

Master Plan Of Future Land Use



City of Sturgis, Michigan
2010

The City Commission of the City of Sturgis, Michigan, approved the “Master Plan of
Future Land Use” at a regular meeting held

Public notice was given and the meeting was conducted in full compliance with the
Michigan Open Meetings Act (PA 267 of 1976). Minutes of the meeting will be available
as requested by the Act.

Kenneth Rhodes, Clerk/Treasurer

CITY OF STURGIS MASTER PLAN

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INTRODUCTION

What is a Master Plan?

Every community has a responsibility to look beyond day-to-day issues and focus on the long-range consequences of their land use and zoning decisions. Similarly, the community must have a document that provides guidance for land use and development by considering a wide range of possible futures. For the City of Sturgis, this long-range view is provided through the Master Plan.

Scattered development along the M-66 corridor, high renter-to-owner occupied housing rate, large vacant industrial sites, a challenging economy, and the desire for a vibrant Downtown have highlighted growing concerns over land use. City leaders and residents are interested in encouraging quality new growth by promoting the things that make Sturgis unique. At the same time, they are also interested in preserving the community's small town character.

In truth, no community can solve every problem or answer all of the contrasting concerns about land development. However, advocates for both development and preservation have common goals; each wants "better planning." Decision makers, then, are tasked with balancing the interests of landowners wishing to develop their properties with maintaining the features that attracted people to the community in the first place.

Those "quality of life" features – small town atmosphere, friendly neighborhoods, industrious history, and schools – are what make Sturgis unique. A successful Master Plan must consider these elements, along with protection of the environment, and take steps that will ensure that development "fits" in the community. Accordingly, use of the right planning tools is needed to assure that the City continues to be a special place.

The Michigan Planning Enabling Act (Act 33 of 2008) gives municipalities the authority to adopt a Master Plan to "address land use and infrastructure issues and may project 20 years or more into the future." This Plan is a look into the next 20 or more years, based on the desires of the citizens of Sturgis for the use of land within the city.

How Will the Plan Be Used?

The Plan serves many functions and can be used in a variety of ways, but its usefulness is determined by the willingness of the City to actively support and implement its vision and goals. A plan that is not actively followed and implemented may lead to problems in the future. Failure to follow the plan may discredit attempts to use the plan as a defense for legal actions that may result from challenges by property owners or developers.

Likewise, consistent and vigorous use of the plan will lend credibility to implement controversial land use decisions and rezonings. While the courts of the State of Michigan do not recognize the absolute authority of the Master Plan, they do lend much

more credibility to actions supported by careful planning than those that appear to be taken arbitrarily against an individual property owner.

1. The Master Plan is a general statement of the City's vision, goals and policies. It provides a single, comprehensive view of the community's desires for the future.
2. The Plan aids in daily land use decision-making. The vision and goals outlined in the Plan are intended to guide the Planning Board and the City Commission in their deliberations on zoning, subdivision, capital improvements, and other matters relating to land use and development. Accordingly, the Plan provides a stable, long-term basis for decision making which will provide a balance of land uses and an orderly development process.
3. The Plan provides the statutory basis upon which zoning decisions are based. The Michigan Zoning Enabling Act (Act 110 of 2006) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and map. Zoning is only one of the legal devices used to implement the Master Plan.
4. The Plan attempts to coordinate public improvements and private developments. For example, public investments such as road or utility improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
5. The Master Plan is also a component used in making decisions about public services. To be fiscally responsible and give the City a measure of control over future growth, new infrastructure should correspond with the Master Plan.
6. The Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

Relationship to Zoning

The Michigan Zoning Enabling Act states that the "zoning ordinance shall be based upon a plan designed to promote the public health, safety and general welfare, (and) to encourage the use of lands in accordance with their character and adaptability..." The Master Plan is the long-range planning document upon which planning and zoning decisions are based, including creating and amending the City Zoning Ordinance. Although the Master Plan is a policy document and does not have the force of law, it is the basis of the Zoning Ordinance and Zoning Map, and zoning decisions that are inconsistent with the Master Plan may be found to be improper by the courts.

The Master Plan is the document that lays out the City's future, while the Zoning Ordinance provides the day-to-day regulations for land use. Therefore, the land use designations on the Future Land Use Map may not directly correlate with the zoning districts or existing uses. However, the Master Plan reflects the community's long-range

desires for land development, so as land uses and market demands change, it is expected that future rezonings will be made to conform to the Master Plan.

The areas delineated on the Future Land Use Map are called “land use designations” and are different from zoning districts on the Zoning Map. It is important to remember the differences between a land use designation and a zoning district. The land use designation is the desired long-range land use, whereas the zoning district dictates what can happen now.

The Implementation Chapter contains a “zoning plan” that describes how the land use designations on the Future Land Use Map correlate to the zoning districts on the Zoning Map. The zoning plan can be used as a guide to determine how the Zoning Ordinance should be amended to implement the recommendations of this Master Plan.

Keeping the Plan Current

Fulfilling the goals and objectives outlined in the Plan will not occur overnight. The Master Plan provides a sense of direction for the present and is a guide for the future. Understanding this, the Plan should not be rigidly administered; changing conditions that can affect its original intentions should be acknowledged and addressed.

A Plan that is not referenced on a continual basis, or one that is outdated, can weaken decisions. Over time, goals may be achieved and new ones needed, or individual zoning decisions may change the direction of development in a certain part of the City. Where decisions lead to land use approvals that are contrary to the plan, it should be amended to reflect these changes.

The Michigan Planning Enabling Act requires the Planning Board to make an annual report to the City Commission concerning its operations and the status of planning activities. As part of preparing this report, the Planning Board should hold an annual meeting to review the Plan and make a report on ensuring that changes are taken into consideration and that amendments are made to keep it current and consistent with City philosophies. The Planning Board should periodically solicit public opinion about the Master plan using surveys, public meetings, or other means. By routinely following these procedures, the Master Plan will continue to be an up-to-date and reliable planning tool.

The Planning Act also requires municipalities to review their current Master Plan at least every five years to determine whether amendments are needed, or if the process for a new Plan should be started. An annual Planning Board review, documented through meeting minutes, will not only fulfill this requirement, but will also ensure that the Plan remains a relevant and useful document.

Methodology

This plan is based on careful study and deliberation by the Planning Board. City staff and the Planning Board provided background data and information to the planning consultant on a wide range of issues. The development of each aspect of the plan

followed a process of analysis, presentation, and conclusion. However, this clearly oversimplifies the process that included continuous feedback, public input, and revision throughout the process.

Background studies were conducted to provide a means of determining where the city is and the goals established by this plan suggest where it is going. The relationship among goals and objectives is as follows.

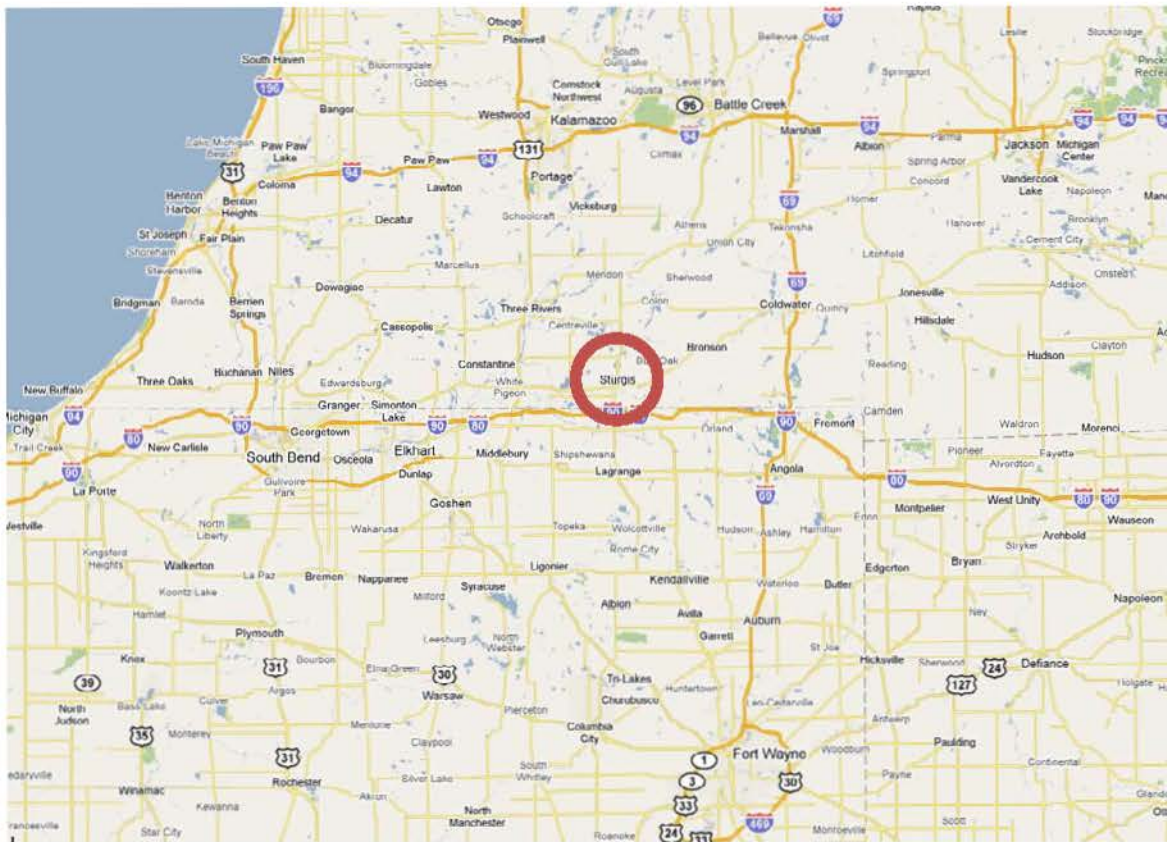
Goal: A goal is a destination, a final purpose which a community seeks to attain. A goal is the most general level of policy and needs further refinement to assist decision makers to reach their selected destination.

Objectives: An objective is the route which specifies in general terms the way (route) by which the goal (destination) can be reached. An objective indicates the kinds of actions that should be used to achieve the goal.

Upon completion of the analysis of the individual elements, and the setting of goals and objectives, the individual elements were condensed, compiled, and coordinated to form the master plan document.

Location

The City of Sturgis is located about one hour south of Kalamazoo and a similar distance from Battle Creek. Elkhart, Indiana is within less than a one-hour drive to the west and Fort Wayne, Indiana is a little more than a one-hour drive to the south. The city encompasses just over five square miles of area. Two major highway trunk lines, Chicago Road (US-12) and Centreville Road (M-66), along with the Indiana Toll Road (Interstates 80/90) one mile south of the city, allow quick access to and from Sturgis. The Kirsch Municipal Airport provides general aviation access accommodating corporate jet service and the South Bend Regional Airport provides full airline services, as does the Kalamazoo/Battle Creek Airport.



2010 MASTER PLAN UPDATE

Process

Beginning in 2008, the City of Sturgis undertook the task of updating and amending the master plan to fulfill the requirements of the recently ratified Michigan Planning Enabling Act, and to respond to changing conditions in and around the city. The following steps were taken in the formulation of the master plan update:

Kick-Off Meeting and Existing Conditions Survey:

The planning consultants met with city staff to discuss current issues and concerns in the city and highlight any opportunities of which the city could take advantage. The consultants toured the city examining areas of concerns, and gathered data for use in the plan.

Joint Visioning Session with the City Commission, Planning Board, and Zoning Board of Appeals:

Planning consultants held a joint meeting with these three groups to discuss the goals, objectives, and policies of the current master plan, and determine what changes were necessary to meet the needs and concerns of the city.

Public Open House:

A public open house was held to give the public an opportunity to provide feedback on current city issues and existing conditions. The open house posed questions to the public aimed at gathering thoughtful responses that aid in the formulation of city-wide goals and objectives. Issues and concerns, as well as ideas for the future, that were gathered at the public open house are used to shape and mold the master plan update and provide the city with guidance for the next five to fifteen years. The following is a summary of public opinion from the open house:

1. The best things about living in Sturgis include its location, neighborhoods, schools, low crime, hometown feel, community services, and feeling of community.
2. The current environment for non-motorized transportation is fair to poor. There are no interconnected biking or walking trails to other communities (i.e. Kal-Haven Trail). While some sidewalks are in good condition, there are large gaps in the sidewalk network, particularly on major streets. Sidewalk systems need to be continuous and consistent to promote safe walking and riding.
3. Residents expressed several concerns related to housing and neighborhoods in Sturgis, including:
 - High percentage of rental properties;
 - Property maintenance;
 - Division of large single family homes into multiple unit apartment buildings;

- Would like to see the ability to have small community stores in neighborhoods.
4. Residents would like to see more single family residential and industrial land uses.
 5. There are several vacant industrial properties in the city that should be reused/redeveloped as either business/commercial or as a mixture of uses (i.e. residential, office, commercial all in one development).
 6. When vacant sites are redeveloped, effort should be made to preserve and reuse existing structures. The community's history and structures from previous eras are what gives the community its character.
 7. If development occurs near the proposed M-66 Bypass, service retail, commercial, and light industrial users are preferred. Uses near the proposed bypass should be of a different nature and not unduly compete with those in downtown Sturgis.
 8. Through a visual site design preference survey, residents expressed a desire for high quality, high value design elements to be incorporated into new developments. Examples of elements related to quality site design include:
 - Parking lot landscaping and clear definition of aisles and parking areas;
 - High quality building materials including brick and stone;
 - Dumpster and trash screening;
 - Sign regulations to control sign height, materials, location, etc.;
 - Lot coverage maximum requirements to promote green space and reduce the amount of impervious surfaces;
 - Encouraging transparency (e.g. high proportion of windows and doors) on the first floor of commercial buildings to foster a sense of place and security.
 9. Residents support downtown Sturgis and appreciate its businesses, location, and design. Residents feel the most important improvement to downtown would be an increased number and better mix of businesses (i.e. a higher percentage of retail vs. services uses), to help increase the vitality and economic viability of the downtown.

