



## **MASTER PLAN**

**2018-2023**

# **VILLAGE OF STEVENSVILLE**

**“Building a Future... Leaving a Legacy”**

**BERRIEN COUNTY, MICHIGAN**

**MASTER PLAN**

**2018-2023**

## **VILLAGE OF STEVENSVILLE**

5768 St. Joseph Avenue  
Stevensville, Michigan 49127  
269-429-1802

## **VILLAGE COUNCIL**

|                  |                   |
|------------------|-------------------|
| Steve Slavicek   | Village President |
| Pat Arter        | President Pro-tem |
| Ken Hansen       | Trustee           |
| Brian Liggett    | Trustee           |
| Chris Mason      | Trustee           |
| Amanda Pohyba    | Trustee           |
| Carl Steinberger | Trustee           |

The Village of Stevensville Board of Trustees adopted this plan on June 13, 2018.

## **PLANNING COMMISSION**

|                      |              |
|----------------------|--------------|
| Bruce Arter          | Chair        |
| Carl Steinberger     | Commissioner |
| Shirley Kerlikowske  | Commissioner |
| Justin Schaul        | Commissioner |
| Antoinette Wilkinson | Commissioner |

The Village of Stevensville Planning Commission adopted this plan on June 7, 2018.

## **VILLAGE OFFICIALS**

|               |                   |
|---------------|-------------------|
| Tiffany Moore | Village Clerk     |
| Barbi Hammond | Village Treasurer |

This master plan was prepared in cooperation between the Village of Stevensville and the Southwest Michigan Planning Commission.



# **Chapter 1**

## **Community Profile**

## PURPOSE

A master plan serves as a decision-making tool for the village to help guide future development. It addresses the appropriate locations of, and relationships between, various types of land uses. It designates specific areas which have been determined to be most suitable for various uses, based upon such considerations as existing land uses, public infrastructure, transportation access, environmental conditions, topography, and soil types.

However, it is also more than this, serving as a multi-year inventory of the community, providing an analysis of community conditions, and being used as a tool to measure community change over time.

Although the plan takes the form of this written document, it is of secondary importance to the synthesis of collective thought by community members from which it was created. The plan is intended to be a realistic compendium of the village's goals and desires at a given point in time, not an idealized end-state at some unspecified point in the future. As such, the plan is designed to be flexible, and to be able to respond to changing circumstances. As its definition implies, the word "plan" is both a verb and noun, and results in an ongoing process as much as this end-product.

This master plan provides the conceptual framework on which specific implementation instruments, such as the zoning ordinance, are based on. In this role, it provides the legal "backbone" of the zoning ordinance, and helps guide the decisions made by administrative bodies, such as the Planning Commission and Zoning Board of Appeals, which relate to the master plan, and protect their decisions from being seen as arbitrary or as excessive exercises of their authority.

Where applicable, the plan also informs and gives direction to routine administrative functions such as a capital improvement plan, the issuance of building permits, zoning and site plan reviews, and sub-area planning efforts, such as for recreation and the downtown.

In short, the master plan, as an "umbrella statement" of community goals, provides the parameters directing day-to-day decisions and policy-making.



## LOCATION

The Village of Stevensville is located in southwest Michigan in Berrien County, in the southwest corner of the State of Michigan. It is surrounded on all other sides by Lincoln Township. The Village is less than one mile from Lake Michigan. Stevensville is part of the Twin Cities urban area of Benton Harbor and St. Joseph. It is less than a ten-minute drive south of St. Joseph.

**Map 1: Location of Stevensville, Berrien County, Michigan**



## HISTORY



*Thomas Stevens*

Covering exactly one square mile within the confines of Lincoln Township, the Village of Stevensville was plotted in 1871 by Thomas Stevens, a prominent Niles banker. The impetus for the Village's founding was the Chicago and Michigan Lake Shore Railroad, which opened between New Buffalo and St. Joseph in February 1870. Conveniently located along the railway, the Village of Stevensville became an important station for the line. The Village soon grew to become the downtown area for Lincoln Township and a center for local development. By 1878 the Village proudly claimed itself as home to a hotel, a gristmill, a smattering of stores and shops, two churches, and a couple dozen homes. Stevensville was officially incorporated in 1894, with a population of 250.

Twice in the early part of the century, Stevensville suffered devastating fires, both of which nearly destroyed the Village. The first, on August 9, 1909, burned half the Village to the ground. The second fire occurred on May 28, 1914, burning many major buildings, including the town hall, community center and high school gymnasium. Thanks to the strong tourist and fruit farming industries that provided the money after each fire, Stevensville was quickly rebuilt.



*An old view of the depot at Stevensville, MI with a Pere Marquette passenger train taking on passengers ([michiganrailroads.com](http://michiganrailroads.com).)*

Map 2: Stevensville in 1887

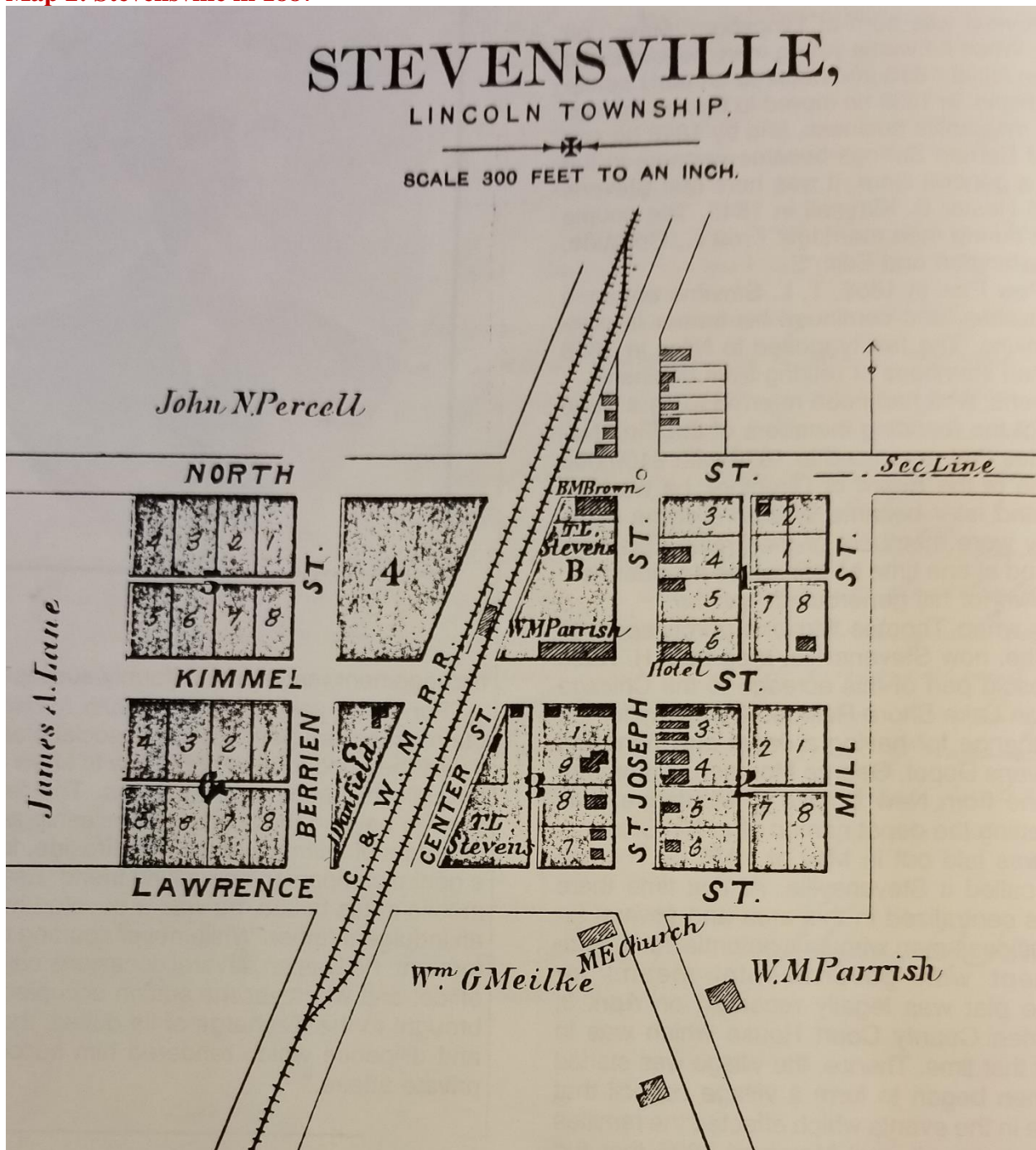


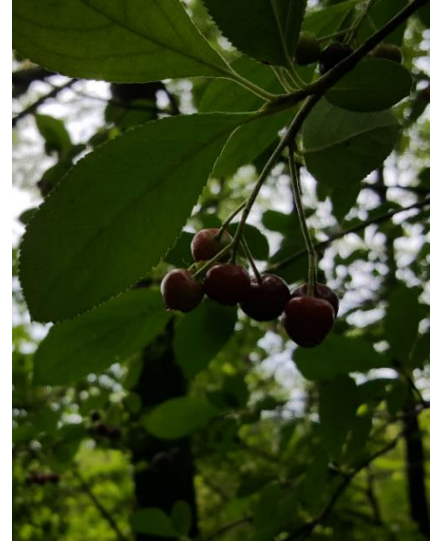
Image from STEVENSVILLE & AREA 1884-1984, map reprinted from the ATLAS OF BERRIEN COUNTY, MICHIGAN 1887

## Cranberries

The Stevensville area has a history of growing cranberries in the bog areas along the Grand Mere Lakes. Cranberry pickers utilized a shed located on the northwest corner of John Beers Road and St. Joseph Avenue (see the picture below) to hold cranberries until 1933. The shed was used for cranberry packing and storage for loading onto railcars for shipment then sale in Chicago.

The theme of cranberries permeates the cultural landscape of Stevensville to this day. Cranberries grow wild in Grand Mere State Park. The Grand Mere Inn Restaurant has its Cranberry Bog Bar. The community even has a cookbook utilizing the cranberry name, as well.

Southwest Michigan has many festivals dedicated to the produce of the land, for example, there is the Blossomtime Festival, South Haven's National Blueberry Festival, Bangor's Michigan Apple Festival, Niles's Four Flags Area Apple Festival, Hartford's Strawberry Festival, Coloma's Glad Peach Festival, and several communities have wine and harvest festivals (e.g., Bridgman, Paw Paw, and New Buffalo). Many of these festivals cooperate in the Fruit Belt 5k series. The Pokagon Band celebrates the end of the huckleberry season with their Kee-Boon-Mein-Kaa Pow Wow. There are many other examples. Each communities that celebrates theses festivals has the opportunity to enjoy and reflect on their cultural heritage, as well as provide family fun and an economic boost to the community. Even though cranberries are no longer commercially grown in the Stevensville area the cultural connection is still there. Stevensville could hold an annual "Wild Cranberry Festival" to take advantage of that heritage.



*Cranberry Shed picture from "Stevensville & Area 1884-1984"*



## DEMOGRAPHICS

### POPULATION

Based on data published by the U.S. Census Bureau, there were 1,142 people living in the Village of Stevensville in 2010; a -2.14% decrease from the population recorded in 2000. Table 1 presents the population trends from 1990 to 2010 for the Village of Stevensville, Lincoln Charter Township, Berrien County and the State of Michigan.

**Table 1: Population Trends**

|                          | 1990      | 2000      | 2010      | % Change<br>2000 to 2010 |
|--------------------------|-----------|-----------|-----------|--------------------------|
| Village of Stevensville  | 1,230     | 1,167     | 1,142     | -2.14%                   |
| Lincoln Charter Township | 13,604    | 13,956    | 14,691    | 5.29%                    |
| Berrien County           | 171,276   | 162,453   | 156,813   | -3.47%                   |
| State of Michigan        | 9,262,078 | 9,938,444 | 9,883,640 | -0.55%                   |

*Source: U.S. Census Bureau 1990, 2000, 2010*

Although there is no way to predict the total population growth with certainty, it is important to consider these forecasts while developing public policy and land use regulations. Table 2 presents the population projections for the Village of Stevensville for the next 5 years. These population forecasts are based on a demographic forecast provided by the Environmental Systems Research Institute (ESRI). These projections suggest that a decrease in the overall population in the Village of Stevensville can be expected to increase a little through 2022.

**Table 2: Population Projections**

|                          | Actual Population<br>2010 | Projected<br>Population 2022 | % Change 2010 to<br>2022 |
|--------------------------|---------------------------|------------------------------|--------------------------|
| Village of Stevensville  | 1,142                     | 1,387                        | 21.45%                   |
| Lincoln Charter Township | 14,691                    | 14,757                       | 0.44%                    |

*Source: U.S. Census Bureau and ESRI*

## AGE

The age distribution of a community can be an important factor in identifying social and economic trends as well as public service needs. Table 3 summarizes the 2010 trends. Table 3 summarizes the 2010 breakdown of males and females by age cohort from the 2010 Census. The median age is 44.2 years.

**Table 3: Age Distribution, Total and by Sex 2010**

| Age                        | Total Number | Total Percent | Female Number | Female Percent | Male Number | Male Percent |
|----------------------------|--------------|---------------|---------------|----------------|-------------|--------------|
| <b>Total population</b>    | <b>1,142</b> | <b>100</b>    | <b>593</b>    | <b>51.9</b>    | <b>549</b>  | <b>48.1</b>  |
| Under 5 years              | 52           | 4.6           | 31            | 2.7            | 21          | 1.8          |
| 5 to 9 years               | 57           | 5             | 33            | 2.9            | 24          | 2.1          |
| 10 to 14 years             | 78           | 6.8           | 37            | 3.2            | 41          | 3.6          |
| 15 to 19 years             | 58           | 5.1           | 26            | 2.3            | 32          | 2.8          |
| <b>Under 20 age group</b>  | <b>245</b>   | <b>21.5</b>   | <b>127</b>    | <b>11.1</b>    | <b>118</b>  | <b>10.3</b>  |
| 20 to 24 years             | 53           | 4.6           | 24            | 2.1            | 29          | 2.5          |
| 25 to 29 years             | 61           | 5.3           | 28            | 2.5            | 33          | 2.9          |
| 30 to 34 years             | 63           | 5.5           | 38            | 3.3            | 25          | 2.2          |
| 35 to 39 years             | 70           | 6.1           | 33            | 2.9            | 37          | 3.2          |
| <b>20 to 39 age group</b>  | <b>247</b>   | <b>21.5</b>   | <b>123</b>    | <b>10.8</b>    | <b>124</b>  | <b>10.8</b>  |
| 40 to 44 years             | 96           | 8.4           | 42            | 3.7            | 54          | 4.7          |
| 45 to 49 years             | 79           | 6.9           | 37            | 3.2            | 42          | 3.7          |
| 50 to 54 years             | 77           | 6.7           | 36            | 3.2            | 41          | 3.6          |
| 55 to 59 years             | 77           | 6.7           | 39            | 3.4            | 38          | 3.3          |
| <b>40 to 59 age group</b>  | <b>329</b>   | <b>28.7</b>   | <b>154</b>    | <b>13.5</b>    | <b>175</b>  | <b>15.3</b>  |
| 60 to 64 years             | 87           | 7.6           | 51            | 4.5            | 36          | 3.2          |
| 65 to 69 years             | 56           | 4.9           | 32            | 2.8            | 24          | 2.1          |
| 70 to 74 years             | 58           | 5.1           | 32            | 2.8            | 26          | 2.3          |
| 75 to 79 years             | 44           | 3.9           | 29            | 2.5            | 15          | 1.3          |
| 80 to 84 years             | 35           | 3.1           | 19            | 1.7            | 16          | 1.4          |
| 85 years and over          | 41           | 3.6           | 26            | 2.3            | 15          | 1.3          |
| <b>60 and up age group</b> | <b>321</b>   | <b>28.2</b>   | <b>189</b>    | <b>16.6</b>    | <b>132</b>  | <b>11.6</b>  |

*Source: U.S. Census Bureau, 2010*

## ECONOMIC & HOUSEHOLD CHARACTERISTICS

The median household income in Village of Stevensville increased from 2000 to 2011-2015 (see Table 4). Table 5 depicts household trends and changes for the Village of Stevensville as well as the region. According to U.S. Census, the Village of Stevensville had 526 households. Compared to the County and State, a greater percentage of households in the Village of Stevensville have households with individuals 65 years and over.

**Table 4: Summary of Economic Characteristics, 2000 to 2015**

| <b>Village of Stevensville</b>        | <b>2000</b> | <b>2011-2015 ACS</b>   | <b>Percent Change</b> |
|---------------------------------------|-------------|------------------------|-----------------------|
| Median Household Income               | \$42,569    | \$51,667               | 21.37%                |
| Per Capital Income                    | \$23,228    | \$31,382               | 35.10%                |
| Percent of Families Living in Poverty | (X no data) | 2.7%                   | (no data to compare)  |
| Percent Unemployed                    | 2.1%        | 2%                     | -4.76%                |
| <b>Lincoln Charter Township</b>       | <b>2000</b> | <b>2011-2015 ACS</b>   | <b>Percent Change</b> |
| Median Household Income               | \$53,718    | \$69,069               | 28.57%                |
| Per Capital Income                    | \$27,559    | \$35,827               | 30%                   |
| Percent of Families Living in Poverty | (X no data) | 4%                     | (no data to compare)  |
| Percent Unemployed                    | 2 %         | 4%                     | 100%                  |
| <b>Berrien County</b>                 | <b>2000</b> | <b>2011-2015 ACS</b>   | <b>Percent Change</b> |
| Median Household Income               | \$38,567    | \$44,993               | 16.66%%               |
| Per Capital Income                    | \$19,952    | \$25,241               | 26.5%                 |
| Percent of Families Living in Poverty | 9.3%        | 12.9%                  | 38.7%                 |
| Percent Unemployed                    | 6%          | 5.7%                   | -5.7%                 |
| <b>State of Michigan</b>              | <b>2000</b> | <b>2011 – 2015 ACS</b> | <b>Percent Change</b> |
| Median Household Income (In \$)       | \$44,667    | \$49,576               | 10.99%                |
| Per Capital Income (In \$)            | \$22,168    | \$26,607               | 20.02%                |
| Percent of Families Living in Poverty | 7.4%        | 11.9%                  | 60.81%                |
| Percent Unemployed                    | 5.8%        | 6%                     | 3.44%                 |

Source: U.S. Census Bureau 2000, American Community Survey, 2009-2015, 5-year estimates

**Table 5: Household Characteristics, 2011-2015**

| <b>Household Characteristics</b>                          | <b>Village of Stevensville</b> | <b>Berrien County</b> | <b>State of Michigan</b> |
|---|--------------------------------|-----------------------|--------------------------|
| Percent of households with individuals under 18 years     | 23.2%                          | 30.2%                 | 31.6                     |
| Percent of households with individuals 65 years and older | 31.4%                          | 28.7%                 | 25.4                     |
| Average family size                                       | 2.78                           | 2.98                  | 3.05                     |
| Total number of households                                | 526                            | 63,054                | 3,872,508                |
| Average household size                                    | 2.17                           | 2.43                  | 2.49                     |

Source: U.S. Census 2010

## HOUSING

**Table 6: Housing Unit Summary**

|                               | 2000 | 2010 | Percent Change<br>2000 to 2010 |
|-------------------------------|------|------|--------------------------------|
| Owner Occupied Housing Units  | 361  | 364  | .83%                           |
| Renter Occupied Housing Units | 161  | 162  | .62%                           |
| Vacant Housing Units          | 53   | 58   | 9.43%                          |
| Total Housing Units           | 575  | 584  | 1.56%                          |

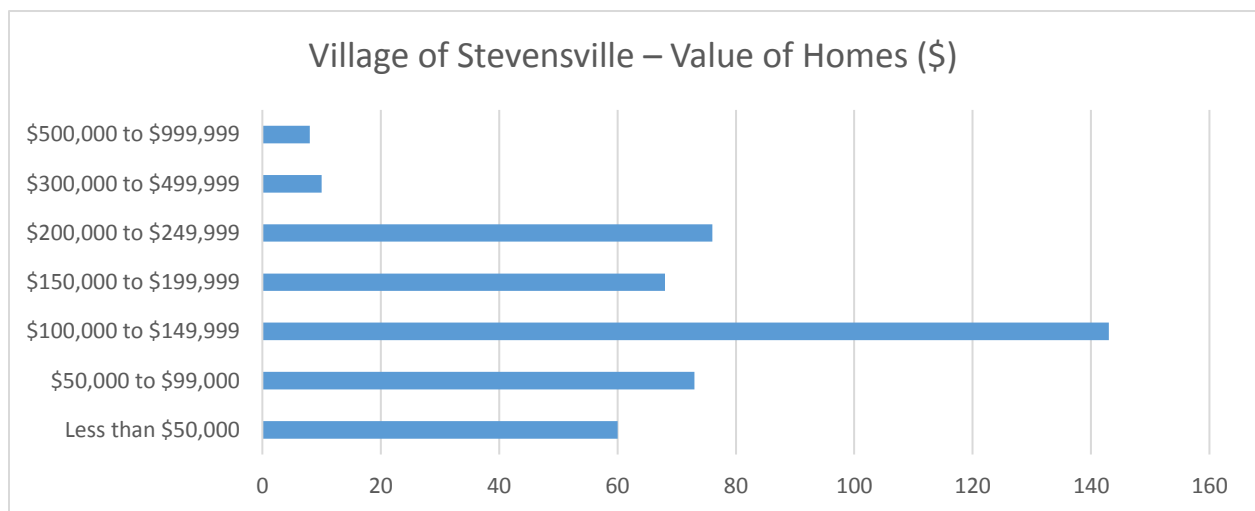
Source: U.S. Census 2000, 2010

Table 6 shows the change in renter-occupied housing units over time in the Village of Stevensville. According to the U.S. Census, a housing unit is vacant if no one is living in it at the time of the interview, unless its occupants are only temporarily absent. In addition, housing units where all the occupants have a usual residence elsewhere are grouped with vacant units.

**Table 7: Village of Stevensville Owner-Occupied Home Values, 2011 to 2015**

| Value of Homes (\$)    | Number of Homes | Percent of Total |
|------------------------|-----------------|------------------|
| Less than \$50,000     | 60              | 13.7%            |
| \$50,000 to \$99,000   | 73              | 16.7%            |
| \$100,000 to \$149,999 | 143             | 32.6%            |
| \$150,000 to \$199,999 | 68              | 15.5%            |
| \$200,000 to \$249,999 | 76              | 17.4%            |
| \$300,000 to \$499,999 | 10              | 2.3%             |
| \$500,000 to \$999,999 | 8               | 1.8%             |
| Median Value           | \$134,200       |                  |

Source: American Community Survey, 5-year estimates, 2011-2015

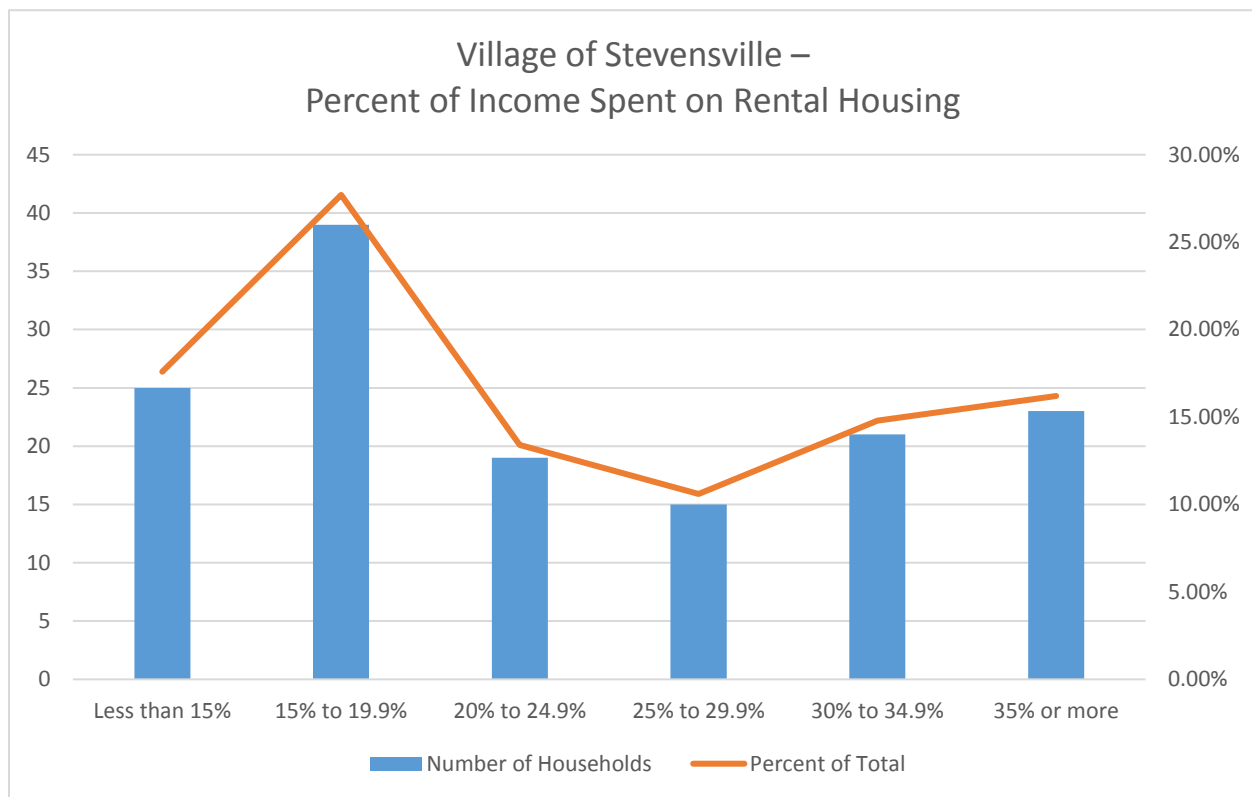


The median value of an owner occupied home according to the 2011-2015 American Community Survey 5-year estimates was \$134,200. As illustrated in Table 7, 48.1% of homes within the Village of Stevensville are worth between \$100,000 and \$200,000.

