

Village of Schoolcraft, MI  
**2018 Master Plan**



Recommended for Adoption by the Planning Commission \_\_\_\_\_, 2018

Adopted by the Village Board \_\_\_\_\_, 2018

Wightman

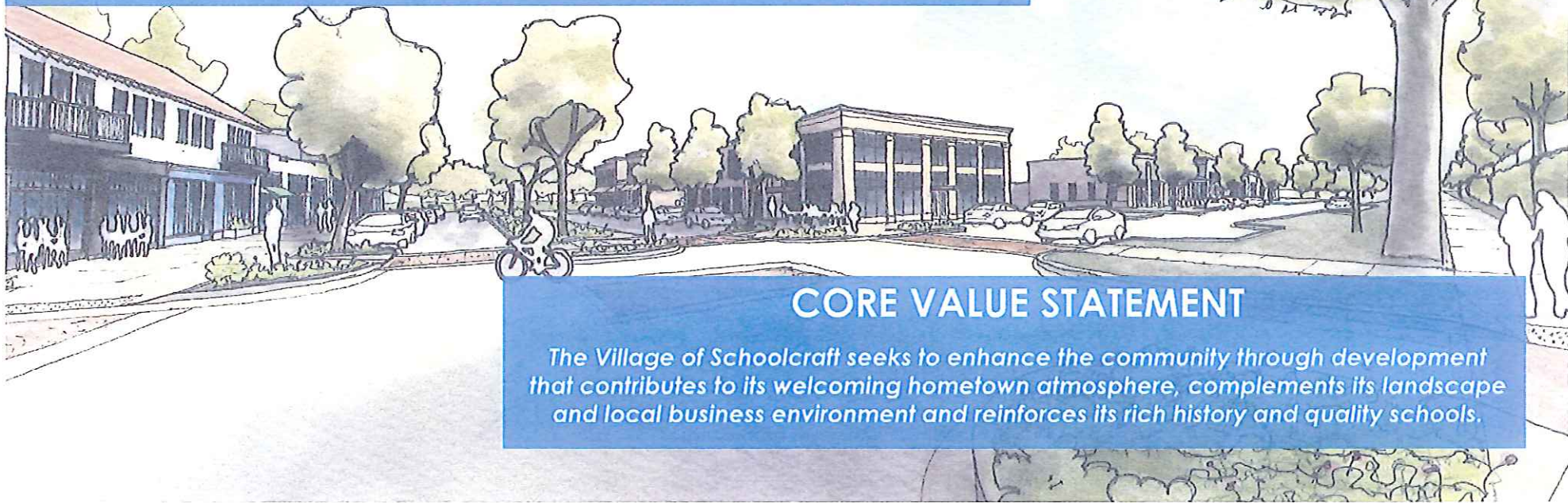


## COMMUNITY VISION STATEMENT

*The Village of Schoolcraft commits to building on its strong heritage while moving forward to a vibrant future as a community where all citizens are safe and secure, local businesses thrive, and residents and visitors alike are drawn to the variety of recreational and cultural activities available.*

## CORE VALUE STATEMENT

*The Village of Schoolcraft seeks to enhance the community through development that contributes to its welcoming hometown atmosphere, complements its landscape and local business environment and reinforces its rich history and quality schools.*





# Village of Schoolcraft, MI 2018 Master Plan

## 2018 VILLAGE COUNCIL

*Keith Gunnett, Russell Barnes, Todd Carlin, Kathy Mastenbrook, Michael Rochholtz, John Stodola, Sy Spears.*

## 2018 PLANNING COMMISSION

*Mae Pfost, Keith Gunnett, Jennifer Doorn, Josh Rozeboom, Wesley Schmitt, Sue Hendriksma*

## 2018 VILLAGE STAFF

*Cheri Lutz, Theresa O'Leary, Faith Ackert, & Tammy Young*

Prepared with assistance from Wighman  
2303 Pipestone Rd.  
Benton Harbor, MI 49022

## TABLE OF CONTENTS

4	INTRODUCTION
5	THE PROCESS OF MASTER PLANNING
6	FRAMEWORK
6	HISTORY
7	REGIONAL INFORMATION
8	KEY DEMOGRAPHIC DATA
12	EXISTING USES, INFRASTRUCTURE, & TRANSPORTATION
16	GOALS & OBJECTIVES
16	GOALS, OBJECTIVES, & STRATEGIES
20	PUBLIC INPUT
21	FUTURE LAND USE
21	FUTURE LAND USE MAP
23	FUTURE LAND USE CATEGORIES
24	FOCUS AREAS
27	ZONING PLAN
28	IMPLEMENTATION
28	IMPLEMENTATION MATRIX
32	APPENDIX
32	LETTERS FROM PLANNING COMMISSION & BOARD
34	NOTICES
35	INVITATIONS
37	RECREATION PLAN (UNDER DEVELOPMENT)
	VISION PLAN (PAGE TBD)

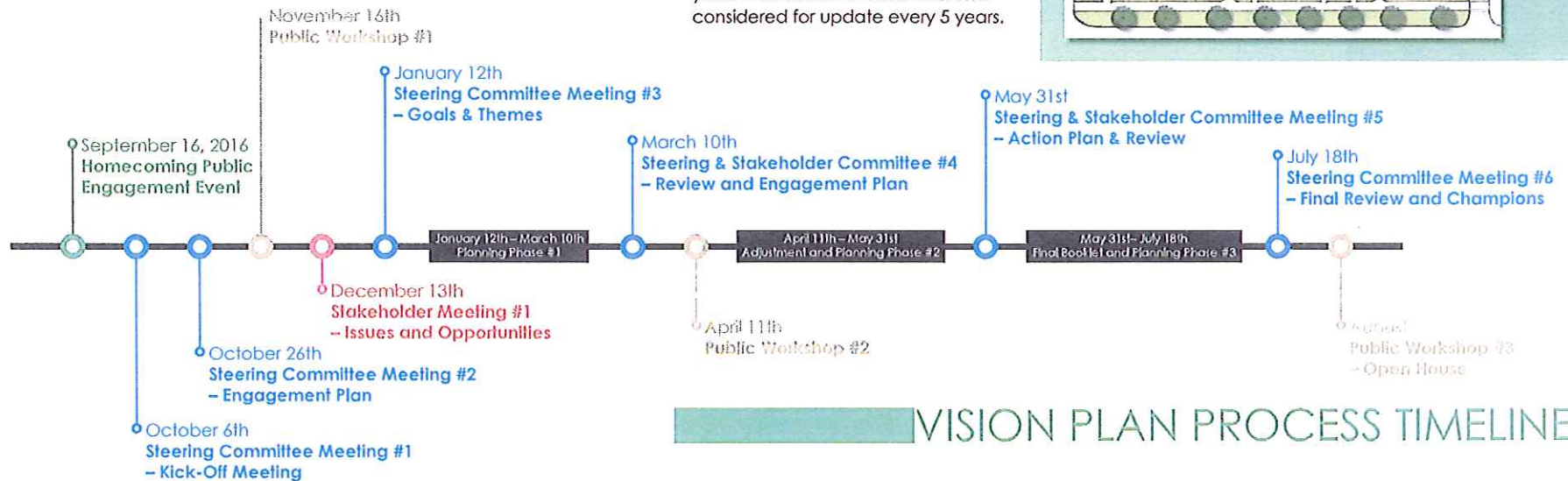
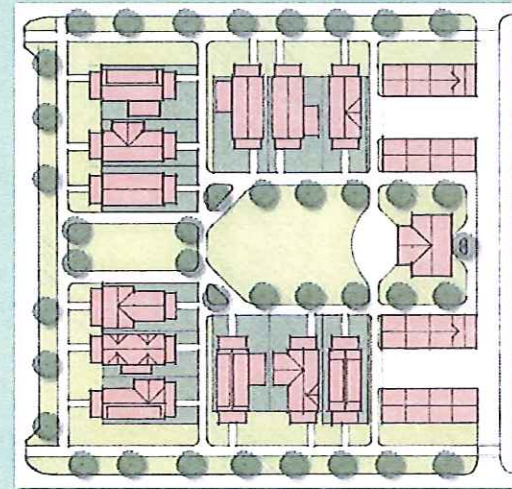
# THE PROCESS OF MASTER PLANNING

## Why We Plan

Per the Michigan Planning Enabling Act of 2008, "A local unit of government may adopt, amend, and implement a master plan as provided in this act." The Michigan Zoning Enabling Act of 2006 requires that a community's zoning ordinance be based upon a plan designed to promote the health, safety, and general welfare of the public.

The process of master planning allows a community to determine its values and its visions for the future. A community's character, style, environment, and appearance is the atmosphere that residents and visitors experience every day. Through the community's involvement in the 2017 Vision Plan, guiding principles for land use were established. The Comprehensive Master Plan carries these visions forward and establishes them in a document that the community will refer back to for the next 10-20 years.

The Comprehensive Master Plan is a projection of the Village's land use based on a careful analysis of the past, present, future and surrounding statistics available. It is rooted in the Village's 2016 Vision Plan, titled "REROUTE: A Plan for Schoolcraft's Future". The Comprehensive Master Plan will form a basis for future decisions on land use, zoning, development, redevelopment, preservation and growth. The 2018 Comprehensive Master Plan is meant to serve the community for the next 10-20 years and should be reviewed and considered for update every 5 years.