EXISTING LAND USE

Sturgis is almost entirely developed, with a central downtown, well-kept historic neighborhoods, and newer development in more outlying areas. Commercial activity is focused downtown and on arterial streets (i.e. US-12 and M-66) that lead to and through the downtown; employment uses are concentrated in the northwest and along the M-66 corridor. Sturgis' schools are located on the east side of the city with Sturgis High School south of US-12 and the middle School north of Lafayette Road. Older, working class neighborhoods surround industrial properties and railroad tracks on the north side of the city while newer, more suburban style residential developments are located south and east of downtown. The following Existing Land Use Map highlights the distribution of land use throughout the city as of 2009.

Public/Quasi-Public

Public and quasi-public properties are those owned by a wide variety of organizations including schools, religious institutions, non-profit organizations, and the City of Sturgis, among others. The largest tracts of public/quasi-public land include the Kirsch Memorial Airport, schools and surrounding property, the city wastewater treatment facility, and Oaklawn Cemetery.

Agriculture

While the Sturgis region has a history of agricultural production, there are very few properties used for agriculture within the city limits. These fragmented areas are located north of the railroad tracks and south of Lafayette Road, west of Franks Avenue, and on the south end of the city on Bogen Road near the Michigan/Indiana border.

Commercial/Office

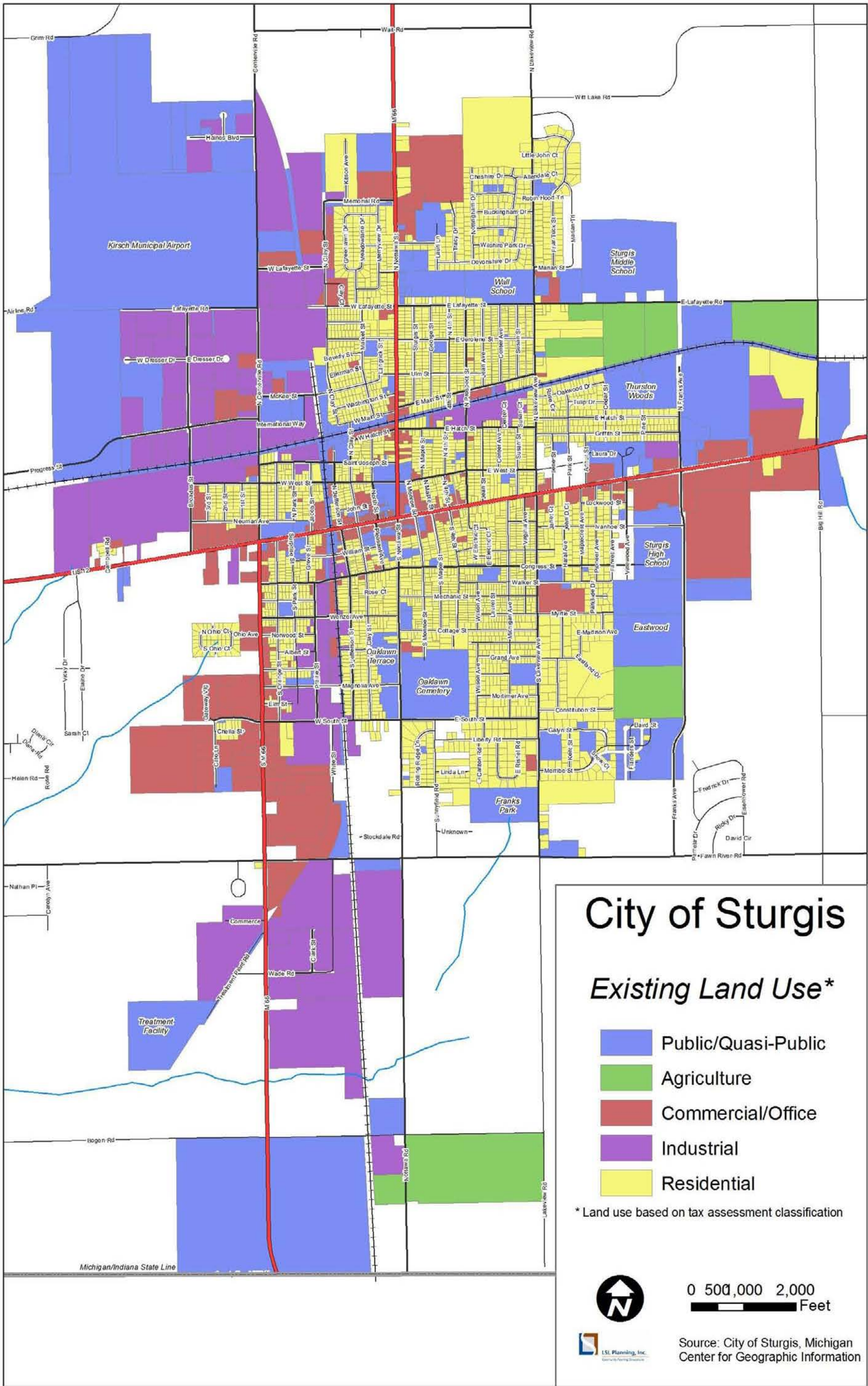
Pockets of commercial/office development are scattered throughout Sturgis. Notable commercial nodes include the M-66 corridor south of US-12, downtown Sturgis, the eastern entrance to the city near the intersection of US-12 and Franks Avenue, and scattered commercial property north of downtown along Nottawa Street.

Industrial

Sturgis has a long history of industrial, particularly manufacturing, development. Industrial property is located primarily around Centerville Road north of US-12 near the airport. Industrial property can also be found parallel to the north/south railroad corridor south of US-12 and south of Fawn River Road along M-66.

Residential

Sturgis has strong residential neighborhoods on both the north and south sides of US-12. Historic neighborhoods are found closer to downtown Sturgis while newer residential areas are found north of Lafayette Road in the north and east and west of Lakeview near South Street.



DEMOGRAPHICS

The primary source of demographics data is the U.S. Census. The most recent U.S. Census was taken in 2000 and data from this census is utilized in this report. In some cases, accurate information can be obtained from local sources. When other sources are not available, it is necessary to make estimates of current conditions. Additional data was used from past master planning efforts.

Housing

Housing Type

According to the 2000 U.S. Census, about 73% of the housing in the City of Sturgis consisted of single and two-family homes. The balance is categorized as multiple-family and manufactured housing.

The housing mix in Sturgis remained very stable from 1990 to 2000 with very little change in the types of housing available. As a semi-rural small town, it is unlikely that all types of housing forms will proliferate. Most developers are likely to construct housing that has a known market acceptance, although there would appear to be potential for condominium developments such as site condominium and cluster housing.

Table 1: Housing Type						
	1980		1990		2000	
<i>Unit Type</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Single Family	2,776	70.6%	2,892	69.6%	2,698	63.6%
Multiple Family	1,097	27.9%	1,126	27.1%	1,170	27.6%
Two Family	21	0.5%	52	1.3%	317	7.5%
Mobile Home	40	1.0%	85	2.0%	58	1.4%

The housing mix in the city is very typical for a community of its size and location. By comparison, in 2000 about 77% of all dwelling units in St. Joseph County were single and two-family homes; about 12% of the units were multiple-family and 11% manufactured homes.

Housing Growth

In recent decades, housing growth in Sturgis has been steady, but modest. In 1970 there were 3,352 housing units in the city. This figure increased to 3,934 units by 1980 and to 4,155 units by 1990. The year 2000 shows a 9% increase in the last decade to 4,513 housing units.

Household Size

Household size describes the number of people living in a dwelling unit. Since the baby boom, which ended in 1964, household sizes have been steadily declining in the U.S. In the City of Sturgis, household size has declined from a high (in recent decades) of 3.07 in 1960, down to 2.74 in 2000. The following table summarizes trends in household size and number of households.

Table 2: Households and Household Size			
Year	Number	% Change	Average Household Size
1960	2,887	--	3.07
1970	3,197	10.7%	2.86
1980	3,668	14.7%	2.54
1990	4,155	9.0%	2.5
2000	4,529	9.0%	2.74

While the household size has decreased in Sturgis, the city has experienced modest population growth in recent years. A growing population and a declining household size have implications for future housing needs and types.

Housing Tenure

The housing stock in the City of Sturgis is composed of owner and renter occupied units. Owner occupied units are, for the most part, single family homes, whereas rental units include all types of housing. As can be seen in Table 3, the city has a very high percentage of renter occupied housing units.

Table 3: Tenure of Occupied Housing Units						
	Change in Tenure			Tenure Comparison		
	City of Sturgis			City of Sturgis	St. Joseph County	State of Michigan
	1990	2000	% Change	2000	2000	2000
Occupied Housing	3,962	4,293	8.4%	94.8%	88.2%	89.4%
Owner Occupied	2,442	2,499	2.3%	58.2%	76.9%	73.8%
Renter Occupied	1,520	1,794	18.1%	41.8%	23.1%	26.2%
Total Housing	4,155	4,529	9.0%	--	--	--

Should this trend continue, it may be anticipated that 45% of the city's housing stock will be renter occupied in 2010.

Population

Past Trends

Like housing growth, population growth in the City of Sturgis has been modest, but steady. From 1960 to 1970, and from 1970 to 1980, the rate of population growth was slower than that of the County. This could indicate that during these decades, residents coming to the area were choosing to live in a more rural setting rather than in the city. During the last decade to the year 2000 the city's rate of growth was nearly double the growth rate of the State. These trends indicate that the Sturgis area is an attractive place to live and raise a family, but families aren't necessarily moving into the city itself.

Population Estimates and Projections

The 2000 Census reported a population of 11,285 people in the city. Based on past population growth it can be anticipated that a 9% increase or slightly higher should occur by 2010. This would result in a City of Sturgis population of 12,300 persons.

Population Characteristics

Age Group Composition

In 1990 there were 824 children from the age zero to four years, in the City of Sturgis. It is estimated that this figure had dropped to 755 by 1998 and dropped again to 728 by the year 2003. Declines in childbirth and consequently, preschoolers, are expected in upcoming years as baby boomers age beyond their child-bearing years.

School age populations are expected to remain steady in the short term, even though the declines in the preschool group are forecast. This is because declines in birth rates will most likely be offset by inward migration. Parents of young families tend to gravitate toward cities that offer good schools, recreational programs, safe neighborhoods, and services that can benefit their children.

As the baby boomers in society, as a whole age, there will be decreasing numbers in the group aged 25 to 34 years and eventually in the age range from 35 to 44. These groups, characterized as being in the “young families,” or “mature families” stage of life, is typically very active in local associations and causes. Community issues of concern for these age groups include costs for services, availability of basic recreation facilities, safety, and opportunities for family activities, both planned and unplanned.

Table 5: Age Group Comparison

	1990		2000	
<i>Age Range</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
0-4	824	8.2%	755	7.4%
5-14	1,627	16.2%	1,686	15.5%
15-19	682	6.8%	690	6.7%
20-24	671	6.7%	582	5.7%
25-34	1,667	16.6%	1,402	13.7%
35-44	1,284	12.8%	1,561	15.3%
45-64	1,589	15.8%	1,830	17.9%
65-74	793	7.9%	746	7.3%
75+	893	8.9%	980	9.6%

As the baby boomers age, the 45 to 64 year age group will grow significantly. Economically, this could be of tremendous benefit to Sturgis. People in the age group from 45 to 64 are usually in their prime earning potential. It is also at this age that

children leave the household (or are expected to leave). With higher earning and lower costs, empty nest households often have significant disposable income. This group is also very health conscious as age begins to take its toll on physical well being. Providing programs and facilities for this group is important. It may be the place of the economy, or it may be the nature of the population, but more and more adults are choosing activities that are unstructured, such as biking, jogging, and walking. This change in preference has fostered a high interest in the development of walking trails, sidewalk development, and the construction of bike lanes.

Senior groups can be broken into two sub-categories: young seniors (ages 65 to 74), and older seniors, (ages 75 and above). In the long run, these groups will grow significantly due to the aging of baby boomers as well as advances in medicine. As medical technology improves and we broaden our understanding of health and fitness, people will lead longer, and possibly more active, lives. However, this impact will not begin to affect demographics until the year 2012. Shortly after that time, senior services, programs, and facilities will become of major concern in the community.

Income and Employment

While the unemployment rate for the City of Sturgis was low in 2000 (2.75%), the economic recession of 2008 and 2009, as well as the period leading up to the recession, has greatly impacted employment in the State of Michigan and Sturgis is no exception. While detailed employment statistics for Sturgis itself are not available, the trends in employment seen in St. Joseph County are reflective of conditions within the city. In June of 2009, St. Joseph County experienced the highest rate of unemployment since 1990 at 16.5%, (Source: Michigan Department of Energy, Labor, and Economic Growth). From the adoption of the last master plan in October of 2002 until early 2008, the average monthly unemployment rate in the county was roughly 6.5%. The remainder of 2008 and beginning of 2009, however, saw a rapid increase in unemployment averaging a monthly rate of nearly 12%. The county unemployment rate is only slightly less than that of the state as a whole for the same period.

Along with the rising rate of unemployment, expectedly, the number of available jobs in the county is decreasing. Between 2007 and 2008, the number of jobs available at businesses in the county in five industry sectors, dropped by 12% or more. Table 6 highlights these industry sectors.

Table 6: Job Loss by Industry, 2007 – 2008, St. Joseph County		
Sector	Decline in Total Number of Jobs	Decline in Yearly Hiring Rate
Wholesale Trade	-58.4%	-51.4%
Health Care & Social Assistance	-36.9%	-59.8%
Accommodation & Food Service	-13.1%	-17.4%
Manufacturing	-12.4%	-141.8%
Information	-12.1%	-80%

As indicated in Table 6, St. Joseph County has seen significant declines in the number of jobs in several industry sectors. The majority of jobs in these industries are “head-of-household” jobs; positions that represent a majority of household’s income. A decline in high wage earning jobs can equate to a loss of income for households in the community creating a ripple effect into the housing market, service industry, and other sectors of the economy.