**Table 8: Percentage of Income Spent on Rental Housing, 2011 to 2015**

| Percent of Income Spent of Rental Housing | Village of Stevensville |                   | State of Michigan    |                   |
|---|-------------------------|-------------------|----------------------|-------------------|
|   | Number of Households    | Percent of Total  | Number of Households | Percent of Total  |
| Less than 15%                             | 25                      | 17.6%             | 123,657              | 12.1%             |
| 15% to 19.9%                              | 39                      | 27.7%             | 122,887              | 12.0%             |
| 20% to 24.9%                              | 19                      | 13.4%             | 120,916              | 11.8%             |
| 25% to 29.9%                              | 15                      | 10.6%             | 114,123              | 11.2%             |
| 30% to 34.9%                              | 21                      | 14.8%             | 87,842               | 8.6%              |
| 35% or more                               | 23                      | 16.2%             | 452,093              | 44.3%             |
| Not Computed                              | 12                      | (X) not available | 90,815               | (X) not available |

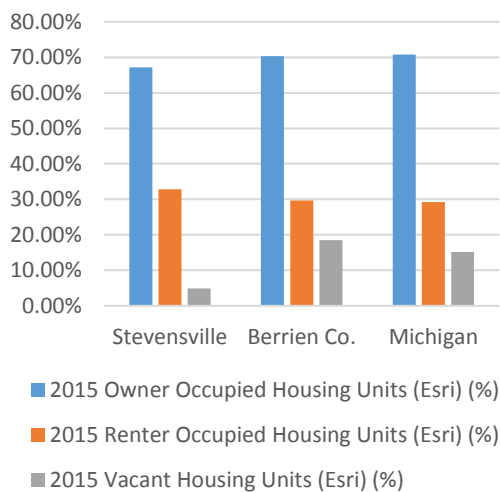
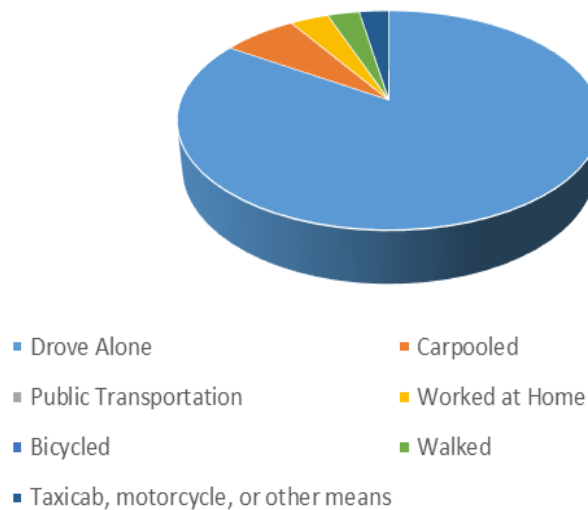
Source: American Community Survey, 2011 to 2015, 5-year estimates



According to the 2011-2015 American Community Survey, approximately 31% of renters in the Village of Stevensville spend 30% or more of their yearly income on rent (see Table 8). Federal Housing policy has established 30% as a benchmark, meaning families spending over 30% of their income on housing are likely financially burdened by housing expenses. Although on average individuals in the Village of Stevensville spend a lower percentage of income on rental housing compared with the state average, there still appear to be housing affordability challenges.

**Table 9: Housing Comparison Percentages**

| Sites        | 2015 Owner Occupied Housing Units (ESRI) (%) | 2015 Renter Occupied Housing Units (ESRI) (%) | 2015 Vacant Housing Units (ESRI) (%) |
|--------------|--|---|--------------------------------------|
| Stevensville | 67.16%                                       | 32.84%  | 4.89%                                |
| Berrien Co.  | 70.29%                                       | 29.71%  | 18.47%                               |
| Michigan     | 70.81%                                       | 29.19%  | 15.17%                               |

**Housing Comparison Percentages****Stevensville – Mode of Transportation to Work****COMMUTE TO WORK****Table 10: Mode of Transportation to Work, 2011 to 2015**

| Mode of Transportation to Work      | Village of Stevensville | State of Michigan |
|-------------------------------------|-------------------------|-------------------|
| Drove Alone                         | 84.1%                   | 82.6%             |
| Carpooled                           | 6.8%                    | 8.8%              |
| Public Transportation               | 0.0%                    | 1.4%              |
| Worked at Home                      | 3.5%                    | 3.6%              |
| Bicycled                            | 0.0%                    | 0.5%              |
| Walked                              | 2.9%                    | 2.2%              |
| Taxicab, motorcycle, or other means | 2.7%                    | 0.8%              |

Source: American Community Survey, 2011 to 2015, 5-year estimates

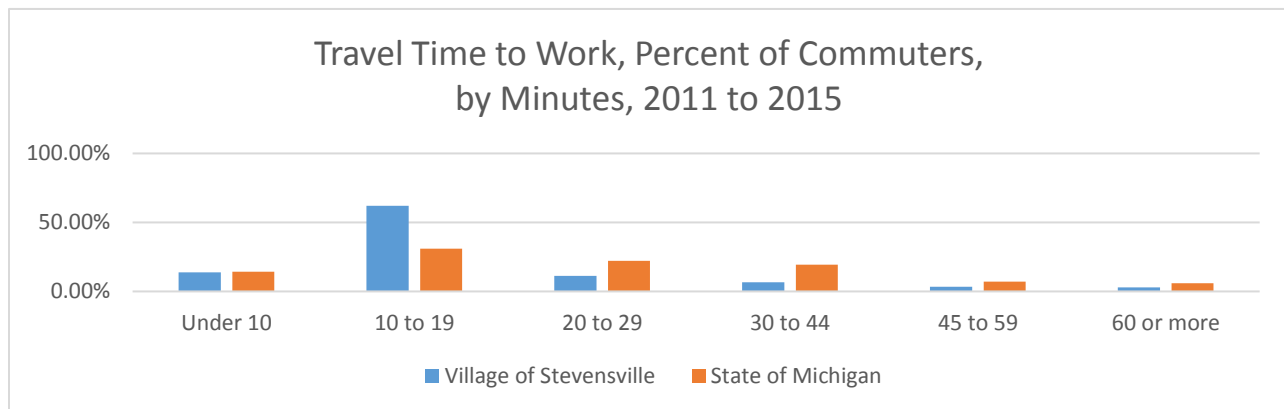
Table 10 shows that, similar to most communities in Michigan, the most prevalent commute mode in the Village of Stevensville is driving alone – at 84%; which is slightly above the state average. Despite the fact that few people appear to be biking or walking, respondents to the master plan survey cited better non-motorized connections as a high priority for future investment.

**Table 11: Travel Time to Work, Percent of Commuters, by Time, 2011 to 2015**

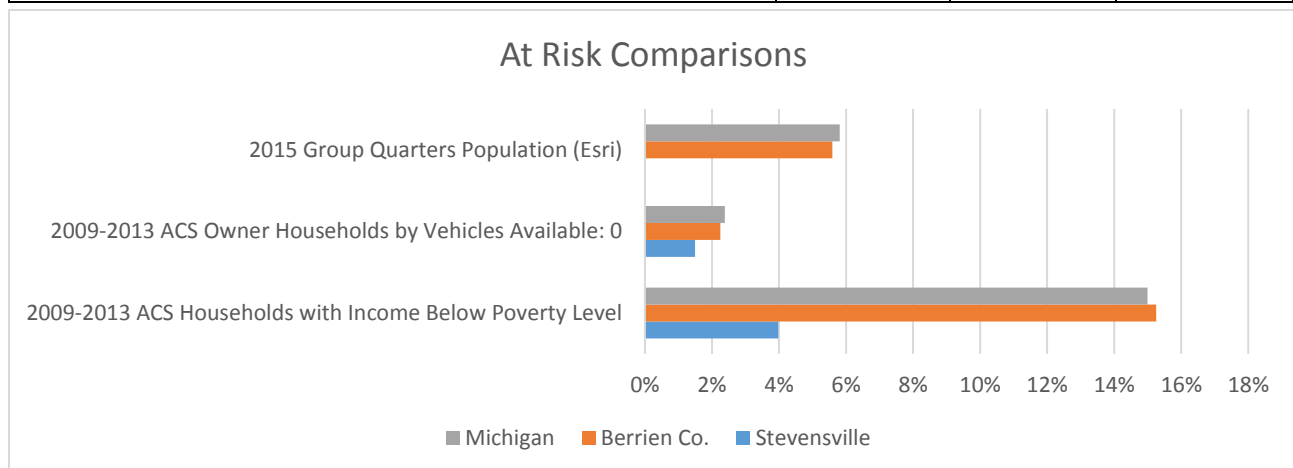
| Commute Time (In Minutes)        | Village of Stevensville | State of Michigan |
|----------------------------------|-------------------------|-------------------|
| Under 10                         | 13.9%                   | 14.3%             |
| 10 to 19                         | 62%                     | 30.9%             |
| 20 to 29                         | 11.2%                   | 22.2%             |
| 30 to 44                         | 6.6%                    | 19.4%             |
| 45 to 59                         | 3.3%                    | 7.2%              |
| 60 or more                       | 3.0%                    | 6.0%              |
| Mean travel time to work minutes | 18                      | 24.2              |

Source: American Community Survey, 2011 to 2015, 5-year estimates

Average commute times for residents living in the Village of Stevensville are substantially less than the average commute time statewide (see Table 11).

**Table 12: At Risk Comparisons**

| Variables  | Stevensville | Berrien Co. | Michigan  |
|--|--------------|-------------|-----------|
| 2009-2013 ACS Households with Income Below Poverty Level | 24           | 9,630       | 585,354   |
| 2009-2013 ACS Owner Households by Vehicles Available: 0  | 9            | 1,420       | 92,935    |
| 2015 Total Population (ESRI)                             | 1,294        | 155,570     | 9,870,786 |
| 2015 Group Quarters Population (ESRI)                    | 0            | 3,527       | 226,937   |
| 2015 Total Households (ESRI)                             | 603          | 63,121      | 3,902,559 |
| 2015 Average Household Size (ESRI)                       | 2.15         | 2.41        | 2.47      |



## EXISTING LAND USE

### LAND USE/LAND COVER

The Coastal Change Analysis Program of the National Oceanic and Atmospheric Administration in 2010 produced land use/land cover data which shown below.

#### Land Use Classifications

**Forest.** The Village of Stevensville includes 665 acres. Almost 200 of those acres (three out of every ten) are covered in forest, but due to the smaller size of areas covered they would better be described as wooded land. Wooded lands are especially concentrated on the bluff slope between Red Arrow Highway and I-94, upland of the wetlands along Hickory Creek, surrounding the homes along Wildwood Lane, and a few other areas.



*Forested bluff's treetops*

**Low Intensity Developed.** The second most abundant land use for the Village of Stevensville is low intensity development, mostly including single-family homes, with 167 acres, which is about one acre of every four in the Village. It includes areas with a mixture of constructed materials and vegetation, with impervious surfaces accounting for 20 to 49% of total cover.

**High/Medium Intensity Developed.** This land use classification includes urban land uses more intensive than single-family homes, such as multi-family housing, commercial, institutional, and industrial land uses. This medium to high intensity land use includes 121 acres (18%). It includes areas with a mixture of constructed materials and vegetation, with impervious surfaces accounting for over 50% of total cover.

**Developed Open Space.** Developed open space in the Village of Stevensville includes maintained lawns larger than those found at a typical single family home, as well as construction sites, such as the area around Village Ct was back in 2010 before those homes were built. This land use includes 104 acres (15%). It includes areas with a mixture of some constructed materials, but mostly vegetation in the form of lawn grasses, with impervious surfaces accounting for less than 20% of total cover. These areas most commonly include large-lot single-family housing, parks, and vegetation planted in developed settings for recreation, erosion control, or aesthetic purposes.

**Wetland.** The Village has 51 acres of wetlands (7.7%). Wetlands include areas with vegetative cover and the soil or substrate are periodically saturated with or covered with water. Wetlands in Stevensville are most highly concentrated in the floodplain of Hickory Creek and at the forested wetlands in the northwest and southwest corners of the Village, at the base of the bluff, along I-94. A more detailed map and exploration of wetlands is in the Wetlands section of this plan.

**Cultivated.** When this land use information was collected in 2010 there were grape vines cultivated on the left bank of Hickory Creek near the Village's southern limits. And there were one or two other cultivated area within the Village. Presently there are not any cultivated areas

within the Village. Consisting of only 16 acres (2.4%), the impact on the land use data presented here is minimal.

**Pasture/Hay/Grassland.** The smallest land use classification for land in the Village is “Pasture/Hay/Grassland” which differs from Developed Open Space because grasses are not maintained (developed). When this land use data was collected in 2010, the eight acres within this classification were concentrated in two places: (1) Jung Memorial Natural Area, and (2) east of Red Arrow Highway near the southern village limits. Jung Memorial Natural Area still has this use, but the other area is now wooded (forest land use).

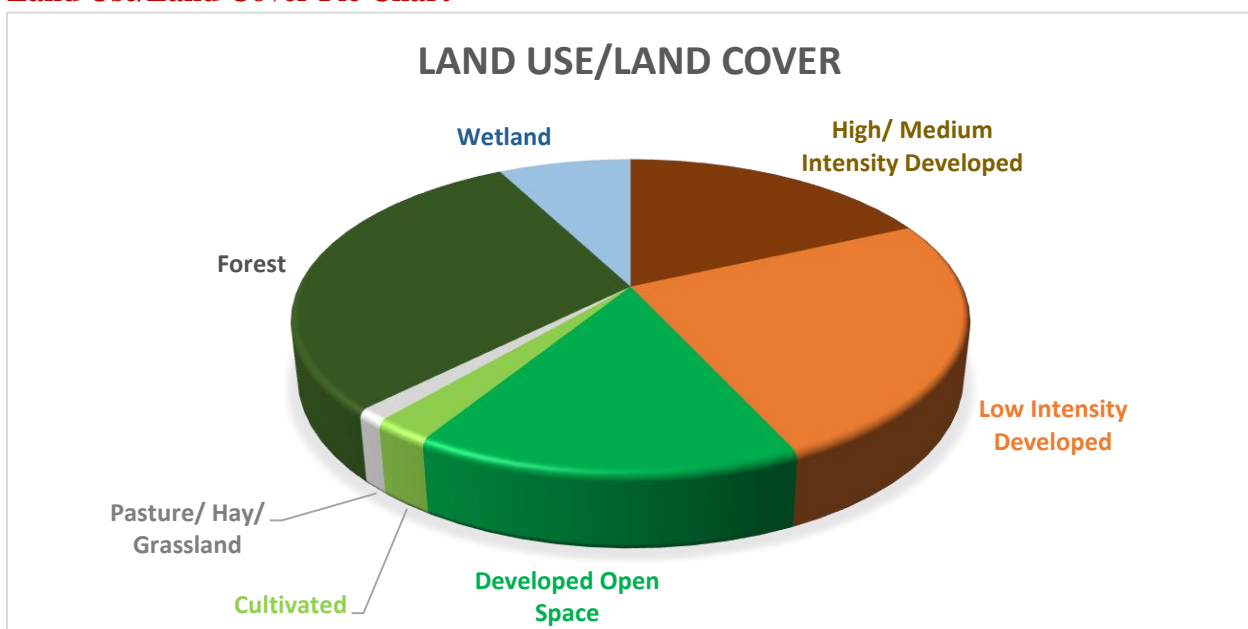
**Water.** Surface water is not included as part of the land use/land cover table or pie chart, but it is on Map 3: Land Use/Land Cover, on the next page. Surface water in the Village of Stevensville includes Hickory Creek and several ponds, which are mostly on private property. However, the old mill pond, which is located along Hickory Creek, is partially on private property and partially on property owned by Sarett Nature Center.

#### Land Use/Land Cover Table

| Land Use/Land Cover             | Acres      | Percent       |
|---------------------------------|------------|---------------|
| High/Medium Intensity Developed | 121        | 18.4%         |
| Low Intensity Developed         | 167        | 25.4%         |
| Developed Open Space            | 104        | 15.9%         |
| Cultivated                      | 16         | 2.4%          |
| Pasture/Hay/Grassland           | 8          | 1.3%          |
| Forest                          | 199        | 30.4%         |
| Wetland                         | 51         | 7.7%          |
| <b>Total</b>                    | <b>665</b> | <b>100.0%</b> |

Source: National Oceanic and Atmospheric Administration, Coastal Change Analysis Program (C-CAP), 2010

#### Land Use/Land Cover Pie Chart



**Map 3: Land Use/Land Cover**

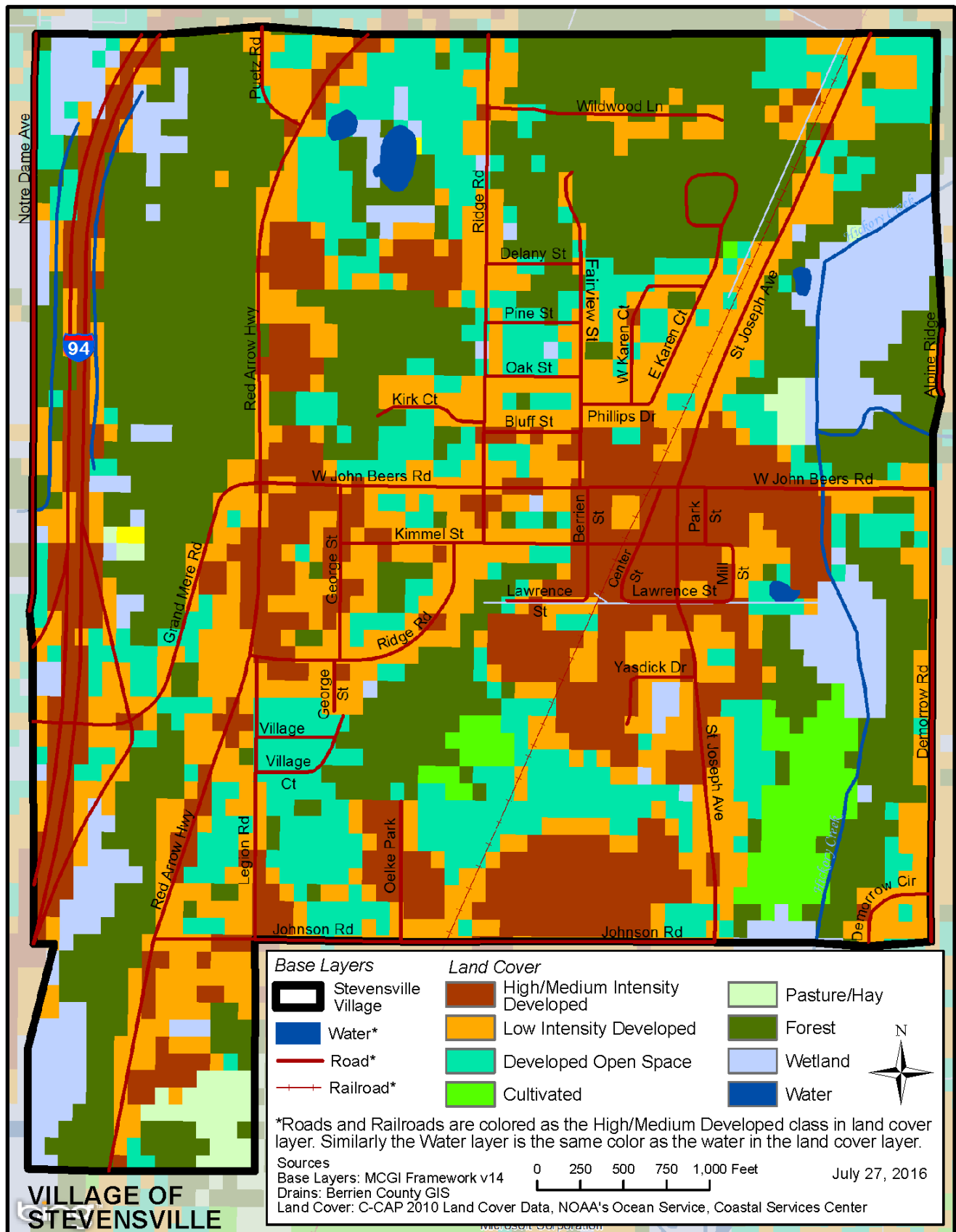


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## **Chapter 2**

### **Community Features**

## TRANSPORTATION

The Village of Stevensville street transportation system offers options for motorists, public transit riders, pedestrians, and bicyclists. Residents can access a countywide public transportation system whose options are being redeveloped for transit riders as this Plan is being written. Beyond the Village's street network, residents can further connect to intercity bus service, private transportation providers, rail, and flight options.

### MOTORISTS

**Regional Access.** Stevensville has excellent regional transportation access for motorists via I-94 and its nearby access to U.S. Route 31. The distances below are to city centers. Travel times are approximate.

|                  |                  |                  |                   |
|------------------|------------------|------------------|-------------------|
| South Bend, IN   | 35 miles/45 min. | Chicago, IL      | 89 miles/95 min.  |
| Kalamazoo, MI    | 58 miles/60 min. | Indianapolis, IN | 183 miles/3 hours |
| Grand Rapids, MI | 88 miles/80 min. | Detroit, MI      | 193 miles/3 hours |

### Map 4: Drive Times



## STREET NETWORK/ROAD FUNDING

There are several sources of funding for the street network within the Village of Stevensville, depending on the classification and geographic location of the roadway. Many roadways qualify for multiple sources of funding. The table below outlines the various State of Michigan funding and federal funding sources available. Descriptions of these funding programs are given below. The table divides roadways into ones that are federal aid eligible and ones that are not, known as local roads. Local millage street funding and other funding sources are not featured here.

**Street Funding Table**

|   | Local Roads | Federal Aid Eligible Roads |
|---|-------------|----------------------------|
| State of Michigan Act 51 Funding                      | X           |                            |
| Federal Surface Transportation Block Grant Funding    |             | X                          |
| Federal Congestion Mitigation and Air Quality Funding |             | X                          |
| Federal Transportation Alternatives Program Funding   |             | X                          |
| Federal Safe Routes to School Funding                 | X           | X                          |

### State of Michigan Street Funding: Act 51 of 1951

State of Michigan Act 51 of 1951 distinguishes streets as either “major” or “local” for funding purposes. The law establishes the obligation for the Village to maintain their streets, including preservation, reconstruction, resurfacing, restoration and rehabilitation, as well as for snow removal, cleaning, patching, signing, and marking.

**Major Streets:** The Village’s major streets include Red Arrow Highway, W. John Beers Road, St. Joseph Avenue, Ridge Road north of W. John Beers Road, Demorrow Road, and Johnson Road (all of which are also entrance corridors to the Village), plus select downtown streets, including one block of Berrien Street from W. John Beers Road south to Kimmel Street; Kimmel Street from Berrien Street to Mill Street; Mill Street, Lawrence Street, and Center Street.

**Local Streets:** Act 51 designates any non-major public village street as a local street.

**Act 51 Certification.** The State of Michigan maintains a map for each road-maintaining jurisdiction showing each jurisdiction’s Act 51 designated major and local streets. An image of the Act 51 map is on the next page (Map 5). Major streets are highlighted in purple to make them easier to see than the original black and white map.

**Act 51 Street System Map – Certified Mileages.** On the next page is Map 5: Act 51 Street System for the Village of Stevensville. Per Act 51 of 1951 the Village has 5.20 miles of major streets (highlighted purple on the map on the next page) and 4.74 miles of local streets, with a total of 9.94 street miles. (Other street maps in this section show the street names more clearly.)

