
Water Trails:

The development of the Shiawassee River Heritage Water Trail is recommended on the Shiawassee River through the City of Fenton as shown in Map X.

This approximately four-mile trail in the City of Fenton consists of the Shiawassee River extending from Strom Park in the City to the western edge of the city near US-23 before entering Lake Ponemah, which could then further connect to a potential water trail designated around the Lake and eventually to where the River continues to flow west to the Saginaw River. This water trail--sometimes referred to as a paddling trail or a canoeing/kayaking trail--would essentially identify part of the Shiawassee River as a navigable waterway that could accommodate low-impact, human-powered watercraft such as canoes and kayaks. Such small watercraft typically creates "no wake" and embraces the "Leave No Trace" code of outdoor ethics, which would promote the responsible use and enjoyment of the ecologically-sensitive marsh areas along the River. The trail would further serve as a place for solitude and respite from the urban environment, while providing educational and recreational opportunities for outdoor enthusiasts. The trail can also serve to create economic opportunities in supporting existing business as well as creating new businesses that cater to river paddlers.

Development of the water trail through the City of Fenton is an expansion of the 7 miles of trail already developed from the Village of Holly to Strom Park in the City of Fenton, thus creating 11 miles of water trail along the Shiawassee River. Efforts are already underway to develop the water trail through Genesee County creating a total of 30 miles of water trail from the Village of Holly to the Village of Byron in Shiawassee County.

Important factors for establishing a water trail are the provision of safe and convenient access to a navigable waterway with unobstructed passageways. An access point is already established at Strom Park above the Mill Pond Dam. Additional access points in the City could be established below the Mill Pond Dam, and at Bush Park. An emergency only access point is proposed at Torrey Road.

These put-in and take-out destinations already include adequate parking facilities and picnicking areas with potential restrooms. Other trail improvements would include removing litter, clearing logjams for navigability, installing wayfinding and educational signs, and providing safe portaging areas. In addition, narrow or low underpasses (i.e. small culverts or low bridges) should be replaced with larger openings, when reconstruction is warranted, such as the footbridge in Bush Park. Large box culverts or higher bridges are recommended, provided that the floodwater flow and storage capacity is not significantly affected, which is subject to approval by the Michigan Department of Environmental Quality. Since bridges or overpasses may not be

reconstructed for a period of time or not at all, an alternative is to provide safe portaging areas. A durable path should be provided for carrying watercraft, which should consist of more natural, less engineered facilities, such as submerged pavers with openings for vegetation to grow through to help retain the natural river bank appearance, along with providing proper roadside signage forewarning motor vehicle traffic of potential portage crossings.

