning Commission should look at the goals and policies that are appropriate to the type of use being proposed. The goals and policies of the plan should indicate the general intent of the plan regarding this activity and may be more specific in detailing what appropriate criteria are for approving the use. In most cases this criteria will be reflected in the zoning regulations. In either case it is important that this connection with the Master Plan goals and policies be stated so the planning basis for the decision is clear.

## Appendix

Plan Development Timeline

Notice of Planning Process

Notice of Public Hearing

Resolution of Adoption – Planning Commission

Resolution of Adoption – City Council

Notice of Plan Adoption

PLAN DEVELOPMENT TIMELINE											
TASKS	MONTHS										
	11/13	12/13	1/14	2/14	3/14	4/14	5/14	6/14	7/14	8/14	9/14
Kick-Off Meeting	X										
Existing Conditions				X							
Development of Preliminary Goals and Alternatives					X						
Goals, Objectives, Future Land Use and Implementation Plan						X					
Approval of Public Hearing Draft							X				
Public Review Process											
Public Hearing and Adoption										XX	
Plan Distribution											X

X = Planning Commission/City Council Meetings

**NOTICE OF INTENT TO UPDATE  
A MASTER PLAN  
CITY OF CARO, MICHIGAN**

December 2, 2013

In accordance with the requirements of the Michigan Planning Enabling Act, this is to notify you that the City of Caro, is initiating the process to complete an extensive update of its Master Plan. The update will include new and updated information throughout the existing Plan.

In the coming months, the city will be conducting public meetings on the plan. Later in the process, the city will be sending a draft copy of the Plan for your review and comment, as required by the Act. At that time we would appreciate your comments regarding the Plan's content and how you feel it may affect planning efforts in your community.

The City of Caro thanks you for your cooperation and assistance. We would also like to take this opportunity to assure you of our cooperation in a similar fashion in any planning efforts you may choose to undertake in the years to come. Please direct any correspondence or questions to:

Planning Commission  
Caro Municipal Building  
317 S. State Street  
Caro, MI 48723

**NOTICE OF  
PUBLIC HEARING COMMENT PERIOD AND PUBLIC HEARING  
CITY OF CARO MASTER PLAN UPDATE**

June 9, 2014

Dear Planning Commission Chairperson:

The City of Caro recently completed a draft update to the City of Caro Master Plan. This is notice of the initiation of the 63 day review period and public hearing for the draft plan in accordance with Section 41 and 43 of the Michigan Planning Enabling Act.

Enclosed is a copy of the draft Master Plan.

Comments should be submitted to:

Master Plan Comments  
City of Caro Planning Commission  
317 S State Street  
Caro, MI 48723

The public hearing on the Master Plan is scheduled for August 12, 2014 at 7:00 pm at Caro City Hall, 317 S. State Street, Caro.

Please contact me if you have any questions concerning this notice or the plan. I can be reached at [DPiggott@Rowepsc.com](mailto:DPiggott@Rowepsc.com) or by calling 800-837-9131.

Sincerely,

Doug Piggott, Planner  
ROWE Professional Services Company  
On behalf of the Secretary, City of Caro Planning Commission

## Notice of Transmittal of Draft Plans

June 9, 2014

Tuscola County Planning Commission

This is to verify that the following municipalities were provided copies of the draft City of Caro Master Plan and notice of the public hearing proposed for August 12, 2014

Tuscola County Planning Commission  
125 W. Lincoln Street  
Caro, MI 48723

Indianfields Township Planning Commission  
111 Joy Street  
Caro, MI 48723

Almer Township Planning Commission  
2866 Unionville Rd.  
Akron, MI 48701

Sincerely,

Doug Piggott, Planner  
ROWE Professional Services Company  
On behalf of the Secretary, City of Caro Planning Commission

## **NOTICE OF PUBLIC HEARING CITY OF CARO MASTER PLAN**

The City of Caro Planning Commission shall hold a public hearing on the draft City of Caro Master Plan update at their August 12, 2014 meeting at 7:00. The hearing will be held at Caro City Hall, 317 S. State Street, Caro. It is open to the public.