# Map 5: Act 51 Street System

11 - VILLAGE OF STEVENSVILLE

APPROVED  
5.20 -- MILES OF MAJOR STREET  
4.74 -- MILES OF LOCAL STREET  
FOR THE PERIOD  
JULY 1, 2016 to JUNE 30, 2017  
BY  
  
ACT 51 ADMINISTRATOR  
July 1, 2016  
DATE OF APPROVAL

## VILLAGE OF STEVENSVILLE BERRIEN COUNTY

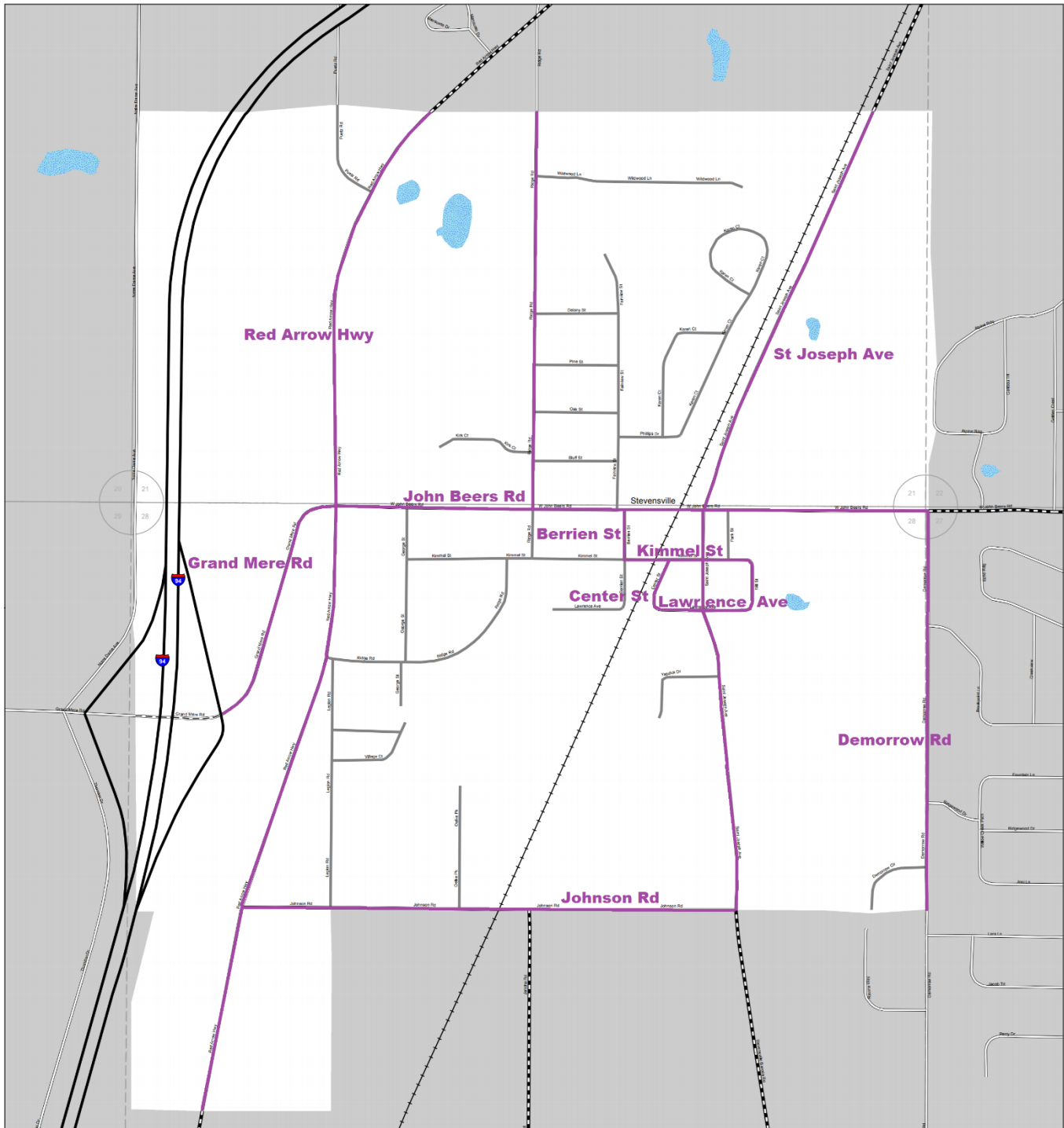
POP. 1,142 -- 2010 CENSUS  
T 5S - R 19W  
STREET SYSTEM  
THE MICHIGAN HIGHWAY LAW,  
PUBLIC ACT 51 OF 1951, AS AMENDED.  
MICHIGAN DEPARTMENT OF TRANSPORTATION  
1 inch equals 400 feet Map Size 18x24



0 1 2

| ROAD SYSTEM     | LEGEND                     | GEOGRAPHY       |
|-----------------|----------------------------|-----------------|
| STATE TRUNKLINE | ADJACENT JURISDICTION ROAD | 425 ZONES       |
| COUNTY PRIMARY  | UNIVERSITY ROAD            | SECTIONS        |
| COUNTY LOCAL    | STATE PARK ROAD            | NON-FOCUS AREAS |
| CITY MAJOR      | RAILS TO TRAILS            | LAKE / RIVER    |
| CITY LOCAL      |                            | HYDROGRAPHY     |
|                 |                            | RAILROAD        |

Revision Date: August 31, 2016



## Federal Aid Eligible – The National Functional Classification

In addition to the State of Michigan's Act 51 system for funding Village streets, the federal government uses a system called the National Functional Classification, which distinguishes streets into the following categories:

**Interstate:** Interstates accommodate large volumes of traffic at high speeds with access points and limited interchanges at major interesting roadways. The Village of Stevensville has access to I-94 with a major interchange at John Beers Road and Red Arrow Highway. The Village could capitalize on its level of access on John Beers Road.

**Arterials:** Arterials are higher capacity roadways that move traffic from collector roads to interstates. Access along arterials is usually limited in order to increase traffic flow and level of service. Many times there are opportunities to enhance the safety and performance of arterials through reductions in conflict points and enhancements to traffic signal networks. Arterials have been broken into two subcategories: principal arterials and minor arterials.

**Principal Arterials:** Principal Arterials typically carry higher traffic volumes and are spaced further apart than minor arterials. Red Arrow Highway is classified as a principal arterial and intersects with several streets within the Village including; W. John Beers Road, Puetz Road and Johnson Road. A small portion of W. John Beers that feeds into I-94 is also classified as a principal arterial.

**Minor Arterials:** Minor Arterials should provide more access points along a given route than primary arterials, and will generally accommodate lower traffic volumes. There are several streets within the Village of Stevensville that are classified as minor arterials. They include W. John Beers Road, Johnson Road, and Stevensville-Baroda Road.

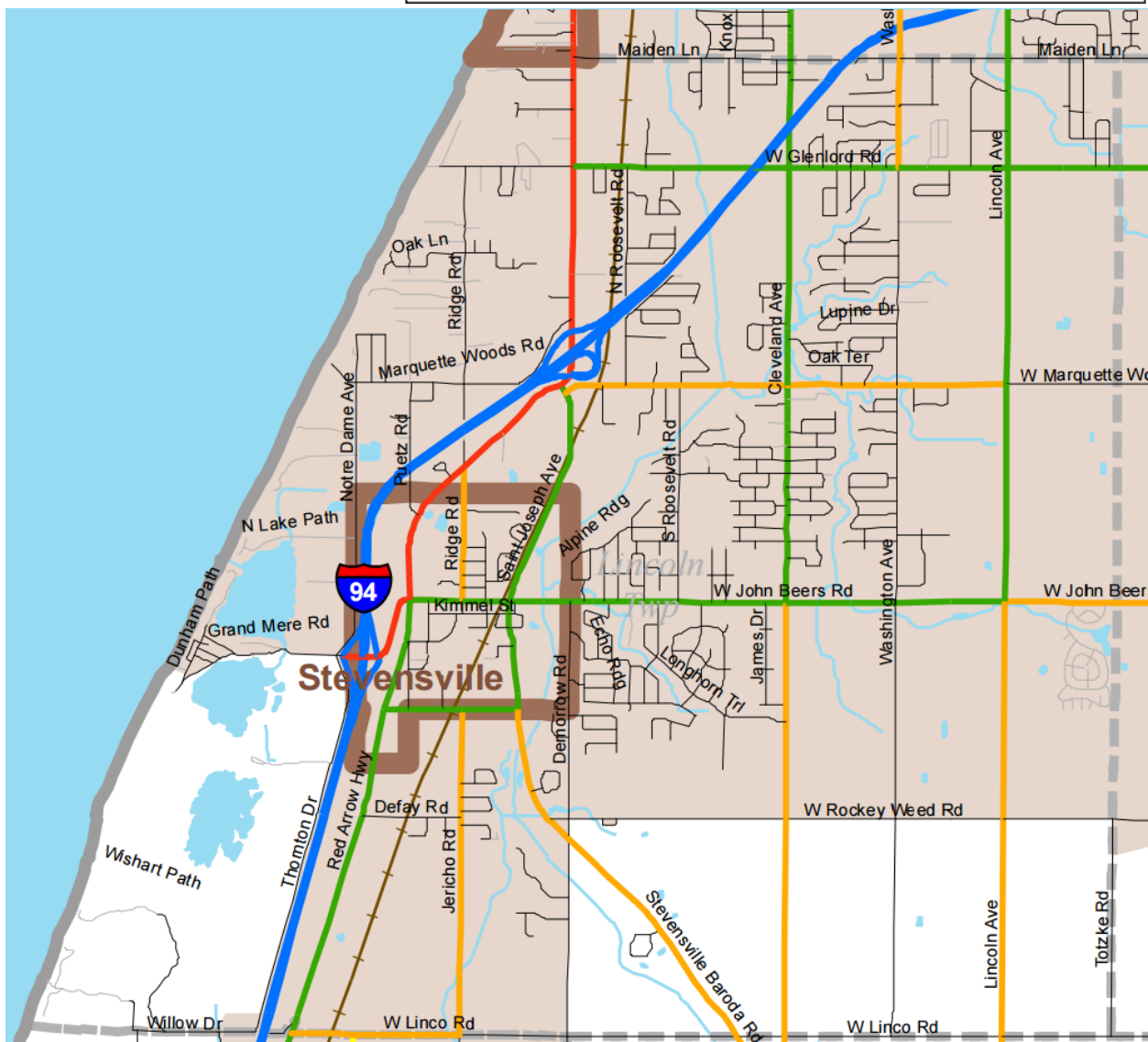
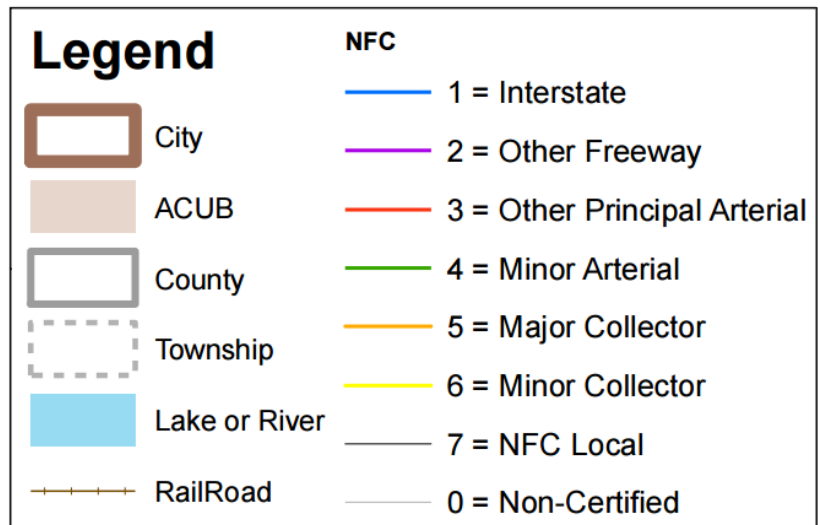
**Collectors:** Collector roads are typically two-lane roadways that provide access to adjacent arterials while linking land uses such as residential neighborhoods, parks and schools, to one another. Speed limits on collector roads are lower, usually between 25-35 mph. Within the Village of Stevensville, Ridge Road serves as a collector for neighborhoods located between W. John Beers Road and Red Arrow Highway.

**Local Roads:** Local roads provide direct access to adjacent land uses and are mostly located in residential areas. The posted speed limit is typically 25 mph. These are the roads that are not federal aid eligible.



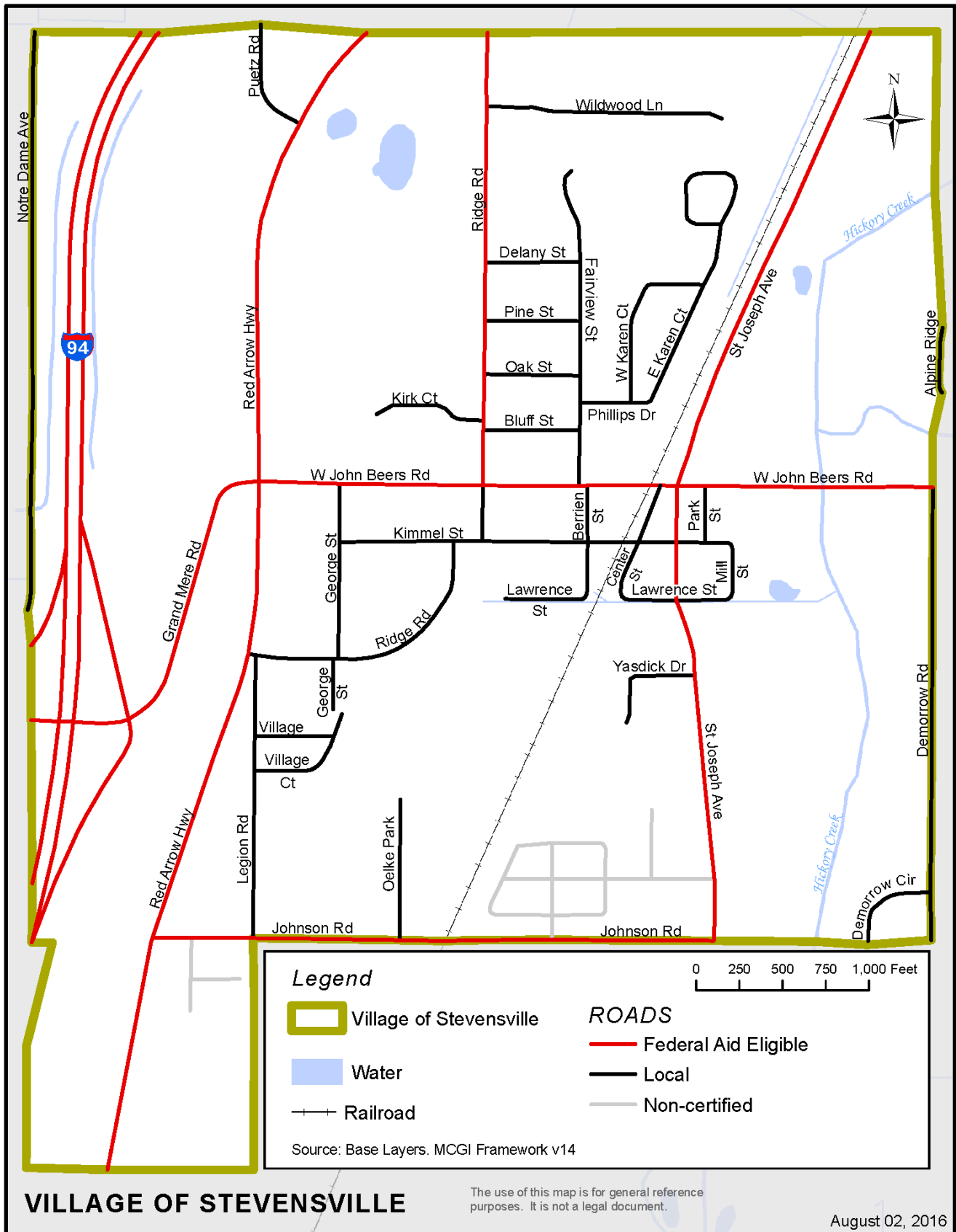
**Map 6: National Functional Classification**

# National Functional Classification (NFC)



(Note: ACUB in the Legend of this map stands for Adjusted Census Urban Boundary.)

## Map 7: Federal Aid Eligible Roads



## Surface Transportation Block Grant (STBG) Funding

As a member of the Twin Cities Area Transportation Study (TwinCATS) the Village of Stevensville can submit projects utilizing federal Surface Transportation Block Grant (STBG) money for federal-aid eligible road projects. This funding can be used for road improvement projects such as resurfacing and reconstruction and may also be used on pedestrian, bicycle, transit infrastructure and Americans with Disabilities Act (ADA) improvements.

## Congestion Mitigation and Air Quality (CMAQ) Funding

The federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides a flexible funding source for transportation projects and programs that help improve air quality and reduce congestion. State and local governments can use CMAQ funds to support efforts to meet National Ambient Air Quality Standards (NAAQS) under the Clean Air Act in both nonattainment and maintenance areas for carbon monoxide, ozone, and particulate matter.

- *Nonattainment areas* are those where air pollution levels exceed NAAQS.
- *Maintenance areas* are those that were out of compliance with NAAQS for these pollutants but now meet the standards.

## Transportation Alternatives Program (TAP) Funding

The federal Transportation Alternatives Program (TAP) is a competitive grant program that funds projects like bike paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability, and improving the quality of life.

## Safe Routes to School (SRTS) Funding

Federal law provides funding for infrastructure projects, law enforcement, education, and encouragement activities aimed at enabling and encouraging children to walk and bike to school. This program is called Safe Routes to School (SRTS). This program encourages a healthy and active lifestyle at an early age, and improves safety, as well as reducing traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools. Schools serving children in grades K-8 are eligible for SRTS funding, which is available on a competitive grant basis.

## SELECT HIGHWAY INFORMATION



**Interstate-94.** The Village of Stevensville is served by Exits 22 and 23 on Interstate-94 (I-94) – the primary route between Chicago and Detroit. Using the Interstate highway system, Stevensville is less than an hour and a half from Chicago – the third largest urban area in the United States and the Midwest's largest urban area and transportation hub. Detroit, the largest urban area in the State of Michigan and second largest of the Midwest, is less than three hours away. Grand Rapids, the second largest urban area in the State of Michigan is less than an hour and a half away. Kalamazoo, the largest urban area in Southwest Michigan, is less than an hour away. I-94 is maintained and operated by the Michigan Department of Transportation.



**Red Arrow Highway.** Red Arrow Highway follows the former route of US-12, traveling between New Buffalo and St. Joseph in Berrien County and beyond. It is a four-lane highway (two lanes northbound and two lanes southbound) serving as the primary north-south route through Stevensville. In proximity to Stevensville, the highway runs parallel to and is just east of I-94. It is the location of many of the Village's non-downtown, highway adjacent businesses. The highway's name and route markers memorialize the United States 32nd Infantry "Red Arrow" Division which was formed from Army National Guard units in Michigan and Wisconsin that fought primarily during World War I and World War II. In Stevensville, Red Arrow Highway is owned and maintained by the Village and counts as a major street (see below).

### TRAFFIC VOLUME INFORMATION

Red Arrow Highway in the Village of Stevensville carries the highest volume of traffic within the village limits, with an average daily traffic (ADT) of 11,458 vehicles. The highway is the primary north/south corridor connecting the communities in the Benton Harbor-St. Joseph area to communities along the lakeshore south to New Buffalo. It is also the designated emergency detour route for I-94. St. Joseph Avenue in downtown Stevensville has an ADT ranging from 9,862 (2016) to 7556 north of John Beers. (2014) John Beers Road is the main east-west route connecting residents to schools, groceries and medical centers and has an ADT of 7700 vehicles. The ADT of 3007 along Demorrow Road is higher than average for a local road. With the higher than average traffic count and the connections Demorrow Road provides between John Beers and Stevensville Baroda Road the Village of Stevensville could request a reclassification by MDOT of Demorrow Road to make it Federal Aid Eligible.

| Street         | Limits                         | Average Daily Total | Road/Funding Classification             | Date of Count |
|----------------|--------------------------------|---------------------|---|---------------|
| Red Arrow      | South of John Beers            | 11,458              | Principle Arterial/Federal Aid Eligible | 7/2014        |
| St. Joseph Ave | North of John Beers            | 7,556               | Minor Arterial/Federal Aid Eligible     | 7/2014        |
| St. Joseph Ave | Between Lawrence & Kimmel      | 9,862               | Minor Arterial/Federal Aid Eligible     | 9/2016        |
| John Beers Rd  | Between Ridge and Fairview     | 10,082              | Minor Arterial/Federal Aid Eligible     | 6/2007        |
| John Beers Rd  | Between George and Red Arrow   | 6,064               | Minor Arterial/Federal Aid Eligible     | 9/2016        |
| John Beers Rd  | East of St. Joseph Ave.        | 7,763               | Minor Arterial/Federal Aid Eligible     | 7/2014        |
| Demorrow Rd    | Btwn Ridgewood & Brookpoint Ln | 3,007               | Local/Act 51                            | 9/2016        |
| Ridge Rd       | Between Pine & Delany St       | 1,584               | Minor Collector/Federal Aid Eligible    | 9/2016        |
| Johnson Rd     | Between Red Arrow & Jericho    | 1,562               | Minor Arterial/Federal Aid Eligible     | 11/2009       |

*Source: Southwest Michigan Planning Commission Traffic Counts*

## **PUBLIC TRANSIT**

### **Generally**

The Village of Stevensville is located in the Benton Harbor-St. Joseph-Fair Plain Urbanized Area census designated urbanized area, and this urbanized area has the highest population density per square mile in the Berrien County. A large percentage of the county's population looks towards the Benton Harbor-St. Joseph area for employment, shopping and medical services. There are four independently operated public transit providers spread throughout the county that provide service to residents. Most often, these services are focused on serving the needs of the elderly, disabled, and people with low incomes.

### **Twin Cities Transportation Authority**

The Twin Cities Transportation Authority (TCATA), located in downtown Benton Harbor, is the state designated public transit provider for the Benton Harbor-St. Joseph-Fair Plain Urbanized Area. TCATA receives local support in the form of a millage from the City of Benton Harbor, and therefore service is limited to areas selected by the authority to serve. TCATA currently serves the City of Benton Harbor, Benton Township and the City of St. Joseph with dial-a-ride and fixed route transit service. The Village of Stevensville is located in a portion of the Benton Harbor-St. Joseph-Fair Plain Urbanized Area that receives no public transit service from TCATA. This makes connections to life sustaining services difficult for residents who do not have access to an automobile. See the Map 8: Public Transit Service in the Benton Harbor-St. Joseph-Fair Plain Urbanized Area, on the next page.

### **Berrien Bus**

Berrien Bus is Berrien County's designated rural provider and receives no local financial support from a local millage. Berrien Bus will provide service to residents of Lincoln Township and the Village of Stevensville if the trip request fits into one of the origins or destinations along one of their contract routes which provides the local funding required to match state and federal grants.