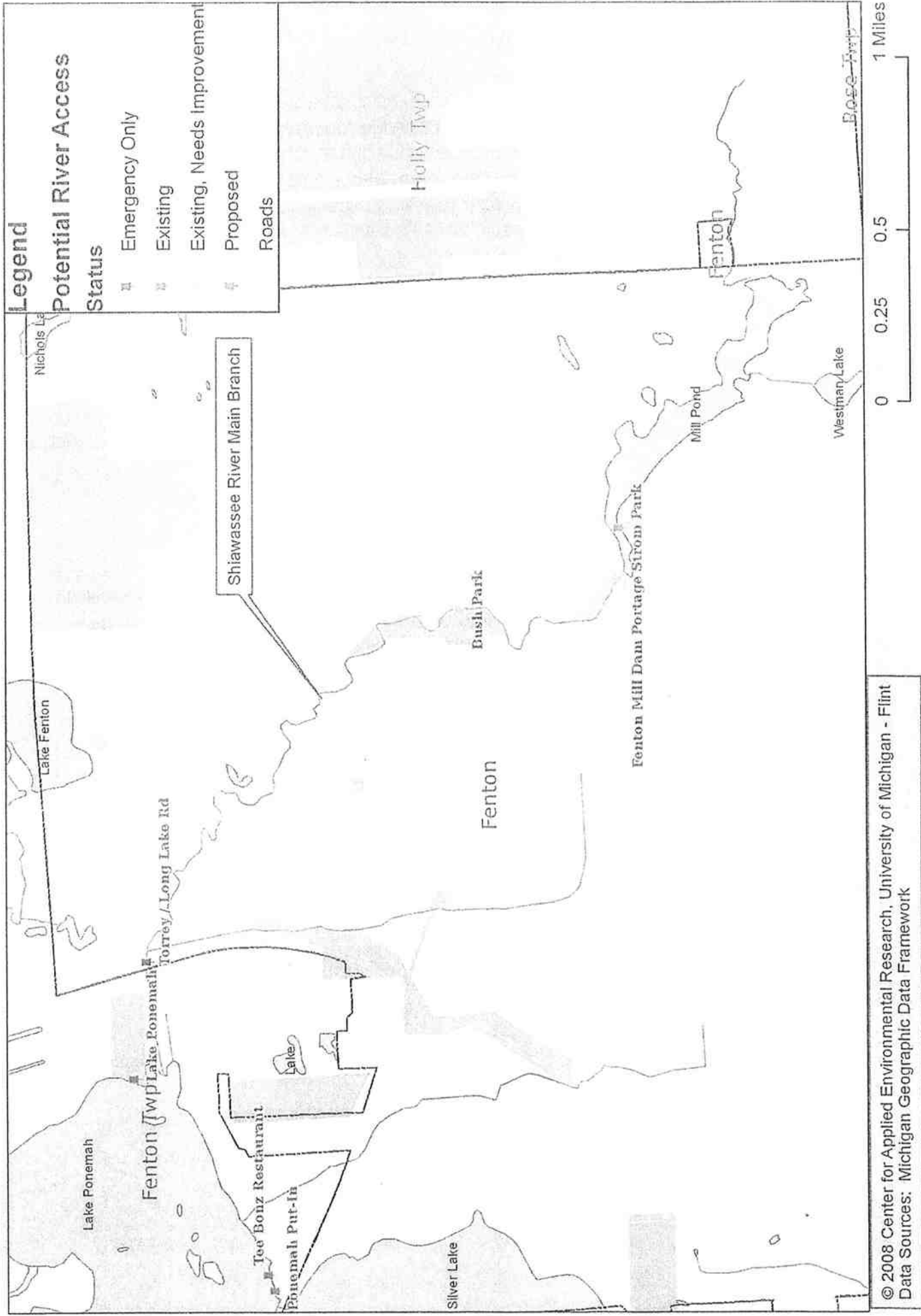
Definitions:

A "water trail" is an officially designated trail on a lake (typically along the shoreline), waterway, or portion of a waterway that usually contains a sufficient water level to navigate a small watercraft such as a canoe or kayak with unobstructed passageways while providing safe and convenient access points (put-in and take-out points). Support facilities for water trails may include parking areas, restrooms, signage and picnic areas.

Plan Implementation:

A detailed water trail plan would help officially designate and delineate a Shiawassee River Heritage Water Trail route, and identify trail-related facilities that should be constructed and improvements that should be implemented to establish a safe and navigable trail corridor for both recreational and educational pursuits in an ecologically sensitive manner. The designation of an official water trail may further instill a sense of trail stewardship among canoeists/kayakers to respect the quality of the water and become good caretakers of the river. Specific trail improvements and support facilities that should be identified on the plan may include providing parking facilities, restrooms, handicapped access, and picnicking areas; removing litter and fallen trees for navigability; installing wayfinding and educational signs; and improving underpasses or providing safe portaging areas with durable paths and crossing signs.