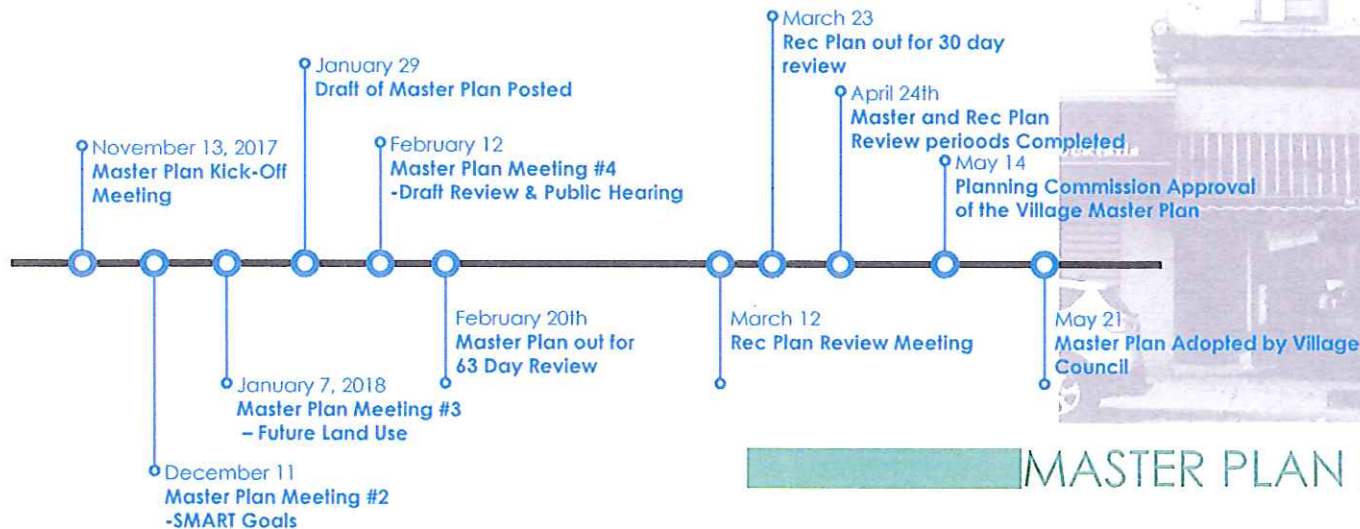


# THE PROCESS OF MASTER PLANNING

## Purposes of the Master Plan

This Plan serves many functions and can be used in a variety of ways, but its usefulness is determined by the willingness of the Village and others to actively support and implement its vision and goals.

- The Master Plan is a general statement of the Village's vision, goals, and policies. It provides a comprehensive view of the community's desires for the future.
- The Plan aids in daily land use decision making. The vision and goals outlined in the Plan are intended to guide the Planning Commission and the Village Board in their deliberations on zoning, capital improvements, and other related matters.
- This Master Plan establishes the basis for the zoning ordinance, parks and recreation, capital improvements, land use policies, and other implementation tools.
- The Plan provides continuity across time, and allows successive leadership a common framework for addressing land-use issues. In turn, the community and others will have advance knowledge of its intentions.
- The Master Plan provides a framework to coordinate public improvements and private developments by creating development patterns that are orderly, rational, and provide the greatest benefit for all while avoiding conflicts between land uses.



## MASTER PLAN PROCESS TIMELINE



## HISTORY

The Village of Schoolcraft was founded in October of 1831, six years before Michigan became a state. The Village was the first settlement in Kalamazoo County. Many of the existing lots throughout the neighborhoods surrounding the downtown remain from the original plats, and the original architecture of the homes and commercial structures reflect this heritage as well. In the 1840's, the Village was a stop on the Underground Railroad. Today, it is a stop along US 131, a major recreation and industrial highway through West Michigan which connects Grand Rapids and Kalamazoo with interstates 96, 94, 80, and 90, as well as northern Michigan. The settlement of Schoolcraft officially incorporated in 1866.

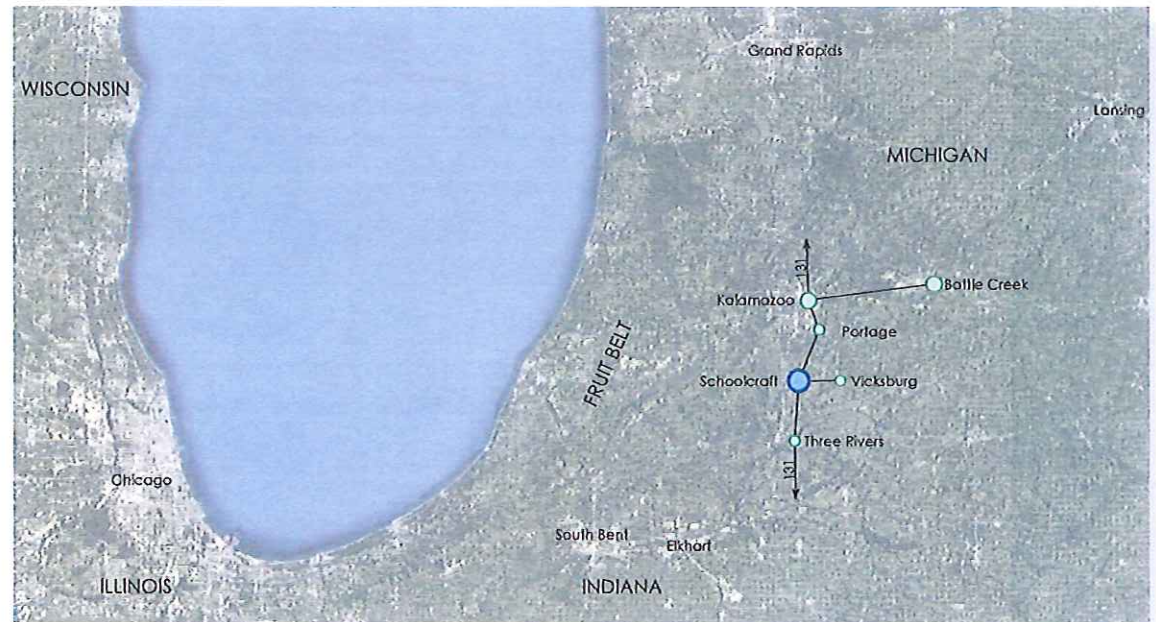
The first Master Plan for Schoolcraft was created in early 1990. The major goals for this plan included maintaining aesthetically pleasing residential districts, providing sustainable high-quality facilities for recreation, growing the Village's central business district, and accommodating future development and redevelopment. The Village was also interested in upgrading transportation and public utilities to provide for Village residents. Many of those same values remain today.

In 2006 Schoolcraft updated their Master Plan once again. This plan reflected the Village's fondness for maintaining a "small town feel". Projects created from this version of the Master Plan included consideration of creating a bypass for interstate 131. The heavy amount of traffic on 131 through the village remained a major issue for future planning. The Master Plan also remarked on the need to reconsider parking areas in the Village and the need for installing a sewer system. The 2006 Master Plan remarked that, within the boundaries of the Village, the community is "built out" and there is not a great deal of vacant space ready for development.





## REGIONAL INFORMATION



### REGIONAL CONTEXT

The Village of Schoolcraft is located in Kalamazoo County, approximately 13 miles south of the City of Kalamazoo. Schoolcraft Township surrounds the Village to the north, east, and south. Prairie Ronde Township borders the Village to the west. US 131 runs through the Village and connects it with the City of Kalamazoo and Interstate 94 to the north, as well as Three Rivers and the Indiana Toll Road (I-80/90) to the south.





# KEY DEMOGRAPHIC DATA

## Population Trends

From 2009-2014, Schoolcraft enjoyed increases in population. In 2015, there was a large drop in population. Kalamazoo County has maintained a steady and slow increase in population over these same years. While this figure may be due to a key business leaving the Village or some other economic event, overall, Schoolcraft's population numbers have grown on average during a time when most communities experienced population decreases. The fallout from the 2008 recession left many towns in Michigan struggling to keep their residents due to work opportunities declining. The numbers below in **Table 1** show a stable Village where residents choose to stay, even during hard economic times.

**Table 1: Population Change Schoolcraft vs. Kalamazoo County**

Year	2009	2010	% Change	2011	% Change	2012	% Change	2013	% Change	2014	% Change	2015	% Change	2016	% Change
Schoolcraft	1,388	1,445	4.18%	1,522	5.31%	1,621	6.50%	1,629	0.49%	1,657	1.72%	1,476	-9.72%	1,431	-4.34%
Kalamazoo County	245,053	247,241	0.89%	248,810	0.63%	250,704	0.76%	252,763	0.82%	254,870	0.83%	256,752	0.74%	258,605	0.72%

Using the Geometric Population Growth Calculation, the projected population growth in Schoolcraft over the next 10, then 20 years is shown in **Table 2**. The projected numbers show a slight increase in population in the future; however, moreover this table tells us that the population of Schoolcraft is likely to remain very steady in the coming years.

**Table 2: Projected Schoolcraft Population Change**

Year	2016	2026	2036
Schoolcraft	1,431	1,457	1,510

## Age Trends

It is interesting to study the age differences between Schoolcraft Village and the Township in **Table 3**. If you look closely, you'll see that in 2010, the Village's median age is much younger than the Township's median age. However, those median ages come closer over time and finally by 2016, the Township's median age is lower than the Village's median age. This could very well be a reflection of different housing-type needs/desires per generation. While all age groups decreased in number, the largest age group in the Village to decline in the year 2016 was the group from 45-54 years old.

**Table 3: Age Change Schoolcraft Village vs. Schoolcraft Township**

	2010		2012		2014		2016	
	Village	Township	Village	Township	Village	Township	Village	Township
Totals	1,445	8,029	1,621	8,197	1,657	8,421	1,431	8,626
Median Age	34.2	40.9	36.6	40.7	38.7	39.3	39.4	37.9
	Ages		Ages		Ages		Ages	
Under 5	90	455	58	465	92	459	76	496
5-9	99	527	93	499	97	556	73	564
10-14	94	603	104	654	77	655	86	649
15-19	86	512	99	543	92	555	111	668
20-24	96	467	160	421	172	573	142	563
25-34	270	849	276	947	257	1,036	162	1,136
35-44	154	1,134	145	1,001	176	1,018	163	969
45-54	221	1,381	297	1,460	365	1,155	219	1,250
55-59	84	505	108	564	61	484	76	544
60-64	96	538	107	526	119	596	100	548
65-74	65	620	61	638	98	705	115	665
75-84	62	289	67	318	105	505	55	404
85 and over	29	149	46	161	45	124	53	170





# KEY DEMOGRAPHIC DATA

## Race Trends

It is important to analyze the percentage of different races to further understand how land use policies, economic growth, and development trends within a community will affect different segments of the population. The Village of Schoolcraft is predominantly white, with minimal percentages of other races. **Table 4** identifies the percentage of different races in the Village, the Township, Kalamazoo County, the state of Michigan and the United States as a whole. As you can see, Schoolcraft's population tends to be more homogenous than Kalamazoo County and the region as a whole.