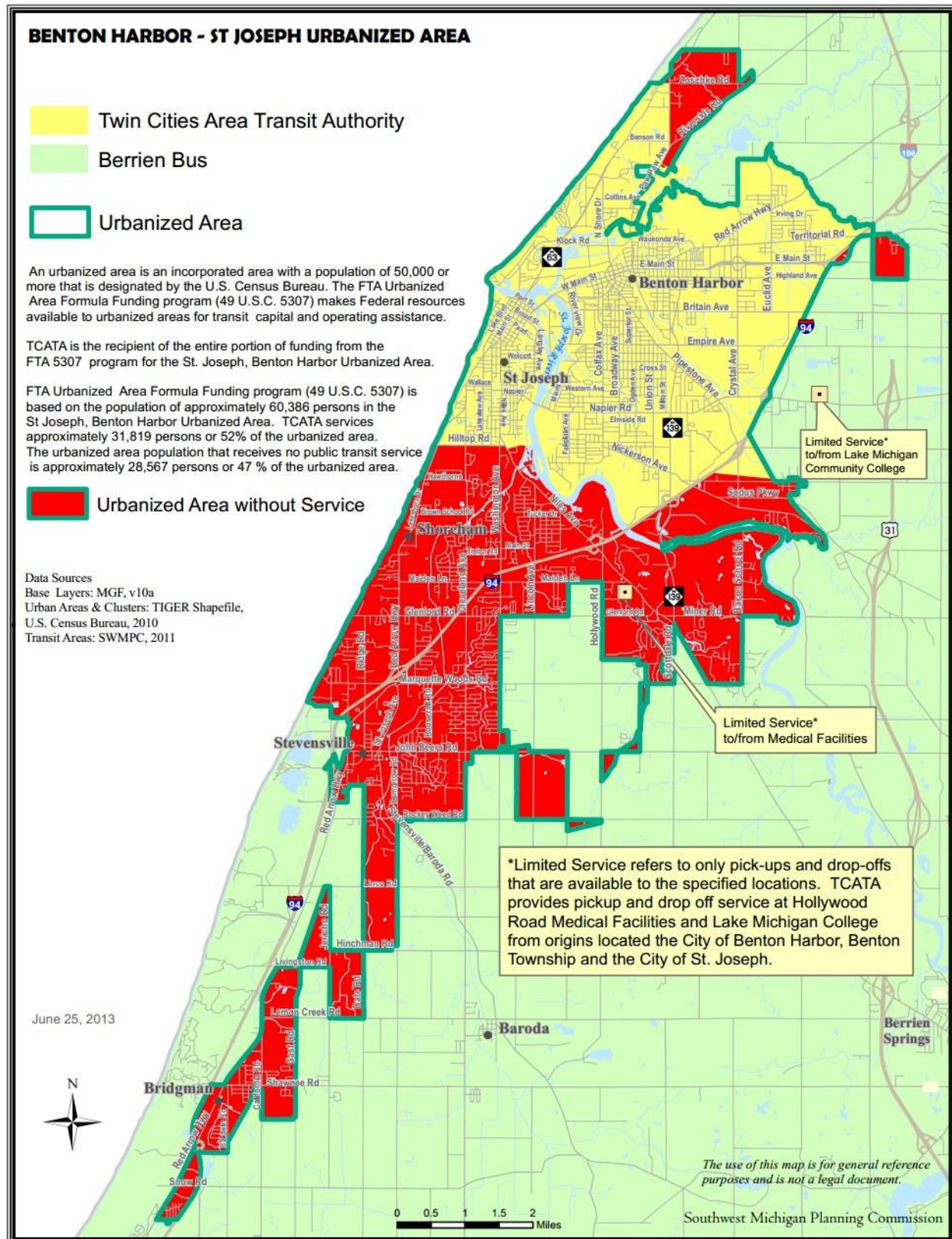


### **Connect Berrien**

The Southwest Michigan Planning Commission is currently leading a countywide public transit service planning effort that will look at strategies to make public transit function like one rational easy-to-use countywide system. This planning effort is called Connect Berrien. And, if successful, it could lead to better public transit options, which could provide public transit service in Stevensville.



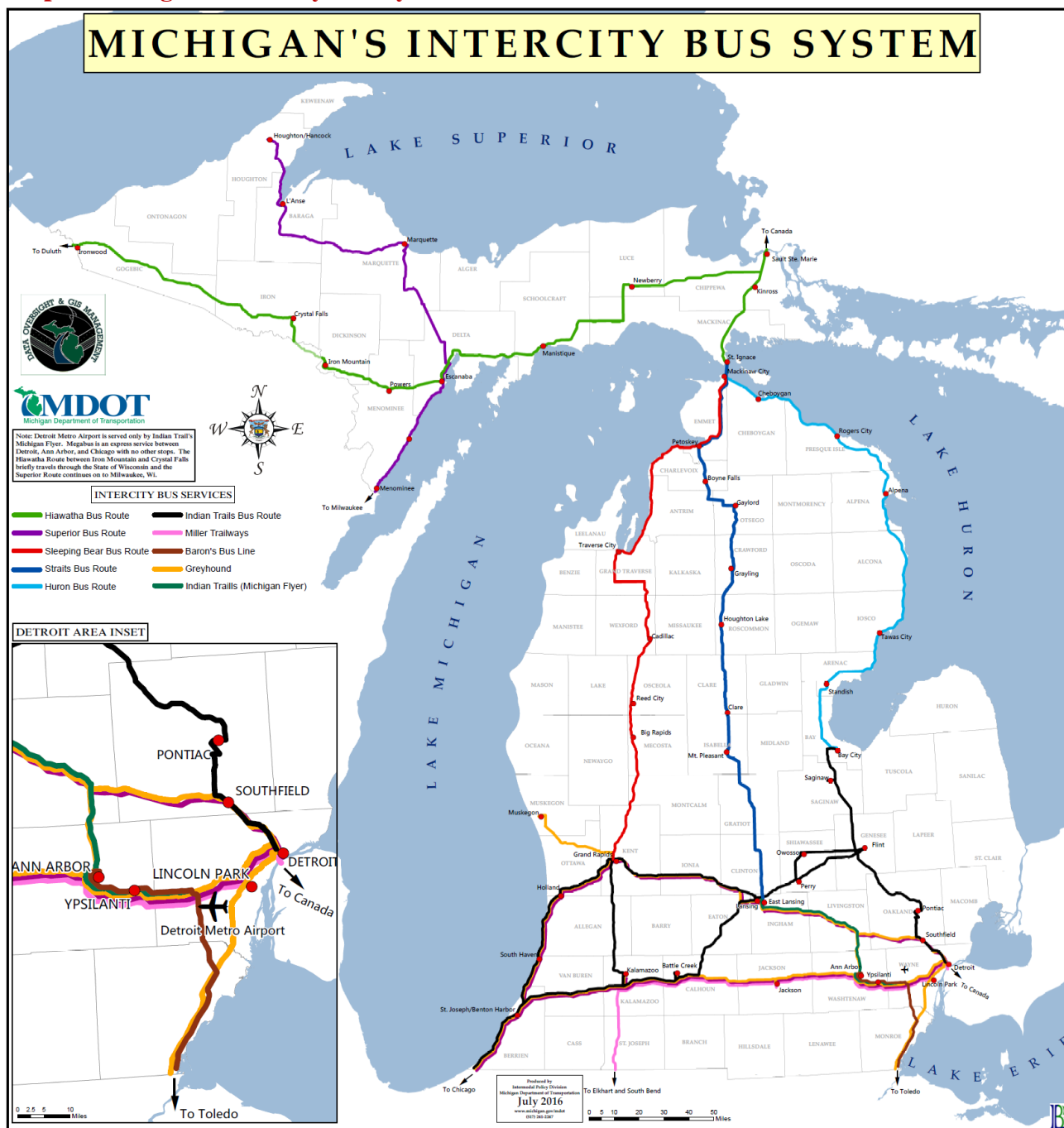
**Map 8: Public Transit Service in the Benton Harbor-St. Joseph-Fair Plain Urbanized Area**



## INTERCITY BUS SERVICE

Intercity bus service provides scheduled service to cities over much longer distances than local transit agencies. Greyhound, Indian Trails, and Superior provides direct service from the Benton Harbor Transportation Center to various destinations that include Battle Creek, Kalamazoo, Holland, Grand Rapids, Elkhart and Chicago. The Benton Harbor Transportation Center is located approximately seven miles from the Village of Stevensville on M-139. Because there is no public transportation available access to both of the Amtrak stations for village residents requires a personal vehicle or a hired ride.

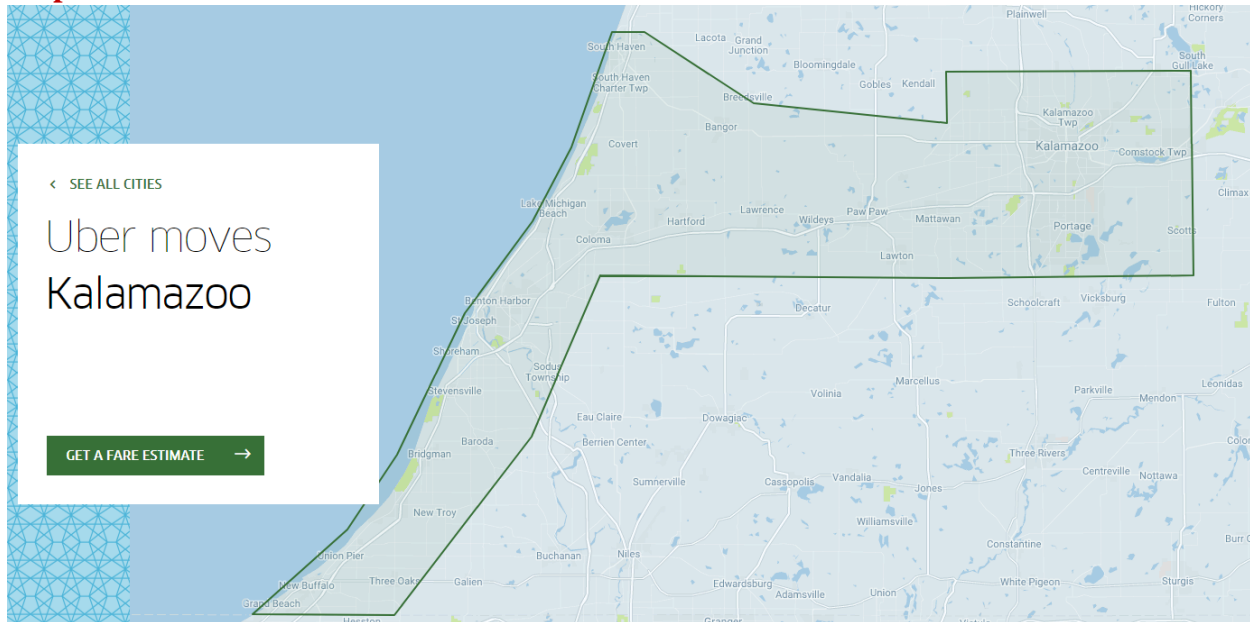
**Map 9: Michigan's Intercity Bus System**



## PRIVATE TRANSPORTATION PROVIDERS

The Village of Stevensville is served by Uber, a ride sharing company that connects people with drivers through a smartphone app. Currently Uber only serves portions of Berrien County, Van Buren County and Kalamazoo County. See the Uber Service Area Map below.

**Map 10: Uber Service Area**



There are very few accessible private hire transportation options for Village residents using a wheelchair. MEDIC One, who the Village of Stevensville contracts with for ambulance service, also provides accessible non-emergency medical transportation.

## SENIOR MOBILITY

Age differences among older adults must be taken into account in transportation planning. In particular, people between the ages of sixty and seventy can have a different set of needs compared with people age eighty and above. By 2022, approximately 18 percent or 251 village residents will be over the age of seventy. For older adults who are unable or choose not to drive, support for community transportation options will become increasingly important. A new mix of services including traditional public transit, door to door transportation and door through door transportation will need to be considered to meet the needs of various age related reduced mobility characteristics. For example, there may be older adults with limited mobility who no longer can drive and have no family or friend supports and more assistance than traditional public transportation can provide. Currently Village of Stevensville residents over the age of sixty can access free transportation from the St. Joseph Lincoln Senior Center between the hours of 8:00 AM and 1:00 PM Monday through Friday for medical services. This transportation can be inadequate for seniors who need to access services outside of the Benton Harbor-St. Joseph area or after 1:00 PM.

## RAIL

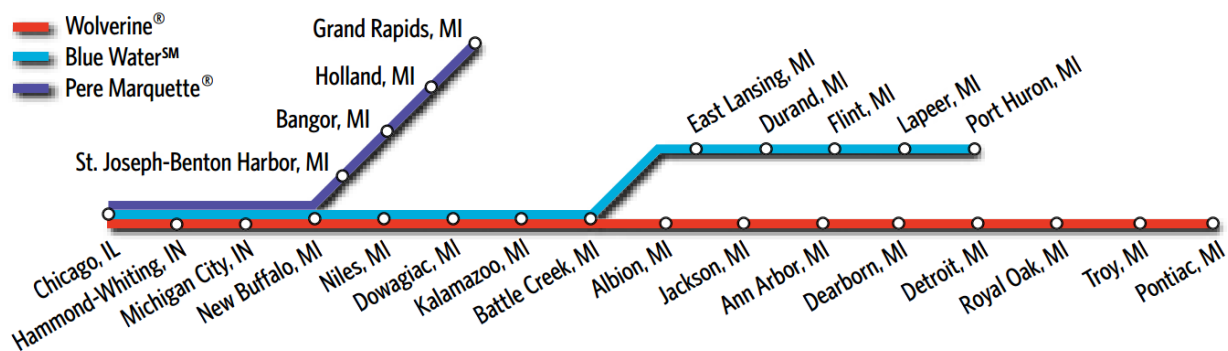
### Passenger Rail



While the private vehicle is the predominant mode of travel to destinations across county and state boundaries, passenger rail options are available to residents in the Village of Stevensville. Amtrak provides passenger rail service via three Michigan service line. All three lines have a western terminus in Chicago where passengers can change trains to get to any passenger rail station in the United States. The closest passenger rail station to Stevensville is the St. Joseph-Benton Harbor Station (7.5 miles; about 15 minutes by car). It is served by the *Pere Marquette* line.

***Pere Marquette.*** Amtrak's *Pere Marquette* service provides daily service between Chicago and Grand Rapids, with stops also in Bangor and Holland. The service is limited to one trip daily leaving Grand Rapids in the morning and returning home from Chicago in the evening.

## WOLVERINE SERVICE, BLUE WATER and PERE MARQUETTE



***Wolverine.*** Amtrak's *Wolverine* service is available to Stevensville residents who are able to travel to nearby communities with stations that serve that line, such as New Buffalo, Niles, Dowagiac, and Kalamazoo. The New Buffalo Station (20 miles away; about 20 minutes by car) is the closest station for trips which have their ultimate destination further west. Trips which have a destination further east are better served by starting at a train station east of Stevensville, such as in Niles, Dowagiac, or Kalamazoo. These three rail stations are less than an hour away from Stevensville by car. The *Wolverine* connects stations between Chicago and Detroit, and on to Pontiac. See the chart above for a full listing of all of the cities served by the *Wolverine*.

***Blue Water.*** Amtrak's *Blue Water* service has the same stops between Chicago and Battle Creek as the *Wolverine* service (see above). Beyond Battle Creek, the *Blue Water* also service East Lansing, Durand, Flint, Lapeer, and Port Huron.

***Amtrak Thruway Bus Connection.*** Amtrak Thruway Bus Connections are available at several train stations in Michigan and Chicago to offer additional destinations to passengers. See the Amtrak Michigan Services Schedule for additional information.

## Commuter Rail

The closest interurban commuter rail service for Stevensville is the South Shore Line, an electrically powered line operated by the Northern Indiana Commuter Transportation District between Millennium Station in downtown Chicago and the South Bend Airport. The closest station to Stevensville is in Michigan City (32 miles away; about a half hour by car). Residents and visitors can use this option as part of their travel plans to points west as far as downtown Chicago.



*Life is hard. The train is easy.*

## Freight Rail

CSX Transportation runs freight rail service through Stevensville following the Pere Marquette line between Holland and Chicago. In Holland the CSX line splits off into a route along the Lake Michigan coast and another that follows the Pere Marquette route to Grand Rapids and beyond. Rail offers an economical and environmentally conscientious means to move freight. Historically Stevensville has used freight rail and it could be used again if a need or opportunity presents itself.



*Image from STEVENSVILLE & AREA 1884-1984. Pere Marquette Railroad train about 1900's at North Street (John Beers Road) crossing.*

## FLIGHT

### General Aviation

***Southwest Michigan Regional Airport (KBEH).*** The Southwest Michigan Regional Airport (SWMRA) is the largest airport in Berrien County, and the only all-weather airport in Berrien, Cass, and Van Buren Counties. The airport houses over 60 privately owned aircraft and is home to several corporate aircraft, including Whirlpool international corporation fleet. Over 400 companies from all over the United States and Canada use the airport annually.

The airport has air cargo activity with UPS flights and other local charter operators delivering material for just-in-time manufacturing. In addition, the airport is important in the times of medical emergencies; either transferring critically ill patients or as organ donor transport. The U.S. Coast Guard utilizes the airport for refueling during operations on Lake Michigan. The Southwest Michigan Regional Airport offers free parking located at the airport terminal. There are rental car services available.



*Images courtesy Southwest Michigan Regional Airport*

The SWMRA is owned by the Cities of Benton Harbor and St. Joseph, and is governed by the Southwest Michigan Regional Airport Authority, established in 1997, which is responsible for airport operations. The airport authority is comprised of six municipalities: Cities of Benton Harbor and St. Joseph, St. Joseph Charter Township (including the Village of Shoreham), Lincoln Charter Township (including the Village of Stevensville), Royalton Township, and Benton Charter Township – all of which contribute a millage.

The latest economic impact estimate conducted (2014) by Michigan Department of Transportation showed the airport's contribution to the local economy to be \$30 million.

***Other Nearby Airports.*** There are a few other general aviation airports in the region, none of which are all-weather facilities. Andrews University Airpark, which is owned by Andrews University, is located in Berrien Springs. Jerry Tyler Memorial Airport is owned by and located in the City of Niles. It has about 30 aircraft based there.

## Scheduled Air Passenger Service

Within 100 miles of the Village of Stevensville there are six airports that offer scheduled airline passenger services. South Bend Regional Airport is 31 miles from the village and provides daily non-stop domestic to Atlanta, Chicago, Detroit, Phoenix, New York Minneapolis and several cities in Florida.



Major public commercial air travel occurs through Chicago O'Hare International Airport (ORD), Chicago Midway International Airport (MDW), Gerald R. Ford International Airport (GRR) in Grand Rapids, and Kalamazoo/Battle Creek International Airport (AZO). South Bend Regional Airport provides commercial travel to major cities including connections to Chicago and Indianapolis.

| Airport                         | Miles from Stevensville |
|---------------------------------|-------------------------|
| South Bend Regional Airport     | 31                      |
| Kalamazoo International Airport | 50                      |
| Gerald Ford International       | 95                      |
| Battle Creek International      | 56                      |
| Midway International            | 95                      |
| O'Hare International            | 114                     |

## PEDESTRIANS

### Sidewalks

The Village of Stevensville has an existing network of sidewalks along many of its streets, but there are several gaps. The Village of Stevensville has been working with the Southwest Michigan Planning Commission to create an asset management program for the Village's sidewalk system. *The Five Year Sidewalk Asset Management Plan for the Village of Stevensville, Michigan 2017-2022* is incorporated into this master plan as *Addendum 1*, located after the appendices.

### Walk Score

Walkability is a measure how friendly a community is to walk in. It has health, environmental, and economic benefits. The website [walkscore.com](https://www.walkscore.com) generates a "Walk Score" of 45 for a person in downtown Stevensville. The Walk Score is based on how far someone would need to walk to get to various amenities: dining and drinking, groceries, shopping, errand (such as pharmacy and post office), parks, schools, and culture and entertainment. Walk Scores up to 49 are considered "Car-Dependent: Most errands require a car." A "Downtown Walk Scores" table is on the next page to compare how walkable downtown Stevensville is with other area downtowns.

| Downtown Walk Scores |       |   |
|----------------------|-------|---|
| Community            | Score | Description   |
| Baroda               | 17    | Car-Dependent: Most errands require a car                   |
| Bridgman             | 36    | Car-Dependent: Most errands require a car                   |
| Watervliet           | 39    | Car-Dependent: Most errands require a car                   |
| Stevensville         | 45    | Car-Dependent: Most errands require a car                   |
| Coloma               | 58    | Somewhat Walkable: Some errands can be accomplished on foot |
| Berrien Springs      | 70    | Very Walkable: Most errands can be accomplished on foot     |
| St. Joseph           | 81    | Very Walkable: Most errands can be accomplished on foot     |

## BICYCLISTS

### Bicycle Lanes

The Village does not currently have a network of bicycle lanes. Currently bicyclists share the road with motorists. As the Village looks forward, bicycle lanes could offer the public a transportation alternative.



### U.S. Bicycle Route 35

The U.S. Bicycle Route system is meant to serve serious bicyclists interested in traveling significant distances. The USBR 35 travels

along Michigan's Lake Michigan coastline. In Stevensville it runs on the western edge of the Village on Notre Dame Avenue and Thornton Drive, taking advantage of the beautiful scenery of Grand Mere State Park. John Beers Road offers an opportunity to bring bicyclists into Stevensville, perhaps with a mix of wayfinding signage and amenities. USBR 35 is also a cultural resource that can be enjoyed by residents and visitors.



*Village DPW working on a bike rack.*

## NON-MOTORIZED TRAIL USERS

### Trails

The Village does not currently have pedestrian/bicycle and/or shared-use non-motorized trails. However, the Village intends to create one along Hickory Creek. This planned trail would be able to serve as a means of basic transportation and for recreation.

## **WATER**

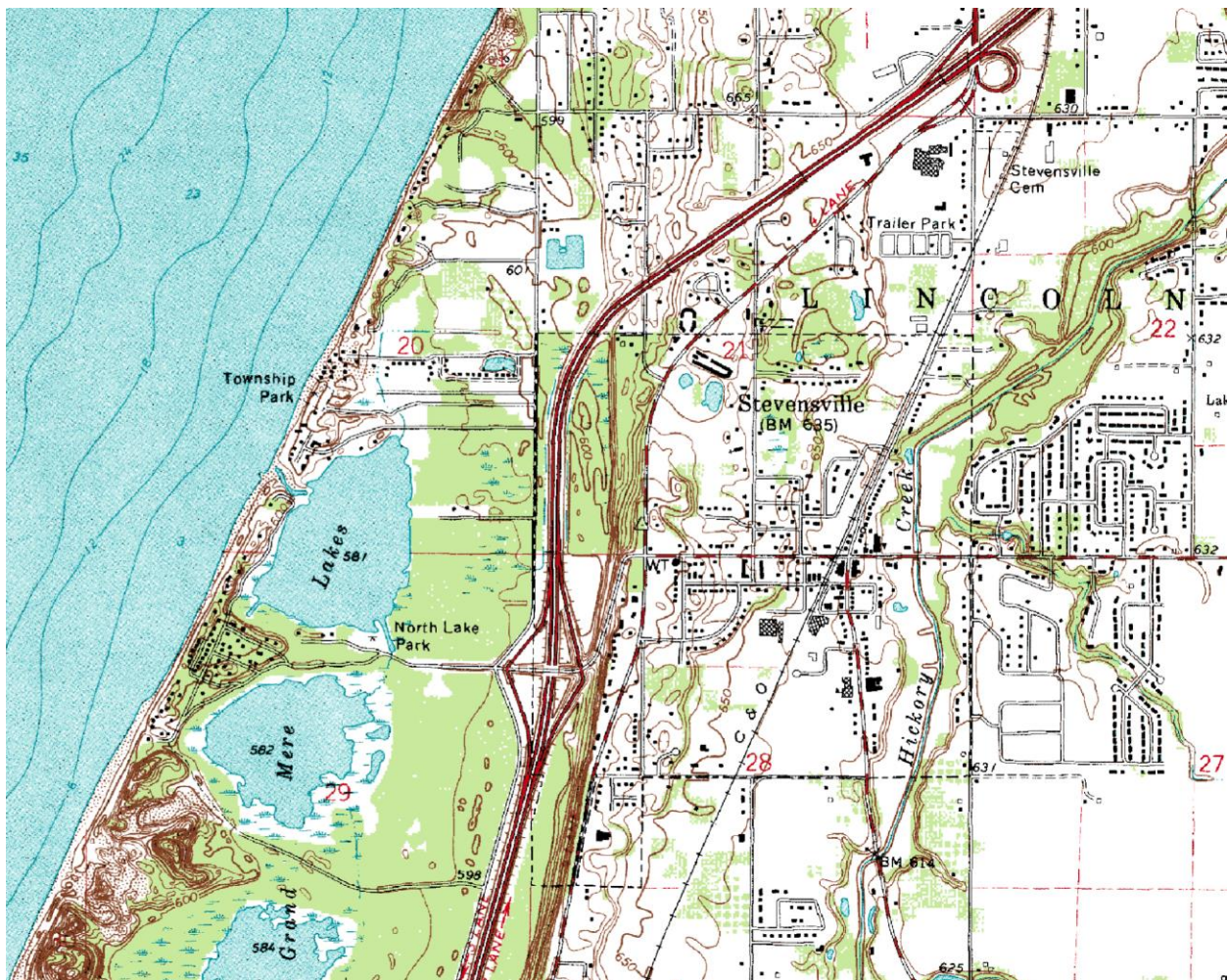
### **NATURAL WATER FEATURES**

Water is a defining feature of Stevensville. Lake Michigan is only a mile away. Lake Michigan is accessible to the public at Lincoln Township Beach, Glenlord Beach, Lincoln Township Park, and Grand Mere State Park.



Between the shore of Lake Michigan and the Village of Stevensville is Grand Mere State Park and private property in Lincoln Charter Township. The sand dunes at the edge of Lake Michigan give way to the three Grand Mere Lakes and the wetlands around them. North Grand Mere Lake has public access at Lincoln Charter Township's North Lake Park. It is open to boating. Middle Grand Mere Lake and South Grand Mere Lake are within Grand Mere State Park. Middle Grand Mere Lake has a boat launch and is accessible to boating. South Grand Mere Lake is fairly marshy and not accessible for boating.