Shiawassee River, City of Fenton



Legend

Potential River Access Status

- Emergency Only
 - Existing
 - △ Existing, Needs Improvement
 - ◇ Proposed
- Roads

Appendix C – Potential Conservation Areas to Genesee County and
Greenlinks Vision

Appendix C

Potential Conservation Areas for Genesee County and
Greenlinks Vision

Center for Applied Environmental Research
University Outreach
University of Michigan – Flint
May 2006

Full Report Available at
<http://www.flintriver.org/greenlinks/publications.html>

Potential Conservation Areas: Materials and Interpretation Methodology Delineating and Ranking Potential Conservation Areas

Identification of Potential Conservation Areas in the Genesee, Lapeer, and Shiawassee, region was conducted using the Michigan Department of Natural Resources, 2000 IFMAP (Integrated Forest Monitoring Assessment and Prescription) Land Cover Data, MNFI's Circa 1800 Vegetation, MNFI's database (BIOTICS), and the State of Michigan Framework stream and roads data layers. The IFMAP Land cover data for Michigan was derived from classification of Landsat Thematic Mapper (TM) imagery. Image dates from 1997-2000 were used to identify land cover classes. Natural land cover classes for the PCA analysis were obtained from running a filter on the IFMAP land cover data set. The filter removed all patches less than 4 pixels in size, and replaced them with the nearest neighboring value.

The study area for the Genesee, Lapeer, and Shiawassee region was delineated by buffering the three counties by one kilometer. This was so that the Potential Conservation Areas (PCA's) were not given a lower score due to being cut off by the county boundary. Delineation of Potential Conservation Areas was done through analysis in a geographic information system with emphasis placed on 1) intactness, 2) wetlands and wetland complexes, 3) riparian corridors, and 4) forested tracts. PCA's were identified by focusing on wetland and forested land cover and eliminating as much development (including roads), active agriculture, and old fields as much as possible. Water was included only if it was surrounded by other PCA land cover types. All natural land cover types were combined, and major roads were buffered by 30 meters and removed. The resulting blocks of natural vegetation were then converted into a shapefile. Boundaries were defined by hard edges such as roads, parking lots, developments and railroad beds. All potential conservation areas were identified and delineated regardless of size. Municipal boundaries were not utilized to delineate site boundaries unless the boundary corresponded to a defined hard edge, such as a road. Once all sites were delineated, sites under 20 acres were removed from the shapefile.

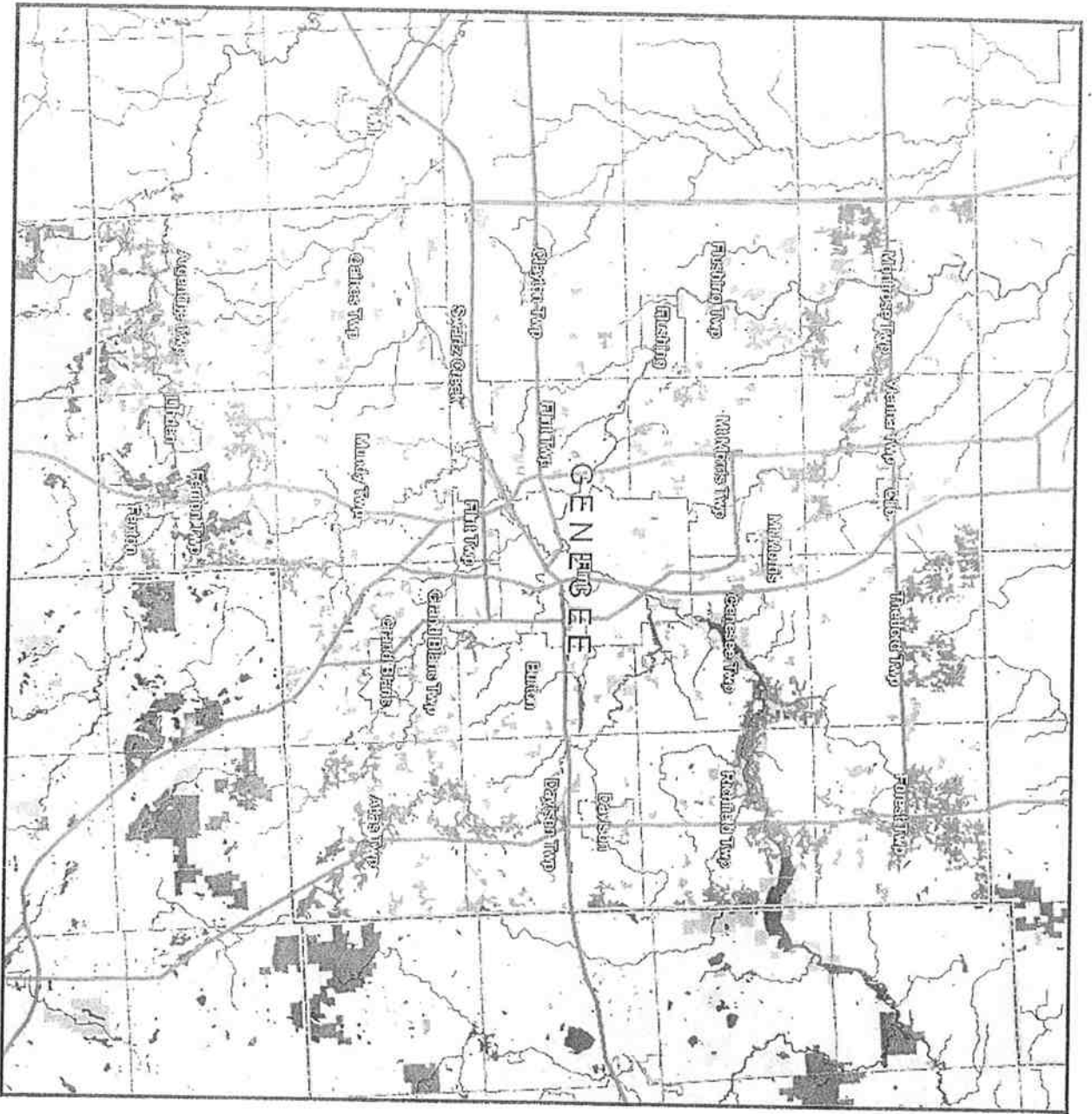
Priority Rankings of Potential Conservation Areas for Genesee County