Sturgis has a strong history of industrial and manufacturing employers and is well-positioned with regard to transportation, infrastructure, and workforce to attract future industrial users as market conditions change and improve.

Employment by Industrial Classification

In 2000, employment related to manufacturing employed 45.3% of the city’s residents. With 2,421 jobs, this was the largest employment category in the city. The second largest category of employment, with 825 jobs and 15.4% of total employment, was in education, health, and social services. Employment within the retail trades, with 539 jobs and 10.1% of total employment, accounted for the third largest employment classification for Sturgis residents.

Table 7: Employment by Classification		
Industry	Number	Percent
Agriculture, forestry, fisheries, hunting and mining	72	1.3%
Construction	236	4.4%
Manufacturing	2,421	45.3%
Wholesale Trade	130	2.4%
Retail Trade	539	10.1%
Transportation, warehousing and utilities	92	1.7%
Information	29	0.5%
Finance, insurance, real estate, rental and leasing	163	3.0%
Professional, scientific, management, administrative and waste management services	199	3.7%
Educational, health and social services	825	15.4%
Arts, entertainment, recreation, accommodation and food services	353	6.6%
Other Services (except public administration)	206	3.9%
Public Administration	85	1.6%
Total	5,350	100.0%

Income Estimate and Forecasts

According to the U.S. Census, in 2000, 21% of all Sturgis households earned less than \$15,000 per year. By comparison, in 2000, 14% of all Michigan households earned less than \$15,000 per year. In the same year, the Sturgis median household income was \$33,838, while the median household income for the State was \$44,667.

Table 8: Household Income				
Income Range	1990		2000	
	Number	Percent	Number	Percent
Less than \$15,000	1249	31.0%	891	20.8%
\$15,000 to \$24,999	866	21.5%	608	14.1%
\$25,000 to \$34,999	711	17.6%	711	16.6%
\$35,000 to \$49,999	607	15.1%	788	18.3%
\$50,000 to \$74,999	421	10.4%	894	20.8%
\$75,000 to \$99,999	101	2.5%	241	5.6%
\$100,000 to \$149,000	39	1.0%	135	3.1%
\$150,000+	35	0.9%	33	0.7%
Total	4029	100.0%	4301	100.0%

Summary

1. The majority of Sturgis's housing stock consists of single-family homes. This is not expected to change significantly in the future.
2. Housing growth in the City of Sturgis, and the surrounding area in general, has been modest. However, growth has been substantial enough to foster population growth even though household size has been continually falling.
3. Household sizes are on the decline with no projected change in the near future.
4. Population growth has been steady, but modest. The projected population for the year 2010 is 12,300 people.
5. In the near future, there will be growing demand for services and facilities targeting young seniors.
6. After 2012, demand for senior services will soar. Health, transportation, and meeting space will be of particular interest.
7. Sturgis is largely homogenous in terms of race and ethnicity. However, in the long run, there will be greater diversity. Hispanics are and will continue to be one of the fastest growing ethnic groups.

GOALS AND OBJECTIVES

Long-range land use planning requires a policy basis from which decisions can be made. Such policy is often found in the thoughts, ideas, and sentiments of members of the community. The Sturgis Planning Commission solicited this input through the public open house and special Planning Commission meetings. The following are the key goals established that guide the Future Land Use and recommendations found in this Plan. The Objectives are specific steps that can be prioritized and pursued. More detail can be found in the Implementation section later in this Plan.

Housing & Neighborhoods

Goal: Preserve and continuously improve residential neighborhoods and provide a cross section of high quality housing suitable for all segments of population while maintaining emphasis on the single family home and home ownership.

Objectives:

- A. Maintain within current city administration or under a separate department a person and/or staff responsible for housing and neighborhood improvement.
- B. Maintain and enhance the residential character of existing neighborhoods.
- C. Inventory substandard housing and undertake a program to upgrade or remove units not meeting city standards.
- D. Provide areas for new housing development with a diverse housing stock for all income and age groups and with particular emphasis on single-family detached and attached (cluster) housing.

Community Facilities

Goal 1: Maintain the City Hall as a positive element of the city and adapt the facility to meet future needs of the city.

Objective: Provide sufficient space for current and future personnel.

Goal 2: Maintain and expand the current library facility to meet the needs of Sturgis and, potentially, the entire Sturgis School district area.

Objectives:

- A. Continue to expand the Library's collection.
- B. Obtain financing to allow the library to continue its current needs and make any necessary future expansions.

Goal 3: Maintain and update the Sturges-Young Auditorium to continue its reputation as a highly regarded facility within Sturgis and the surrounding area.

Objective: Update current facility to meet current needs and possibly hold multiple events at the same time in the future.

Goal 4: Improve current Fire Department facilities to meet existing and future personnel and equipment needs.

Objective: Update current Fire Department Facility.

Goal 5: Maintain a Police facility able to meet current and short-term future growth needs.

Objective: Expansion of the current facility or building of a new facility to meet current departmental needs.

Goal 6: Update the Department of Public Works facility to meet the current needs of the city and provide adequate future expansion abilities to meet future needs.

Objectives:

- A. Build a new Public Services Center.

Goal 7: Have adequate facilities to provide high quality inpatient and outpatient care to meet the needs of the Sturgis community.

Objective: Consistent with the Hospital Master Facility Plan, make updates and improvements to the existing Sturgis Hospital facility.

Goal 8: Provide available space to address the city's expected cemetery needs well into the future.

Objectives:

- A. Update existing cemetery facilities and investigate long-term expansion.
- B. Utilize Memorial Gardens for expansion.

Goal 9: Provide for and maintain the highest level of sewer and wastewater treatment facilities for all areas of the city and as may be appropriate to areas within the sewer service area and within the capability of the system all in accordance with the "Sanitary Sewer System (SSS) Master Plan".

Objectives:

- A. Maintain and upgrade existing sewers with particular emphasis on areas outlined in the City of Sturgis Master Plan for the Sanitary Sewer System (1998).
- B. Provide improvements to the waste water treatment plant as necessary to accommodate upgraded sewers and for expansion of the overall system.
- C. Improve existing lift stations to correct deficiencies and improve service reliability.

Goal 10: Continue to provide a high quality potable water supply to all areas of the city and as may be appropriate to locations within the water service area all in accord with the "Water System Reliability Study.

Objectives:

- A. Improve the water main system to correct deficiencies outlined in the Water System Reliability Study.
- B. Assure that adequate wellhead protection is instituted in order to continue to provide an adequate and safe water supply.

Goal 11: Provide electric customers with reasonable rates, reliable electric services, improved ancillary services, new services, and maintain the electric power system as a community asset.

Objectives:

- A. Leverage the existing fiber system to improve Customer Service and Meter Division function (remote meter reading, service connects/disconnects, closing reads, etc.)
- B. Improve and track system reliability.
- C. Extend transmission system to Sherman Township for improved capacity, reliability, and performance.
- D. Update GIS implementation plan and hardware to allow expanded use of system.
- E. Continue to monitor and review long-term power supply options.

Goal 12: Continue to provide the highest level of education for all sectors of the Sturgis area population in keeping with standards that continue to create the high level of attainment reflected by student achievement at all levels.

Objectives:

- A. Exemplary schools and education for all school grades is provided in the Sturgis school system. This should continue to be the most important objective for all levels of education.
- B. Joint use athletic and fitness facilities of the Sturgis School District and the City of Sturgis should continue and be expanded upon when the opportunity for such expansion becomes apparent.

Goal 13: Provide a geographically balanced system of park and recreation facilities in the city. Also, continue to maintain and enhance existing park and recreation facilities to provide a high quality recreational and aesthetic experience at all city parks and facilities.

Objectives:

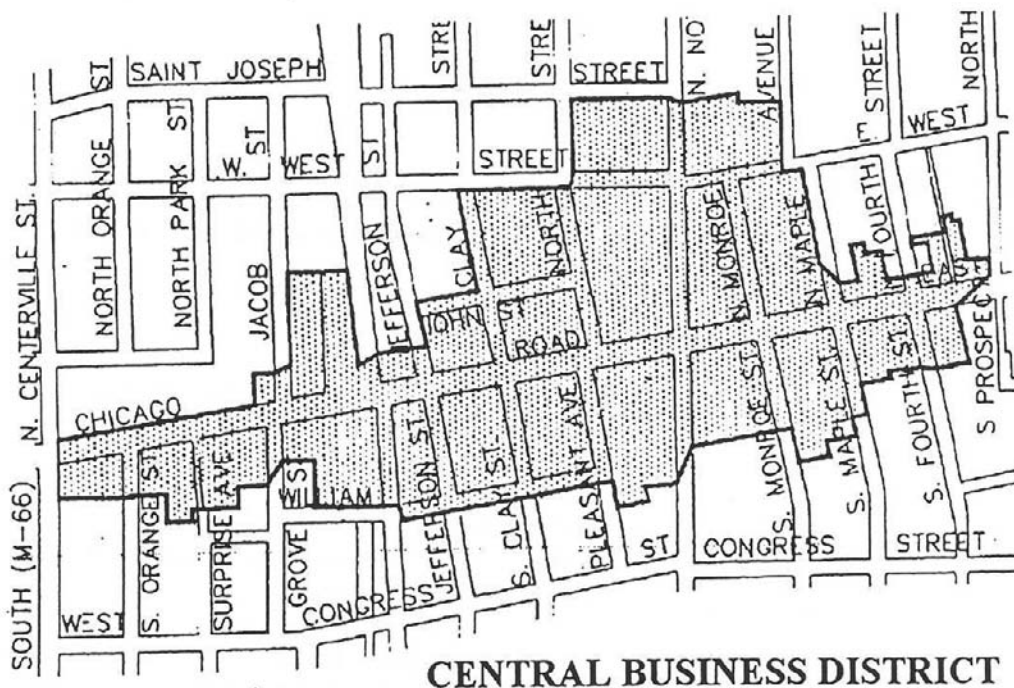
- A. Continue to encourage philanthropic and other non-tax financial support for facilities.
- B. Develop and maintain a recreation plan to assure that funds are spent efficiently and to assure eligibility for State funded grant programs.
- C. Pool resources with neighboring municipalities and increase funding potential.
- D. Promote and maintain strong working relationships based on coordination and support with Sturgis Community Schools and the City of Sturgis to provide recreational facilities and programs to the city and school district residents.
- E. Continue to work with the school system and other recreational organizations to ensure the most cost effective and efficient maintenance of the city's and school's recreational resources.
- F. Upgrade and improve existing parks to provide quality recreational opportunities that are safe and accessible.
- G. Expand the diversity of recreational facilities available to offer year-round opportunities for individuals of all ages and abilities in order to meet current and future demands.
- H. Strive towards providing universal accessibility to recreational facilities and institute a transition period to update existing amenities to meet or exceed barrier-free accessibility standards.
- I. Maximize recreational opportunities for all citizens in response to changing social and demographic conditions and community expectations.
- J. Preserve, protect, and improve historic, natural, scenic, or environmentally sensitive areas for appropriate public use and enjoyment and habitat protection.
- K. Strive to connect recreational facilities to schools, residential areas, and to one another with sidewalks and non-motorized trails that provide safe, pleasant, and satisfying recreational experiences.
- L. Ensure a variety of programming to provide opportunities for all residents, regardless of race, income, and age.

The Central Business District

Goal: The city's primary goal for the downtown is to work in partnership with businesses to enhance the CBD and thus assure its continuance as a retail, service, and community event center for the city and region around it. Improvements will be done in a fashion that is sensitive to the existing character of the downtown area with an emphasis on maintaining and strengthening the mix of retail and service enterprises, with a primary emphasis on retail. Each new development or remodeling will be expected to contribute to the economic vitality, service capability, and architectural attractiveness of the CBD.

Objectives:

- A. The CBD should be a compact business area conducive to walk-in business and of such size as to allow for business growth in keeping with the small city character of Sturgis.
- B. Attractive entry streets devoid of the clutter of excess signage and poor outdoor housekeeping with ease of access to downtown should be pursued.
- C. Downtown Sturgis should be a safe, walkable business district providing a smooth flow of traffic with convenient on-street and off-street parking for all areas of the CBD.
- D. Provide a unique image reflecting the early development of Sturgis with a clean tasteful environment that enhances the CBD as a place to do business and in which all Sturgis citizens take pride.



North Nottawa and Neighborhood Businesses

Goal: The business areas that exist on North Nottawa and in neighborhoods should be limited generally to areas currently occupied by business uses with expansion of such areas only if market demand shows a need for such expansion. Owners of older commercial buildings should be encouraged to upgrade and improve their facilities and appearance including outdoor housekeeping and signage.

Objectives:

- A. Protect existing residential areas from adverse effects of business activities.
- B. Improve existing businesses and the appearance of the business street.

South Centerville Road Business Area

Goal: Enhance the image and operation of South Centerville Road as a sound business area and as an attractive entrance to the city while maintaining and improving upon the general business and service nature of the corridor to provide for both the local resident and the transient traveler.

Objectives:

- A. Improve upon the appearance of the business street.
- B. Improve traffic access to and from businesses, coordinate parking lot access, and improve parking lots in both appearance and utility.
- C. Coordinate development activities on South Centerville.

East and West Chicago Road

Goal: Enhance the image and promote a viable business area as an attractive entrance to the city while maintaining and improving on the general business and service nature of the corridor for both local residents and transient travelers.

Objectives:

- A. Coordinate planning and zoning activities with Sturgis Township and Fawn River Township.
- B. Improve traffic access to and from businesses, coordinate parking lot access, and improve parking lots in both appearance and utility.
- C. Improve the appearance of the business street.

Fawn River Crossing

Goal: Develop the Fawn River Crossing area as a vital commercial corridor attracting visitors from Interstate 80/90.