**Table 4: Identified Race**

Race: 2010 Census	Schoolcraft Village	Schoolcraft Township	Kalamazoo County	Michigan	United States
White	95.6%	95.8%	81.7%	78.9%	72.4%
Black	1.0%	0.7%	10.9%	14.2%	12.6%
American Indian	1.0%	0.5%	0.4%	0.6%	0.9%
Asian	0.6%	0.5%	2.1%	2.4%	4.8%
Pacific Islander	Below 0.1%	Below 0.1%	Below 0.1%	Below 0.1%	0.2%
Some other race	0.5%	0.5%	1.5%	1.5%	6.2%
2 or more races	1.4%	1.9%	3.3%	2.3%	2.9%
Hispanic	2.0%	2.2%	4.0%	4.4%	16.3%





# KEY DEMOGRAPHIC DATA

## Household Trends

In the Village of Schoolcraft, like all surrounding communities, there are a vast number of different types of households. Total Households represent all people living in one household, regardless of relationship. Married Households reflect a couple living together in marriage. Both Male and Female Households reflect single parent households and finally, Householders Living Alone, reflect just that, no children and no significant other living with them.

These statistics in **Table 5** are interesting from a planning standpoint because they allow Schoolcraft to identify the possible need for lower cost housing, assuming that a one-income home has less money to spend on a new home than a two-income home. These statistics could also allow planners to know that there may be an increased need for daycares in the Village. In comparison, the Village has remained unchanged in the amount of single-mother homes, while the Township and County have both decreased in number. Also, the Village has a far fewer percentage of residents that live alone, than either the Township or the County.

**Table 5: Types of Households in Schoolcraft Village and Surrounding Areas**

Types of Households	2010			2016			% Change in 6 years		
	Schoolcraft Village	Schoolcraft Township	Kalamazoo County	Schoolcraft Village	Schoolcraft Township	Kalamazoo County	Schoolcraft Village	Schoolcraft Township	Kalamazoo County
Total Households	577	3,138	99,456	599	3,301	101,589	3.81%	5.19%	2.14%
Married Households	304	1,799	44,728	288	1,892	44,886	-5.26%	5.17%	-0.09%
Male Household, no wife	13	140	4,026	9	102	4,604	-30.77%	-27.14%	14.36%
Female Household, no husband	60	312	11,232	60	292	11,304	no change	-6.41%	0.64%
Householder Living Alone	146	758	29,959	215	836	30,540	47.26%	10.29%	1.94%

Studying the situation of homes in Schoolcraft and the surrounding area allows us to see the residential trends in a nutshell. From the statistics in **Table 6**, it is clear that the Village has had several new homes in the last 6 years. While the exact number of vacant homes has not changed, the percentage of these homes has decreased due to the overall rise in the number of total homes. The number of rental homes has increased since 2010, most likely because of the recession and housing crisis in 2008. The percentage of vacant homes is very low which is a sign of a healthy housing market.

**Table 6: Homes in Schoolcraft and Surrounding Areas**

	2010 Housing Units	2010 Occupied	2010 Vacant	2010 Owned	2010 Rented
Village of Schoolcraft	624 (100%)	577 (92.5%)	47 (7.5%)	415 (71.9%)	162 (28.1%)
Schoolcraft Township	3,540 (100%)	3,138 (88.6%)	402 (11.4%)	2,543 (81%)	595 (19%)
Kalamazoo County	109,233 (100%)	99,456 (91%)	9,777 (9%)	64,812 (65.2%)	34,644 (34.8%)

	2016 Housing Units	2016 Occupied	2016 Vacant	2016 Owned	2016 Rented
Village of Schoolcraft	646 (100%)	599 (92.7%)	47 (7.3%)	402 (67.1%)	197 (32.9%)
Schoolcraft Township	2,508 (100%)	3,301 (94.1%)	207 (5.9%)	2,629 (79.6%)	672 (20.4%)
Kalamazoo County	110,622 (100%)	101,589 (91.8%)	9,033 (8.2%)	64,827 (63.8%)	36,762 (36.2%)

As shown in **Table 7**, the majority of homes in the Village of Schoolcraft are valued between \$100,000-\$149,999 which is in line with the Township, as well as the county. When the homes are valued higher, Schoolcraft lags behind the surrounding area. This makes sense as the majority of homes (36.2%) in the Village were built prior to 1939. The historical quality of Schoolcraft creates the charm of the Village and also helps it to be an affordable place to live.

**Table 7: Homes Owned and Values in Schoolcraft and Surrounding Areas**

Homes Owned and Value	Schoolcraft Village	Schoolcraft Township	Kalamazoo County
Owner Occupied In 2016	402	2,629	64,827
Less than \$50,000	10% (44)	8.7% (230)	10.4% (6,765)
\$50,000-\$99,999	27.4% (110)	12.8% (336)	19.4% (12,573)
\$100,000-\$149,999	39.1% (157)	32.6% (858)	24.3% (15,765)
\$150,000-\$199,999	15.7% (63)	19.7% (517)	18.5% (12,004)
\$200,000-\$299,999	4.7% (19)	13.2% (346)	15.8% (10,261)
\$300,000-\$499,999	2.2% (9)	8.5% (224)	8.0% (5,156)





# KEY DEMOGRAPHIC DATA

## People Trends

Below, **Table 8** shows the educational attainment levels of populations over age 25 in the Village and surrounding areas. This information is important because it describes the potential type of employee that resides in the area, as well as their employable skills and training. The high level of graduate and professional degrees in the county can probably be attributed to the number of colleges and universities in the area, as well as the pharmaceutical and medical industries in the area.

**Table 8: 2016 Education Statistics**

2016 Population 25 and over	Schoolcraft Village	Schoolcraft Township	Kalamazoo County
High School graduate	38.5% (363)	29.5% (1,676)	22.9% (36,744)
Some college, no degree	21.2% (200)	27.7% (1,574)	24.9% (39,869)
Associate's degree	13.8% (130)	10.3% (586)	9.7% (15,478)
Bachelor's degree	17.6% (166)	16.8% (953)	21.3% (34,182)
Graduate or Professional degree	3.4% (32)	10.1% (572)	14.8% (23,625)

There are approximately 1,179 people over 16 years old in the Village and 793 of them are in the workforce. The median household income for the Village is \$48,603. **Table 9** below, shows the division of household income within the Village. Planners for the Village should be aware of these statistics to properly gauge the types of businesses and activities that the Village provides. Low incomes can limit social and recreational opportunities while higher incomes may cause residents to look for a greater variety of services elsewhere.

**Table 9: 2016 Household Income & Benefits**

Household Income & Benefits	
Less than \$10,000	19
\$10,000 to \$14,999	32
\$15,000 to \$24,999	116
\$25,000 to \$34,999	68
\$35,000 to \$49,999	74
\$50,000 to \$74,999	112
\$75,000 to \$99,999	84
\$100,000 to \$149,999	71
\$150,000 to \$199,999	16
\$200,000 or more	7

The demographics in **Table 10** reveal that the most popular vocation in the Village is manufacturing, followed by education and healthcare careers. The Village does not vary dramatically from the Township or the County, however the education and healthcare careers lead in these areas.

**Table 10: 2016 Vocational Trends in Schoolcraft and Surrounding Areas**

Vocation	Schoolcraft Village	Schoolcraft Township	Kalamazoo County
Employed	762	4,182	126,585
Agriculture, forestry, fishing and hunting, and mining	9.0%	1.1%	1.1%
Construction	4.1%	5.4%	4.1%
Manufacturing	27.3%	23.1%	17.6%
Wholesale Trade	5.9%	4.0%	2.2%
Retail Trade	9.7%	10.4%	11.1%
Transportation, warehousing, and utilities	2.5%	2.2%	2.6%
Information	1.3%	0.6%	1.1%
Finance, insurance, real estate, rental and leasing	4.9%	5.8%	6.1%
Professional, scientific, management, administrative, waste mgmt	5.5%	6.4%	8.8%
Educational, health care, social services	18.5%	25.1%	27.4%
Arts, entertainment, recreation, accommodation, food service	12.1%	8.7%	10.7%
Other services	5.8%	4.1%	4.6%
Public administration	1.6%	2.9%	2.7%





## EXISTING USES, INFRASTRUCTURE, & TRANSPORTATION

### Existing Uses

Analyzing the Village's existing land uses helps form the basis for the Future Land Use Plan, which serves as the future vision based upon the existing condition of the community.

#### Residential Uses

Schoolcraft boasts historic homes, built on traditional-style platted parcels, which surround the rear portions of the historic downtown district. This type of housing is classified as low-density residential and it includes uses like single-family homes, schools, churches and parks. Residential that is further out from the downtown core becomes less historic in nature, and newer built.

There are spots of higher density residential parcels in the Village which are typically northeast and southwest from downtown. There are former single-family homes that have been turned into multi-family homes, as well as apartment complexes, which coincide with the demographic information calling out 32.9% of the homes in Schoolcraft are rentals. These uses tend to be fully integrated into the complete fabric of residential in Schoolcraft and they are not isolated to one area or another.

#### Commercial Uses

Commercial uses in Schoolcraft are primarily placed along US-131/Grand Street through the Village. The intensity of uses range from typical historical downtown uses like retail, service and office, to medium commercial intensity uses both north and south of downtown commercial. High intensity uses like fast food restaurants and gas stations are placed on the extreme north and south ends of the Village.

The traditional downtown in Schoolcraft extends for one to two blocks and contains historic buildings, most of which are two story. The architectural integrity of these historic structures have been maintained and are in relatively good repair; however, as these buildings age, their conditions should be analyzed and improved when needed. This central downtown area is very walkable and has relatively few vacancies. The traffic from the 131 corridor allows for high visibility for these businesses, although it also makes it difficult for pedestrians to cross. The Vision Plan developed by the community addresses these issues and has designs to calm traffic through the Village on US 131.

#### Industrial Uses

The industrial park for the Village resides on the north side of the Village just north of Lyons Street and east of Grand Street (US 131). There are heavy industrial uses in the park currently including the Greater Kalamazoo Auto Auction which maintains 60 acres of on-site storage area in the park. Other industrial uses are located in the southeastern portion of the Village. These businesses include light manufacturing and packaging, automobile repair, natural gas and petroleum storage, and warehousing uses.

#### Natural Features

Preservation of natural features are important. In Michigan, we have a wide variety of forests, lakes and agricultural land. Schoolcraft recognizes this importance and takes active steps to preserve natural features in Schoolcraft.