**Map 11: United States Geological Survey Topographic Quadrangle**

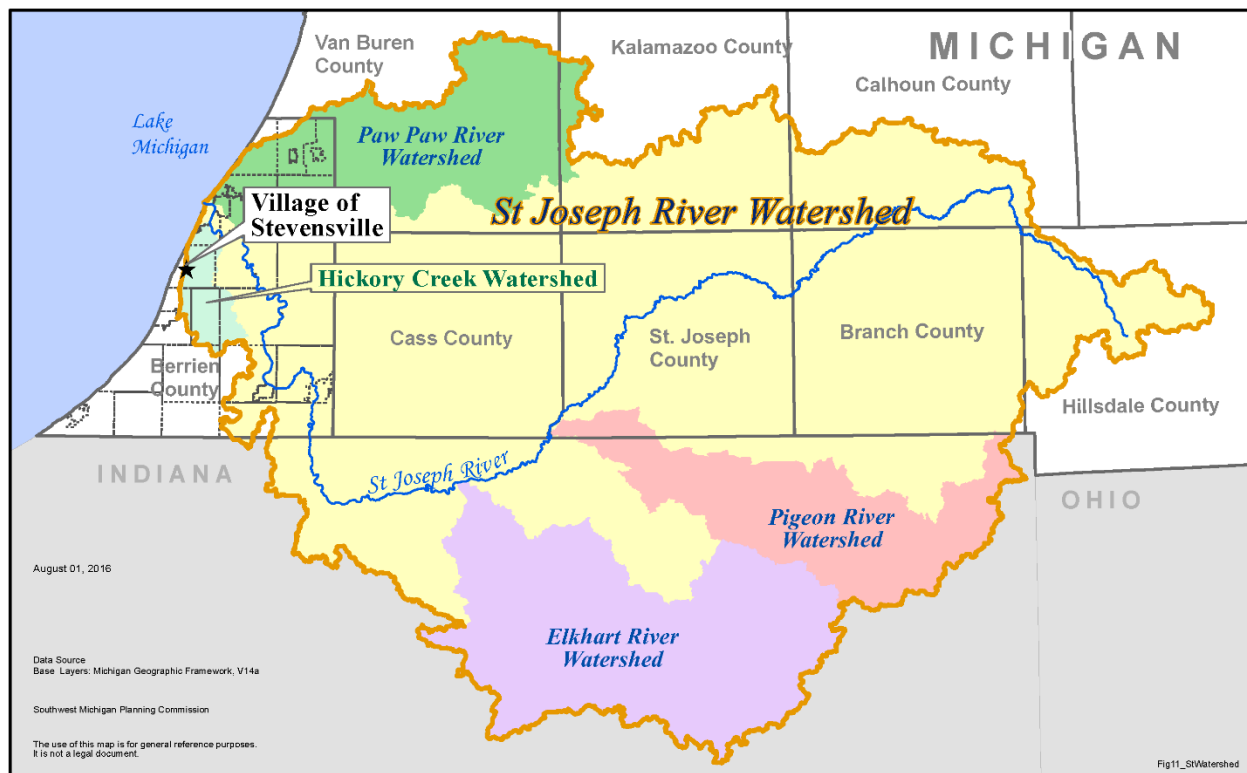


## Stevensville Water Features

Heading inland from Lake Michigan, Interstate-94 is at the western edge of the Stevensville Village limit. A steep bluff rises up along the coast with Red Arrow Highway at its crest. Heading further east from this crest the land is part of the Hickory Creek watershed. Hickory Creek flows from south to north along the east side of the Village, heading to its outlet at the St. Joseph River in St. Joseph Charter Township. More information about the St. Joseph River watershed, the third largest river basin in Michigan, is available in the St. Joseph River Watershed Management Plan of 2005 – available online:

[http://www.michigan.gov/documents/deq/ess-nps-wmp-st-joe\\_209205\\_7.pdf](http://www.michigan.gov/documents/deq/ess-nps-wmp-st-joe_209205_7.pdf).

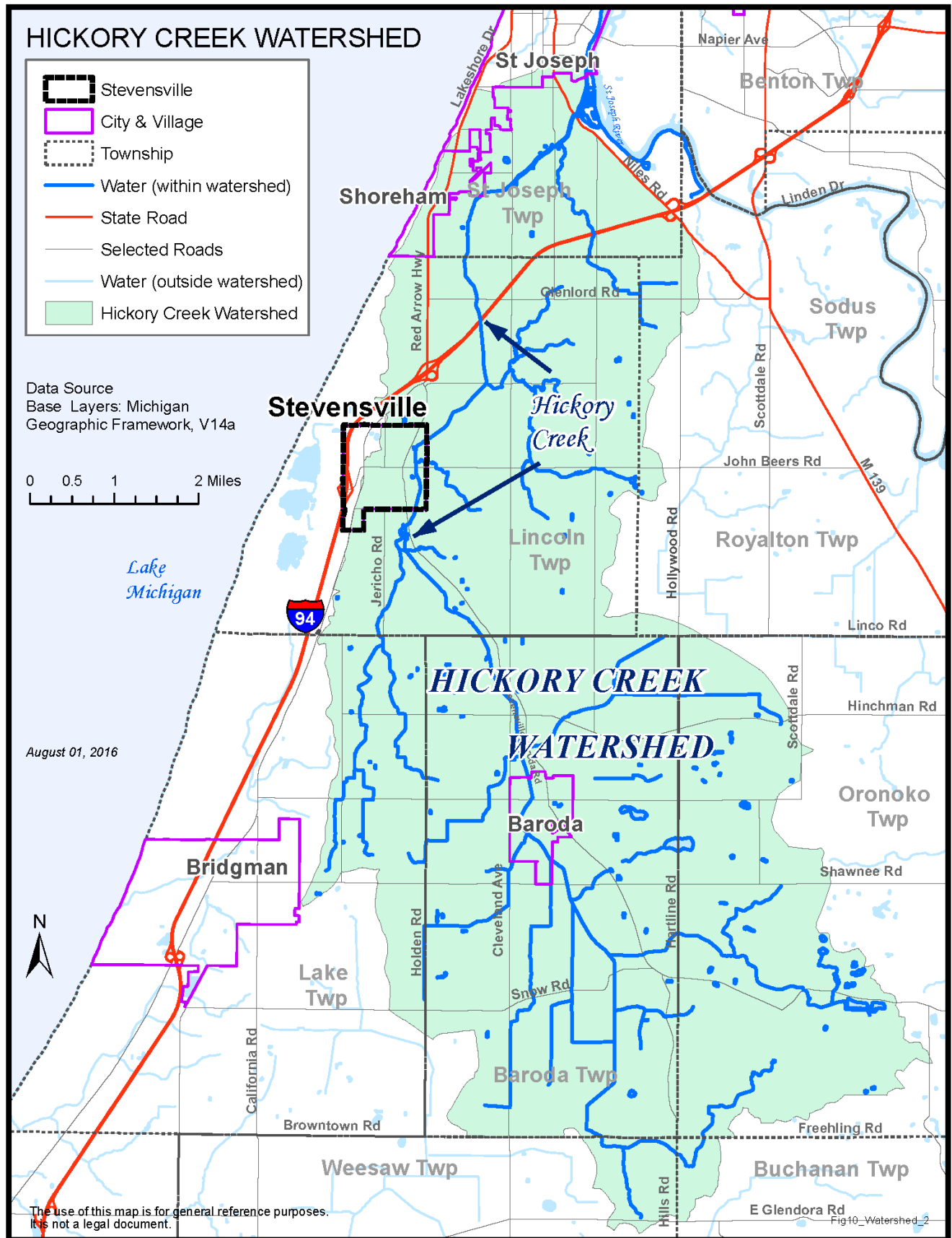
## Map 12: St. Joseph River Watershed



## Hickory Creek Floodplain

Inside the Village limits, Hickory Creek and the floodplain along either side of it is the only property in the Village designated as a flood zone. Most of the property in this floodplain is undeveloped and is owned publicly or by quasi-public conservation interests.

**Map 13: Hickory Creek Watershed**



## WETLANDS

### Wetlands/Floodplains

Wetlands and floodplains are extremely valuable resources. Stevensville has wetlands scattered throughout the area. See Map 14: Wetlands, further into this section.

The Natural Resources and Environmental Protection Act (NREPA) defines a wetland as *“land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support,*

*wetland vegetation or aquatic life and is commonly referred to as a bog, swamp, or marsh...”*

"Wetland" is the collective term for marshes, swamps, bogs, and similar areas often found between open water and upland areas. All wetlands located within five-hundred (500) feet of a lake, stream, or river are regulated by the State of Michigan Department of Environmental Quality, as well as those in excess of five (5) acres in size which are not contiguous or located within five-hundred (500) feet of a lake, stream, or river.

Of the estimated 11 million acres of wetlands that were in Michigan 150 years ago, only 3 million remain.

A river, stream, lake, or drain may on occasion overflow onto the surrounding banks and inundate adjacent land areas with floodwater. The land that is inundated by water is defined as a floodplain. In Michigan, the term floodplain has come to mean the land area that will be inundated by the overflow of water resulting from a 100-year flood (a flood which has a 1% chance of occurring any given year).

In the past, people viewed wetlands and floodplains as wastelands --sources of mosquitoes, flies, and unpleasant odors. They believed wetlands and floodplains should be avoided, or better yet, eliminated. This negative view, combined with the demand for more developable land, resulted in the destruction of large areas of wetlands and floodplains. Owners and developers drained lands, and converted them to farmland, or filled them for housing developments or industrial facilities.

Attitudes today towards wetlands and floodplains have changed with the discovery that they are valuable natural resources providing many important benefits to people, wildlife and water quality. Acre for acre, wetlands produce more wildlife and plants than any other natural area.

#### **Wetlands and floodplains...**

- hold excess water allowing it to be slowly released into lakes and rivers, and seep into groundwater aquifers – which lessen the impact of flooding after large events
- filter pollutants before entering lakes, rivers, and groundwater aquifers
- give time for sediment to settle out, thereby keeping it out of water bodies
- support important wildlife habitat and are frequently used by humans for recreation

As development encroaches upon wetland and floodplain areas, the safety and welfare of residents and visitors are in jeopardy. With increasing development in the floodplain, open spaces, and wetlands, our land has lost the ability to soak up rain. Buildings and pavement that have made the land increasingly impervious are now replacing areas that were once effective sponges storing precipitation. As a result, floods are becoming larger and more frequent.

How land is developed impacts the quality and quantity of our water. Land uses from any part of the watershed, such as polluted runoff from homes and farms, eventually affect the health of the whole watershed.

Wetland and floodplain protection is extremely important for the health, safety and welfare of residents. Especially because so many wetlands have been lost since pre-settlement times, with 64%. This loss of wetlands has had severe negative effects on the water quality and the ability to mitigate flooding.

#### **Wetlands Table**

| Acres                    |       |
|--------------------------|-------|
| <b>Lost Wetland</b>      | 52.60 |
| <b>Existing Wetlands</b> | 29.85 |
| <i>Source: MDEQ</i>      |       |

Map 14: Wetlands, on the next page, shows lost and existing wetlands. Lost wetlands are labeled “Potential Wetland Restoration Areas,” which are shown as red on the map. Wetlands are and were significant for filtering sediment and nutrients (which cause algae and nuisance weed growth), and for mitigating flooding. Loss of wetlands and wetland function are extremely detrimental – causing increased water pollution and more flooding.

With only 36% of wetlands remaining, it is imperative to protect these significant resources from development and encroachment.

**Map 14: Wetlands**

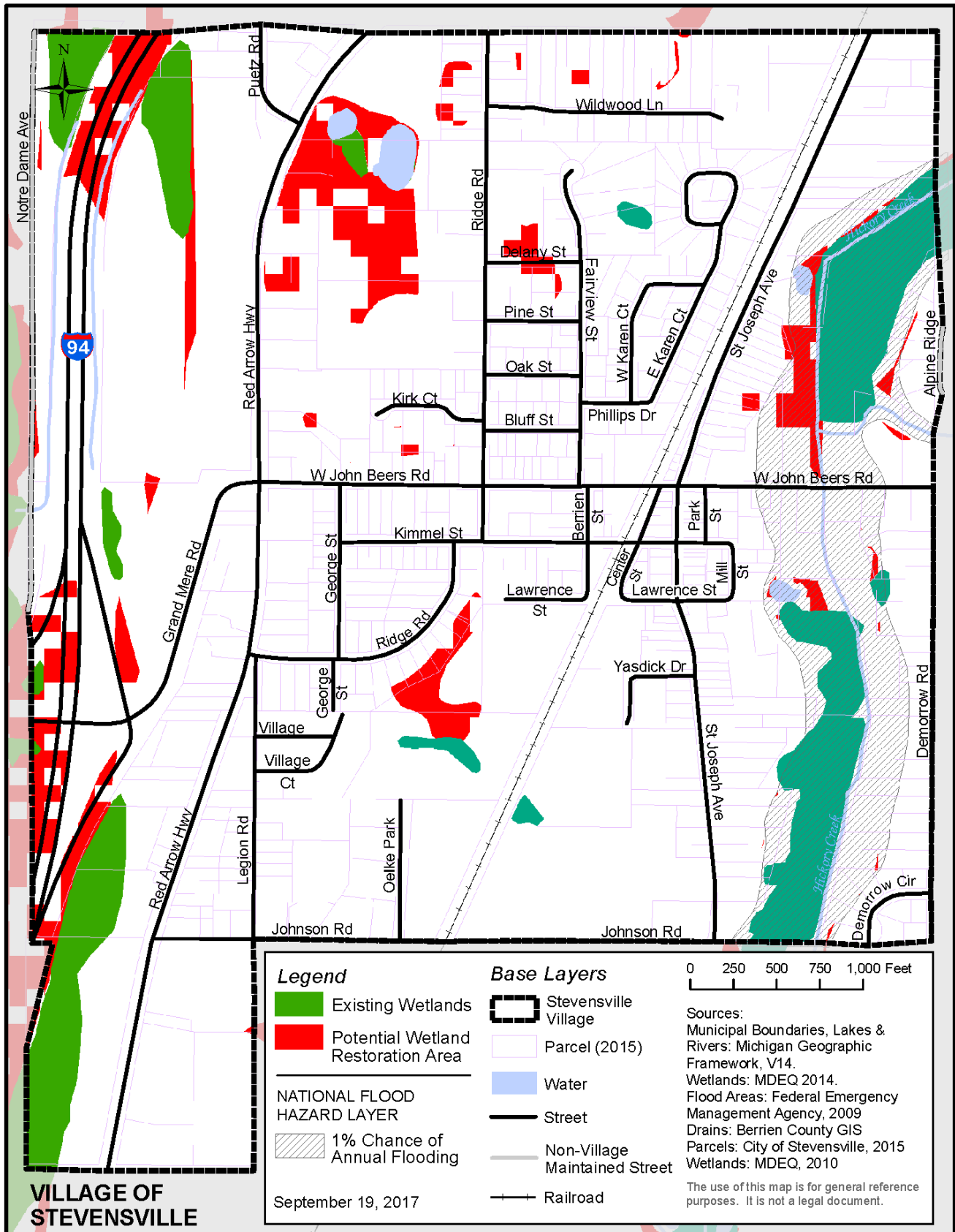


Fig06\_Wetland



*Much of the stormwater in the Village of Stevensville runs to Hickory Creek.*

## NATURAL ENVIRONMENT STEWARDSHIP

### Stormwater Management

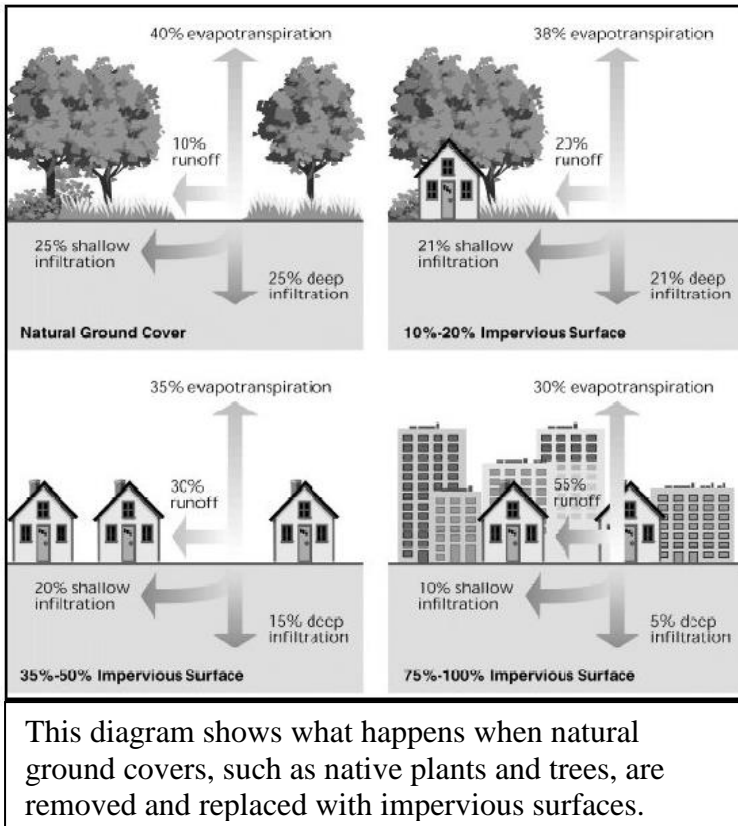
As development and imperviousness increase (due to construction of roads, rooftops and parking lots), the area available for infiltration decreases. Consequently, more rainfall becomes stormwater runoff, which can cause erosion of land areas and stream banks and increased flooding. Stormwater runoff can have negative impacts on our water quality. When chemicals, oil, grease, salt, etc. are carried into our rivers, lakes, and streams, all of these bodies of water become polluted. Pollution of our water may not be immediate, but as the pollutants keep washing into our water, they may become unusable for fishing, swimming, canoeing, etc. Even drinking water can be affected.

Impervious surfaces may cover anywhere from five to ten percent or more of a site. Smaller sites may have significantly higher coverage, particularly those with commercial and industrial uses with large parking areas. The increase in the amount of paved surfaces leads to a drastic rise in the amount of runoff

**Traditional attitudes** about managing stormwater were to move the water off the site as quickly as possible with curbs, gutters, and storm sewers.

**Today**, effective stormwater management practices include decreasing the total amount of stormwater, slowing down the flow of the stormwater and allowing as much of the water to soak naturally into the ground by using low impact development practices such as native plants, rain gardens, and riparian buffers.

**Impervious surfaces** are mainly constructed surfaces – rooftops, sidewalks, roads, and parking lots – covered by impenetrable materials such as asphalt, concrete, brick, and stone. These materials seal surfaces, repel water and prevent precipitation and melt water from infiltrating soils. Soils compacted by new construction are also highly impervious.



and a decrease in the amount of deep infiltration that is being infiltrated back into the ground to provide drinking water supplies. With greater runoff, the amount of water that is able to filter down back into our groundwater supply becomes smaller and smaller. Not only quantity, but also quality of runoff from normal precipitation may change considerably, as lawns, roads, and parking lots rinse clean. Other unnatural water sources are added, such as construction cleanup, car washing or lawn watering. This threat to water quality is an issue that directly affects the health, vitality and quality of life of our citizens and businesses.

Stormwater management should be concerned with controlling both the quality and quantity of water moving off a developed site. Low Impact

Development techniques should be utilized to first protect natural features, natural drainage ways and existing topography. The amount of impervious surfaces in new construction and redevelopment projects should be minimized whenever possible to protect water quality. Second, LID techniques should be used to slow and reduce runoff by maximizing opportunities for filtration and infiltration of water throughout the site. This will decrease the need for large detention or retention areas. See [www.swmpc.org/lid.asp](http://www.swmpc.org/lid.asp) for information on implementing LID in new and redevelopments.

## Soil Erosion and Sedimentation Control

There is a need to control erosion and sedimentation from entering our bodies of water to protect the quality of water for residents and tourists in the community. Erosion and sedimentation are most widely linked to new development, re-development, and agricultural production. Each type of activity poses unique challenges and threats to water quality that can also threaten public health and safety.

Erosion and sedimentation are closely linked. Erosion occurs when vegetation is removed from the land surface and water washes away the topsoil, and then comes the effects of sedimentation. Sedimentation occurs after the topsoil has



This picture shows sedimentation of a river from a small tributary.

been washed into water bodies and begins to build up sediment layers in the bottom of streams, rivers and lakes. We have all seen this happen around our region. A new home is being built or a farm is recently plowed, a heavy rain comes through the area and the loose soil is washed away. You can see the build up of sediment in rivers, lakes and harbors. There are simple measures that residents, developers and municipalities can take to control for erosion and sedimentation.

1. Properly install silt fencing during construction.
2. Ensure all construction and clearing near water bodies has appropriate county and state permits.
3. Limit or phase the clearing of construction sites.
4. Leave existing vegetation and trees on construction sites as much as possible.
5. Leave vegetated buffers along streams, rivers and wetlands.
6. Incorporate native vegetation into the landscape.

Any land disturbance within 500 feet of a waterbody/wetlands or greater than one acre needs a soil erosion/sedimentation control permit from the Berrien County Drain Commissioner's office.

## **Green Infrastructure**

There are features in any community that many residents would readily recognize as important to the character of the area and to their personal quality of life. Some of these features may be cultural, such as a downtown business district, historic buildings, lighthouses, or other similar man-made features. Other features used to connect a community to its residents will be natural resources such as lakes, woods, wildlife, scenic views, and other similar features. How these elements are included in the fabric of a community can have a profound influence on their value. Clearly there are some resources, which, if lost, would significantly detract from the environment and the community as a whole.

Natural features such as native vegetation, woodlands, wildlife habitat and wildlife corridors add to the natural features that lure people to the Stevensville. Removing these natural features will not only alter the landscape of a community but it can also lead to water quality issues such as increased runoff, erosion and flooding. Development should be discouraged where significant natural features exist.

Green infrastructure is a connected network of natural areas and other open spaces planned and managed to conserve natural ecosystems and the services that they provide. These lands provide multiple benefits to people and wildlife such as maintaining clean air and water, providing areas for recreation and providing wildlife habitat. Green infrastructure elements can be in urban, suburban and rural areas and may or may not be open to the public. Green infrastructure is essential to the health, safety and welfare of the area residents.

### ***Natural resource areas perform important functions such as:***

- Filtering out water pollutants
- Recharging groundwater supplies
- Removing air pollutants
- Providing recreational opportunities
- Providing wildlife habitat
- Enhancing the overall quality of life of a community

Natural resource conservation is a fundamental component of a community's long-term environmental and economic health. Communities that incorporate both the built and natural environment into their future land use map or vision will ensure that the areas that provide important natural functions such as filtering drinking water supplies, recreational opportunities for residents and habitats for wildlife, will be protected. In effect, the features that the community has grown to enjoy will be there for generations to come. A community with a clean environment, clean water, green spaces and trails will be the community that has a stable, sustainable future and offers a high quality of life for its residents and visitors. Communities that provide this high quality of life will be able to retain talented workers and attract new residents and businesses.

The Potential Conservation Areas maps on the following pages represent the last remaining remnants of the area's ecosystems and natural plant communities. These maps rank areas where the landscape is dominated by native vegetation that has various levels of potential for harboring high quality natural areas and unique natural features. In addition, these areas provide critical ecological services such as maintaining water quality and quantity, soil development and stabilization, habitat for pollinators of cropland, wildlife travel corridors, stopover sites for migratory birds, sources of genetic diversity and floodwater retention. Consequently, it is to a community's advantage that these sites be carefully integrated into the planning for future development. Striking a balance between development and natural resource conservation and preservation is critical if Stevensville is to maintain its unique natural heritage.

**Potential Conservation Areas (PCAs)** are defined as places on the landscape dominated by native vegetation that have various levels of potential for harboring high quality natural areas and unique natural features. Scoring criteria to prioritize areas included: total size, size of core area, length of stream corridor, landscape connectivity, restorability of surrounding land, vegetation quality and biological rarity score.