Objectives:

- A. Implement the recommendations of the 2005 M-66/State Route 9 Corridor Study.
- B. Revise or amend zoning ordinance standards pertaining to the area that facilitate high quality/high value commercial development including, but not limited to design, sign, and site plan development standards.

Industrial Areas

Goal: Upgrade older industrial areas and provide space in planned industrial parks for new industry in order to expand the city's employment and tax base, providing a wide range of employment opportunities for the workforce while providing revenue for a continued high level of community services, educational, and recreational facilities.

Objectives:

- A. Upgrade and maintain existing industrial areas.
- B. Continue to promote exiting industrial parks and develop new sites for planned industrial districts.
- C. Industrial incentives and promotion to retain industry and to encourage industrial development should be supported within a balanced frame-work to assure that the service needs of the city and surrounding area are met.
- D. Measure the effectiveness of maintaining current industry and attracting new industry as an ongoing annual practice.

Transportation

The City of Sturgis lies near both east/west Interstate 80/90 five minutes south of the city and north/south I-69 less that 30 minutes east of the city. In addition major regional highways, US- 12 and M-66, traverse the city and connect to major cities in Michigan and Indiana. The cities of Portage, Kalamazoo, and Battle Creek are within less than an hour drive of Sturgis while South Bend, Elkhart, and Fort Wayne Indiana can be reached in an hour or less travel time.

Rail service, though no longer the major transportation provider to industry in Sturgis, continues to serve some industrial uses by way of the Michigan Southern Railroad (owned by Pioneer Railcorp.).

Kirsch Municipal Airport provides an important air transportation link for Sturgis and the region. The airport provides no scheduled service; however, charter service, corporate planes, and general aviation aircraft make regular use of the airport. The airport has been an important element contributing to the attraction of industry to the community. Scheduled commercial airline service is provided both at the Kalamazoo/Battle Creek Airport and the Fort Wayne Indiana International Airport.

Street Network

A network of thoroughfares analyzed in accordance with land use patterns is an important element in the Future Land Use Plan. Maximum separation of local and through-traffic movements is a basic objective of an efficient thoroughfare plan. In addition, the plan must address the needs of future land uses and associated vehicular movements. To meet these needs, four basic street types have been designated for the Thoroughfare Plan:

Rural or Urban Principal Arterial: A road intended to move traffic to and from major attractors such as shopping centers, central business districts, regional shopping malls, industrial complexes, and similar traffic generators within the local unit of government, and/or as a route for traffic between neighboring communities.

Rural or Urban Minor Arterial: A road intended to collect and distribute traffic in a manner similar to principal arterials, except that these roads serve traffic generating areas such as community commercial areas, primary and secondary educational buildings, hospitals, major recreational areas, churches, and offices, and/or designated to carry traffic from minor arterial streets to the system of principal arterials.

Urban Collector Street: A road intended to move traffic from urban local streets to minor urban arterials. An urban collector street serves a neighborhood or large subdivision.

Rural or Urban Local Street: A street intended to provide access to urban collector streets from individual properties.

Street Network Goal: Provide an arterial street system that separates commercial through-traffic from local orientated travel and which services major land uses such as industry, business, and residential neighborhoods. A collector and local street system to enhance safe and quiet residential neighborhoods, should supplement the arterial street system network.

Objectives:

- A. The Principal arterial street is Chicago Road (US-12). This street type should have a right-of-way width of 100 to 150 feet.
 - (i) Combine parking lot access points and interconnect parking lots wherever feasible on arterial streets in order to reduce traffic conflicts due to turning movements.
 - (ii) Continue the sidewalk program on arterial streets in areas that pedestrians access.
 - (iii) Continue to upgrade signage and work with abutting townships to coordinate sign controls on arterial streets.
 - (iv) Coordinate zoning controls with abutting townships to assist in managing property access.

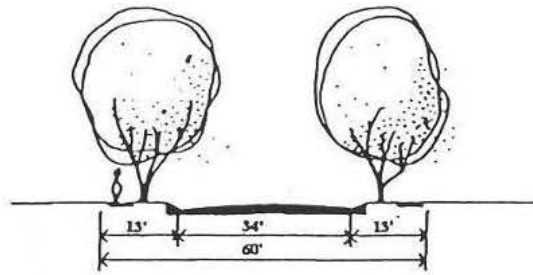
- B. Minor arterial streets should include S. Centerville Road, White School Road, Bogen Road, Big Hill Road, Franks (Fawn River to Witt Lake Road), Lafayette (Big Hill to Nottawa), North Nottawa, South Nottawa (Fawn River to Bogen), Lakeview (Lafayette to Bogen), Fawn River, Progress Street, Memorial Drive, N. Clay (Memorial to W. Lafayette), White Street (South Street to Fawn River), and North Centerville (Chicago to Wait).
 - (i) In areas where development has not occurred, adequate right-of-way for these streets should be acquired as development takes place (86 to 100 foot right-of-way).
 - (ii) Provided left turn lanes on all minor arterials wherever feasible.
 - (iii) Enforce land use policies on minor arterial streets that abut residential areas to discourage the development of high volume traffic generators such as business or office developments
 - (iv) Develop landscape buffers or transition areas on minor arterial streets that abut existing or future residential areas to provide noise and visual barriers as may be appropriate.
 - (v) Provide sidewalks on both sides of minor arterial streets.
- C. Collector streets should include Lakeview (Lafayette to Wait), S. Nottawa (Chicago Road to Fawn River), Wait Road, Wenzel Avenue, Prairie Avenue, E. Main Street, Hatch Street (N. Clay to N. Lakeview), St. Joseph Street (N. Centerville to N. Clay), N. Prospect, Jefferson Street, Witt Lake Road, Broadus Street, West Street, Congress, South Street, and Wade Street.
 - (i) In areas where development has not occurred, adequate right-of-way should be acquired as development takes place (66 to 86 foot of right-of-way).
 - (ii) Encourage the utilization of collector streets for traffic movement to arterial streets.
 - (iii) Traffic and pedestrian safety should be a prime concern where collector streets traverse residential areas.
 - (iv) New Residential development on lands abutting collector streets should be properly buffered from the street by back or side lotting to the street.
 - (v) Develop additional collector streets as may be appropriate for new development areas.
 - (vi) Provide sidewalks on both sides of collector streets.

- D. Local streets should include all streets not designated as arterials or collectors.
 - (i) Maintain the residential character and safety of neighborhoods while improving local street conditions and providing a high level of street maintenance.
 - (ii) Continue to monitor and require parking on an improved surface off the street right-of-way for all residential properties.
 - (iii) Require sidewalks on both sides of local streets for both existing and new development.
 - (iv) Continue a street tree replacement program in neighborhoods and require street tree planting in all new development.
- E. Enhance the mobility of residents who, by choice or necessity, are dependent on means other than private automobile for transportation.
 - (i) Make Sturgis a “walkable community” by requiring walkways wherever feasible for all new development and continue to work toward improving the sidewalk network throughout the community.
 - (ii) Provide bikeways or bike lanes on existing rights-of-way where they can be safely integrated with motorized traffic.
 - (iii) Consider the development of an internal transit system for persons not adequately served by existing transportation, particularly the elderly and the handicapped.

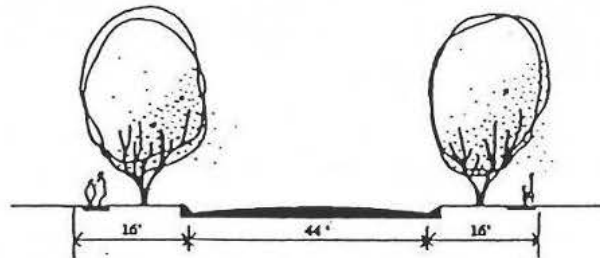
Kirsch Municipal Airport Goal: Maintain and improve Kirsch Municipal Airport to meet the current industrial needs and provide transportation recourse to new businesses. (See Appendix A: Airport Approach Plan)

Objectives:

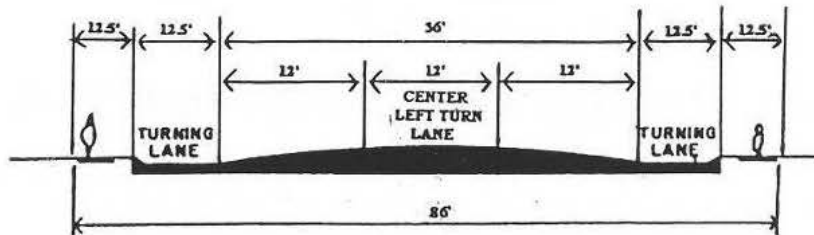
- A. Update and improve current facility.
- B. Expand current facility for the future.



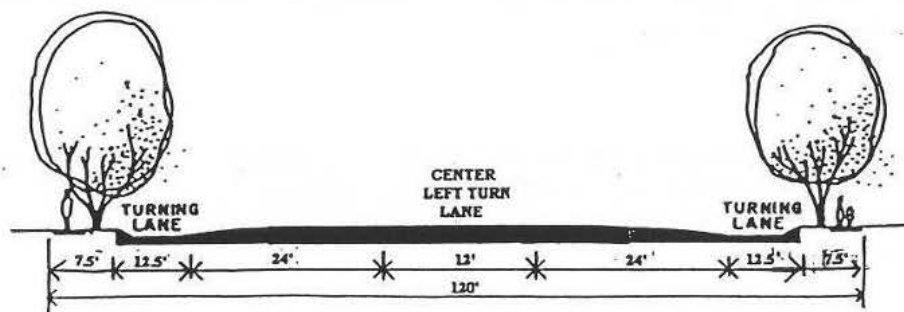
LOCAL STREET (60' TO 66')



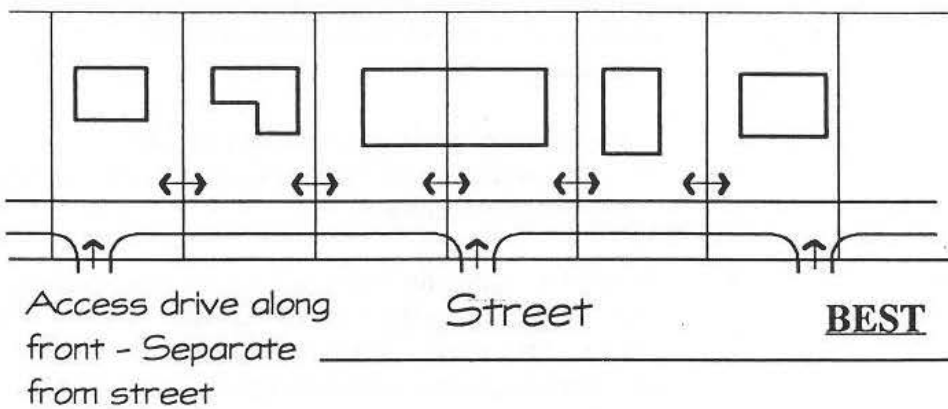
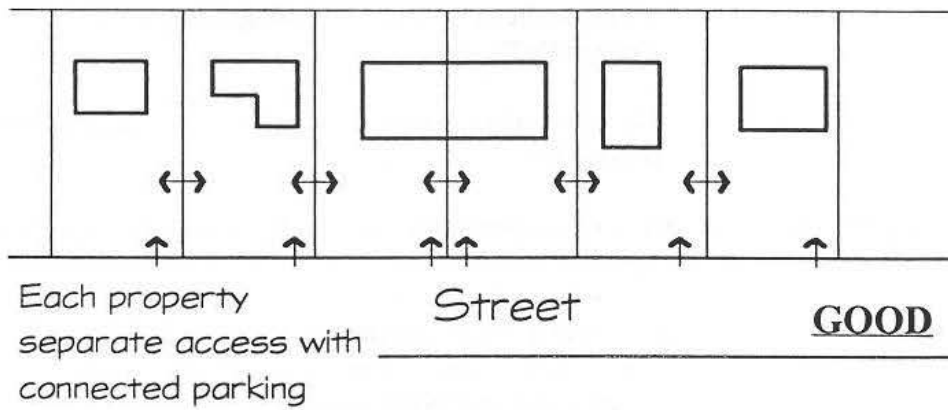
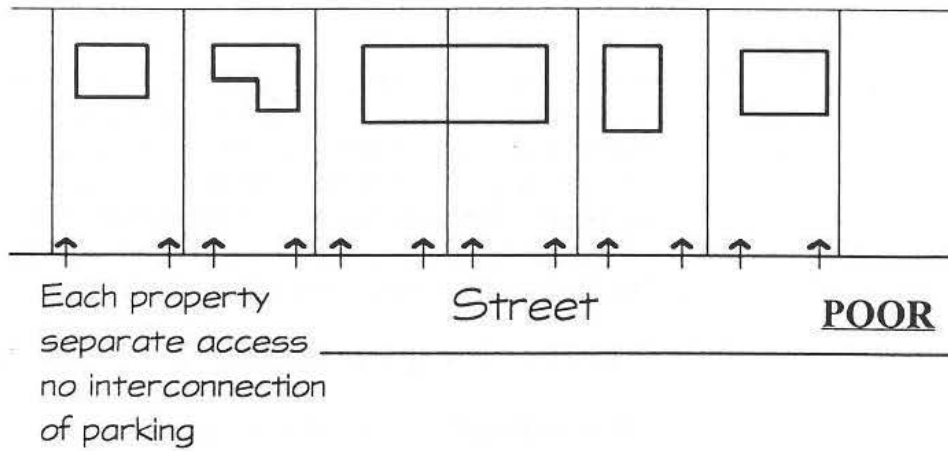
COLLECTOR STREET (66' TO 86')