# EXISTING USES, INFRASTRUCTURE, & TRANSPORTATION

## Existing Uses

### Institutional Uses

Institutional uses serve as gathering spots for large congregations of people. Schools, churches, community centers, and other like-uses are termed "institutional" for planning purposes. Regardless of whether they are public or private, Institutional uses bring a community together through providing recreational, social, and gathering places for residents.

Institutional uses are scattered throughout the Village. They include the Village offices, Burch Park, all of the schools and their facilities, the library, the post office, utilities and all of the churches. Generally, these uses do not bring taxable revenue to the Village; however, they provide overall well-being to residents therefore they are worthy endeavors.

Schoolcraft Community Schools serve approximately 1,137 K-12 students. Students who live more than 1/2 mile from school are eligible to ride a schoolbus. There are currently six churches of different denominations present in Schoolcraft.

Other institutional uses include municipal offices like Village Hall, the Police Department, and the South Kalamazoo County Fire Authority. Schoolcraft has a library located at the corner of Centre and West Cass Street and a Post Office on Hayward Street. The closest cemetery for the Village is Schoolcraft Township Cemetery.

### Soils

The conditions of soils affect future development in the Village. The southwest corner of Kalamazoo County is part of a glacial outwash plain which has created flat to rolling topography. The land in Schoolcraft is generally well-suited for agricultural needs due to well-drained soils. Reinforced building foundations are necessary in this area, as is common in Michigan.

### Woodlands

Schoolcraft is developed, therefore the existing woodlands in the Village consist of landscaping like street trees and small pockets of undeveloped parcels. Street trees should be assessed on a regular basis to ensure health and safety. When trees become unhealthy or age out, the Village should maintain a replacement budget.

### Utilities

Schoolcraft provides public water service from an aquifer beneath the Village to all residents and businesses. There are also two municipal wells located on land owned by the Village. Sanitary sewer is provided through private septic tanks. The Vision Plan calls for public sewers within the Village; this remains a worthwhile endeavor for future redevelopment.

The Village has instituted a Wellhead Protection Program to identify sources of contamination and work to control them by identifying areas of protection for at risk soils. The Wellhead Protection Area includes portions of Cass Street, West Street, Cedar Street, along with Burch Park. The Village has an established Wellhead Protection Committee that meets quarterly and are actively searching for a future location of a 2nd well.

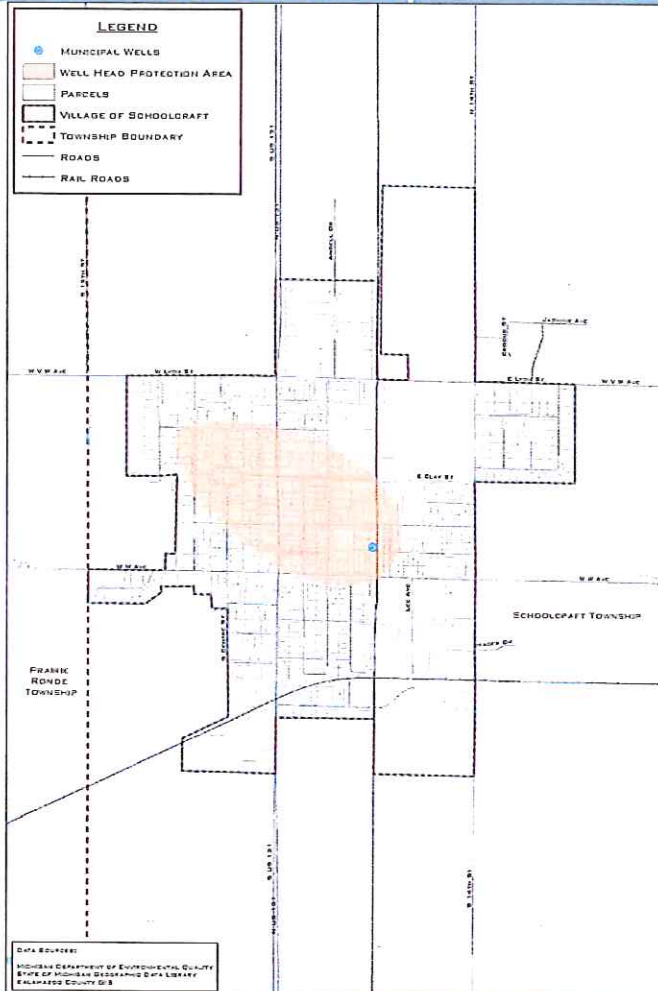
Electric service is provided through Indiana Michigan Power and natural gas service is provided by Consumers Energy. There are several options for telephone, cable, and internet services in the Village.





# EXISTING USES, INFRASTRUCTURE, & TRANSPORTATION

## Wellhead Protection Map



\*The wellhead protection area depicted to the left is a representation of the area identified by the wellhead protection committee as areas where development is restricted to only uses that will not put the water aquifer at risk.





# EXISTING USES, INFRASTRUCTURE, & TRANSPORTATION

## Transportation

Highway US 131 runs to the north and south and continues through the Village of Schoolcraft. This highway brings an average of 25,000 cars per day through the community. It is an advantage to have this many vehicles coming through everyday because facade, streetscape, and landscape improvements are highly noticeable. The Vision Plan calls for various traffic calming methods and urges a shopping area to develop off of Cass Street where it may be more comfortable for pedestrians.

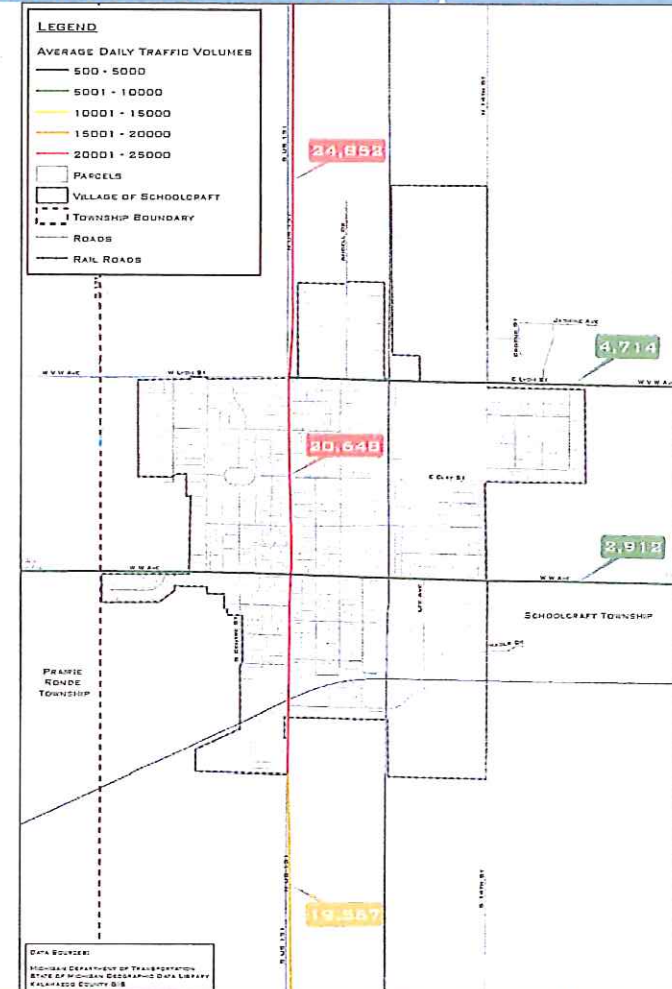
In the Village, roads are organized in a grid establishing a series of blocks throughout the neighborhoods surrounding the downtown. However, the grid is interrupted by significant features like the railroad tracks in the southeast corner and the school's campuses along 14th Street. The interruptions concentrate through traffic onto the few major streets: primarily Grand, Eliza and Lyons Streets. While neighborhood streets remain relatively calm, the few major roadways are heavily traveled, which means frequent maintenance is required. With the road enhancements suggested through the Community Vision Plan, the Village will have to work closely with the Michigan Department of Transportation (MDOT) to coordinate since Grand Street is under their jurisdiction.

Corridors into the community are important. The corridors introduce travelers to Schoolcraft through their character, development patterns, relationships to surrounding neighborhoods, pedestrian-oriented streetscapes and building architecture. If the corridor is a primary gateway to the Village, like both ends of US 131, they are that much more important. When the gateway is aesthetically pleasing, they can have a positive influence on the character of Schoolcraft. The Village can concentrate on improving items like streetscaping, signage, and street lights to improve these corridors. Following the standards introduced in the Vision Plan will help lead with these projects.

There is rail running through Schoolcraft which travels east and west on the southern edge of the Village, and also north and south on the east side of the Village. The Canadian National Railroad has an office in Schoolcraft, as well as the track running east and west through the southern portion of the Village. The Grand Elk railroad runs north and south through the Village according to MDOT's 2013 Michigan Rail Guide.

Outside of private taxi and Uber, there is no public transportation offered through the Village. The closest public airport is in Kalamazoo and the closest private airport is in Three Rivers. There is an Amtrak station in Kalamazoo as well.

## Infrastructure & Traffic Map





## GOALS, OBJECTIVES, &amp; STRATEGIES

**Goal #1**

**ELIMINATE THE CENTER TURN LANE ON US 131 BETWEEN ELIZA AND CASS STREETS AND REPLACE IT WITH A PLANTED MEDIAN AND ROBUST STREET TREES WITHIN ONE YEAR.**

**Objectives**

1. Reduce design speeds.
2. Create a unique identity for the Village.

**Strategies**

1. Develop a conceptual plan for US 131 from Eliza Street to Cass Street.
2. Complete cost estimates for the project.
3. Meet with MDoT regarding desired changes.
4. Meet with Downtown Development Authority and downtown businesses to review plans for US 131 and discuss concerns.
5. Develop a funding strategy and identify local, state, or federal partners.
6. Begin filling out applications.

**Goal #2**

**IDENTIFY SUBSTANTIAL STATE AND FEDERAL FUNDING TO PROVIDE SEWERS FOR ALL VILLAGE RESIDENTS AND BUSINESS OWNERS WITHIN 5 YEARS.**

**Objectives**

1. Increase development possibilities within the Village.
2. Provide for higher density growth.
3. Offer clean and sanitary services for residents and businesses.
4. Increase Village property values.

**Strategies**

1. Work to gain support of the Village leadership and stakeholders for the sewer project.
2. Understand what parameters need to be met and then weigh them.
3. Be a vocal authority member supporting the effort with solution-oriented discussions to find a mutually agreeable project approach.
4. Identify significant State and Federal funding to offset any potential cost to residents and begin the application process with aid from the sewer authority.