In Genesee County, there were 754 sites, totaling 77,041 acres that were identified as potential conservation areas. This represents 18.5% of the total area in the county. Each of the 754 delineated sites was given a total score based upon the criteria described in the following table. Total scores ranged from a high of 29 points (out of a possible 41 points) to a low of 2 points. The mean score was 10. The site that received the highest score of 29 straddles Lapeer and Genesee Counties (primarily in Lapeer) and includes a large wetland complex along Hasler Creek in the vicinity of a concentration of small lakes and streams south of the Holloway Reservoir. The Genesee County Parks and Recreation Department own a large portion of this site in Richfield Township. It includes 4,347 acres in total size and a core area of 892 acres. The site with the second highest score of 27 also straddles Genesee and Lapeer County. It is located in the southeast part of Genesee County in Atlas Township although most of the conservation area is in Lapeer County in Hadley Township. It includes the wetland complex along Kearsley Creek and the natural areas in the Ortonville State Recreation Area. It encompasses 4,973 acres in total size and a core area of 3,050 acres. The site with the third highest score of 25 is located in southwestern Genesee County in Argentine township along the Shiawassee River. This area extends into Shiawassee and Livingston counties. It is 4,412 acres in total size and has a core area of 1,109 acres.

As a result of applying the natural break method, 294 sites were placed in the low priority category, 413 sites were placed in the medium category, and 47 sites were placed in the high priority category. Breaking it down into percentages of total sites identified, 39% were labeled low priority, 55% were labeled medium priority, and 6% of the sites were identified as high priority. Breaking it down by acreage, 20% (15,643 acres) fell into the low quality category, 44% (33,594 acres) fell into the medium quality category, and 36% (27,805 acres) fell into the high priority category.