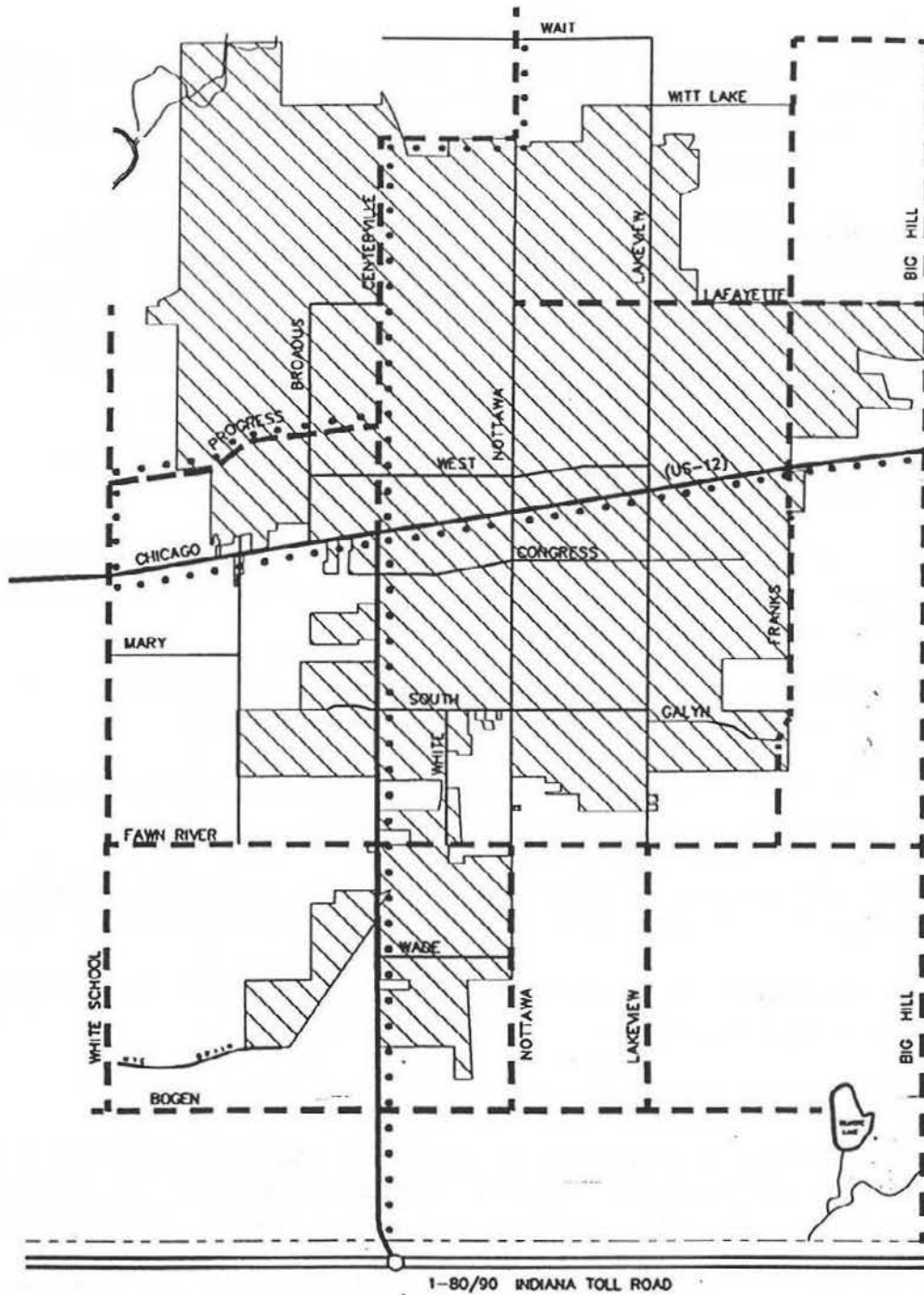


SECONDARY ARTERY (86' TO 100')



PRIMARY ARTERY (100' TO 150')





LEGEND

- PRIMARY ARTERY (100' - 150' ROW)
- SECONDARY ARTERY (86' - 100' ROW)
- COLLECTOR STREET (66' - 86')
- TRUCK ROUTE

THOROUGHFARE PLAN
CITY OF STURGIS MICHIGAN



CRITICAL LAND USE ISSUES ANALYSIS

Following the kick-off meeting, conditions analysis, visioning session, and public open house, the consulting team developed an analysis of the critical land use issues facing the city. These issues are highlighted on the Land Use Issues Analysis Map.

Issue – Owner to Renter-Occupied Housing Ratio:

Several areas of the city have high concentrations of rental properties. Rental properties often suffer from neglect and property maintenance issues by absentee landlords. Coupled with the frequent turnover of rental occupancy, high rental concentrations can lead to an overall decline of neighborhood character and quality of life. Between 1990 and 2000, the number of renter-occupied housing units increased 18%. Overall, nearly 42% of all occupied housing in the city is renter-occupied. This is almost 19% higher than St. Joseph County and 16% higher than the State of Michigan as a whole.

Strategies:

- Utilize the strength of well-established neighborhoods surrounding areas of high rental concentrations to encourage home ownership and property maintenance. Concentrate public efforts on the fringe of solid neighborhoods in order to expand a positive sphere of influence of strong neighborhoods to marginalized areas.
- Continue to aggressively maintain a policy of rental inspections and stay abreast of new conversions from owner- to renter-occupancy. The enforcement of property maintenance ordinances helps keep landlords accountable for their properties.
- The Excellence in Neighborhoods Initiative is an effort to create a holistic approach to property maintenance. Rather than focus solely on code enforcement, the Initiative looks for improvements by building community and responsible homeownership. The initiative works to promote what it means to be a “Great Neighbor”; this means both helping fellow homeowners that have needs as well as individuals being responsible for maintaining their own properties. The overall goal of the Initiative is to preserve and increase property values in neighborhoods throughout the City. One critical element of the initiative to date has been the Neighbor2Neighbor program, which provides grant assistance for critical home improvement projects and volunteer cleanup efforts such as the yearly Palm Saturday Program, organized by the Sturgis Ministerial Association.

A report prepared by the St. Joseph County Community Housing Assessment Team (November 2000) made a number of strategy recommendations several of which are particularly pertinent to the City of Sturgis.

1. Rural development appears to be preferred over in-town housing, requiring communities to improve their quality of life and marketing programs.

2. The county lacks affordable contemporary home ownership and rental housing settings.
3. While the supply of good rental housing appears limited, paradoxically the percentage of rental housing affects the character of cities.
4. A significant amount of older housing requires some form of moderate rehabilitation.
5. The county lacks a development structure to build affordable housing types.
6. A lack of personal skills and poor credit can deny people access to the housing market.
7. The high cost and excessive risks of development limit the supply of buildable lots which takes housing out of the affordable price range.
8. Purchase of houses for occupancy by more than one new immigrant family creates tensions in single family neighborhoods.

Most of the residential neighborhoods of Sturgis are well maintained and possess the amenities for good living. However, in some areas of the city serious housing deficiencies are becoming more and more apparent. The most pressing issues include:

1. Deterioration in both the maintenance of dwellings and outside housekeeping in older neighborhoods;
2. Overcrowding of the number of occupants in some single family dwellings creating a demand for more parking than is available, excessive noise, and general disruption of the single family neighborhood;
3. A lack of off-street parking in some neighborhoods resulting in parking on lawn areas;
4. Incompatible land uses, particularly at the edges of neighborhoods abutting business and industrial areas and in isolated pockets of housing in industrial areas, resulting in an adverse impact on quiet residential living; and
5. A lack of high quality street surfacing, curbs, and sidewalks in some neighborhoods.

Efforts to address some of these issues are already underway through ordinance enforcement. This needs to be vigorously continued within the framework of established goals and objectives.

Issue – Land Use Conflicts: Sturgis has a large amount of industrial and commercial land. Often these areas directly abut residential neighborhoods. This can create conflicts between uses (i.e. heavy traffic, noise, dust and debris, unsightly outdoor storage, etc.), potentially leading to degradation of surrounding neighborhoods.

Strategies:

- In the northeast quadrant of the city, vacant and aging industrial land surrounding the railroad tracks directly borders residential neighborhoods. With the general decline of manufacturing in the state and more suitable land available elsewhere in the city, creative reuse or redevelopment strategies should be developed for these areas to strengthen existing neighborhoods.
- Several industrial users line the vacant railroad corridor east of and parallel to intense commercial development along M-66. This clustering of non-residential uses causes conflict with older neighborhoods in the area. A finer-grained future land use plan for this area including, more defined land use categories, will help alleviate current and potential conflicts between these uses.

Issue - Proposed Alternate Truck Route for M-66: Michigan Highway 66 (M-66) runs north from the state line along S. Centerville road, through downtown Sturgis as part of Chicago Road, and then north again on N. Nottawa out of town. As a State highway, this route attracts a significant amount of heavy truck traffic, directing it through the downtown area. The truck traffic causes several problems for the downtown, including noise, exhaust fumes, and unsafe conditions for pedestrians crossing the road.

In the past the City had proposed a truck bypass for M-66 to help alleviate these problems in the downtown. However, after extensive research and discussion, including public feedback, the City Commission decided instead to endorse a plan calling for an alternate truck route for M-66 instead of a full bypass. The use of an alternate truck route would remove a significant portion of the heavy truck traffic from the downtown portion of M-66 while still routing passenger traffic through this area. Potential removal of passenger traffic with a bypass was a concern for local businesses, who in part feared the loss of drop-in customers with the change in route.

The proposed alternate truck route would include N. Centerville from Chicago Road north to Haines Boulevard where an extension of Haines Boulevard would be constructed from N. Centerville east to N. Nottawa / M-66. Unlike previous visions for the bypass, the proposed alternate truck route would include two “T” intersections at N. Centerville and N. Nottawa. Institution of the plan for this project awaits future funding.

Strategies:

- Land use policies in the area of the Haines Boulevard Extension should reflect the future addition of an alternate truck route. New retail / commercial uses should be discouraged in this area and concentrated in the downtown and South Centerville Road corridors.
- The City should work with surrounding townships to encourage land use planning cooperation in order to develop synergistic land use policies and plans for the area along the Haines Boulevard extension.

Issue – Vacant Properties: Similar to the general decline of manufacturing in the United States and Michigan, as a whole, Sturgis has seen a reduction in the number of industrial users in the city. There are several large vacant properties throughout the city with redevelopment or reuse potential. The majority of these properties are located on the north side of US-12 near the railroad tracks.

1. Northwest corner of East Hatch Street and North Prospect Street (former Kirsch Site 1, currently under redevelopment).
2. Southwest corner of East Hatch Street and North Prospect Street (former Levolor parking lot)
3. Northwest corner of St. Joseph Street and North Clay Street
4. Northeast corner of West West Street and Jacob Street (currently under redevelopment for a city housing project).
5. Large industrial complex west of Broadus Street, the former Kirsch Site 2. (This site is currently being redeveloped for new industrial users).

Strategies:

- The city should continue to work with property owners and prospective developers to reuse these properties in a manner that minimizes the impact on adjacent properties.
- While mixed-use developments are preferred at many of these sites, opportunities for new job creation should also be supported.

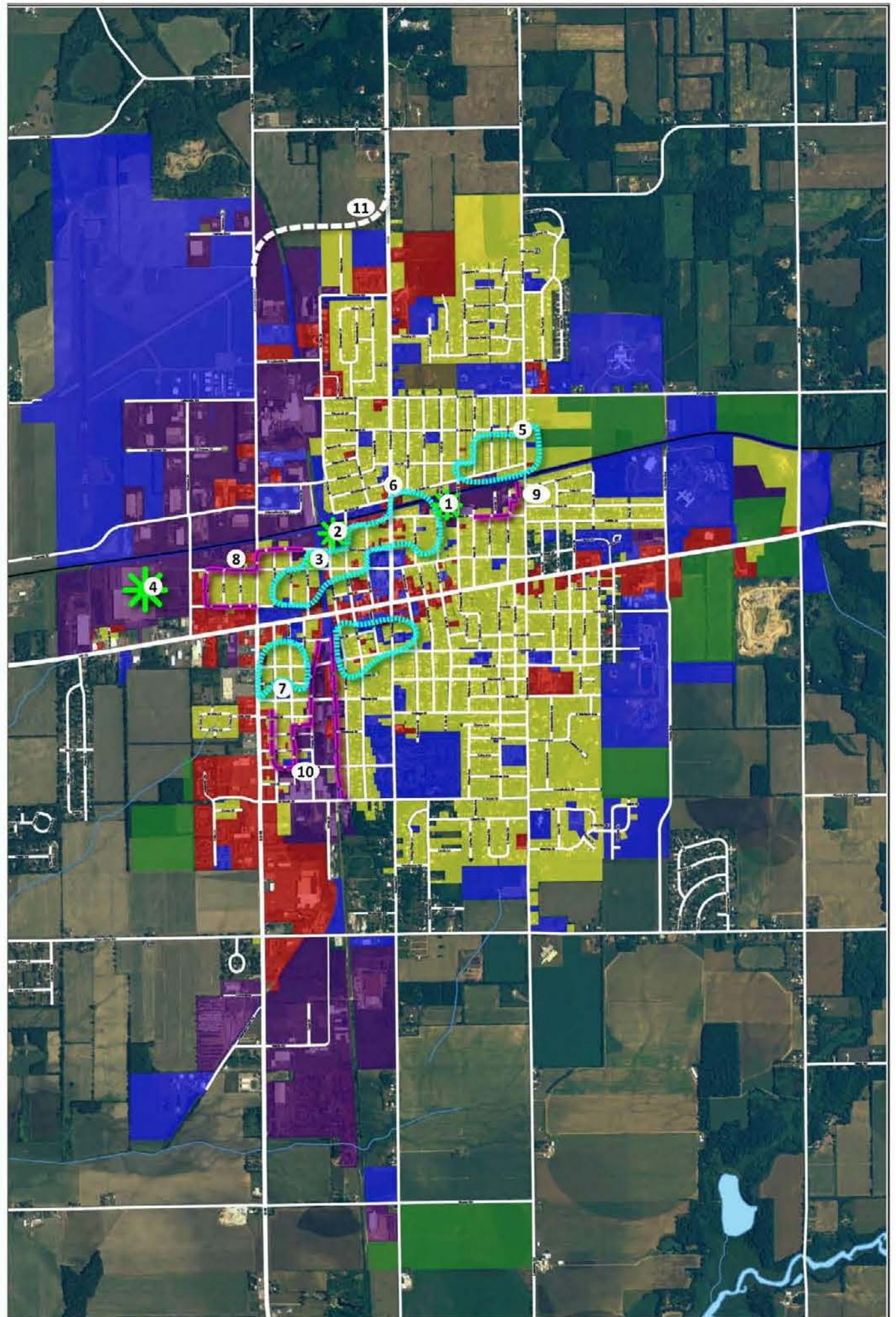


City of Sturgis – Land Use Issues Analysis



Key Vacant Property

Sturgis has several vacant properties, most located on the north side of US-12 in former industrial areas. Vacant property disrupts the fabric of residential neighborhoods. The city should take an active role in creating reuse or redevelopment strategies for these areas to help reinvest in residential neighborhoods.