**Map 15: Potential Conservation Areas – Village of Stevensville**

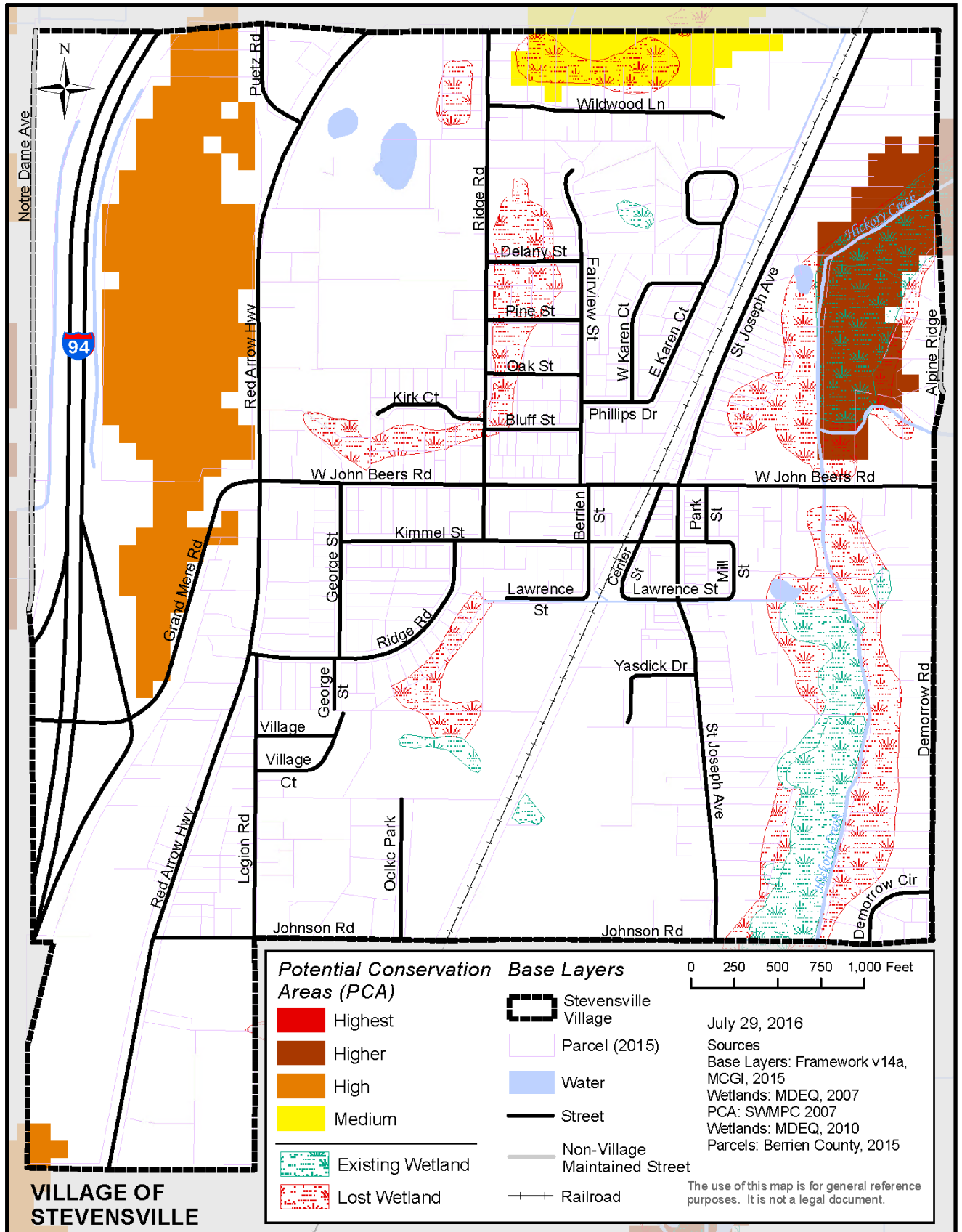


Fig07\_PCA

**Map 16: Potential Conservation Areas – Lincoln Charter Township**

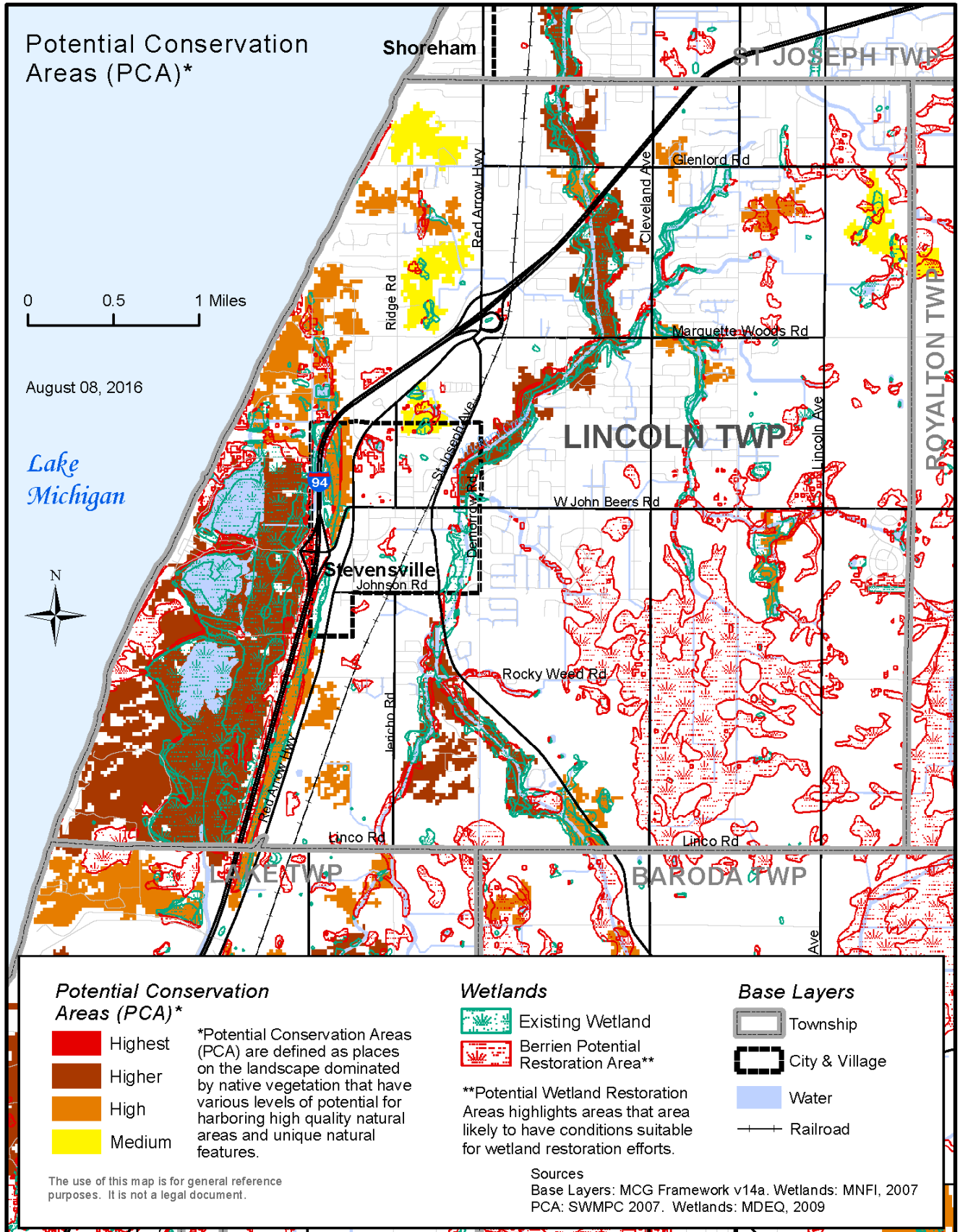


Fig07\_PCA\_Lincoln

## Native Vegetation

Native vegetation refers to the plant life that exists as a natural part of the landscape. It is increasingly recommended that native plants (vegetation that grows naturally in particular climates or regions) be used because of their performance, site enhancement, and life cycle cost benefits.

Native plants typically cost more initially (depending on local availability); however, they are more cost-effective in the long run because they require less water and fertilizer, and are more resistant to local pests and diseases than non-native ornamentals. Native plants are also known to be very effective in managing storm water because many species have deep root systems which stabilize soil and facilitate the infiltration of storm water runoff. Native plants provide habitat for birds, butterflies and other wildlife, help to buffer noise pollution, filter air pollution and provide us with stunning landscapes.

Native plants can be incorporated into individual home sites, commercial sites, and industrial sites to add water quality recharge benefits as well as aesthetic benefits to the landscape.



*Native vegetation along Hickory Creek.*

## **UTILITIES**

### **WATER AND SEWER**

#### **Overview**

The residents and businesses of Stevensville rely on regional authorities to provide municipal drinking water and sanitary sewage treatment utility services. The Village of Stevensville is a water and sewer services customer.

In 2007, the Townships of Lincoln Charter, Royalton, and St. Joseph Charter created the Southwest Michigan Regional Sanitary Sewer & Water Authority to acquire, improve, extend and operate a water supply and sewage disposal system. The Village of Stevensville receives water and sewer services through this authority. Supplemental to this utility service, the Benton Harbor - St. Joseph Joint Wastewater Treatment Plant serves the residents and business of Stevensville with sanitary sewage treatment services.

The Village of Stevensville does not directly appoint a representative to the governing board of either the Southwest Michigan Regional Sanitary Sewer & Water Authority or the Benton Harbor - St. Joseph Joint Wastewater Treatment Plant.

Stevensville's municipal drinking water comes from the St. Joseph Water Filtration Plant, which uses Lake Michigan as its water source and it has a capacity of 16,000,000 gallons per day. The Benton Harbor – St. Joseph Waste Water Plant uses biological trickling filter/liquid sludge. Its capacity is 15,000,000 gallons per day.

The combination of these authorities are sometimes known as the Greater St. Joseph Water System. It serves the City of St. Joseph, Lincoln Charter Township, Royalton Township, and St. Joseph Charter Township, as well as the Villages of Shoreham and Stevensville. Its "Operating Rules and Regulations", adopted in 2011, serves as a policy manual by personnel of both St. Joseph City and Township Water Systems and, as states in the document, it "provides each customer the greatest practicable latitude in the use of service consistent with reliable, economical and safe service to all customers."

#### **Water and Sewer Infrastructure in Stevensville**

The water and sewer infrastructure in the Village is owned by Lincoln Charter Township. Map 17: Water and Sewer Infrastructure, on the following page, shows that the developed areas of the Village are served by water and sewer infrastructure. Anywhere with new development, for example, continuation of the Village Court development or developing the vacant land beyond the parking lot south of the end of Yasdick Drive would require coordination with Lincoln Charter Township to construct new water and sewer infrastructure. The Village must keep good coordination with Lincoln Charter Township to solve any inflow and infiltration problems that might arise in order to keep the system running well. Likewise, coordination is needed to ensure continued capacity and level of service.

**Map 17: Water and Sewer Infrastructure**

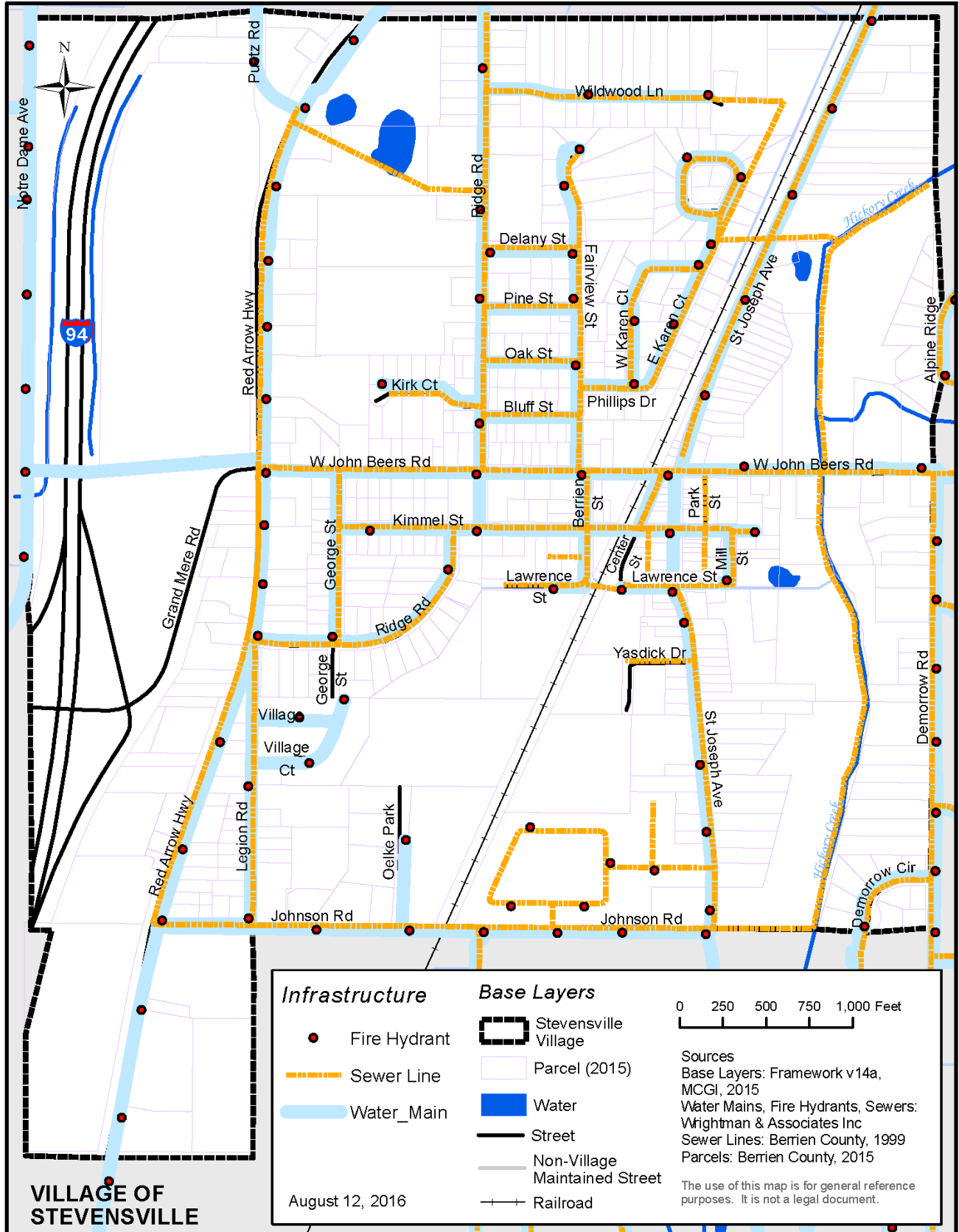


Fig08\_Infrastructure

## **Southwest Michigan Regional Sanitary Sewer and Water Authority**

The “About the Authority” section of the Southwest Michigan Regional Sanitary Sewer and Water Authority 2016 audit explains how this authority operates:

The Southwest Michigan Regional Sanitary Sewer and Water Authority (SWMRSS&WA) is a joint venture of the Townships of Lincoln Charter, Royalton, and St. Joseph Charter Townships. The Southwest Michigan Regional Sanitary Sewer & Water Authority was incorporated under the provisions of Act 233 of the Public Acts of Michigan of 1955. The purpose of the Authority is to acquire, improve, extend and operate a water supply and sewage disposal system for the benefits of residents of Lincoln Charter Township, Royalton Township, and St. Joseph Charter Township.

- On June 29, 2007, the townships of Lincoln Charter Township, Royalton Township, and St. Joseph Charter Township passed resolutions to directly assume the responsibility of the bills of the Lake Michigan Shoreline Water & Sewage Treatment Authority.
- On July 24, 2007, an Operating and Maintenance Services Agreement between Lake Michigan Shoreline Water & Sewage Treatment Authority and SWMRSS&WA was executed with the SWMRSS&WA responsible for the daily operational expenses of the Lake Michigan Shoreline Water & Sewage Treatment Authority.
- The governing body of this authority is a board of trustees made up of three representatives from Lincoln Charter Township, three representatives from Royalton Township, and three representatives from St. Joseph Charter Township.

## **Benton Harbor-St. Joseph Joint Wastewater Treatment Plant**

The “About the Authority” section of the Benton Harbor - St. Joseph Joint Wastewater Treatment Plant 2016 audit explains how this authority operates:

Benton Harbor - St. Joseph Joint Wastewater Treatment Plant (the “Joint Plant”) serves the Benton Harbor - St. Joseph regional area with wastewater treatment services. The facility is owned by the cities of Benton Harbor and St. Joseph, Michigan, as tenants in common. Control, management, and operation of the Joint Plant are vested in the joint board of commissioners (the “Joint Board”). The Joint Board consists of eight members, with three representatives each from the cities of Benton Harbor and St. Joseph and one member each from Benton Charter Township and the Lake Michigan Shoreline Water and Sewage Treatment Authority. Act 129 of Michigan Public Acts of 1943 is the enabling state legislation authorizing the cities of Benton Harbor and St. Joseph to establish the Joint Board. The Joint Plant is a corporate body under Act 129. Act 129 charges the Joint Board with establishing treatment service rates adequate to pay bonded indebtedness and operating costs.



The Joint Plant provides wastewater treatment services to the owner cities of Benton Harbor and St. Joseph, the townships of Benton, St. Joseph, Lincoln, and Royalton, and the villages of Shoreham and Stevensville. The connected service population is approximately 57,000. Treatment capacity of the facility is 15.3 million gallons per day. For the fiscal year ended June 30, 2016, the Joint Plant treated an average flow of 6.95 million gallons per day.

## ENERGY

### Overview

Homes and businesses in Stevensville are provided electric and natural gas service by Indiana Michigan Power (part of American Electric Power) and Michigan Gas Utilities. The service is generally considered adequate for current and projected residential and business needs.

### Commercial Electrical Power Generation

Stevensville and the surrounding area get the vast majority of their electrical power from the Donald C. Cook Nuclear Power Plant in nearby Bridgman. The facility is operated by American Electric Power (AEP), and it has a capacity of 2,160 MW. In contrast, the other four commercial electrical power generation facilities in Berrien County have a combined capacity of 20.4 MW: Southeast Berrien County Landfill gas plant in Buchanan, Buchanan Hydro Power Plant, Berrien Springs Hydro Power Plant, and AEP's Watervliet Solar Power Plant.



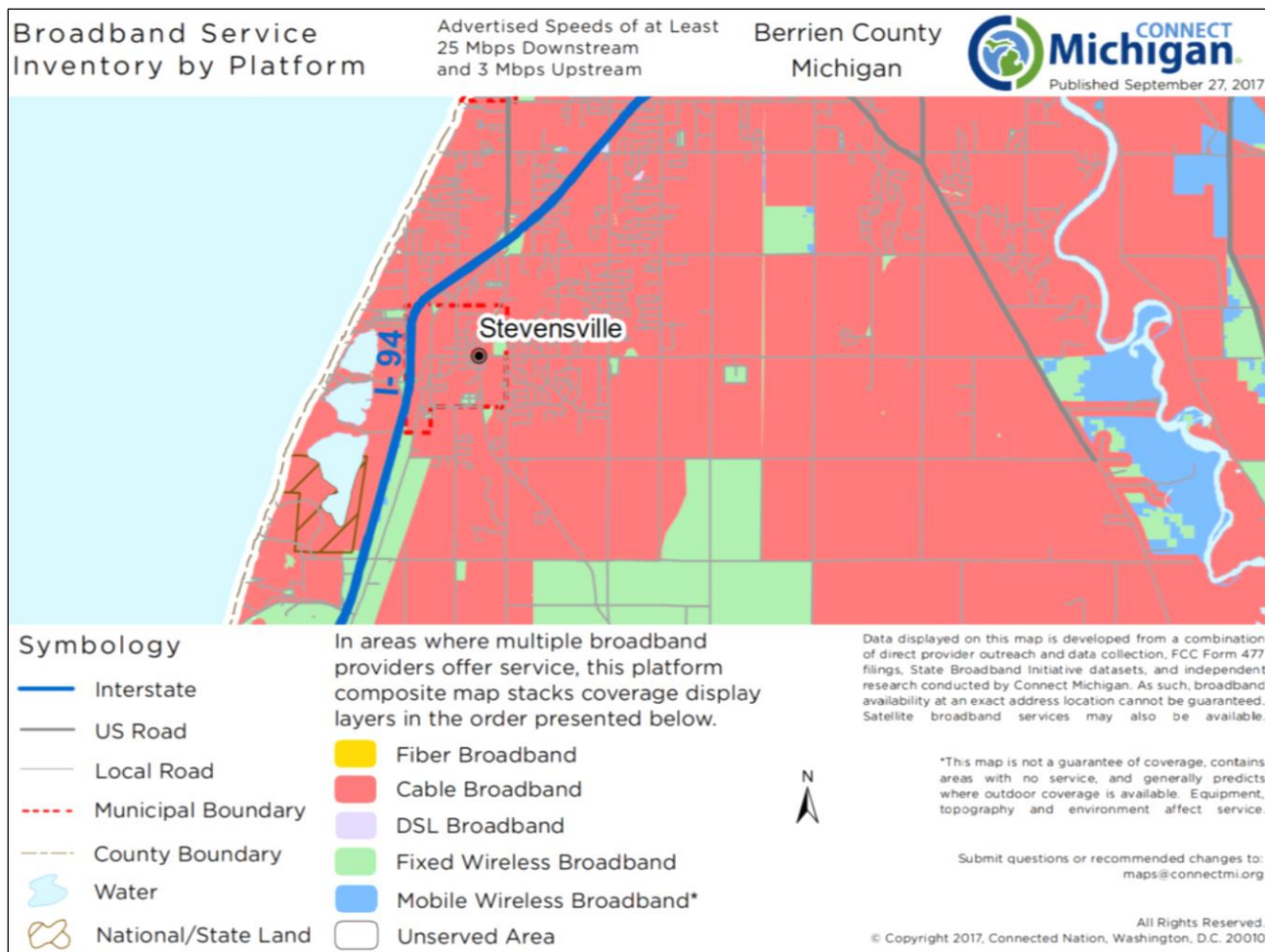
*AEP's Watervliet Solar Power Plant*

## Property Owner Electrical Power Generation

More and more individual property owners, whether residential, commercial, or institutional, are investing in and using decentralized electrical power systems off the commercial grid. They are using wind, solar, or other renewable sources, with newer, more robust battery systems. These decentralized renewable power system help alleviate the burden on electrical power transmission infrastructure, decrease dependence on nuclear systems which generate hazardous waste, create new decentralized electrical system jobs, increase resiliency, and many other benefits. As electrical companies and government regulators change to this new, evolving paradigm, it is important for the zoning ordinances and other regulations by the Village of Stevensville to keep up – to allow property owners to invest in and use these new systems.

## TELECOMMUNICATIONS/INTERNET

Stevensville has a variety of telecommunications and internet service providers, including landline phone, mobile wireless, and broadband services. High-speed broadband internet service of at least 25 Mbps is key for strong internet capability. As shown in the Connect Michigan map below, the Stevensville area has broadband service available at this level of service. More information about broadband internet service is available through Connect Michigan, a non-profit in partnership with the Michigan Public Service Commission, working to ensure that everyone can experience the benefits of broadband (877-846-7710; [info@connectmi.org](mailto:info@connectmi.org)).



## **PARK, NATURE AREAS, GREENSPACE, AND BLUEWAY**

The Village of Stevensville has approved a Community Parks and Recreation Plan (2018-2023). As a reference, a brief outline of the parks and recreation resources of the Village from this plan is given below. See the Community Parks and Recreation Plan for more information on this subject.

### **PARK**

#### **Hickory Creek Park**

Hickory Creek Park is a 2.5-acre parcel, which was purchased by the Village of Stevensville in 2006 in order to provide a space for residents and tourists to enjoy nature, as well as an area for children to play.

### **NATURE AREAS**

#### **Jung Memorial Nature Area**

The Jung Memorial Nature Area is 12.8 acres of wooded area leased by the Village of Stevensville from Lakeshore Public Schools. This area is located directly across the street from Hickory Creek Park. The Jung Nature Area is under a 99-year lease, with the stipulation that it be maintained for public use and enjoyment. It is the Village's intention to use the land as a nature walkway.

#### **Stevensville Nature Area**

Accessible on south end of Saint Joseph Avenue, near the Village limits, the Stevensville Nature Area has 10.08 acres. It is home to a wide variety of native plants and animals. It is bordered by Hickory Creek on the east, private residential property owners on the west, and a natural area preserved by the Sarett Nature Center on the north.

### **GREENSPACE**

#### **Downtown Greenspace**

The Downtown Greenspace is located at the heart of the Village on the corner of Saint Joseph Avenue and Kimmel Street. This property was purchased in 2007 in order to revitalize the downtown area. This area has been dedicated to the Village Downtown Development Committee; and it is home to the Village's Santa.

## BLUEWAY

### Water Trails – A Vision for Hickory Creek Water Trail

Water trails, also referred to as blueways or paddling trails, are marked routes on navigable waterways such as rivers, lakes, canals, and coastlines for people using small non-motorized boats such as kayaks, canoes, rafts, or rowboats. The Hickory Creek Water Trail will include Baroda Village, Baroda Township, Village of Stevensville, Lincoln Charter Township, St. Joseph Township, and St. Joseph City. See map below of the proposed water trail route. When the Hickory Creek Water Trail is fully developed, paddlers will be able publicly access Hickory Creek at five proposed launch sites, from Baroda to the St. Joseph River. The Village of Stevensville intends to have Hickory Creek Park be one of those launch sites.