Potential Conservation Areas

Genesee County

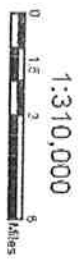


Saginaw Bay Watershed



Map Legend

- Potential Conservation Area
- State/City
- Priority Tree
- Existing Green Infrastructure
- School
- Park
- Wetland
- County
- City, Township, or Village
- Non-Governmental Organization
- State/Congressional District/County
- County Boundaries
- Municipal Boundaries
- Major Roadways
- Rivers and Streams
- Lakes

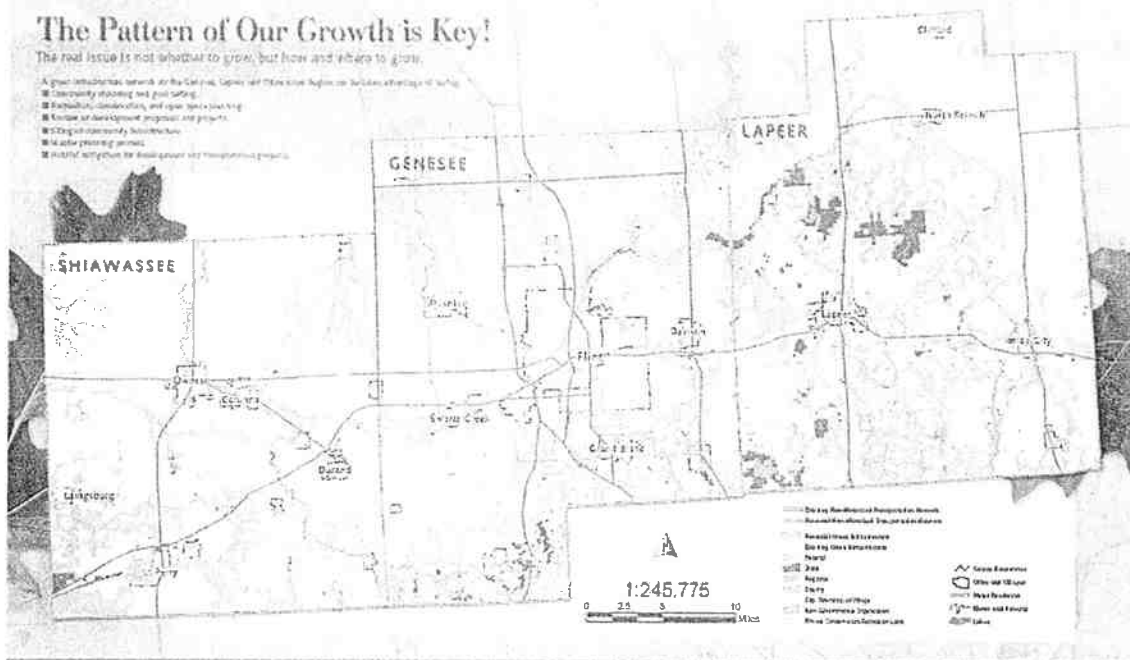


GLS GreenLinks
 A Division of the Michigan Department of Natural Resources
 Michigan Department of Natural Resources, Lansing, Michigan

The Pattern of Our Growth is Key!

The real issue is not whether to grow, but how and where to grow.

- A good infrastructure network for the Central, Upper and Lower Michigan includes a network of roads
- Community planning and goal setting
- Residential, commercial, and open space planning
- Focus on development programs and projects
- Strategic economic development
- Multiple planning agencies
- Multiple strategies for development and transportation projects



About This Map

In early 2008, the Michigan State University Center for Urban and Regional Development, in partnership with the Michigan State University Center for Urban and Regional Development, and the Michigan State University Center for Urban and Regional Development, produced this map. The map is a result of a project funded by the Michigan State University Center for Urban and Regional Development, in partnership with the Michigan State University Center for Urban and Regional Development, and the Michigan State University Center for Urban and Regional Development.

Map Data

The map data is derived from a variety of sources, including the Michigan State University Center for Urban and Regional Development, the Michigan State University Center for Urban and Regional Development, and the Michigan State University Center for Urban and Regional Development. The data is accurate as of the date of the map's production.

Map Legend

The map legend defines the symbols used on the map. It includes symbols for roads, railroads, and other infrastructure. The legend is located in the bottom right corner of the map.