High Rental Concentration

- 5** Several areas of the city have high concentrations of rental properties. Rental properties often suffer from neglect by absentee landlords. Coupled with the frequent turn-over of rental occupancy, high rental concentrations can lead to an overall decline of neighborhood character and quality of life.
- 6** Utilize the strength of well-established neighborhoods surrounding areas of high rental concentration to encourage home ownership and property maintenance. Concentrate public efforts on the fringe of solid neighborhoods in order to expand the positive sphere of influence of strong neighborhoods to marginalized areas.
- 7** Continue to aggressively maintain a policy of rental inspections and stay abreast of new owner-occupied to renter-occupied conversions. The enforcement of property maintenance ordinances helps keep landlords accountable for their properties.

Land Use Conflicts

- 8** Sturgis has a large amount of industrial and commercial land. Often these areas directly abut residential neighborhoods. This can create conflicts between uses (i.e. heavy traffic, noise, dust and debris, unsightly outdoor storage, etc.), potentially leading to degradation of surrounding neighborhoods.
- 9** Vacant and aging industrial land surrounding the railroad tracks borders residential neighborhoods on the east side of the city. With the general decline of manufacturing in the state and more suitable land available elsewhere in the city, creative reuse or redevelopment strategies should be developed for these areas to strengthen existing neighborhoods.
- 10** Several industrial uses line the vacant railroad corridor east of and parallel to intense commercial development along M-66. This clustering of non-residential uses causes conflict with older neighborhoods in the area.

Proposed M-66 Bypass

- 11** A bypass for M-66 is being proposed to reroute truck traffic around downtown and the northern residential areas of the city. The bypass has the potential to both positively and negatively impact the community. Land use policies should be adopted to restrict commercial uses in this area and concentrate new commercial uses in the downtown and existing commercial corridor along M-66 south of US-12. The city should work with surrounding townships to encourage this same land use philosophy.

FUTURE LAND USE

Achieving the goals and objectives set forth in this Master Plan requires that planning be carried out on a continuing basis. The Planning Board must continue to take an active role in reviewing each new development in light of the long-range objectives of the plan. The planning program must also provide for continual reevaluation of the plan to take into account changing conditions, trends, and technology. In this way, the plan will remain a dynamic instrument for guiding the development and redevelopment of Sturgis.

The city planning process, of which land use planning is but one part, involves a continuing program of assessing development and redevelopment projects that bring about change to the existing fabric of the community. The objectives of communities change over time and unforeseen events sometimes make the best plans obsolete. The process of plan making should try to guide the direction and rate of change in keeping with the overall goals and objectives of the plan.

The planning process thus becomes time oriented in three ways: 1) it is continuous, without termination, 2) it seeks to affect and make use of change, rather than provide for a static future land use plan, and 3) It is expressed in part in long and short range programs of action through capital improvements programming.

The Master Plan document represents a compilation of textual and graphic information, both of which play an important role in the formulation of land use policy. The preceding sections of this plan have established goals and objectives for various components of the plan. These goals and objectives are the direct result of much discussion and study. The Future Land Use Map is a composite of the written text; its graphic nature makes it impossible to do so completely. Thus it should be clearly understood that the Future Land Use Map must be accompanied by its supporting text to be of full value.

The plan is based on information gathered at the present time given existing circumstances. If the circumstances which shaped this plan change in the future, the Plan may need to change as well. It is not a rigid document. It should be allowed to change to adjust to new trends and information and to allow for alternatives which may be desirable.

The Zoning Ordinance and Subdivision Regulations are the primary tools through which the plan can be implemented. As development and redevelopment continues, these land use tools will help to provide compatible relationships between land uses and motivate quality site design. It is therefore the responsibility of the Planning Board to carefully review proposed developments to assure that they meet the requirements of the Zoning Ordinance and Subdivision Regulations.

Capital Improvements Programming can also be very useful in implementing the Master Plan. In this instance, particular attention should be focused on specific goals, objectives, and actions in the plan. The plan must be reviewed to determine a priority for various items. The priority in which the action will be realized is a product of need and budget constraints.

Future Land Use Map

The future land use map is intended to embody the goals and objectives stated earlier within this plan. At the same time, the plan provides a generalized image of what the city may look like when it is fully developed and serves as a guide for decisions regarding zoning and land use. The map includes a number of different land use categories. These can be further described as follows:

Single- and Two-Family Residential:

Areas designated as Single and Two-Family Residential are intended primarily for use by one or two housing units, located on their own lot of land area. In addition to typical development of varying lot sizes (and thus varying density), the plan also allows for creation of single family clusters when certain criteria are met. Within the single and two-family residential category, other related and compatible uses should be encouraged provided they serve the residents of the area without hampering the single and two-family environment. A density of four or less units per acre is envisioned for these areas.

Mixed Residential:

Areas designated as Mixed Residential are, ideally, areas that will help facilitate dynamic and engaging neighborhoods, promote home ownership, provide a wide variety of housing options, and promote property maintenance. These areas are intended to accommodate a wide variety of both single and multiple-family housing types including apartment buildings, duplexes, senior housing, condominiums, and single-family homes, among others. A density of five or more units per acres is envisioned for these areas.

Mixed Use:

Two mixed use areas are designated on the Future Land Use Map; 1) between East Hatch Street and the railroad tracks to the north, and 2) between St. Joseph Street and the railroad tracks. These two areas are vacant and abandoned industrial sites.

The St. Joseph Street site is adjacent to industrial, commercial, and residential land uses. This unique situation allows this area to act as a transition between more intense commercial and industrial uses and the traditional residential neighborhoods on the north side of the city. Uses could include a mix of small neighborhood service establishments and higher density residential uses (i.e. town homes, condominiums, apartments, etc.).

The Hatch Street area is centered within well established neighborhoods. This centrality lends itself to the creation of a neighborhood center mixing small neighborhood-oriented service and retail businesses with higher density residential units that fit the character of the existing neighborhoods. These establishments would not be in competition with Downtown Sturgis, but would complement the downtown by conveniently providing necessary services to surrounding neighborhoods not typically found in a downtown area.

Business Areas:

The Future Land Use Map indicates three primary business or commercial areas; 1) Central Business District (Downtown Sturgis), 2) Business Highway 1, and 3) Business Highway 2. The primary purpose of these divisions is to help better define the desired location of various land uses and help create a critical mass of similar businesses in designated areas in order to facilitate a higher quality and higher value development pattern, particularly along M-66.

While the development pattern along M-66 currently exhibits a wide array of intense commercial uses, some developments have been poorly designed and implemented creating a haphazard and often unattractive corridor. As a wide variety of commercial uses have been allowed to spread the entire length of the corridor, the development pattern has been spotty. By clearly defining commercial use categories and planning appropriate locations for each, a more efficient, high quality pattern of development can occur.

Business Highway 1:

Business Highway 1 uses are typically automobile-oriented and cater to patrons traveling through a particular location. Example uses include drive-through restaurants and banks, car washes, strip retail centers, gas stations, and sit down restaurants, among others. Business Highway 1 uses are those that are regularly frequented by patrons and generate a high number of vehicle trips. Business Highway 1 is planned in three locations along M-66; 1) immediately south of US-12, 2) between Bogan Road and the Michigan/Indiana State Line, and 3) surrounding the intersection of Franks and US-12. These areas are intended to draw patrons to Sturgis from Interstate 80/90 and serve travelers along the US-12 corridor.

The intersection of M-66 and US-12 functions as a gateway to Sturgis for travelers on both of these major arterial routes. Concentrating Business Highway 1 uses in this area will help create a draw to the area, and thus a draw to Downtown Sturgis. The land uses in the Business Highway 1 area are not intended to compete with business in the Central Business District, but will compliment downtown establishments creating a mutual attraction to both areas.

In 2005, a study was conducted for the corridor along M-66/State Route 9 from the Town of LaGrange, Indiana to Sturgis. Land use recommendations were made for the length of the corridor, with the primary focus being on the area surrounding the interchange at Interstate 80/90. The area south of Bogen Road to the State line was included in this primary study and several potential uses were explored. Uses for this area, determined on the final plan, include a racing park, athletic park, lodging, mixed retail and restaurants, light industrial, and a business park. These uses were recommended based on community and participant consensus and include a blend of ideas from the exploration of several alternatives. These uses are reflected in the Future Land Use Map as Business Highway 1 and Industrial. These land use categories facilitate the implementation of the 2005 corridor study.

The city's zoning ordinance, particularly site plan review and planned unit development standards, can play a major role in facilitating higher quality, higher value development

in the Business Highway 1 areas. Design and landscaping standards, sign regulations, and flexible parking requirements can help improve future commercial development in the city.

Business Highway 2:

Business Highway 2 areas are designated in three locations; 1) along M-66 between Fawn River Road and South Street, 2) the northwest corner of the intersection of M-66 and US-12, and 3) along Centerville Road between Neuman Avenue and the railroad tracks. Business Highway 2 areas are intended to create a transitional area between less intense uses (i.e. Mixed Residential, Business Highway 1, etc.) and more intense uses (i.e. Industrial). Business Highway 2 uses are different than Business Highway 1 uses in that they typically have fewer customers visiting the site and generate fewer trips per day. Example uses include storage and warehousing, auto and truck repair facilities, lumber yards, kennels, and vehicle sales, among others. With the construction and designation of the new M-66 bypass, Business Highway 2 areas are planned with easy access to major thoroughfares.

Central Business District:

The Central Business District encompasses the current boundary of downtown Sturgis. For Sturgis, like so many other cities, the downtown is the heart and soul of the community. Maintaining a thriving and vibrant downtown is a critical part of maintaining a healthy community.

The Central Business District should continue to function as one of the two major commercial and retail nodes in the city, (the other being the M-66 corridor). Development in the Central Business District should focus on infill development, redevelopment, community development, revitalization projects, and landscaping and façade improvements where appropriate.

When new development, infill development, or redevelopment occurs, the new construction should complement the existing development pattern. The front facades of buildings should be located at the front lot line to maintain the existing building lines that have been established. When new buildings are to be wider than existing buildings, generally 50 feet or wider, the front façade should be broken down into smaller bays to maintain the rhythm of the existing storefront patterns. Buildings should maintain the existing height patterns and should be two or three stories tall. In all cases, the goal of any new construction should be to maintain the traditional main street feel of downtown Sturgis.

Generally, a mix of uses is appropriate in the Central Business District. Priority should be given to retail sales and services on the ground floor of multi-story buildings. Such uses generate foot traffic that is a key aspect of maintaining a healthy retail business environment. The goal should be to create a critical mass of retail business activity that can make the downtown a destination. Offices and residential uses should be encouraged on the second floor of multi-story buildings. First floor offices should be located off US-12 whenever possible. Due consideration should be given to encouraging second story and loft apartments in the Central Business District. An important element of building and maintaining a successful downtown is to have residential population in

and adjacent to the downtown. While Sturgis has a significant residential population within walking distance of the Central Business District, more can be done to encourage residences in the downtown.

The Central Business District should continue to implement the strategies and recommendations of the 2003 Downtown Sturgis Master Plan.