**Goal #3**

**IN THE NEXT THREE YEARS, WORK WITH THE SCHOOLS TO ATTAIN OWNERSHIP OF THE EXISTING SPORTS FIELDS EAST OF THE RAILROAD BETWEEN CASS STREET AND CLAY STREET AND THEN MARKET THE AREA TO SINGLE-FAMILY DEVELOPERS.**

**Objectives**

1. Target this area for young families, older residents, or people with limited incomes.
2. Provide higher density housing in the Village.
3. Create a unique residential growth opportunity.

**Strategies**

1. Meet with Schoolcraft schools, as well as private property owners to strategize property marketing strategy while Schoolcraft Schools remain the owners.
2. Develop a cost estimate for future development opportunity based on the Vision Plan concepts.
3. Develop a marketing package or an RFQ/RFP for residential developers.



# GOAL, OBJECTIVES, & STRATEGIES



## Goal #4

**DEVELOP AN ACCESSIBLE TRAIL ALONG THE NORTH/SOUTH RAIL LINE THROUGH SCHOOLCRAFT TO PORTAGE IN THE NEXT 3 YEARS; THEN CONTINUE THE OTHER END OF THE TRAIL FROM SCHOOLCRAFT TO THREE RIVERS.**

### Objectives

1. Develop a new non-motorized transit system for Schoolcraft in phases: Portage first, then to Three Rivers.
2. Provide an alternative route to US 131.
3. Offer a new recreational opportunity in the Village.

### Strategies

1. Refer to the Parks and Recreation Plan in regards to development of the trail.
2. Meet with the Portage Parks and Recreation Board and the Three Rivers Coalition to discuss the plan.
3. Meet with railroad and test feasibility.
4. Develop a funding strategy and begin applying for local and state grants.
5. Develop a detailed conceptual plan and cost estimates.

## Goal #5

**IN THE NEXT THREE YEARS, WORK WITH MDOT TO IMPROVE SAFETY ALONG US 131 BY IDENTIFYING AND INSTALLING PEDESTRIAN CROSSING LIGHTS AND REDUCING VEHICLE TURNING MOVEMENTS THROUGH ACCESS MANAGEMENT ORDINANCE STANDARDS.**

### Objectives

1. Increase pedestrian safety in downtown Schoolcraft.
2. Connect the east and west sides of Schoolcraft, opening opportunity for all neighborhoods.

### Strategies

1. Develop an overall strategy to reducing turning movements on US 131.
2. Discuss this strategy with MDOT representatives.
3. Meet with business owners and representatives to discuss the proposed changes.
4. Develop a conceptual plan for the entire US 131 corridor through the Village.
5. Research and identify local, state and federal grants and develop a funding strategy to carry out improvements.

## Goal #6

**IN THE NEXT 2 YEARS, CREATE A MIXED-USE DEVELOPMENT ZONE AND REZONE HAYWARD STREET TO ACCOMMODATE A MIX OF COMMERCIAL DEVELOPMENT AND MISSING MIDDLE HOUSING.**

### Objectives

1. Introduce new housing opportunities to the Village.
2. Gather community support for a new type of walkable neighborhood.

### Strategies

1. Meet with property owners to develop a database of properties ripe for redevelopment along Hayward Street.
2. Assure zoning is appropriate and serves as an encouragement to developers.
3. Market and create RFP/RFQ's to attract multi-family, condominium, and mixed-use developers.





## GOALS, OBJECTIVES, &amp; STRATEGIES

**Goal #7**

**PARTNER WITH THE SCHOOLS IN THE NEXT THREE YEARS TO ACQUIRE PROPERTY AND PURSUE GRANTS TO DEVELOP A TRAILHEAD PARK AND SPORTS FIELDS TO SUPPORT THE PROPOSED NORTH/SOUTH TRAIL.**

**Objectives**

1. Provide further recreational opportunities for residents in the Village.
2. Create a destination for visitors.
3. Provide alternative transit for residents of Schoolcraft.

**Strategies**

1. Follow Parks and Recreation Plan as it pertains to the trailhead park.
2. Meet with school administrators to understand the school's needs for sports facilities.
3. Create funding strategy through researching and identifying grant opportunities.
4. Develop conceptual plan and estimate costs.

**Goal #8**

**REVIEW ZONING STANDARDS IN THE NEXT YEAR FOR THE US 131 CORRIDOR TO ENCOURAGE SUSTAINABLE AND SAFE FUTURE DEVELOPMENT WHILE ENCOURAGING FUTURE GROWTH.**

**Objectives**

1. Create acceptable standards for new types of development in the Village.
2. Increase safety.
3. Drive property values higher through increased development.

**Strategies**

1. Meet with business owners and residents and review the Master Plan and Vision Plan.
2. Listen to ideas and craft zoning ordinance changes.
3. Meet with Planning Commission to review proposed changes and strategies.
4. Review zoning map to meet zoning ordinance changes.

**Goal #9**

**REVIEW ZONING STANDARDS IN THE NEXT YEAR FOR CLAY STREET, WEST OF US 131, TO ACCOMMODATE COMMERCIAL GROWTH AND INCREASE ACCESS TO BURCH PARK.**

**Objectives**

1. Increase Schoolcraft's community identity.
2. Provide for growth opportunities in the Village.

**Strategies**

1. Meet with business owners and residents and review the Master Plan and Vision Plan.
2. Listen to ideas and craft zoning ordinance changes.
3. Meet with Planning Commission to review proposed changes and strategies.
4. Review zoning map to meet zoning ordinance changes.
5. Amend zoning ordinance and zoning map.





# GOALS, OBJECTIVES, & STRATEGIES

## Goal #10

**IN THE NEXT TWO YEARS, ASSESS THE CURRENT AMENITIES AND THE COMMUNITY'S DESIRED ADDITIONS TO MAKE BURCH PARK A DESTINATION.**

### Objectives

1. Attract young families and park-users to the Village.
2. Provide for further recreational opportunities.

### Strategies

1. Refer to the Parks and Recreation plan regarding Burch Park improvements.
2. Research and identify potential grants at the local and state level.
3. Develop a funding strategy.
4. Develop conceptual and detailed plans and cost estimates.
5. Apply for MNRTF grants.

## Goal #11

**IN THE NEXT FIVE YEARS, ANALYZE AND DEVELOP A PLAN FOR THE ROBINSON STREET PARKING LOTS TO INCREASE AND IMPROVE PARKING OPPORTUNITIES FOR BUSINESSES ON THE EAST SIDE OF US 131.**

### Objectives

1. Increase safety.
2. Accomodate people while they are visiting the Village.
3. Allow areas for outdoor dining.

### Strategies

1. Meet with the DDA to review the Master Plan and Vision Plan.
2. Meet with business owners and residents to discuss a private/public partnership.
3. Develop a conceptual plan for Robinson from Eliza to Cass Street with cost estimates.
4. Develop a funding strategy and identify local, state, or federal partners.
5. Establish a private/public partnership to fund and execute the project.

## Goal #12

**REZONE CASS STREET IN THE NEXT TWO YEARS TO HIGH DENSITY COMMERCIAL IN PREPARATION FOR A FUTURE COMMERCIAL DISTRICT AND FUTURE STREETSCAPE IMPROVEMENTS TO ACCOMODATE DESTINATION AMENITIES AND NON-MOTORIZED TRANSIT.**

### Objectives

1. Provide the Village with a growth opportunity.
2. Increase the unique identity of Schoolcraft.
3. Establish Schoolcraft as a destination spot for visitors.

### Strategies

1. Meet with business owners and land owners to review Master Plan and Vision Plan.
2. Craft a strategy for zoning ordinance changes.
3. Meet with the Planning Commission to review strategy.
4. Target properties ripe for acquisition and redevelopment
5. Develop a conceptual streetscape plan and cost estimates.
6. Create an RFP/RFQ package for properties to be acquired and redeveloped.





## PUBLIC INPUT

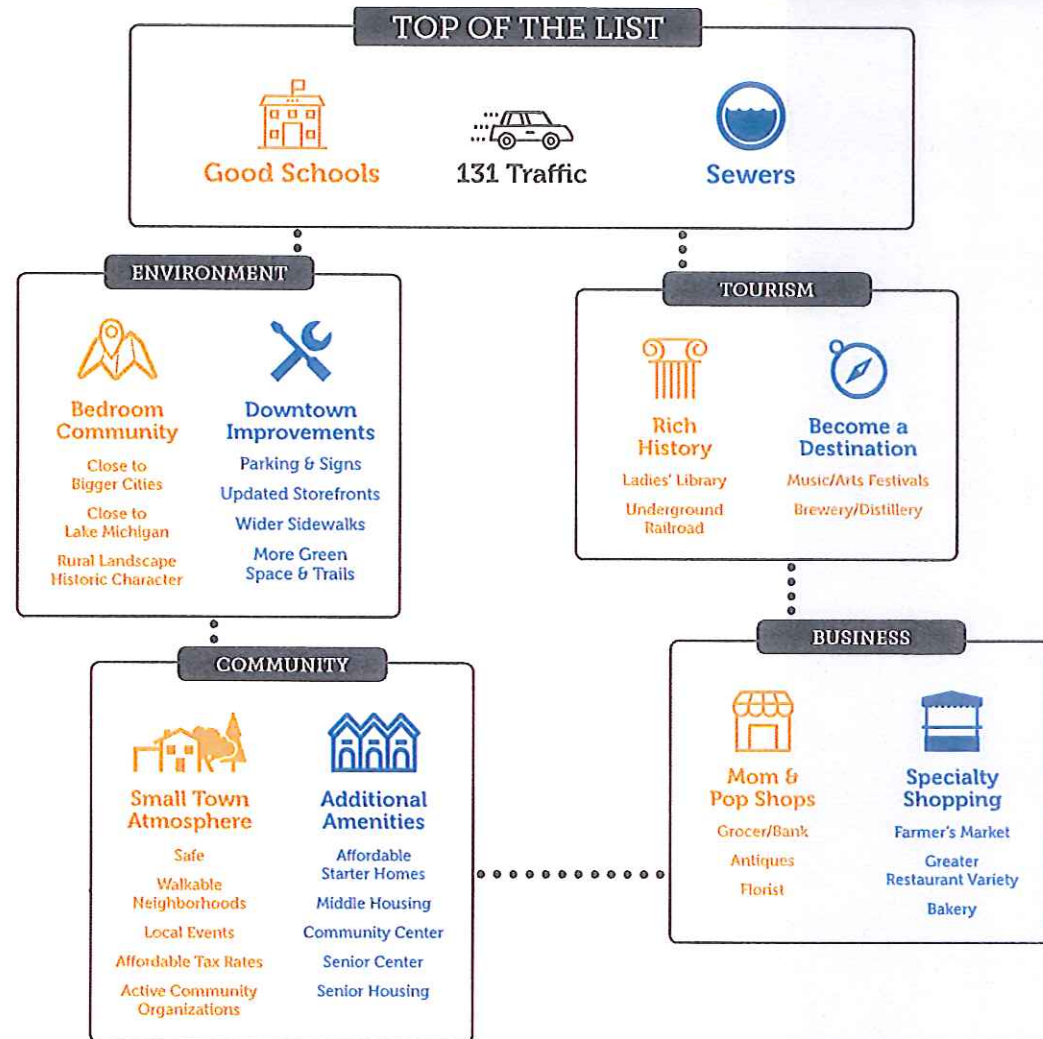
## ADVANTAGES &amp; OPPORTUNITIES

Throughout the Vision Plan Process the Village was able to conduct many public outreach events: three workshops, several stakeholder events, and regular steering committee meetings.\* The most constructive feedback needed to be rendered into a summary form that captured the main points.