Map Scale

The map scale is 1:245,775. This means that 1 unit on the map represents 245,775 units in real life. The scale bar at the bottom of the map shows distances in miles and kilometers.

Map Notes

There are several notes on the map, including information about the data sources and the map's production. These notes are located in the bottom right corner of the map.

Map Credits

The map was produced by the Michigan State University Center for Urban and Regional Development. The map is a result of a project funded by the Michigan State University Center for Urban and Regional Development, in partnership with the Michigan State University Center for Urban and Regional Development, and the Michigan State University Center for Urban and Regional Development.

Appendix D - Excerpt from Genesee County Regional Trail Plan

Regional Corridors

Fenton Road provides a link from the City of Fenton to northern Genesee County and into Burton and Flint. This is a heavily traveled corridor and any non-motorized facilities should be located as far off of the roadway as possible to minimize conflicts between pedestrians or bicyclists and motorists.

Petts Road, off of Fenton Road, just north of the City of Fenton connects to Seven Lakes State Park. This provides a regional linkage into Oakland County. A power line runs from the park north into Grand Blanc Township and could provide a route into Grand Blanc from Fenton. Oakland County and the Headwaters Trails group have also identified this as a potential linkage between Oakland and Genesee Counties.

Silver Lake Road connects the City of Fenton to the City of Linden and continues further westward into Argentine Township. This connection could provide a linkage for residents of the Linden Area to access the shopping areas near Silver Parkway and Silver Lake Beach in the City of Fenton.

The Jennings Road corridor provides a link to Lake Fenton High School, as well as north into Mundy Township.

Local Connectors

These routes provide access to various destinations in the Fenton and Linden area and connect to the regional corridors:

Dauner- Martin Nature Sanctuary
Lahring Road
Linden Road
Lobdell Road
North Road
North Long Lake Road
Owen Road
Poplar Street
Ripley Road
Rolston Road
Silver Parkway
Shiawassee River Walk
Shiawassee Avenue
South Long Lake Road
Torrey Road
Whitaker Road

Trailheads

The Fenton Community Center has parking for the Shiawassee River Walk and serves as a trailhead.

Another potential trailhead could be Linden County Park.

Further Issues and Considerations

No connections to Livingston County have been identified yet. The potential exists to connect in with the Consumers Energy corridor running east and west about two miles south of the county line in Tyrone Township.

CITY OF FENTON

RESOLUTION NO. 10-20

A RESOLUTION ADOPTING THE
2011-2015 PARKS AND RECREATION MASTER PLAN

WHEREAS, the Fenton Parks and Recreation Board has prepared an updated Parks and Recreation Master Plan for the City of Fenton, and

WHEREAS, the plan has been available for public review and comment for the last 30 days, and;

WHEREAS, a meeting of the Fenton Parks and Recreation Board was held on November 9, 2010, and;

WHEREAS, at that meeting the Parks and Recreation Board passed a resolution recommending adoption of the draft plan with some changes, and

WHEREAS, a public hearing has been held by the Fenton City Council this evening to gather additional public comment,

NOW, THEREFORE, BE IT RESOLVED that the Fenton City Council approves and adopts the 2011 – 2015 Parks and Recreation Master Plan.

Yeas:

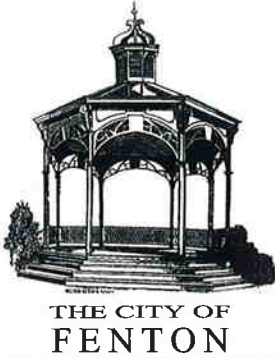
Nays:

Absent:

Dated: November 22, 2010

Jennifer Naismith, City Clerk

FENTON CITY COUNCIL MEMORANDUM



DATE: November 18, 2010

TO: Lynn H. Markland, City Manager *LHM*

FROM: Michael T. Burns, Assistant City Manager *MB*

RE: LDFA Tax Increment Financing Plan

The Tax Increment Financing Plan is set to expire on December 31, 2010. The TIF Plan needs to be revised and extended in order for the Local Development Finance Authority to continue their tax capture. At the LDFA Meeting on October 14, 2010, the Local Development Finance Authority approved their request to City Council to amend the TIF Plan and to extend the LDFA to continue to collect tax revenue until December 31, 2030. Their amendment added the following projects to the plan.