Industrial:

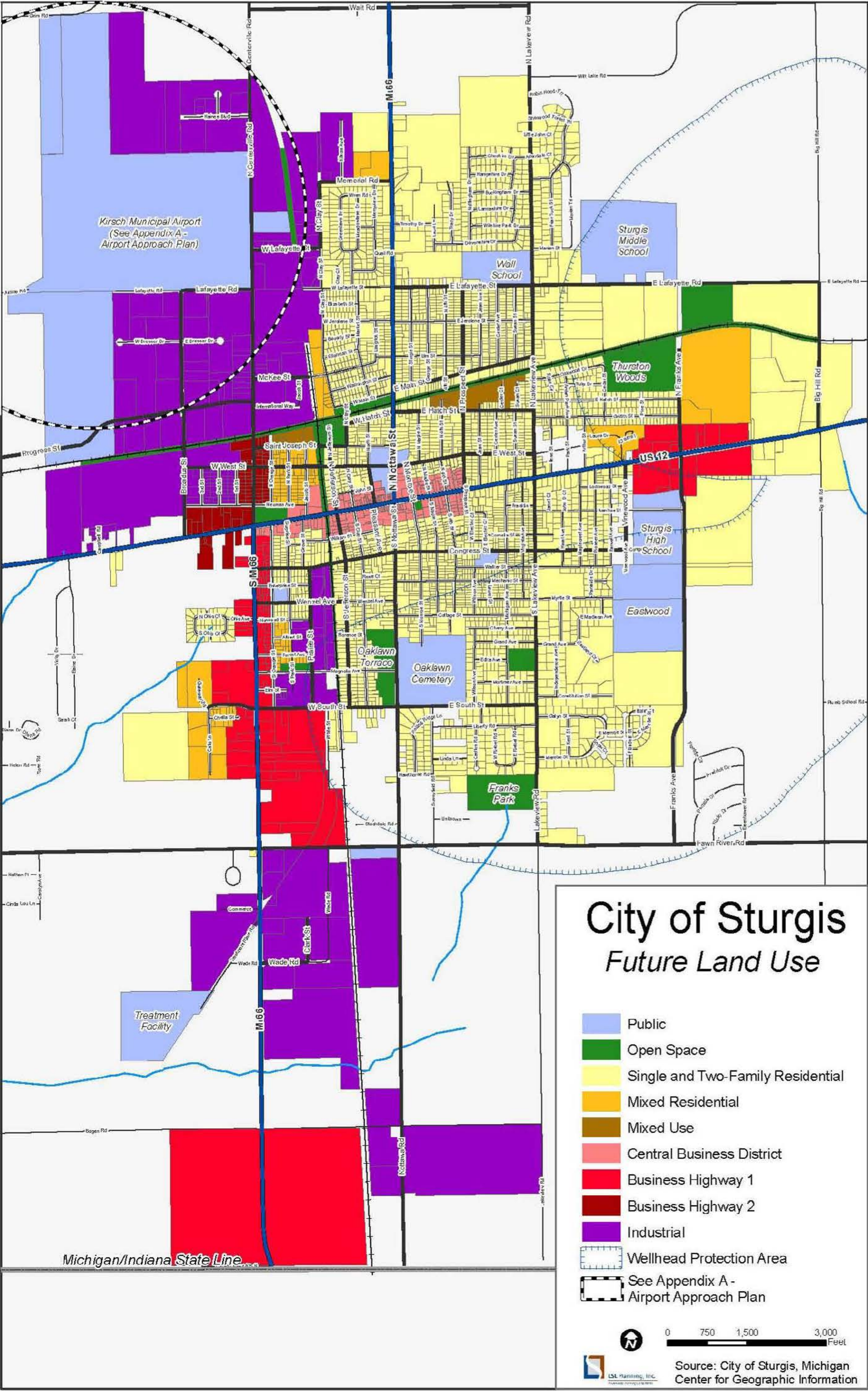
Sturgis has a long history of industrial development. The city's location offers industrial users access to several means of transportation including US-12 and Interstate 80/90, as well as major railroad corridor, and the Kirsch Municipal Airport. Industrial uses include manufacturing, assembly, processing, and others. Industrial areas on the Future Land Use Map reinforce the existing pattern of industrial development in the city. Industrial development should focus on redevelopment and infill development in an effort to revitalize the industrial areas of the city and avoid costly greenfield development.

Public:

Areas delineated as Public on the Future Land Use Map are those areas of the city owned and operated by a public entity. This includes the Sturgis civic center, fire and police, department of public works, auditorium, cemeteries, etc. These uses are intended to remain in perpetuity.

Open Space:

Parks and open space are important in creating a vital community. The Future Land Use map indicates Open Space areas as a way to plan for both passive and active recreational space in the city. Several existing parks are designated as open space in order to preserve them for future generations. Most notably, Open Space areas are designated on all of the major railroad corridors crossing the city. Railroad corridors, whether vacant or occupied, provide an opportunity to expand non-motorized transportation and recreational opportunities. Partnerships between rail corridor owners, the City of Sturgis, and surrounding municipalities should be explored in order to facilitate the development of pathway systems to serve community residents. It should be noted that, in general, the city's Community Park and Recreation Plan serves as the primary document for the planning of recreation space. That document is updated every five years and adopted by both the Planning Board and Parks and Recreation Commission. As such, that document should be the principle planning document for recreational matters and should be viewed as a supplement to this master plan.



Zoning Plan

The following table describes the relationship between the future land use designations and the current zoning districts.

Land Use Designation	Zoning District
Single and Two-Family Residential	R-1 Rural Residential, R-2 Subdivision Residential, and R-3 Residential Districts with minimum lot areas of 11,000 sq. ft. and 7,500 sq. ft., respectively. The intent of these districts is to preserve and enhance single-family residential neighborhoods while allowing for areas that have already developed at higher densities or where higher densities are appropriate.
Mixed Residential	R-4 Apartment Residential and R-5 Residential Districts. These districts are primarily single-family residential districts. However, they allow for a wide variety of multiple-family residential housing types. A greater sense of community and neighborhood pride can be fostered by allowing renter-occupied units within single-family neighborhoods.
Mixed-Use	This is no district that corresponds to this designation. In order to encourage the redevelopment of vacant industrial parcels, the city should consider the creation of a zoning district specifically designed to create vibrant mixed-use areas.
Business Highway 1	While there is no directly corresponding zoning district, this land use designation does encompass portions of the B-OS Business Office Service and B-H Business Highway Districts. To avoid the over commercialization of transportation corridors in the city and to establish unique business areas, it is recommended that the city separate highway/service/restaurant type commercial uses from heavier light industrial/auto-oriented/storage type uses.
Business Highway 2	While there is no directly corresponding zoning district, this land use designation does encompass portions of the B-OS Business Office Service and B-H Business Highway Districts. To avoid the over commercialization of transportation corridors in the city and to establish unique business areas, it is recommended that the city separate highway/service/restaurant type commercial uses from heavier light industrial/auto-oriented/storage type uses.

Land Use Designation	Zoning District
Central Business District	B-C Central Business District. This zoning district and land use designation encompass downtown Sturgis and adjacent properties.
Industrial	M Manufacturing District. This district allows for a wide variety of industrial, manufacturing, warehousing, and associated auxiliary uses.
Public	There is no district that corresponds to this designation.
Open Space	There is no district that corresponds to this designation. However, it may be prudent for the city to create an open space or public zoning district in order to plan for the preservation and expansion of public spaces within the city.

PLAN IMPLEMENTATION

Although many others have a hand in the process, implementation of the master plan is primarily the responsibility of the Planning Board. The main tools of implementation are the zoning ordinance and the subdivision regulations that provide the city with development controls over the private use of land. Public use of lands are implemented by the City Commission through the Capital Improvements Plan with recommendations from the Planning Board. The final decisions with regard to the purchase of lands and the constructions of public facilities rest with the City Commission.

Subdivisions and Site Condominiums:

A subdivision or site condominium is a means of keeping track of the division and ownership of land. The zoning ordinance controls the lots sizes and density of the subdivisions, while site condominiums and the subdivision regulations control the widths and general design layouts, so the two ordinances are closely interwoven. In addition, both ordinances provide options designed to protect open spaces and encourage the development of well-designed single-family subdivisions and site condominiums.

Zoning Ordinance:

The master plan sets forth the guide for how land may be used in the city, while the zoning map controls the location and extent of such uses. The zoning ordinance sets forth the standards for development and establishes the intensity of land use through the control of densities, setbacks, open space, parking, building bulk, and other physical manifestations of development. This ordinance represents policies established to guide the long range development of the community.

Capital Improvements Program:

There are three basic purposes for having a capital improvements program. The first is to assist in the development of a realistic program of capital spending relating proposed projects to the city's fiscal ability to supports such ventures. All proposed projects must be related to the city's debt outstanding, the tax base, and the wealth of the community. The second purpose is to coordinate the various public works projects and improvements with one another. The final purpose of a CIP is to accomplish the community's Future Land Use Plan in providing the improvements contemplated therein a practical, economic, and timely manner.

An assessment of the Master Plan and its goals and objectives should be an annual function carried out by the Planning Board. One or more objectives for each segment of the plan should be pursued each year.

Through this process of goal assessment and plan solutions a city keeping pace with a changing world, will result.

As quoted in the 1967 Master Plan Report:

"Sturgis is changing. We see the city around us as a permanent unchangeable part of our life and tend to

solve problems on that basis, yet nothing should be further from the truth. We accept the here and now so readily that it is difficult to remember that the here and now did not even exist in 1947, just 20 short years ago. How very different Sturgis must inevitable be in 1987, just 20 short years from now."

Sturgis continues to change as all cities do. How different will Sturgis be in 2029?

It is the intent of this Master Plan to provide guidance for the next 20 years to assure that Sturgis will be a well balanced community of residential neighborhoods; a convenient and prosperous business community; a well planned industrial employment center with superlative schools and community services for all residents to share and enjoy.

Implementation Matrix

Action	Responsibility	Timing	Priority	Funding
1. Review zoning ordinance to see if it inhibits master plan implementation; make necessary changes.	Staff, Planning Board, City Commission	Within 1 year	1	
2. Adopt new zoning requirements to implement plan, including new mixed use districts, flexible regulations for industrial uses, revised commercial design standards, and appropriate density changes that reflect desired community character.	Staff, Planning Board, City Commission	Within 1 year	1	
3. Implement an economic development plan that: -Identifies potential employers and lists requirements for each category. -Is done in conjunction with public schools, establishing a program to provide necessary public infrastructure and public services (such as education and training) to secure jobs. -Promote development and create a business climate to attract positive economic development and maintain competitiveness.	Staff, Planning Board, School Board, City Commission	As needed	2	
4. Review and revise master plan in response to changing needs and priorities.	Staff, Planning Board, City Commission	Annually and as needed	2	

Action	Responsibility	Timing	Priority	Funding
5. Update Capital Improvements Plan to prioritize plan elements, projects and identify funding options.	Staff, Planning Board, City Commission	Within 1 year and annually	1	
6. Continue to vigorously enforce building and maintenance codes.	Staff	Now	1	
7. Implement policies to encourage community cleanup efforts and provide incentives to clean up and improve property.	Staff, Sturgis Schools, Chamber of Commerce, City Commission	Within 1 year	1	
8. Promote opportunities for “lifecycle” housing, including independent living units, assisted living and continual care.	Staff, City Commission, Planning Board, Area Senior Advocacy Agencies, Sturgis Hospital	1 – 5 years	2	
9. Develop and implement policies that serve to protect existing trees, woodlots and street trees in Sturgis.	Staff, Planning Board, City Commission	1 – 3 years	2	
10. Require new development to inter-connect with existing streets, sidewalks, and other infrastructure.	Staff, Planning Board via Site Plan Standards and Review, City Commission	1 – 2 years	1	
11. Continue and build on programs that encourage building renovation and improvements.	Staff, Planning Board, City Commission, DDA			
12. Prepare and implement access management measures that control the number, location and design of access points along all major road corridors.	Staff, Planning Board, City Commission, State and County Agencies			

Action	Responsibility	Timing	Priority	Funding
13. Continue to plan for and coordinate the M-66 alternate truck route to be located on the north side of the city.	Staff, Planning Board, City Commission, State and County Agencies			
14. Support other forms of transportation by interconnecting sidewalks, streets, bike lanes, and trails. In cooperation with surrounding jurisdictions prepare and implement a plan for an inter-connected, non-motorized trail/bike path system. Explore the feasibility of using both abandoned and active rail corridors as non-motorized trailways.	Staff, Planning Board, City Commission, Neighboring Communities, State and County Agencies			
15. Evaluate current travel patterns, volumes and street widths relative to their land use context. Develop a new street classification policy that employs traffic calming measures and also considers “road diets” to reduce street widths, while maintaining safe and acceptable traffic volumes.				
16. Continue to support the conversion of vacant industrial properties into viable and vibrant mixed-use development that compliment surrounding neighborhoods.	Staff, City Commission	Within 1 year	2	
17. Implement the recommendations of the 2005 M-66/State Route 9 Corridor Study for the Fawn River Crossing Area. Revise and amend the zoning ordinance as necessary.	Staff, City Commission, Planning Board	1 – 2 years	1	

APPENDIX A – AIRPORT APPROACH PLAN



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

November 14, 2007

Mr. Michael Hughes
Airport Manager
Kirsch Municipal Airport - Sturgis
130 N. Nottawa
Sturgis, Michigan 49091

Dear Mr. Hughes

Subject: Airport Approach Plan
Kirsch Municipal Airport - Sturgis

At its November 20, 2002 meeting, the Michigan Aeronautics Commission (MAC) officially approved an Airport Approach Plan for your airport. An amendment to zone 3 of the Land Use Guidelines portion of the plan was recently approved by the MAC at its November 15, 2006 meeting.

The Airport Approach Plan consists of height protection for the FAA Part 77 surfaces surrounding the airport and land use protection using standards adopted by the MAC. The Aeronautic Code of the State of Michigan requires these plans, as well as a copy of your Airport Layout Plan (ALP), be filed with the local planning agencies and/or political subdivisions underlying the areas depicted on the plans. Once filed with the local planning agency, section 125.3203 of the Zoning Enabling Act, Act 110 of 2006 requires these plans be included in the community's Master Plan which should provide an additional level of protection for the airport.

Enclosed is a copy of the most current land use zoning guidelines approved by the MAC to be included as part of the Kirsch Municipal Airport Approach Plan. Please file a copy of this document, along with your current ALP, with the appropriate agencies and/or municipalities.

Please notify our office with the enclosed form once you have filed your Airport Approach Plan with the appropriate agencies and/or municipalities. You may also send it to me electronically to the e-mail address listed below.

If you have and questions regarding this matter, please contact me at telephone number 517-335-9949 or by e-mail at smithlinn@michigan.gov.

Sincerely,

Linn P. Smith
Airspace & Airport Zoning Specialist
Airports Division
Bureau of Aeronautic and Freight Services

Enclosure

Cadd\zoning\78-01\78-01zon_1et.doc

AERONAUTICS BUILDING • 2700 E. AIRPORT SERVICE DR. • LANSING, MICHIGAN 48906
www.michigan.gov • (517) 335-9283

LH-LAN-0 (01/03)

ACCIDENT SAFETY ZONES, LAND USE GUIDELINES AND PLANNING STRATEGIES FOR NEW DEVELOPMENT

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 1 (See Special Note)	Population Density	Avoid land uses which concentrate people indoors or outdoors.	<ol style="list-style-type: none"> 1. 0-5 people/acre. 2. Airport sponsor should purchase property if possible. 3. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	<ol style="list-style-type: none"> 1. Create a height hazard overlay ordinance around the airport. 2. Airport sponsor should purchase property if possible. 3. Airport sponsor should obtain aviation and obstruction easements. 4. During the site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	<ol style="list-style-type: none"> 1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Special Note: Since the dimensions of Zone 1 correspond to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ or otherwise acquire rights to the property for the RPZ..