By utilizing themes, we were able to translate hundreds of comments into a framework that not only ranks comments by order of importance, but also identifies which are advantages and which are opportunities. Advantages are things that are great and should be preserved and/or enhanced in the future, shown here in **yellow**. Opportunities are things that are either detractors or missing in the community and should be added or improved, shown here in **blue**.

While most items to the left are easily understood, US 131 is depicted as **gray**. This is due to its standing as both an opportunity and a challenge. 20,000\* cars on average cruise through downtown Schoolcraft per day, which creates difficulty in crossing the street and detracts from the ability of downtown businesses to maintain a quaint and walkable atmosphere. But that same volume of traffic represents 20,000\* potential patrons of local business and resources; the question is how to capture their attention and get them to stop in Schoolcraft.

\*The Village also conducted (2) Public Hearings during the Master Plan Process geared towards reviewing the final Master Plan document.





# FUTURE LAND USE MAP

## Purpose

The Future Land Use Plan map shows the Schoolcraft community's vision for land use arrangement. The map identifies general locations for various land uses envisioned by the community during the 2017 Vision Plan creation. The Future Land Use Plan map, along with the entire Comprehensive Plan, is a guide for local decisions regarding land use. The boundaries reflected on the map are not intended to indicate size, shape or dimension. In addition, the recommendations do not necessarily imply that the rezoning is imminent. Rather, the recommendations set a long-range planning goal.

## Community Vision Statement

The Village of Schoolcraft commits to building on its strong heritage while moving forward to a vibrant future as a community where all citizens are safe and secure, local businesses thrive, and residents and visitors alike are drawn to the variety of recreational and cultural activities available.

## Core Value Statement

The Village of Schoolcraft seeks to enhance the community through development that contributes to its welcoming hometown atmosphere, complements its landscape and local business environment and reinforces its rich history and quality schools.



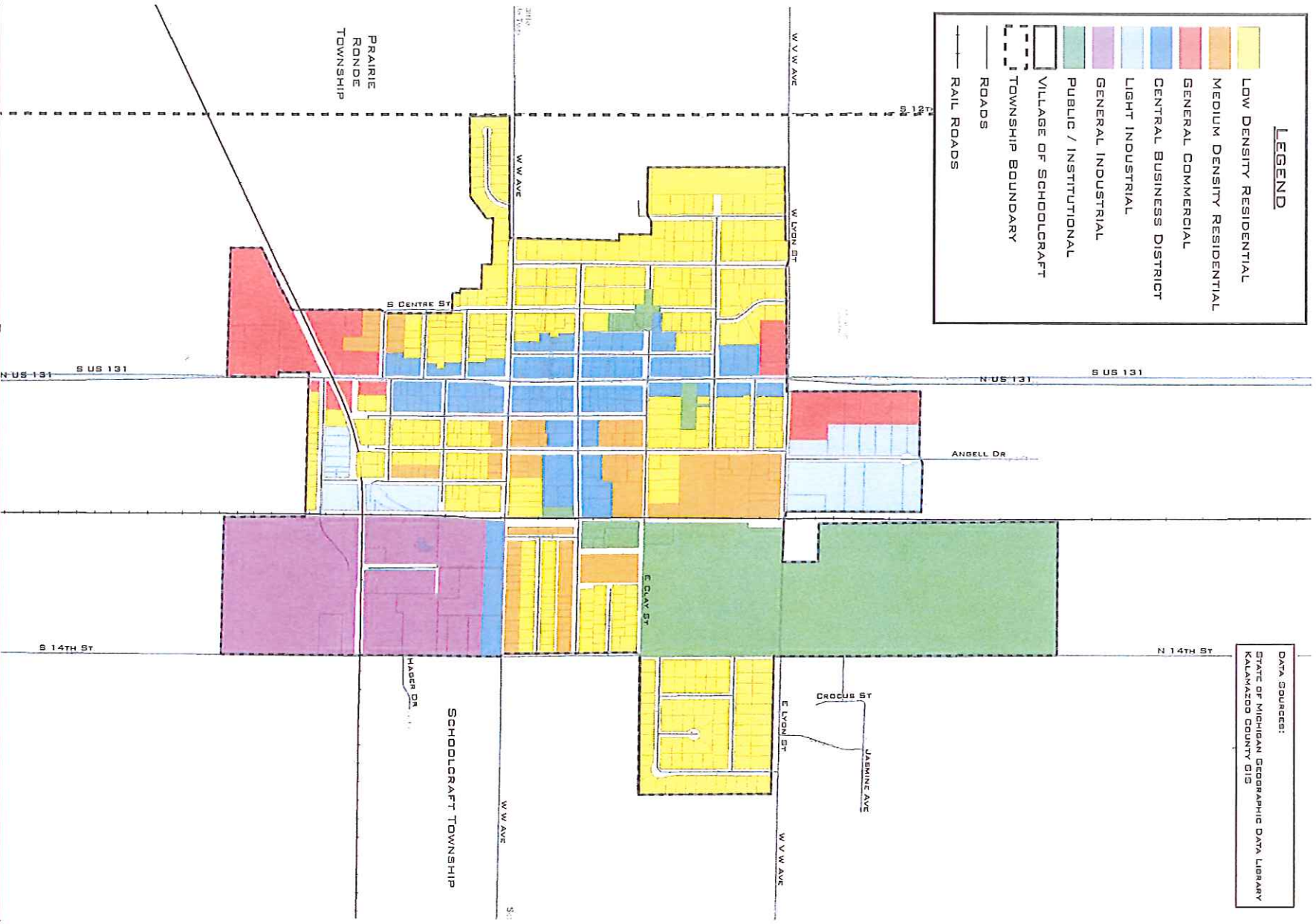


# LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- GENERAL COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- LIGHT INDUSTRIAL
- GENERAL INDUSTRIAL
- PUBLIC / INSTITUTIONAL
- VILLAGE OF SCHOOLCRAFT
- TOWNSHIP BOUNDARY
- ROADS
- RAIL ROADS

## DATA SOURCES:

STATE OF MICHIGAN GEOGRAPHIC DATA LIBRARY  
KALAMAZOO COUNTY GIS



Wightman & Associates, Inc.

## SCHOOLCRAFT

COMPREHENSIVE PLAN

FUTURE LAND USE MAP

1/26/2018



# FUTURE LAND USE CATEGORIES

## THE LAND USE CATEGORIES INCLUDED ON THE FUTURE LAND USE PLAN MAP ARE DESCRIBED AS FOLLOWS:

### Residential Categories

#### Low Density Residential

This category reflects the majority of single-family neighborhoods in the Village. Low density lots are generally less than a quarter-acre in size. Low Density residential is limited to 4 units per acre. Uses include single-family homes, churches, and home occupations.

#### Medium Density Residential

This category allows for single-family homes, attached single-family developments and includes townhouse and condominium-style development. Senior group housing is also an option. Medium Density residential is limited to 8 to 12 units per acre. This is the primary area for mixed-use development.

### Commercial Categories

#### Central Business

This category focuses on the downtown Schoolcraft which is the focal point for the Village. The Central Business District accommodates traditional retail, service, municipal offices, restaurants, parking and housing. The upper stories in the Central Business area should be considered for residential uses.

#### General Commercial

This category is intended primarily for retail and service facilities. This category differs because the uses depend on high accessibility and visibility. Uses in this area require larger setbacks and expansive and designated parking. They also may accommodate outdoor storage and multiple access points.

### Industrial Categories

#### Light Industrial

This category reflects the industrial properties that do not have a heavy impact on lighter uses, such as residential neighborhoods and can also act as a buffer from heavy industrial uses. The uses in Light Industrial areas could include warehousing, wholesaling, light assembly, research and development, and call centers.

#### Heavy Industrial

This category covers areas where heavier, high impact industrial uses may be acceptable. These uses could produce sound or odor as a consequence of the productivity. They also may require more land due to significant storage requirements.

### Other Categories

#### Public/Institutional

This category includes public areas and facilities, such as Village-owned buildings, schools, parks, and public open spaces.



## FOCUS AREAS

## Residential Areas

## OVERVIEW

Residents in Schoolcraft enjoy a quality of life that is unparalleled in a quiet, small Village. Schoolcraft is unique in that residential neighborhoods exist side by side with agricultural lands. The neighborhoods are walkable and safe, with historic homes sprinkled throughout traditional areas. The Vision Plan remarks that one of the most remarkable changes that Schoolcraft could make involves easing the connections between the east and west neighborhoods across US 131.

## LOW DENSITY RESIDENTIAL

The Low Density Residential area encompasses the older neighborhoods of the Village within distinct and traditional plats. Generally the homes were built on quarter-acre lots. Dispersed through these neighborhoods are institutional uses like churches and schools and the street trees tend to be more mature. There are established sidewalks in the area, ensuring routes to school and other public amenities. The ability for a pedestrian to travel throughout a neighborhood comfortably depends on a sidewalk system that is strategically networked to public uses like churches, parks, and schools. New homes built in this area should match current homes with build-to lines, height, and accessory structures.