- College or University Satellite Campus
- Small Business or Manufacturing Incubator
- Fiber-Optic wiring in the industrial park for improved broadband communications
- Look to create economic development opportunities toward introducing alternative energy technology
- Economic Development Master Plan along with a Facility Re-Use Study
- Potential Mill and Overlay Projects within the District

I also asked Attorney Schultz to make revisions to the TIF Plan to make it more “user-friendly”. The plan has been a continuous addition of amendments and I asked Attorney Schultz to make the modifications to the plan to make it a better working document.

If there is a plan not set for the LDFA by December 31, 2010 the LDFA would technically no longer be able to capture taxes in the district and the authority would dissolve. I would recommend that the LDFA be extended for an additional 20 years with an expiration date of December 31, 2030. The justification for this is that the DDA Tax Increment Financing Plan is scheduled to expire in 2030 and the City Council at that time can choose to extend both authorities or dissolve them both at the same.

I have attached the Tax Increment Financing Plan with the amendment changes in bold type. I have also attached the necessary resolutions for City Council Approval.

I am recommending that the LDFA Plan be approved as submitted.



City of Fenton

301 South Leroy Street · Fenton, Michigan 48430-2196 • (810) 629-2261 • FAX (810) 629-2004

CITY OF FENTON NOTICE OF PUBLIC HEARING

TAKE NOTICE that a public hearing will be held before the Fenton City Council on Monday, November 22, 2010 at 7:30 P.M. or as soon thereafter as the matter may be heard in the City Hall Council Chambers, 301 South Leroy Street, on the amendment of the City of Fenton Local Development Financing Authority's development plan and tax increment financing plan.

The following information is provided pursuant to the Local Development Financing Act, MCL 125.2166.

A description of the property to which the plan applies is as follows:

The district is composed substantially of the US-23 Industrial Park, Fenway Plaza industrial park and certain additional industrial zoned property adjacent to the east of these parks. The district is generally bounded by US 23 on the west, Owen Road on the south, Silver Lake Road on the north and Pontchartrain Boulevard extended on the east.

Maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at City Hall, 301 South Leroy Street, and all aspects of the development plan will be open for discussion at the public hearing.

Additional information will be available at Fenton City Hall, Monday through Friday, 9:00 A.M. to 5:00 P.M. Please contact the City Clerk's office if accommodations are needed due to a disability.

Jennifer Naismith
City Clerk

INTRODUCTION

Pursuant to the provisions of Act No. 281, Public Acts of Michigan, 1986 (Act 281), the City of Fenton (the "City") has established the Local Development Finance Authority of the City of Fenton (the Authority"). Act 281 provides that the Board of the Authority, if it determines that it is necessary for the achievement of the purposes of Act 281, shall prepare and submit a tax increment financing plan to the City Council of the City. Act 281 further provides that a tax increment financing plan shall include a development plan.

The Authority desires to enhance the industrial properties in the Fenway Plaza Industrial Park, the US-23 Industrial Park and all other property zoned industrial east of US-23 and west of Ponchartrain Boulevard extended within the Authority District by improving the public facilities within and serving the Authority District. With this objective in mind, the Board adopted this Development Plan and Tax Increment Financing Plan on November 17, 1988, and forwarded the Plan to the City Council for approval. Following a public hearing as required by Act 281, the City Council approved the Plan on December 27, 1988.

The purpose of this Development Plan and Tax Increment Financing Plan is to provide for the acquisition, construction and financing of public facilities (as defined in Act 281) necessary for the project. The acquisition and construction of the public facilities described herein will facilitate the further use of the project area by industry and thereby create economic growth and development in the Authority District and other areas of the City for the benefit of all taxing jurisdictions within the Authority District.

