

## **History/Purpose of the Range Road Advisory Committee**

- The first meeting of the Range Road Advisory Committee was held on August 18, 1999.
- At the first meeting they determined the purpose of the committee:
  - To study issues of mutual interest and concerns, including such matters as planning, zoning, transportation, facilities studies on sewer/sewage disposal, water, drainage, waste disposal, recreation and parks and ports, and to formulate recommendations for review and action.
  - To provide a vehicle for funding such studies through the receipt of gifts, grants, and allocations of funds from participating communities
- The committee determined that the boundaries for review would be from Brown St/Carney Dr in St Clair to Atkins in Port Huron Township.
- The committee met regularly for several years and had their last meeting in October of 2007.

## **Long-Term Vision for Range Road Corridor – Future Land Use Summary**

Overall, the communities that encompass the Range Road Corridor have all developed future land plans that support industrial land use development over the coming decades. In general, any future rezonings required to accommodate industrial development would, in most cases, be consistent with community master plans. Certainly there are other factors that play into rezoning decisions, but from a land use planning perspective, the Range Road Corridor is slated for industrial uses.

### **City of St. Clair Comprehensive Plan 2012**

#### **2012 Master Plan:**

The Future Land Use Map in the city's updated 2012 Plan shows that the entire corridor along Range Road, which is the Industrial Park, is designated for industrial land use.

### **St. Clair Township Master Plan 2006**

#### **Planned Industrial Areas:**

- Primary areas designated for industrial use are located along the Gratiot and Range Road corridors. The Master Plan acknowledges the need for industrial business to locate near a major transportation thoroughfare by siting areas along Gratiot and Range Roads, both within a short distance of the I-94 interchange. The Master Plan promotes the development of industrial land.

- Future Land Use Map calls for industrial land uses on both sides of Range Road from the City of St. Clair Industrial Park up to Davis Road. In addition to the general industrial land in the township, Range Road, north of Davis Road has been identified as an Office-Research area for businesses that may have an associated industrial component.
- With the City of St. Clair Industrial Park under development, the township aims to ensure that an adequate industrial market exists prior to introducing an industrial zoning designation on the west side of Range Road.
- The planned industrial land on the west side of Range Road should not maintain an industrial zoning classification until all land on the east side of Range Road that is planned for industrial has been fully developed.

### **City of Marysville Master Plan 2007**

#### **Future Land Use Plan:**

- East side of Range Road, from Davis Road to just south of Cuttle Road, is planned for General Industrial Uses. This designation extends east across Busha Highway.
- From Cuttle Road north to 18<sup>th</sup> Street, the eastern side of Range Road is planned for Light Industrial.

### **Port Huron Township**

Port Huron Township is currently updating its Master Plan. Existing plan was adopted in 1994 and the township did a minor amendment in 2009.

### **Range Road Corridor Plan 2001**

While the Range Road Corridor Plan was adopted in 2001, all of the communities involved in the Corridor Plan have integrated its future land use designations and key goals and objectives into their respective Master Plan updates within the last five years.

#### **Key Corridor Goals:**

- Accommodate and encourage industrial development that: provides employment opportunities for residents; diversifies the tax bases of the communities; is supported by the necessary roadway improvements and infrastructure; respects the rural character of the area; and is adequately buffered from other uses.
- Offer commercial development along the corridor within convenient nodes that: serve the needs of the communities; maintains a high quality image for the business districts and the communities; is coordinated with improvements to the roadway, infrastructure and adjacent sites; and is compatible with other surrounding land uses.

- Maintain an acceptable level of service and safety along the corridor and intersecting roads through: coordinating roadway improvements with development; providing innovative transportation solutions; and managing safe and efficient access to the corridor.

### **Future Land Use Considerations:**

- **Industrial:** There are significant areas along the corridor designated for industrial use. I-94 provides convenient access to these industrial areas. There are currently a number of significant industrial uses along the corridor and area has been provided for industrial expansion.
- **Industrial/Research/Office:** An area has been designated for Industrial/Research/Office along the east side of Range Road south of Gratiot Avenue. This area is intended to provide a transition from the Regional Commercial centered around Gratiot Avenue and the industrial development further south. Uses in this area would be limited to light industrial, research and development and office type uses. Development within this area is intended to take on the character of an office park with special consideration to preservation of natural features such as woodlands and wetlands.
- **Future Land Use Map – Range Road Corridor:** The FLU Map depicts planned industrial uses along the eastern side of the Range Road, from Brown Street to Cuttle Road. Continuing north up Range, north of Cuttle is a stretch of planned Industrial/Research/Office, which then transitions into Regional Commercial uses at the intersection of Range and Gratiot. There is also a planned Industrial area at the northwest corner of the Range/Davis intersection.
- Range Road Corridor Plan also featured an Overlay Zone ordinance that many communities within the study area adopted. An overlay zone is applied in addition to the existing zoning that is in place. The zoning district of the sites would remain as they currently exist including permitted uses, special land uses, setbacks and minimum lot size and density. In the case of design standards such as landscaping, lighting, architecture and access management, the overlay ordinance would supersede standards that are currently part of the community’s zoning ordinance. St. Clair, St. Clair Township, and Marysville adopted the overlay ordinance.

### **Traffic Counts for Range Road – Selected Segments**

#### **Range Road, from Yankee Road to Davis Road, in St. Clair:**

2010 Annual average daily traffic (AADT), 2-way count: 7,880

#### **Range Road, from Davis Road to Brown Road, in St. Clair Township:**

2009 AADT, 2-way count: 6,240

**Range Road, from Gratiot Road to Cuttle Road, in Marysville:**

2009 AADT, 2-way count: 9,690

**Range Road, from Huron to Smiths Creek/6<sup>th</sup> Street, in Marysville:**

2008 AADT, 2-way count: 10,270

**Current & Planned Improvements**

CN/NAFTA Rail Separation Project:

2<sup>nd</sup> Phase: Range Rd/Griswold

- New road and overpass on Range Rd. and Griswold.
- Reconstruct Range & Griswold roads so drivers on both roads would cross tracks at one point where an overpass would be located.
- Plans call for a roundabout at Range Rd and Griswold that would send drivers east over the tracks to another roundabout, where they can choose to go to Griswold or Range roads.



**Draft  
Generalized Composite  
Future Land Use Map  
Range Road Corridor Plan**  
Range Road Corridor Advisory Committee

**Future Land Use**

- Residential
- Neighborhood Commercial
- Regional Commercial
- Central Business District
- Office
- Industrial/Research/Office
- Industrial
- Institutional

June 2001



Scale



Mapping prepared in coordination with the  
St. Clair County Metropolitan Planning Commission