## MEDIUM DENSITY RESIDENTIAL

Medium Density Residential is the area where new housing types for the Village should be expected. Currently there is a mixture of single-family houses, duplex housing, and apartment complexes in this area. As discussed in the Vision Plan, Missing Middle Housing, like townhouses or bungalow courts, is a need in the Village and would be very complementary in this area. In addition, maintaining and improving walkability will also be a major key to fulfilling a Missing Middle Housing need. These types of homes are particularly attractive to the young adult demographic, young families, and older residents who may need to downsize. A density of 8-12 units per acre is acceptable in this area.

## Commercial Areas

## OVERVIEW

As a historic Village, Schoolcraft's businesses and historic downtown area are very important to the community. There was significant time spent in Vision Planning the downtown area and as a result, strategies like traffic calming along US 131, planning infill buildings, facade improvements, and streetscape were documented for this area. One large change the Vision Plan called for was creating a secondary downtown corridor along Cass Street to ease pedestrian safety and allow the Village to plan for things like outdoor dining.

## CENTRAL BUSINESS

The Central Business zone encompasses all of the classic downtown buildings and uses. This area serves as a focal point and destination spot for Schoolcraft. Mom and pop shops, interesting restaurants, and unique retail should all be located in this area to create a destination experience for visitors, as well as serve the needs of residents in the Village. At the time of the 2006 Comprehensive Plan, the Village indicated approximately two blocks along Grand Street for the Central Business zone. As planning continued into 2018, Planning Commissioners agreed to extend this Central Business zone one and a half blocks further to the north and two blocks to the south. This action eliminates the previous Neighborhood Commercial zone, somewhat of a redundancy in its definition.

## GENERAL BUSINESS

The General Business zone incorporates areas past the Central Business, classic downtown area, to the extreme north and south on Grand Street/US 131. The types of businesses that locate in this area generally have a larger front setback, on-site parking, and are auto-related businesses or franchise-type chain restaurants aimed towards servicing travelers entering and leaving Schoolcraft along US 131. While these businesses may not be as unique as businesses downtown, and their buildings are not as classic, they can still be attractive and add to the quality of Schoolcraft's corridor.





## FOCUS AREAS

### Industrial Areas

#### OVERVIEW

Industrial businesses strengthen the economy and bring many jobs into the Village. Industrial areas can be designed or re-designed to be aesthetically pleasing. Parking areas, signage and landscaping can achieve balance between developer-friendly and meeting the needs of the Village. It is important to master plan for future industrial-type growth and continue to encourage walkability, even in industrial areas. Village ordinances can protect environmental qualities in industrial spaces like open space preservation, air and water quality. The Village can work with industrial developers to achieve a harmonious state while growing the economic quality of Schoolcraft.

#### LIGHT INDUSTRIAL

Light Industrial areas reside both on the north and south ends of the Village. This type of use is a low-impact use, meaning there is not a lot of noise, or odor, or interruption to regular Village activities. However, this use also requires sometimes extensive on-site parking and a much larger attendance than other businesses in Schoolcraft. Large offices like call centers can locate in this area or businesses that utilize loading spaces or have a trucking component, like light assembly. While Light Industrial can serve as a buffer between other businesses and Heavy Industrial, office-type uses are the preferred buffer business for protecting the quietness of a neighborhood.

#### HEAVY INDUSTRIAL

The Heavy Industrial area in Schoolcraft is concentrated to the southeast. The railroad runs through this area and there is close access to US 131, strategically serving industrial businesses. Since there are residential properties on the north side of Eliza Street in this area, the Village should pay close attention to the aesthetics, landscape buffers, and walkability aspects to assure harmony between competing uses.

### Other Areas

#### Public/Institutional

Public areas in the Village serve all residents and business owners and encourage people to come together in common areas like parks and schools. The Public and Institutional areas in Schoolcraft include the High School and Middle School properties and sports fields. Also Burch Park and the Elementary School and the Library. New public categories should include all Village owned parcels, including Village Hall, and the New Trailhead Park.



## FOCUS AREAS

### Complete Streets

Complete Streets refers to a transportation network that includes accommodation for all types of transport. Some of those types include vehicles, pedestrians and cyclists. When a community implements Complete Streets, they are offering their residents multiple transportation choices to get from one place to another. As the Village's population ages, Complete Streets will become ever more essential to preserving the mobility of its residents.

Some of the elements included in Complete Streets include:

- Quality sidewalks for pedestrians to connect neighborhoods, schools, downtown activities and other destinations in the Village.
- Bicycle lanes that are a dedicated on-street travel lane for experienced bicycle riders.
- Off-street paths for walkers, runners, cyclists for people who may not prefer to ride on the street.
- Streetscapes designed to provide shade and mild protection from the rain. Street light installation allow for safety.
- Traffic signals, timed with pedestrian crossing signs which have an audio component, placed at strategic crossing locations. Time should be extended adequately to allow people of all abilities to cross comfortably.
- Bump-outs and other traffic calming devices to reduce pedestrian crossing distances, slow vehicular traffic and alert drivers to pedestrians crossing.
- Wayfinding signage to make it easier for people on foot or on bicycles.





# ZONING PLAN

The Zoning Plan table outlines an approach to guide zoning decisions under the Master Plan. It identifies zoning districts that are compatible with each of the future land use designations. It also presents zoning districts that may be compatible and suggests some guidance for use by the Planning Commission, the Village Council and the public.

These standards are meant as a point of beginning in a rezoning decision. They should not be regarded as the only factors to be considered. Each rezoning case should be considered on a case-by-case basis; extenuating circumstances could apply to any rezoning request. Deciding bodies should always pay attention to existing and potential land use conflicts and to changing conditions that could impact a rezoning decision. Typically, a rezoning request must be considered using the following standards:

1. **Consistency with the Master Plan and Future Land Use Plan.** As indicated, the following Zoning Plan will be helpful in this regard, but needs to be applied in the context of this entire plan, not in isolation.
2. **Reasonable use for the property as currently zoned.** Property owners are entitled to expect that a reasonable use may be found for their property but it is not necessarily reasonable to expect any use desired if it conflicts with broader public objectives.
3. **Consideration for whether there are other, more appropriate locations in the Village for the proposed zoning.** This involves an analysis of the existing land uses, the Zoning Ordinance and the Future Land Use Plan to evaluate whether the community has already provided appropriately for a particular class of uses.
4. **Potential detrimental effects of a proposed change in zoning on adjoining and surrounding land uses.** The rezoning will not cause significant adverse impacts to adjacent properties, the neighborhood or the Village and will not create a nuisance or materially impair public health, safety, comfort, morals or welfare.

Zoning Plan Table

Future Land Use Category	Zoning Ordinance Districts
<b>Low Density Residential</b>	
Single-family, churches, parks 4 units/acre average	RA, R1, R2, R3
<b>Medium Density Residential</b>	
Single & multi-family, townhouse 8-12 units/acre average	RA, R1, R2, R3, RM, RMH
<b>Central Business</b>	
Downtown business, retail, office, upper floor residential	CBD, B1
<b>General Business</b>	
Retail, service business, on-site parking	B2
<b>Light Industrial</b>	
Warehousing, assembly, wholesale, research, call centers	I-1
<b>Heavy Industrial</b>	
Manufacturing, processing, and high intensity production	I-1 and I-2
<b>Public/Institutional</b>	
Village/County facilities, schools, parks	RA, R1, R2, R3, RM, RMH, B1, B2, CBD
<b>Special Planning Area</b>	
Large tract of land available for development (southeast end)	I-1, I-2, B-2 and all PUD



## INTRODUCTION

*The Village of Schoolcraft Master Plan provides guidance and recommendations for actions the Village should undertake in the coming years. A master plan is only useful as long as it is implemented and consulted when making decisions. For the vision to be realized, the Village must be proactive and garner the support and participation of local leaders, other public agencies, the local business community, property owners, developers, and residents alike.*

*The Implementation Matrix builds on Chapter 3. Goals, Objectives, and Actions with a more detailed description of strategies the Village can use to initiate and undertake key recommendations included in the Master Plan. The actions and strategies identified in this chapter represent the "next steps" to be taken in continuing the process of community planning and investment.*

### USE THE PLAN ON A REGULAR BASIS

The Master Plan should become the Village's official policy guide for land use, development, and community improvement. Once adopted, it is essential the Plan be used on a regular and day-to-day basis by Village staff, boards, commissions, and departments to review and evaluate proposals for improvement and development.

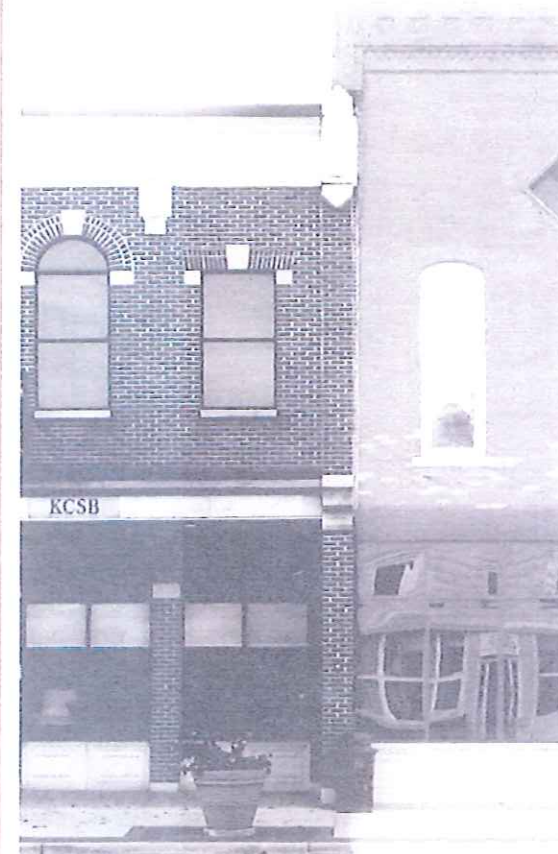
To provide further education about the Plan, the Village should:

- Make copies of the Plan available online and provide hardcopies at the Village Hall for review or purchase.
- Provide a Master Plan orientation for newly elected or appointed officials and Village staff.
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals.
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from and as a result of the Master Plan.