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 2	Population Density	Avoid land uses which concentrate people indoors or outdoors.	<ol style="list-style-type: none"> 1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	<ol style="list-style-type: none"> 1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	<ol style="list-style-type: none"> 1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 3	Population Density	Avoid land uses which concentrate people indoors or outdoors.	<ol style="list-style-type: none"> 1. < 25 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	<ol style="list-style-type: none"> 1. Create a height hazard overlay ordinance around the airport. 2. Obtain avigation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	<ol style="list-style-type: none"> 1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

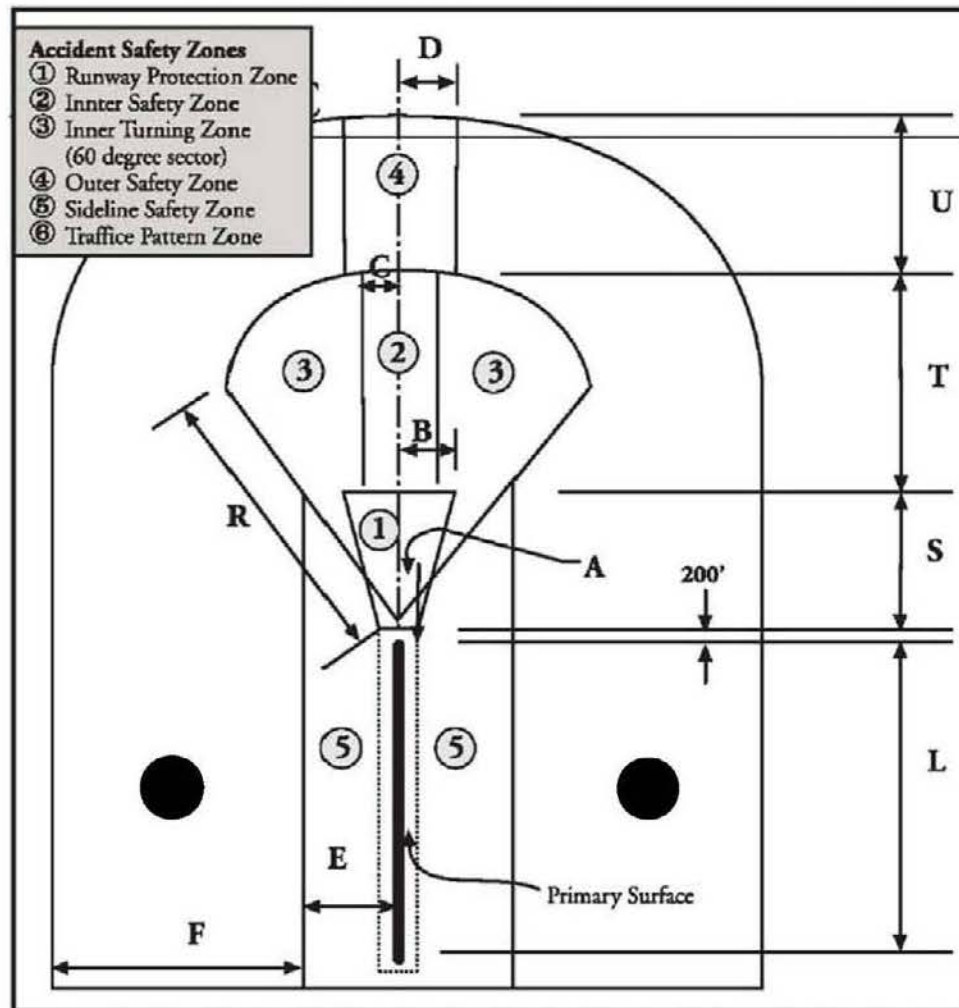
COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 4	Population Density	Limit population concentrations.	1. < 40 people/acre in buildings, < 75 persons/acre outside buildings.
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation easements. 3. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from extended runway centerline. 4. Prohibit mobile home parks. 5. Require downward shading of lighting to reduce glare. 6. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 5	Population Density	Avoid land uses which concentrate people indoors or outdoors.	<ol style="list-style-type: none"> 1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	<ol style="list-style-type: none"> 1. Airport sponsor should purchase property if possible. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain aviation and obstruction easements. 4. During site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	<ol style="list-style-type: none"> 1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

AIRCRAFT ACCIDENT SAFETY ZONE DIAGRAM



SAFETY ZONE DIMENSION (IN FEET)

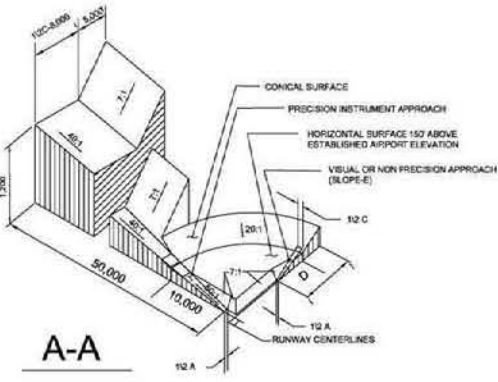
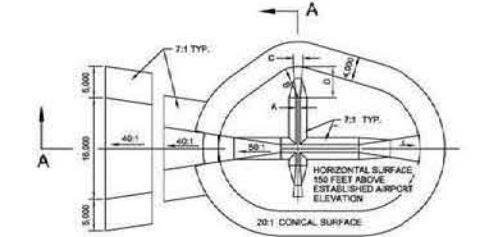
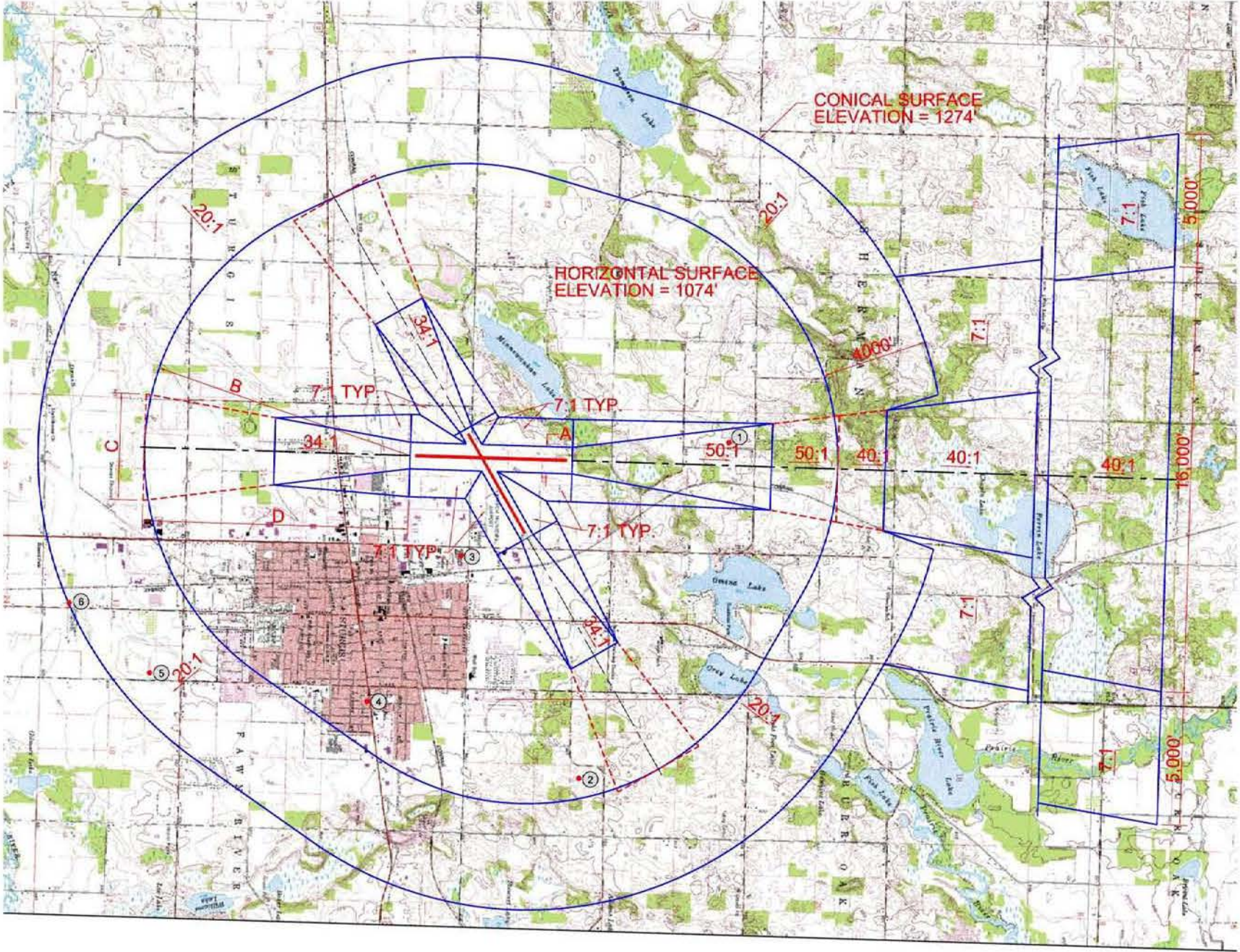
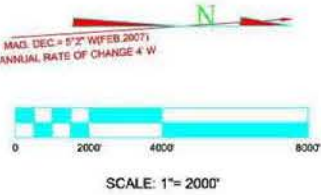
Note:
Data Source: NTSB
accident investigations
1984-1991. Illustration
Source: Hodges and
Shutt, Institute of
Transportation Studies,
University of California,
Berkeley, 1993.

Dimension	Runway Length Category (L)		
	Runway less than 4,000	Runway 4,000 to 5,999	Runway 6,000 or more
A	125	250	500
B	225	505	875
C	225	500	500
D	225	500	500
E	500	1,000	1,000
F	4,000	5,000	5,000
R (60°Sector)	2,500	4,500	5,000
S	1,000	1,700	2,500
T	1,500	2,800	2,500
U	2,500	3,000	5,000

NUMBER	STRUCTURE	LAT.	LONG.	AMSL	AGL	STUDY #
1	TOWER	41°50'10"	85°26'38"	1,150'	200'	*
2	TOWER	41°49'18"	85°23'48"	1,129'	200'	*
3	BUILDING	41°48'35"	85°25'36"	1,117'	194'	*
4	TOWER	41°48'02"	85°24'24"	1,053'	123'	*
5	TOWER	41°46'41"	85°24'36"	1,301'	407'	*
6	TOWER	41°46'11"	85°25'10"	1,277'	405'	*

ESTABLISHED AIRPORT EL. = 924'
AIRPORT REFERENCE POINT

LAT: N 41° 48' 47"
LONG: W 85° 26' 19"



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	350	500	500	500	1,000	1,600
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	1,200	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	20:1	20:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 20:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

3					
2					
1					
NO.	DATE	REVISIONS	BY	APPR.	
FAR PART 77 SURFACES					
KIRSCH MUNICIPAL AIRPORT, STURGIS, MI					
JOB NO.	20024560	DRAWN	ACT	CHECKED	ACT
DATE	06-28-03	DESIGNED	ACT	APPROVED	ACT
				SHEET	17 OF 17
				FILE NUMBER	78-1

ARMSTRONG.
4100 Capital City Blvd., 2nd Floor
Lansing, MI 48206
P: 313.327.1980 F: 313.327.1982
www.armstrong.com

NAME: JAMES L. LEE
FIRM: JAMES L. LEE & ASSOCIATES, P.C.
PROJECT: KIRSCH MUNICIPAL AIRPORT, STURGIS, MI
DATE: 06-28-03
BY: JLL
CHECKED: JLL
APPROVED: JLL

RESOLUTION OF APPROVAL MASTER PLAN OF FUTURE LAND USE CITY OF STUGIS, MICHIGAN PLANNING BOARD

WHEREAS, Act 33, Public Acts of Michigan 2008, as amended, provides for a City Planning Board to prepare and recommend adoption of a master plan for the physical development of the City; and,

WHEREAS, The City Commission of the City of Sturgis has passed a resolution asserting the Commission's right to adopt the Master Plan and all elements and updates of that Plan, as allowed by Act 33, Public Acts of Michigan 2008, as amended; and,

WHEREAS, the City of Sturgis Planning Board has prepared a Master Plan Update for the City of Sturgis in compliance with Act 33; and,

WHEREAS, the City of Sturgis distributed the draft Master Plan to the county planning commission and the planning commissions of surrounding units of government, and all other relevant agencies for review and comment in compliance with Act 33; and,

WHEREAS, the City of Sturgis Planning Board held a properly noticed public hearing on the draft Master Plan Update on _____, in accordance with the requirements of Act 33 and other applicable State statutes; and,

WHEREAS, at the public hearing held on _____, the citizens of the City of Sturgis were afforded the opportunity to provide oral and written comments on the draft Master Plan, which comments the Planning Board has taken into consideration; and,

WHEREAS, on _____, the City of Sturgis Planning Board, by a two-thirds majority vote of its membership as required by Act 33, adopted a motion to adopt a resolution approving the Master Plan and recommending adoption of the Master Plan to the City Commission; and

NOW, THEREFORE, BE IT RESOLVED, City of Sturgis Planning Board does hereby approve the Master Plan document, titled "Master Plan of Future Land Use," with notation that the Plan was approved by the Planning Board on _____, including all maps, descriptive narrative and future land use recommendations therein, and recommends approval of the same by the City of Sturgis City Commission.

CERTIFICATION OF ADOPTION:

Offered by: _____
Supported by: _____
Yeas: _____
Nays: _____
Absent: _____

I, Keith Waltke, Chair of the Planning Board of the City of Sturgis, St. Joseph County, Michigan, hereby certify that the foregoing resolution was adopted by the Planning Board by a roll call vote at a regular meeting of the Board held on _____, in compliance with the Open Meetings Act.

Keith Waltke, Chair, Planning Board