**Map 18: Hickory Creek Water Trail**



**Map 19: Park, Greenspace, and Nature Areas**

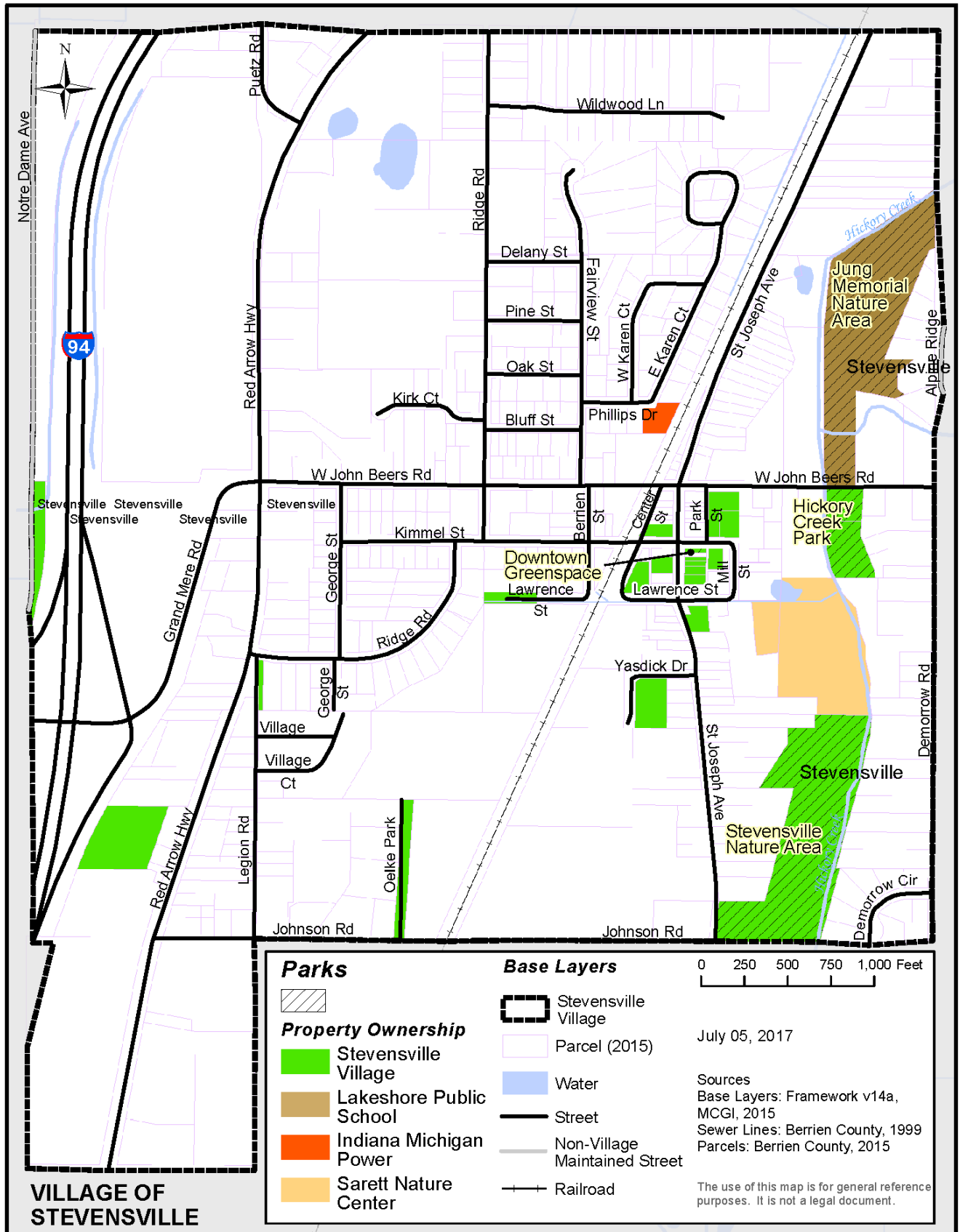


Fig18\_Parks

## **Chapter 3**

### **Community Services**



*Village Hall*

## **VILLAGE SERVICES**

### **VILLAGE GOVERNANCE**

#### **Village Council and Management**

The Village of Stevensville operates under a council-manager form of government. The Village Council is an elected seven member policy-making body. It is responsible for authorizing a professional manager to oversee the daily operations of the Village. The role of a professional manager is not currently filled. Day-to-day management is currently handled by the elected Village President.

The Village Council governs through policy setting in the form of codified Village Ordinances, including a Zoning Ordinance, and also through adopted separate Council Policies on certain matters related to municipal activities. The Village Council utilizes a Finance Committee, Policy and Procedures Committee, and Public Works Committee, which meet regularly, to assist them with their work. Additional committees meet as needed. The Village also has a regularly meeting Planning Commission and Downtown Development Committee who work on their respective areas of focus.

#### **Village Hall Staff**

The Village Clerk and Village Treasurer operate out of Village Hall. These officials take care of administrative tasks such as taking and keeping minutes, preparing public notices, managing the Village Newsletter, managing official website and Facebook page content, serving as the custodian of official documents – including records management work, processing tax bills, accounts payable and receivable, purchasing, requests for proposals, code enforcement, and handling human resources tasks such as payroll. The Village Attorney and Village Accountant are contract services based outside of Village Hall.

## Building Inspection

Building inspection in the Village of Stevensville is conducted by a team of inspectors for: building, plumbing, mechanical, and electrical inspections. Applicants pay a fee for this service.

| Building Permits – 2010 | Number Issued | Dollar Amount       |
|-------------------------|---------------|---------------------|
| Residential             | 1             | \$182,000.00        |
| Commercial              | 8             | \$65,186.12         |
| Other                   | 21            | \$288,554.00        |
| <b>Total</b>            | <b>30</b>     | <b>\$535,740.12</b> |

## VILLAGE PUBLIC WORKS

### Village Department of Public Works & Street Department

The Village Department of Public Works & Street Department (DPW) has six core areas of responsibility.

**1. Public Street Maintenance:** Snow removal, street cleaning, patching, signing, and marking, in addition to supervising work that is usually contracted out for street preservation, reconstruction, resurfacing, restoration and rehabilitation. “Streets” includes transportation via motor vehicles, mass transit (bus), bicycles and other wheeled equipment, as well as for pedestrians.

**2. Stormwater Management:** Buried and open drainage. Proper stormwater management prevents flooding and keeps the water that flows into Lake Michigan as clean as possible.

**3. Urban Forestry:** Planting, trimming, and removing of trees and shrubs on Village property and rights-of-way. The removal of large trees are usually contracted out. Seasonally, the DPW removes bagged leaves and leaves are picked-up from the curb via a vacuum.

**4. Decorative Street Lighting:** The decorative street lights in downtown, including the banners, flower baskets, and planter, are the responsibility of the Village. All other street lights are the responsibility of the electric utility company (AEP).

**5. Facility, Vehicle, and Equipment Maintenance:** All of the buildings, parks, grounds, vehicles, and equipment of the Village are maintained by the DPW.

**6. Large Trash Pick-up:** Residents are able to schedule up to two large trash pick-ups a year.



*A Warm Welcome to Stevensville*



## TOWNSHIP SERVICES

The Village of Stevensville receives several services from Lincoln Charter Township. Lincoln Charter Township is governed by their Board of Trustees. The services provided are found below.

## TOWNSHIP PUBLIC SAFETY

### Lincoln Charter Township Police Department



Lincoln Charter Township provides police services to Lincoln Charter Township and the Village of Stevensville. The Lincoln Charter Township Police Department (LCTPD) has eleven sworn full-time police officers (including the chief), seven reserve officers (not counted under part-time), one full-time administrative office staffer, and one part-time administrative office staffer.

LCTPD utilizes five marked police cars for 24-hour police coverage, including road patrol, detective bureau, home security checks, issuing firearm permits, fingerprinting service, and administering the local part of the sex offender tracking system for persons residing in our community that appear on that list. LCTPD conducts licensed liquor establishment inspections and partners with the Michigan Department of Public Health for the prevention of tobacco sales to minors.

| LCTPD Incident Complaints |            |
|---------------------------|------------|
| Year                      | Complaints |
| 2011                      | 5,914      |
| 2012                      | 5,460      |
| 2013                      | 5,110      |
| 2014                      | 4,969      |
| 2015                      | 4,536      |

LCTPD Chief Daniel Sullivan has stated that the decreasing call rates shown in the table to the left are a result of changes in state law (example, gun permits) and classification changes in their records management system. As a historical note, the 2001 Master Plan stated that LCTPD had approximately 6,500 incident complaints.

LCTPD has officers with specialized education and training in drug awareness and education, narcotics investigation, crime investigation, evidence collection and community relations. All officers are trained in basic first aid and CPR. All patrol vehicles are equipped with AED devices, direct 911 center communications, current computers, and video recording equipment.



*Lincoln Charter Township Police Department*

## **Lincoln Charter Township Fire Department**

The Lincoln Charter Township Fire Department (LCTFD) protects Lincoln Township's 18 square miles, including the Village of Stevensville, from one station. In 1968, the Department consolidated with Royalton Fire and the Village of Stevensville. The merger was then called the Tri-Unit Fire Department. In 2002, the Tri-Unit Fire Department separated from Royalton. Now LCTFD serves Lincoln Charter Township and the Village of Stevensville. In 2004, an independent Fire Board began to oversee LCTFD operations.

LCTFD is comprised of seventeen (17) volunteer/paid-on-call firefighters, including a lieutenant, a captain, an assistant chief, and a chief. The Department's operating budget is \$350,000, operating three fire engines, one squad, one brush rig (Jeep), and one ATV (Polaris Ranger) for off-road rescue. In 2015, the Department responded to 39 fire calls, 66 rescue calls, and 126 other calls. Burning permits are processed through Lincoln Charter Township Hall.

Stevensville has an ISO insurance rating of 8-9, out of 10 (1 being best). ISO ratings affect insurance rates for property owners. Ratings are determined by weighing criteria such as water supply (e.g., water tower capacity, frequency of fire hydrants) and fire department preparedness (e.g., number and qualifications of firefighters, fire equipment). In comparison, the Villages of Baroda, Berrien Springs, Eau Claire, Galien, and Three Oaks each have an ISO rating of 7. The LCTFD is working on improving its ISO rating. They are preparing to have an ISO audit in the fall of 2018. The Village of Stevensville can work collaboratively with LCTFD and Lincoln Charter Township to identify and address any fire and municipal water supply issues to ensure that this ISO audit lowers the Village's ISO rating, which would increase fire preparedness and lower the cost of insurance for people who own homes and businesses.

EMS is provided regionally through Medic 1 Ambulance (please see that section further down in this chapter).



*Lincoln Charter Township Fire Department*

## **TOWNSHIP PUBLIC SERVICES**

### **Lincoln Charter Township Assessing**

The Lincoln Charter Township Assessing Department is responsible for the inventory of all property within Lincoln Charter Township, including the Village of Stevensville, and the valuation of all its taxable property. They maintain records of current ownership, assessed and taxable values, property characteristics, and market data.

### **Lincoln Charter Township Cemeteries**

The Village of Stevensville is served by Lincoln Charter Township's two cemeteries: (1) Lincoln Charter Township Cemetery, 5055 St. Joseph Ave, Stevensville, MI, and (2) Hickory Bluff Cemetery, 4290 Cleveland Ave., Stevensville, MI. Plots at these cemeteries may be purchased through the Township Clerk's office.



*Lincoln Charter Township Cemetery*

### **Lincoln Charter Township Elections**

The Lincoln Township Clerk is responsible for managing elections for both the Village of Stevensville and Lincoln Charter Township. Village residents vote at Stevensville Village Hall, which is the Township's Precinct #6.

## Lincoln Township Public Library

Lincoln Township Public Library serves Lincoln, Royalton and Baroda Townships, including the Village of Stevensville. Its mission is to be the leading source of information and a focal point for the community, providing access to resources and programs that educate, entertain, and inspire. The services it offers include: interlibrary loan, MichiCard participant, Doorstep book delivery, large print books, story hours, books-on-CD, word processing computers, Internet access, FAX machine, videos, DVDs, children and adult programs. The Doorstep service is available to any resident of Lincoln, Royalton or Baroda Township who is physically unable to come to the library. This may be the result of a permanent or temporary disability. A librarian will assist in selection of materials, if needed, and a library volunteer will deliver them to the patron's door.

As described on their website, [lincolntownshiplibrary.org](http://lincolntownshiplibrary.org), the Library is a gateway to a world of information and knowledge, with stimulating programs and events for children, teens and adults. Annually, patrons make nearly 125,000 visits to the library to access about 75,000 books and print materials, nearly 12,000 digital materials, over 150 magazine and newspaper subscriptions and almost unlimited resources made available online and through interlibrary loan. The Library has become a cultural center serving the needs of the community with unique and ever-evolving programming ranging from the children's annual Teddy Bear picnics to teens' movie marathons to adults' job seeker workshops.



*Lincoln Township Public Library*

## REGIONAL SERVICES

### REGIONAL AMBULANCE SERVICE

#### Medic 1 Ambulance

Community Emergency Service, Inc. is a municipal corporation owned by sixteen (16) municipalities operating in Berrien and Van Buren Counties. These sixteen owner members constitute the governing board. In addition performing ambulance service work in the sixteen owner municipalities it also contractually serves four others, for a total of twenty municipalities served. It does business as Medic 1 Ambulance (or simply Medic 1). Medic 1 operates five stations with a fleet of twelve (12) ambulances.

Medic1 responds to about 30,000 calls for service each year. They offers three levels of service:

1. *Advanced Life Support (ALS) Ambulance Transportation:* This is an emergency response level of service, with ambulances staffed with a minimum of a paramedic (EMT-P) and an emergency medical technician (EMT). They are equipped to transport a passenger who is unable to sit in an upright position for the duration of the transport. Ambulances are also equipped with all the supplies needed to care for a severely injured or ill patient, such as IV supplies, cardiac monitor, and intubation equipment.
2. *Specialty Care/Critical Care Transport Ambulance (SCT):* This service provides inter-facility transportation for the high-acuity patient. Each Ambulance is equipped as a Mobile Intensive Care Unit (MICU) and provides stabilization care until the patient is turned over to the receiving facility.
3. *Non-Emergency Wheelchair Transportation:* Medic 1 has a fleet of vehicles designed to transport patients who are confined to a wheelchair or have mobility challenges. Their wheelchair vans are equipped with an automatic lift.

Medic 1 maintains Commission on Accreditation of Ambulance Services (CAAS) accreditation. It is one of only twenty-eight (28) ambulance services in the State of Michigan to attain national accreditation from the Commission on Accreditation of Ambulance services, which is considered the Gold Standard in ambulance service.



## REGIONAL BUSINESS/ENTREPRENEURIAL SUPPORT

Southwest Michigan offers a variety of business and entrepreneurial support. A few of these groups are noted below, including a brief statement of purpose and their website. These regional groups give Stevensville access to great resources to develop and grow their local economy.

### **Berrien County Community Development Department**

Service Area: Berrien County

Purpose: Influencing, encouraging and supporting private business growth, expansion and job creation to continually stabilize our tax base without duplicating efforts.

Website: <http://berriencounty.org/304/Community-Development>

Telephone: 269-983-7111x8257



### **Cornerstone Alliance**

Service Area: Berrien County

Purpose: Customer-focused economic development solutions through partnerships that grow employment opportunities, increase the tax base and add to the economic vibrancy of our area.

Website: <http://cstonealliance.org/>

Telephone: 269-925-6100



### **Kinexus (Michigan Works!)**

Service Area: Southwest Michigan

Purpose: Customer-focused economic development solutions through partnerships that grow employment opportunities, increase the tax base and add to the economic vibrancy of our area.

Website: <http://kinexus.org/>

Telephone: 269-927-1064



### **Lake Michigan College**

Service Area: Southwest Michigan

Purpose: Workforce training and development for healthcare, skilled trades and hospitality.

Website: <https://www.lakemichigancollege.edu/home/programs-majors/workforce-training-development>

Telephone: 269-927-1000



### **Lakeshore Chamber of Commerce**

Service Area: Stevensville, Baroda, and south St. Joseph

Purpose: Promote the interests of Stevensville, Baroda, and its surrounding areas for the growth and advancement of businesses and communities

Website: <http://www.lakeshorechamber.org/>

Telephone: 269-429-1170



**Michigan Economic Development Corporation**

Service Area: Michigan

Purpose: Growing and attracting business, keeping talented residents here, and revitalizing our urban centers

Website: <http://www.michiganbusiness.org>

Telephone: 888-522-0103

**Michigan's Great Southwest Strategic Leadership Council**

Service Area: Berrien County

Purpose: Multi-sector perspectives and support – government, education, nonprofit and business – to help move our community to top tier in terms of services, education and economic growth

Website: <http://drivegreatness.org/>

**Michigan's Great Southwest Sustainable Business Forum**

Service Area: Berrien, Cass, and Van Buren Counties

Purpose: Educates, engages and empowers our community to more equally value environmental stewardship, social responsibility and economic growth

Website: <https://mgssbf.org/>

Telephone: 616-422-7963 (West Michigan SBF, which answers calls for MGSSBF)

**Regional Prosperity Initiative (Region 8)**

Service Area: Southwest Michigan (7 Counties)

Purpose: Encourage regional private, public and non-profit partners to create vibrant regional economy

Website: <http://www.swmpc.org/swmpr.asp>

Telephone: 269-925-1137x1512

**Southwest Michigan Planning Commission**

Service Area: Berrien, Cass, and Van Buren Counties

Purpose: Planning great communities together – through transportation, environment, economic development and community planning, with mapping/GIS expertise

Website: <http://www.swmpc.org/>

Telephone: 269-925-1137

**Southwest Michigan First (Kalamazoo)**

Service Area: Berrien, Cass, and Van Buren Counties

Purpose: Company growth, government and education alignment, acceleration of its vibrant core communities, talent development and communication of its regional advantages

Website: <https://www.southwestmichiganfirst.com/>

Telephone: 269-553-9588



## **Chapter 4**

### **Community Survey**

## COMMUNITY SURVEY

### Outreach

The Stevensville Planning Commission established a community survey that was available online and via paper, and the following outreach was used to inform the public:

- (1) **Press Release:** The release as shown in Appendix 1 was sent to all local news outlets. Local News/Talk radio station WSJM aired a piece informing the public about the survey and featured a text version on their website.
- (2) **Direct Dissemination:** Copies of the survey were hand delivered door-to-door to various businesses, while multiple copies were left on community bulletin boards and on the front counters of various business such as eateries and hair care businesses. The notice below was posted next to surveys when left in public and space was available:

### What is Your Vision for the Village of Stevensville?

**WE WANT YOU TO GET INVOLVED!**

**We want your opinions for updating the master plan for the Village of  
Stevensville. Your input will help guide the future of the Village!**




**You can take a Survey form below or visit  
[www.villageofstevensville.us](http://www.villageofstevensville.us) to take it online.  
Please complete the survey or mail it to the  
Village Hall by September 26, 2016!**

**Thank You!**



- (3) **Postcard Mailing:** Each resident, business and taxpayer in the Village was mailed a postcard from the Village Hall – 820 postcards total. Postcards notified people that their input was sought for a community survey available online or that paper copies were available. (See the next page.)
- (4) **Internet:** Hypertext links to the online version of the survey and notification on how to get paper copies of it were shared on the Village’s Facebook page and their website: [www.villageofstevensville.us](http://www.villageofstevensville.us), as well as on the Facebook page and website of the Southwest Michigan Planning Commission: [www.swmpc.org](http://www.swmpc.org).



What changes or additions would you like to see in the Village of Stevensville?


Now is the time to voice your opinion. Go to <https://www.surveymonkey.com/r/stevensvillesurvey> and let us know your thoughts.


Your input will help guide the future of our community.

The survey can also be accessed on the Village website:  
[www.villageofstevensville.us](http://www.villageofstevensville.us)

If you would prefer, we can email it to you. Just email the Village Clerk:  
[clerk@villageofstevensville.us](mailto:clerk@villageofstevensville.us).

If you are technologically challenged, there are hard copies available at the Village Office.





## Collection

The Stevensville Master Plan Community Survey was shared online and hard copies began to be passed around the Village starting on August 16, 2016, with a due date of September 26, 2016 – allowing six weeks to circulate and reply. Online, 115 responses were collected. An additional 17 hard copy surveys were data entered into the online survey to tabulate the results, making a total of 132 responses.

## Statistical Significance

The results from the respondents of this survey cannot be easily assigned statistical significance. Ordinarily a poll can have a margin of error calculated to know the likelihood that if everyone within a particular population were questioned than the results for everyone would be at the same proportion given a certain percent plus-or-minus (the margin of error). However, with a community survey the size of the population to calculate in proportion to the survey is not known. A community survey seeks to know the opinions of people who shop and use services in the Village beyond the number of people who are residents. It is important to remember that a community survey is an important tool of many to know what a community wants, but it is also important to not assign more importance to the results than can be justified based on the limited number of respondents.

## Survey Respondents

The first few questions of the survey were designed to make sure the survey reached a good cross-section of the population. Note that not all questions were answered by everyone.

### ***1) I live in...***

Most respondents live in the Village of Stevensville, 90; followed by Lincoln Township, 26; and 15 live in other locations (1 person skipped this question). This mix of respondents gives solid majority weight to residents while still having a voice for non-residents as well.

### ***2) Please check all that apply:***

|                                       |     |    |
|---------------------------------------|-----|----|
| I own my home in Stevensville Village | 57% | 75 |
| I shop/use services in Village        | 48% | 63 |
| I work in Village                     | 11% | 14 |
| I rent in Village                     | 9%  | 12 |
| I have a business in Village          | 9%  | 12 |

Because this question asks respondents to check all that apply, the percentages add up to over 100%. It is notable that only about half of the people who answered this question said that they shop and use services in the Village.

### ***3) If you live in Stevensville, how many years have you lived in the Village?***

Half of respondents (48) who live in the Village have been there for five years or less. There were 10 respondents who have lived in the Village for 6 to 10 years, 11 respondents for 11 to 15 years, 6 respondents for 16 to 20 years, and remaining 5-year increments were not significant, but there were 19 respondents with over 21 years of living in the Village.

### ***4) What is your age range?***

Over 60% of respondents are in the 30-60 age bracket that is typical of post-college years and the age when people typically form families. One-fifth of respondents were over the age of 60, and an additional almost one-fifth of respondents were 30 and younger. Only one respondent was under the age of 18, and only two respondents were over the age of 75. This is good mix of ages.

### ***5) Indicate how often you use the internet?***

The vast majority of respondents use the internet daily - they are well “plugged in” to the digital world (91%). Several respondents said they use the internet weekly (6%), and only a few said rarely (3%).

## Survey Results

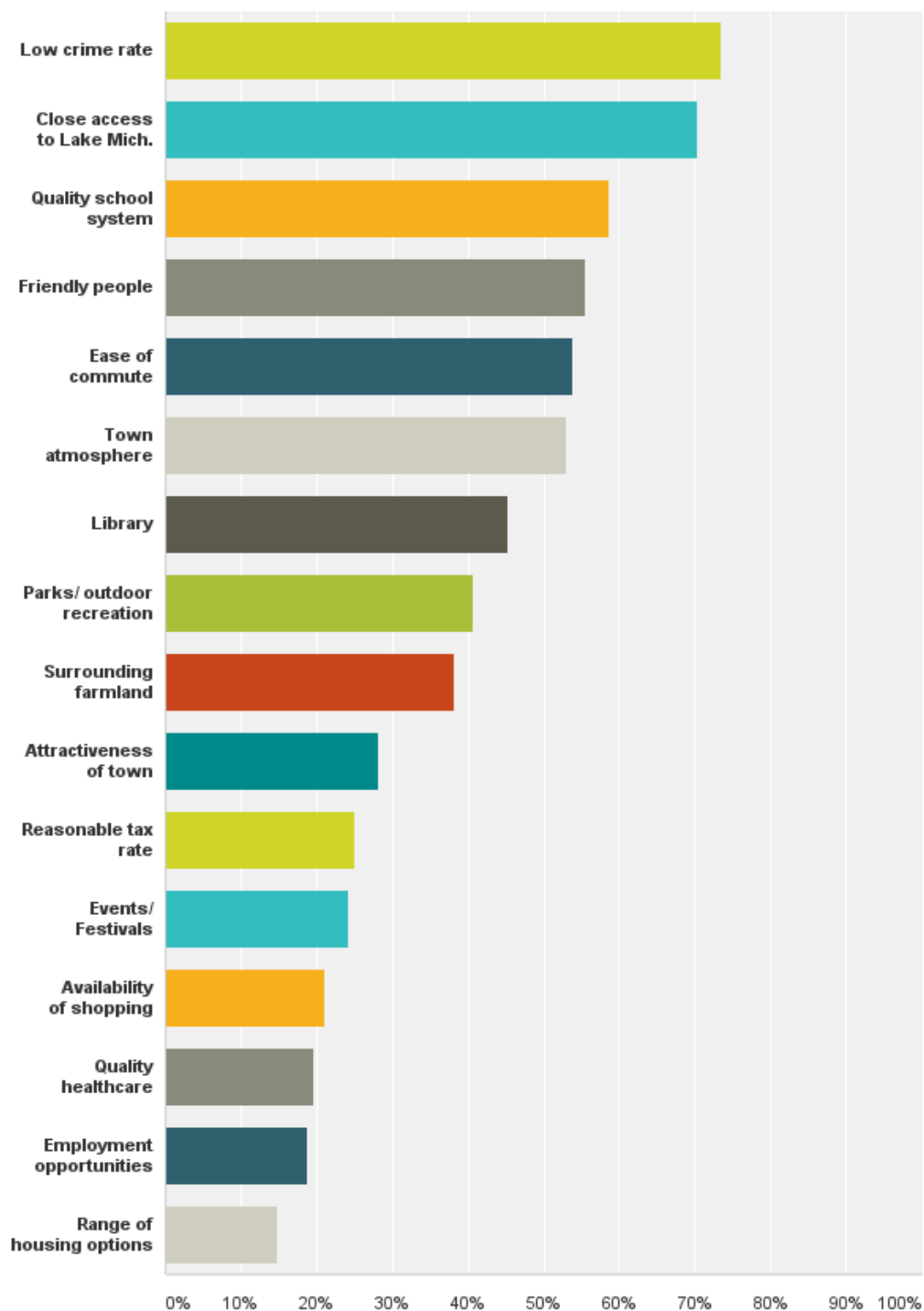
Questions 6 through 13 of the Stevensville Master Plan Community Survey asked respondents how they felt the Village is doing on various topics, and asked respondents for ideas for improvements.