Copies of the draft plan are available at the Caro City Hall, 317 S. State Street, Caro for inspection. The City Hall is open from 8 am to 5 pm Monday through Friday. Anyone wishing to comment on the plan but are unable to attend the public hearing should send any comments to the address below prior to August 12, 2014.

Master Plan Comments  
City of Caro Planning Commission  
317 S State Street  
Caro, MI 48723

RESOLUTION OF ADOPTION

CITY OF CARO PLANNING COMMISSION, TUSCOLA COUNTY, MICHIGAN  
CITY OF CARO MASTER PLAN

WHERE AS the Caro City Council established a Planning Commission to prepare plans for the development of the City, and

WHERE AS City of Caro Planning Commission has prepared a draft update to the City of Caro Master Plan, and

WHERE AS that draft has been reviewed at a public hearing to gather public comments of the residents of the City of Caro and surrounding jurisdictions following notice as required by Michigan Planning Enabling Act PA 33 of 2008, and

WHERE AS the City of Caro Planning Commission has determined that the plan is appropriate for future development of the City, and

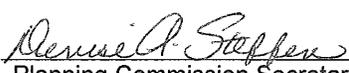
WHERE AS the Caro City Council has reserved for itself final approval of the plan as authorized by Michigan Planning Enabling Act PA 33 of 2008, now

THEREFORE BE IT RESOLVED that City of Caro Planning Commission does hereby adopt the updated City of Caro Master Plan including all maps and documents included and submit the plan to the Caro City Council for final approval.

Moved by: GORDON TAGGETT Yeas 8

Supported by: BILL BORTEL Nays 0

  
\_\_\_\_\_  
Planning Commission Chairperson

  
\_\_\_\_\_  
Planning Commission Secretary

8-12-14  
Date

R:\Projects\13C0185\Docs\Master Plan\STEP 5 - CITY PLANNING COMM RESOLUTION OF APPROVAL - CITY COUNCIL APPROVAL - MASTER PLAN.doc

RESOLUTION OF ADOPTION

CARO CITY COUNCIL, TUSCOLA COUNTY, MICHIGAN  
CITY OF CARO MASTER PLAN

WHERE AS the Caro City Council established a Planning Commission to prepare plans for the development of the City, and

WHERE AS City of Caro Planning Commission has prepared a draft update to the City of Caro Master Plan, and

WHERE AS that draft has been reviewed at a public hearing to gather public comments of the residents of the City of Caro and surrounding jurisdictions following notice as required by Michigan Planning Enabling Act PA 33 of 2008, and

WHERE AS the City of Caro Planning Commission has determined that the plan is appropriate the for future development of the City, and

WHERE AS the Caro City Council has reserved for itself final approval of the plan as authorized by Michigan Planning Enabling Act PA 33 of 2008, and

WHERE AS the City of Caro Planning Commission adopted the updated City of Caro Master Plan including all maps and documents included and submitted the plan to the Caro City Council for final approval, and

WHERE AS the Caro City Council agrees that the plan is appropriate the future development of the City, now

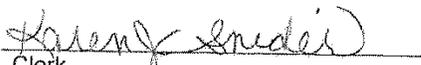
THEREFORE BE IT RESOLVED that Caro City Council does hereby approve the updated City of Caro Master Plan including all maps and documents and hereby authorizes the submission of copies of the plan as adopted to the surrounding municipalities as required by the Michigan Planning Enabling Act.

Moved by: Gordon Taggett Yes 6

Supported by: Rick Lipan No 0

ABSENT: 1

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Clerk

8-18-14  
Date

**NOTICE OF ADOPTION  
CITY OF CARO MASTER PLAN UPDATE**

September 30, 2014

Dear Planning Commission Chairperson:

The City of Caro recently adopted the attached update to the City of Caro Master Plan. Please contact me if you have any questions concerning this notice or the plan. I can be reached at [DPiggott@Rowepsc.com](mailto:DPiggott@Rowepsc.com) or by calling 800-837-9131.

Sincerely,

Doug Piggott, Planner  
ROWE Professional Services Company  
On behalf of the Secretary, City of Caro Planning Commission