### IMPLEMENTATION MATRIX

Because resources are limited, it is helpful to identify the relative priority of each project with the understanding that the Master Plan includes some ambitious projects and initiatives. Actions are listed with a "priority number" as follows:

- **Priority 1** actions are those that should be given immediate and concentrated effort. Any preliminary steps that must be taken to implement the action (such as seeking funding, changes in local ordinances, etc.) should also occur as required. Projects having a longer time frame should be revisited on an as-needed basis and be incorporated into other applicable long-term planning programs, such as a capital improvements plan or recreation plan.
- **Priority 2** actions are those that are important to implement the Plan, but either depend on commencement and completion of Priority 1 actions, or do not have the same immediacy.
- **Priority 3** actions are not as urgent and can be delayed for a longer period of time. These projects are more susceptible to budgetary constraints.
- In addition to a time frame, each action includes potential funding source(s) along with the entities with capacity or responsibility for implementation.





# IMPLEMENTATION MATRIX

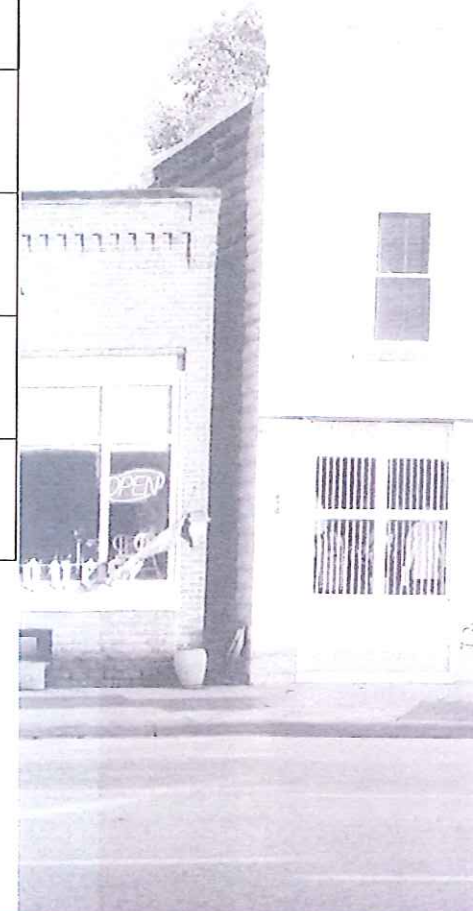
GOALS	Priority	Time Frame	Responsibility	Potential Funding Source
<b>GOAL #1:</b> ELIMINATE THE CENTER TURN LANE ON US 131 BETWEEN ELIZA AND CASS STREETS AND REPLACE IT WITH A PLANTED MEDIAN AND ROBUST STREET TREES WITHIN ONE YEAR.	1	0-2 Years	Village Council, MDOT	MDOT, Village
<b>GOAL #2:</b> PROVIDE SEWERS FOR ALL VILLAGE RESIDENTS AND BUSINESS OWNERS WITHIN 5 YEARS.	1	5 Years	Village Council, Sewer Authority	USDA, Federal, MEDC, Village
<b>GOAL #3:</b> IN THE NEXT THREE YEARS, WORK WITH THE SCHOOLS TO ATTAIN OWNERSHIP OF THE EXISTING SPORTS FIELDS EAST OF THE RAILROAD BETWEEN CASS STREET AND CLAY STREET AND THEN MARKET THE AREA TO SINGLE-FAMILY DEVELOPERS.	1	2-3 Years	Planning Commission, Village Council, Ordinance Dept.	Village, Public Schools, MDNR MNRTF
<b>GOAL #4:</b> DEVELOP AN ACCESSIBLE TRAIL ALONG THE NORTH/SOUTH RAIL LINE THROUGH SCHOOLCRAFT TO PORTAGE IN THE NEXT 3 YEARS; THEN CONTINUE THE OTHER END OF THE TRAIL FROM SCHOOLCRAFT TO THREE RIVERS.	1	2-3 Years	Village, Portage, Three Rivers, MDOT	MDOT, Village, MDNR MNRTF
<b>GOAL #5:</b> IN THE NEXT THREE YEARS, WORK WITH MDOT TO IMPROVE SAFETY ALONG US 131 BY IDENTIFYING AND INSTALLING PEDESTRIAN CROSSING LIGHTS AND REDUCING VEHICLE TURNING MOVEMENTS THROUGH ACCESS MANAGEMENT ORDINANCE STANDARDS.	2	2-3 Years	Village Council, MDOT, Private Property Owners	Public/Private Partnership MDOT
<b>GOAL #6:</b> IN THE NEXT 2 YEARS, CREATE A MIXED-USE DEVELOPMENT ZONE AND REZONE HAYWARD STREET TO ACCOMMODATE A MIX OF COMMERCIAL DEVELOPMENT AND MISSING MIDDLE HOUSING.	1	1-2 Years	Planning Commission, Village Council	N/A
<b>GOAL # 7:</b> PARTNER WITH THE SCHOOLS IN THE NEXT THREE YEARS TO ACQUIRE PROPERTY AND PURSUE GRANTS TO DEVELOP A TRAILHEAD PARK AND SPORTS FIELDS TO SUPPORT THE PROPOSED NORTH/SOUTH TRAIL.	2	2-3 Years	Village Council, Public School, Private Property Owner	Village, MDNR MNRTF, MDOT





## IMPLEMENTATION MATRIX

GOALS	Priority	Time Frame	Responsibility	Potential Funding Source
<b>GOAL #8:</b> REVIEW ZONING STANDARDS IN THE NEXT YEAR FOR THE US 131 CORRIDOR TO ENCOURAGE SUSTAINABLE AND SAFE FUTURE DEVELOPMENT WHILE ENCOURAGING FUTURE GROWTH.	1	0-1 Years	Planning Commission, Village Council	N/A
<b>GOAL #9:</b> REVIEW ZONING STANDARDS IN THE NEXT YEAR FOR CLAY STREET, WEST OF US 131, TO ACCOMMODATE COMMERCIAL GROWTH AND INCREASE ACCESS TO BURCH PARK.	1	0-1 Years	Planning Commission, Village Council	N/A
<b>GOAL #10:</b> IN THE NEXT TWO YEARS, ASSESS THE CURRENT AMENITIES AND THE COMMUNITY'S DESIRED ADDITIONS TO MAKE BURCH PARK A DESTINATION.	3	1-2 Years	Village Council	MDNR MNRTF, USDA, Village
<b>GOAL 11:</b> IN THE NEXT FIVE YEARS, ANALYZE AND DEVELOP A PLAN FOR THE ROBINSON STREET PARKING LOTS TO INCREASE AND IMPROVE PARKING OPPORTUNITIES FOR BUSINESSES ON THE EAST SIDE OF US 131.	2	5 Years	DDA, Village Council	Village, DDA
<b>GOAL #12:</b> REZONE CASS STREET IN THE NEXT TWO YEARS TO HIGH DENSITY COMMERCIAL IN PREPARATION FOR A NEW DISTRICT AND STREETScape IMPROVEMENTS FOR DINING AND NON-MOTORIZED TRANSIT.	2	2-3 Years	Planning Commission, Village Council	N/A





## POTENTIAL FUNDING SOURCES

The following is a list of possible funding sources the Village could pursue to fund implementation of the Master Plan. It is not a complete list and while information was deemed accurate at the time, the long-term availability of these funding sources cannot be guaranteed. As needed, the Village should revise, update, and expand this list of potential funding sources. And while it is likely that many projects and improvements could be implemented through typical administrative or policy decisions and funded through conventional municipal programs, others may require special technical and/or financial assistance.

**Tax Increment Financing (TIF):** TIF funds utilize future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Funds can typically be used for infrastructure, public improvements, land acquisition, and in offsetting the costs of development. The typical life of a TIF district in the State of Michigan is 10 years and it can be extended if approved by the county and state.

**Community Development Block Grants (CDBG):** The Michigan Economic Development Corporation (MEDC) on behalf of the Michigan Strategic Fund (MSF), administers the CDBG program. CDBG is a federal grant program from the U.S. Department of Housing and Urban Development (HUD). Funds can be used by municipalities to help private businesses locate or expand in their community. They can also be used for infrastructure and enhance sense of place in low-and moderate-income communities. CDBG require matching funds by the municipality or benefiting business.

**Brownfield Tax Incentive:** The U.S. Environmental Protection Agency (EPA) offers the Brownfield Tax Incentive to assist clean up of former industrial or commercial areas that were abandoned due to environmental contamination concerns.

## RECREATION AND OPEN SPACE FUNDING

**Michigan Natural Resource Trust Fund (MNRTF):** Grants are available for both acquisition and development projects. \$15,000 - \$300,000 can be available for development projects such as playgrounds, nature interpretive areas, park roads and paths, and waterfront improvements. The required local match varies and grants are scored competitively across the State. There is an April application deadline and grants are issued Spring of the following year.

**Land and Water Conservation Funds (LWCF):** \$30,000 - \$100,000 available for outdoor recreation projects. Projects require a 50% local match. There is an April application deadline and award recommendations are submitted to the Department of Natural Resources (DNR) in November.

**MDNR - Michigan Department of Natural Resources Recreation Passport Grant:** \$30,000 - 100,000\$ available for Development projects only. 25% local match required. April application deadline, grants issued at the beginning of the year. (This type of grant is a reimbursement for project expenses.)

## TRANSPORTATION RELATED FUNDING

**MDOT - Michigan Department of Transportation - Transportation Alternatives Program:** 40% local match recommended, 20% required. Funds projects such as multi-use paths, streetscapes, historic preservation, and other safe alternative transportation options. Applications accepted year-round.

**MDOT - Transportation Economic Development Fund:** 20% local match required. Funds available to state, county, and city road agencies for highway needs relating to a variety of economic development issues. Applications accepted year-round.

**MDOT - Rural Funds:** 20% match required. Must get on the Statewide Transportation Improvement Program (STIP).

## LOAN INFRASTRUCTURE OPPORTUNITIES

**USDA - United States Department of Agriculture - Rural Development**

**SRF/ DWR/ USDA: (State Revolving Fund/ Drinking Water Revolving Fund/ United States Department of Agriculture)** Funding available for water and sewer projects. (State Revolving Fund, Drinking Water Revolving Fund, and US Department of Agriculture respectively)





## LETTERS FROM PLANNING COMMISSION &amp; BOARD





## LETTERS FROM PLANNING COMMISSION & BOARD