The Development Plan contains the information required by Section 15 (2) of Act 281 and the Tax Increment Financing Plan contains the information required by Section 12 (2) of Act 281. Additional information is available from the City Manager of the City.

DEVELOPMENT PLAN

15 (2) (a)

A DESCRIPTION OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO THE BOUNDARIES OF THE AUTHORITY DISTRICT AND A LEGAL DESCRIPTION OF THE PROPERTY. (EXHIBIT C)

The Plan applies to all of the property within the Authority District. The legal description of the property is as follows:

Beginning at a point on the west line of Steel Drive, described as beginning N 1 deg 39' 19" W to the north R.O.W. of Owen Road and N 88 deg 20' 50" E 105.22ft., and N 1 deg 09' 30" W 489.41 ft. from the E ¼ corner of Sec. 36, T5N R6E, th S 88 deg 40' 33" W 1705.23 ft., th S 75 deg 57' 49" W 227.64 ft., th S 24 deg E 100 ft., th S 66 deg W 66 ft., th Southeasterly along a curve to the right, radius 498.73 ft. chord bearing S 12 deg 39' 43" E a distance of 96.70 ft., th S 88 deg 40' 33" W 521.73 ft., th N 1 deg 41' 30" W 482.60 ft., th S 87 deg 29' 20" W 282.73 ft. to the east R.O.W. line of US 23 Expressway, th N 8 deg 46' 46" E 160 ft., th N 28 deg 52' 03" E to the southwest corner of Lot 19, "Fenway Plaza" th continuing N 28 deg 52' 03" E 526.38 ft., th N 36 deg 50' 44" E 508.55 ft., th N 66 deg 26' 58" E 720.59 ft., th N 28 deg 52' 03" E 699.89 ft., th S 69 deg 54' 27" E 297.48 ft., th on a curve to the right, radius 1382.67 ft., chord bearing S 60 deg 01' 58" E a distance of 475.69 ft., th continuing along the south R.O.W. of Silver Lake Road to a point which is described as beginning N 89 deg 50' W 1014.18 ft. and N 0 deg 05' 30" W 1181.57 ft. and N 61 deg 35' 30" W 313.56 ft. from the south ¼ corner of Section 26, T5N R6E, th S 27 deg 37' W 328.19 ft., th S 89 deg W 232.6 ft., th south along the eastern boundary of the plat of "Fenway Plaza" to the south section line of Sec. 26, T5N R6E, th east along the south section line of said Sec. 26 to a point which is 151.58 ft. west of the west R.O.W. of Ponchartrain Drive, th N 89 deg 33' 50" E along the south R.O.W. of W. Caroline St. a distance of 337.26 ft., th S 0 deg 07' 40" W 953.59 ft., th N 88 deg 05' 10" E 98.39 ft., th S 0 deg 07' 50" E 573.63 ft., th S 79 deg 16' 30" W 5.47ft., th S 89 deg 40' 30" W 760.94 ft., th S 0 deg 07' 30" W 354.86 ft., th S 89 deg 40' 30" W 227 ft., th N 89 deg 56' 20" W 113.5 ft., th N 0 deg 07' 30" E 52.56 ft., th S 89 deg 40' 30" W 330.72 ft., th S 1 deg 44' 40" E 350.94 ft., th S 88 deg 28' 50" W 565.90 ft., to the west R.O.W. line of Steel Drive, th N 1 deg 09' 30" W 489.41 ft. to the place of beginning.

THE DESCRIPTION OF BOUNDARIES OF THE PROPERTY TO WHICH THE PLAN APPLIES IN RELATION TO HIGHWAYS, STREETS, OR OTHERWISE.

The Authority District is composed substantially of the US-23 Industrial Park, the Fenway Plaza industrial park and certain adjacent properties zoned industrial to the east of the industrial parks. The District can be described generally as bounded by US-23 on the west, Owen Road on the south, Silver Lake Road on the north and Ponchartrain Boulevard extended on the east. See the Authority District location map attached as Exhibit A.