**6) Which of these aspects of the Village of Stevensville have most contributed to improving your quality of life? (Please check all that apply.)**

| Question Options                         | Percentage | Responses |
|--|------------|-----------|
| Low crime rates                          | 73%        | 94        |
| Close access to Lake Michigan            | 70%        | 90        |
| Quality school system                    | 59%        | 75        |
| Friendly people                          | 56%        | 71        |
| Ease of commute                          | 54%        | 69        |
| Town atmosphere                          | 53%        | 68        |
| Library                                  | 45%        | 58        |
| Parks & outdoor recreation opportunities | 41%        | 52        |
| Surrounding farmland and open space      | 38%        | 49        |
| Attractiveness of town                   | 28%        | 36        |
| Reasonable tax rate                      | 25%        | 32        |
| Community Events and Festivals           | 24%        | 31        |
| Availability of shopping                 | 21%        | 27        |
| Access to quality healthcare             | 20%        | 25        |
| Employment opportunities                 | 19%        | 24        |
| Range of housing options                 | 15%        | 19        |

**Q6 Which of these aspects of the Village of Stevensville have most contributed to improving your quality of life? (Please check all that apply.)**

Answered: 128 Skipped: 4



**7) List the three most important choices from the question answered above.**

|  | Total | Priority 1 | Priority 2 | Priority 3 |
|--|-------|------------|------------|------------|
| Low crime rates                          | 67    | 24%        | 39%        | 37%        |
| Quality school system                    | 54    | 63%        | 24%        | 13%        |
| Close access to Lake Michigan            | 46    | 30%        | 33%        | 37%        |
| Town atmosphere                          | 37    | 59%        | 24%        | 16%        |
| Ease of commute                          | 33    | 21%        | 33%        | 45%        |
| Friendly people                          | 23    | 9%         | 39%        | 52%        |
| Library                                  | 20    | 35%        | 20%        | 45%        |
| Surrounding farmland and open space      | 18    | 17%        | 44%        | 39%        |
| Parks & outdoor recreation opportunities | 14    | 36%        | 21%        | 43%        |
| Employment opportunities                 | 14    | 43%        | 36%        | 21%        |
| Availability of shopping                 | 11    | 9%         | 45%        | 45%        |
| Reasonable tax rate                      | 10    | 30%        | 50%        | 20%        |
| Attractiveness of town                   | 9     | 44%        | 44%        | 11%        |
| Community Events and Festivals           | 8     | 0%         | 50%        | 50%        |
| Range of housing options                 | 4     | 0%         | 50%        | 50%        |
| Access to quality healthcare             | 3     | 33%        | 33%        | 33%        |

Low crime rate, quality school system, and close access to Lake Michigan are the top three aspects of the Village that most contribute to improving quality of life for people.

**8) How available and adequate are these opportunities in and near the Village?**

Respondents were asked to rate the availability and adequateness of various features in and near the Village as either “Available & Adequate”, “Available but needs improvement”, “Not Available (wanted)”, or “Not Interested”. Functionally a feature rated as either “Available & Adequate” or “Not Interested” does not need attention. However, features rated “Available but needs improvement” or “Not Available (wanted)” need attention. So those respective responses have been added to make two groups, and sorted by which features were most needing attention:

| How available and adequate are these Opportunities in and near the Village? | Available & Adequate + Not Interested | Responses | Available but needs improvement + Not Available (wanted) | Responses |
|---|---------------------------------------|-----------|--|-----------|
| Ability to reach destinations by bike                                       | 40.32%                                | 50        | 59.68%   | 74        |
| Ability to reach destinations by walking                                    | 44.00%                                | 55        | 56.00%   | 70        |
| Recreation programs   | 47.54%                                | 58        | 52.46%   | 64        |
| Museums/Cultural Activity   | 49.59%                                | 61        | 50.41%   | 62        |
| Wireless internet in public spaces  | 51.24%                                | 62        | 48.76%   | 59        |
| Natural Areas   | 53.66%                                | 66        | 46.34%   | 57        |
| Canoeing/kayaking   | 53.28%                                | 65        | 46.72%   | 57        |
| Community Center  | 63.41%                                | 78        | 36.59%   | 45        |
| Picnic Areas  | 64.23%                                | 79        | 35.77%   | 44        |
| Playground equipment  | 65.04%                                | 80        | 34.96%   | 43        |
| Reliable public transit   | 64.75%                                | 79        | 35.25%   | 43        |
| Athletic Fields   | 75.61%                                | 93        | 24.39%   | 30        |

**9) What roads or intersections do you TRAVEL regularly that are NOT pedestrian friendly?**  
 Of the 99 people who answered this question John Beers Road was the most referenced road that people regularly traveled that is not pedestrian friendly (27 responses). It is important to note, however, that part of John Beers Road is in the Village and part is in Lincoln Township – some of the survey comments are not necessarily clear which part is referenced. The next most referenced road was Red Arrow Highway (21), closely followed by a tie between Demorrow and St. Joseph (20 each). Fewer responses were received for Johnson (9) and Ridge (8). Roads outside the Village, such as Marquette Woods Road and Roosevelt Road, are also identified.

**Q9 What roads or intersections do you TRAVEL regularly that are NOT pedestrian friendly?**

Answered: 99 Skipped: 33



**10) From your own experience, please indicate how well you think the Village has provided each of the services or amenities listed below.**

Respondents were asked to rate how well they thought the Village was providing services and amenities as either “Very well”, “Well”, “Average”, “Poor”, “Very Poor”, or “Don’t Know” – with each rating receiving a numeric value from 5 for “Very well”, down to 1 for “Very Poor”, or 0 for “Don’t Know”. The charts below add “Very well” and “Well” responses, as well as adding “Poor” and “Very Poor” responses for analysis purposes. Each response has been multiplied by its numeric value to generate a score resulting in two charts. The table below is sorted showing a rating average for the services and amenities that the Village has scored the best responses, not including “Don’t Know” responses.

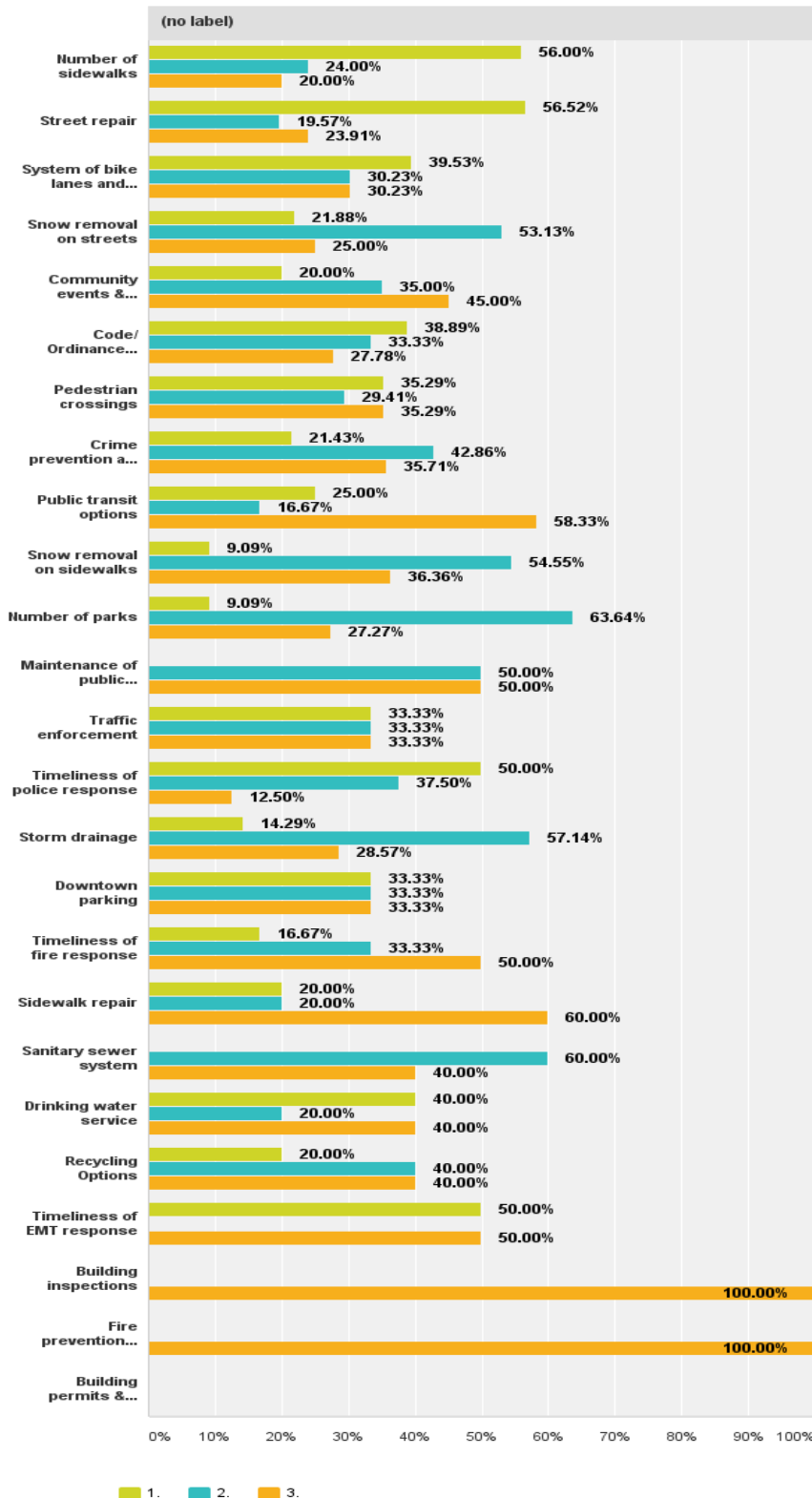
| Answer Options                                     | Very well | Well | Ave. | Poor | Very Poor | Don't Know | Rating Average |
|--|-----------|------|------|------|-----------|------------|----------------|
| Maintenance of public landscaping and street trees | 29        | 52   | 37   | 2    | 3         | 6          | 3.65           |
| Snow removal on streets                            | 36        | 42   | 34   | 6    | 2         | 9          | 3.60           |
| Downtown parking                                   | 17        | 49   | 48   | 4    | 1         | 7          | 3.44           |
| Street repair                                      | 15        | 42   | 47   | 12   | 9         | 4          | 3.23           |
| Sanitary sewer system                              | 27        | 43   | 30   | 1    | 0         | 26         | 3.14           |
| Traffic enforcement                                | 16        | 50   | 33   | 6    | 3         | 18         | 3.13           |
| Number of parks                                    | 16        | 33   | 49   | 16   | 3         | 10         | 3.10           |
| Storm drainage                                     | 24        | 40   | 32   | 3    | 1         | 26         | 3.04           |
| Drinking water service                             | 29        | 43   | 20   | 1    | 2         | 31         | 3.02           |
| Recycling Options                                  | 24        | 38   | 27   | 7    | 5         | 25         | 2.95           |
| Sidewalk repair                                    | 19        | 34   | 42   | 7    | 4         | 21         | 2.95           |
| Crime prevention and safety                        | 28        | 45   | 16   | 0    | 1         | 36         | 2.93           |
| Pedestrian crossings                               | 14        | 25   | 49   | 18   | 5         | 13         | 2.89           |
| Community events & festivals                       | 9         | 33   | 51   | 17   | 2         | 15         | 2.88           |
| Number of sidewalks                                | 9         | 26   | 43   | 23   | 13        | 14         | 2.63           |
| Snow removal on sidewalks                          | 15        | 30   | 35   | 9    | 6         | 31         | 2.57           |
| Timeliness of police response                      | 26        | 25   | 20   | 0    | 1         | 54         | 2.31           |
| System of bike lanes and trails                    | 5         | 7    | 35   | 33   | 22        | 25         | 1.94           |
| Timeliness of fire response                        | 20        | 24   | 10   | 0    | 0         | 73         | 1.78           |
| Timeliness of EMT response                         | 19        | 16   | 12   | 3    | 2         | 74         | 1.61           |
| Code/Ordinance Enforcement                         | 6         | 17   | 24   | 8    | 14        | 56         | 1.60           |
| Building permits & assistance                      | 8         | 16   | 26   | 2    | 1         | 73         | 1.48           |
| Building inspections                               | 7         | 17   | 20   | 5    | 2         | 74         | 1.40           |
| Fire prevention programs                           | 9         | 13   | 21   | 5    | 1         | 78         | 1.35           |
| Public transit options                             | 3         | 3    | 7    | 17   | 25        | 70         | 0.86           |

**11) Which of these services/resources listed above do you feel should receive the highest priority?**

Please see graph on the next page.

**Q11 Which of these services/resources listed above do you feel should receive the highest priority?**

Answered: 120 Skipped: 12



**12) What three sources of information are most effective for keeping you informed of public decisions, meetings, and community participation opportunities?**

By totaling the responses from this question it is clear that most respondents like keeping informed of public decisions, meetings, and community participation opportunities via Facebook (69 responses for internet/social media – Facebook got 42 responses vs. the Village website’s 23). But it is important to note that simply making posts to the Village’s Facebook page is not enough to get the word out, unless posts are promoted via shares and like, and/or through Facebook advertising. Facebook does not currently share every post with every Facebook user who has “liked” a page. Beyond Facebook respondents also valued mail flyers (47 responses), local radio station (40 responses), and the Herald Palladium newspaper (37 responses). Remaining responses included word of mouth/friends (33), Mail Max (32), local TV channel (20), public schools (10), and South Bend Tribune (1).

**13) What would you like to see in the village?**

Open-ended questions like Question 13 can sometimes be difficult to draw conclusions, but several points got made over and over. Please see table and summary on the next page.

| TOPIC                                   | SUBJECT                     | PERCENT    | RESPONSES |
|---|-----------------------------|------------|-----------|
| <b>Transportation</b>                   | <b>Transportation</b>       | <b>35%</b> | <b>37</b> |
| Invest in Sidewalks                     | Transportation              | 21%        | 22        |
| Invest in Bike Lanes                    | Transportation              | 8%         | 9         |
| Invest in Road Repairs                  | Transportation              | 8%         | 8         |
| Sidewalks Needed on Demorrow            | Transportation              | 8%         | 8         |
| <b>Governance</b>                       | <b>Governance</b>           | <b>28%</b> | <b>30</b> |
| Improve Code Enforcement                | Governance                  | 9%         | 10        |
| Improve Village Hall Staff              | Governance                  | 8%         | 8         |
| Improve Village Council                 | Governance                  | 7%         | 7         |
| Continue Good DPW Staff                 | Governance                  | 4%         | 4         |
| <b>Economic Development</b>             | <b>Economic Development</b> | <b>26%</b> | <b>28</b> |
| Attract More Restaurant Options         | Economic Development        | 17%        | 18        |
| Attract Businesses in addition to Rest. | Economic Development        | 16%        | 17        |
| Improve Downtown                        | Economic Development        | 10%        | 11        |
| Work with Village Square to Improve     | Economic Development        | 6%         | 6         |
| <b>Recreation</b>                       | <b>Recreation</b>           | <b>26%</b> | <b>28</b> |
| Continue Improving Special Events       | Recreation                  | 9%         | 10        |
| Enhance Hickory Creek Park              | Recreation                  | 8%         | 8         |
| Create Hickory Creek Water Trail        | Recreation                  | 7%         | 7         |
| Create Walking/Biking Trails            | Recreation                  | 7%         | 7         |
| <b>Uncategorized</b>                    | <b>Uncategorized</b>        | <b>3%</b>  | <b>3</b>  |

*Transportation:* Over one-third of respondents commented on the need for better transportation, whether for pedestrians, bicyclists, or motorists. More than one-fifth of respondents mentioned the importance of improving sidewalks. Demorrow Road was the most mentioned place needing sidewalk. The need for better bicycling facilities was the next most requested transportation improvement desired.

*Governance:* After requests for better transportation, the next most frequently requested change in the Village can be categorized as “better governance”, including 28% of respondents. Most respondents requesting better governance wanted better code enforcement, followed by requests to change Village Hall staff, and then changes to the Village Council. On the positive side a few respondents noted how much they like public works staff. A few respondents also requested that Village Council not allow so many fundraisers at the main intersections.

*Economic Development:* Over a quarter of respondents shared thoughts about making improvements to the Village to encourage better business options and opportunities. About 17% of respondents wanted more restaurant options. About 16% of respondents wanted to attract businesses in addition to restaurants. Improving Downtown and Village Square were particularly mentioned by several respondents.

*Recreation:* Over a quarter of respondents requested better recreational amenities. Several respondents indicated a preference for continuing to develop good special events. Enhancing Hickory Creek Park, creating a water trail, and creating walking/biking trails were identified as wanted by several respondents.



### Public Visioning Session

A Public Visioning Session was hosted by the Planning Commission on Thursday, November 3, 2016, at 6:00 PM, at Village Hall. The date and time of this visioning session were advertised on the community survey and on the press release for the community survey. Also, when Community surveys were delivered door-to-door at Stevensville businesses the public visioning session was highlighted. Eight people attended the Public Visioning Session. The results of the community survey were shared with the Planning Commission and the public at the Public Visioning Session. The input received during this session was incorporated into the goals and objectives section that was formulated during that meeting.



## **Chapter 5**

### **Goals, Objectives, and Action Steps**

## GOALS, OBJECTIVES, AND ACTION STEPS

### GOAL 1 – WORK: ECONOMIC DEVELOPMENT

The Village will build its economic prosperity by cultivating its identity as a unique place that is used and enjoyed by everyone to live, learn, work, invest, and play.

#### OBJECTIVES:

- 1.1 **Downtown:** The Village Council will create and implement a downtown plan, including elements from the Redevelopment Ready Communities Program (e.g., identifying development area boundaries, identifying projects including estimated project costs and timelines for completion, and including mixed-use and pedestrian oriented development elements).
- 1.2 **Economic Development:** In concert with the Comprehensive Economic Development Strategy of the Southwest Michigan Economic Development District (Southwest Michigan Planning Commission), the Village will create and implement an economic development strategy, including elements from the Redevelopment Ready Communities Program (e.g., it connects the master plan and capital improvement plan, it identifies the economic opportunities and challenges of the community, progress on it is annually reviewed by the Village Council, and it incorporates recommendations for implementation, including goals, actions, timelines, and responsible parties).
- 1.3 **Marketing:** The Village will develop and use a marketing strategy, including elements from the Redevelopment Ready Communities Program (e.g., identifying opportunities and outlining specific steps to attract businesses, customers, and real estate development, plus it strives to create/strengthen an image for the community, identifies approaches to market priority development sites, and coordinates marketing efforts with local, regional, and state partners).



*Downtown Stevensville*

## GOAL 2 – INVEST: TRANSPORTATION & INFRASTRUCTURE

The Village will have an efficient, coordinated, and reliable transportation system with a network of trails, sidewalks, bike lanes, buses, and streets that afford everyone multiple modes of safe transit.

### OBJECTIVES:

- 2.1 **Walkability/Bicycling:** The Village will implement its new Stevensville Sidewalk Plan. And, in concert with the Twin Cities Area Transportation Study (TwinCATS) Walk and Roll Plan, the Village will adopt a complete streets policy that manages the street transportation network for all users, including pedestrians, bicyclists, and motorists, focusing on safety, and using universal design standards.
- 2.2 **Capital Improvement:** The Village will create and implement a capital improvement plan, including elements from the Redevelopment Ready Communities Program (i.e., details a minimum of six years of public structures and improvements, is reviewed annually, coordinates projects to minimize construction costs, and coordinates with the master plan and budget.) Stevensville will work with Lincoln Charter Township and relevant authorities on water and sewer issues.
- 2.3 **Corridors:** The Village will create and implement corridor plans, integrating elements from the downtown plan, for (1) Red Arrow Highway and (2) John Beers-Grand Mere Road, including elements from the Redevelopment Ready Communities Program (e.g., identifying development area boundaries, identifying projects including estimated project costs and timelines for completion, and including mixed-use and pedestrian oriented development elements). The John Beers-Grand Mere Road corridor plan will capitalize on its connection to U.S. Bike Route 35, including wayfinding signage and improved access to downtown.
- 2.4 **Public Transit:** The Village will support improved access to public transportation (transit) as a social and economic development benefit. The Village will support Connect Berrien planning and appropriate initiatives identified to improve public transit in Berrien County.
- 2.5 **Broadband:** The Village will work with broadband service providers and organizations supporting expanded broadband service to improve broadband in the Village.



*Streetscape infrastructure in Downtown Stevensville*

### GOAL 3 – LIVE: LAND USE & HOUSING

The Village will protect community character, including neighborhood, historic, cultural, and environmental preservation, to foster a strong community identity and sense of place, with walkable distances between destinations.

#### OBJECTIVES:

- 3.1 **Zoning:** The Village will implement the zoning plan in this master plan. Also, through zoning require development to respect environmental and natural factors – preserving existing wetland, floodplains, and managing stormwater with low impact development.
- 3.2 **Housing:** In concert with the Berrien County Housing Study, the Village will create and implement a housing plan that identifies the community’s existing housing, its housing needs, and best practices to achieve unmet needs.
- 3.3 **Property Maintenance:** The Village will work with volunteers and non-profits to assist property owners to keep well maintained properties (including code identified issues with buildings, yards, and adjacent rights-of-way features which are the responsibility of the property owner).
- 3.4 **Code Enforcement:** As necessary, fair and impartial code enforcement will be implemented when organized efforts through volunteering and non-profits are unsuccessful to meet code identified needs.



*Downtown Stevensville*

## GOAL 4 – PLAY: RECREATION

The Village will use community parks, recreation, open spaces, greenways, and special events to foster a strong community identity and sense of place, with good options for recreation, healthy living, and good stewardship of the environment.

### OBJECTIVES:

- 4.1 **Parks and Recreation:** The Village will create and implement a community parks, recreation, open space, and greenway plan, including a community description, administrative structure, recreation inventory, resource inventory (optional), description of planning and public input process, goals and objectives, and action program.
- 4.1 (a) The Village will develop Hickory Creek Park as a *community park* by improving public access by obtaining the property between it and John Beers Road.
- 4.1 (b) The Village will work collaboratively with multi-jurisdictional and other community partners to develop a *recreation* trail linking downtown, Hickory Creek Park, and regional trails.
- 4.1 (c) The Village will work collaboratively with multi-jurisdictional and other community partners to keep *open space* natural with conservation easements and other land conservation tools.
- 4.1 (d) The Village will work collaboratively with multi-jurisdictional and other community partners to protect and enhance a *greenway* along Hickory Creek as part of the recreation trail and as a blueway (see page 55) using Hickory Creek as a water trail.
- 4.2 **Special Events:** The Village supports continued and improved special events to foster a strong community identity.



*Hickory Creek Park playground*

## GOAL 5 – GOVERN

The Village will build resiliency by obtaining *Redevelopment Ready Communities certification* through the Michigan Economic Development Corporation to follow best practices in order to realize the community’s vision expressed in the goals and objectives of this plan.

### OBJECTIVES:

- 5.1 **Action Plan:** The Village will annually create and implement an annual strategic action plan, including goals, actions, timelines, budget, and responsible parties, in concert with the budget approval process.
- 5.2 **Progress Reports:** The Planning Commission will create an annual master plan progress report to the Village Council, and a joint meeting will be held to discuss the community’s progress.
- 5.3 **Public Participation:** The Village will create and follow a public participation strategy, to engage a diverse set of community stakeholders, including elements from the Redevelopment Ready Communities Program (e.g., identifying key stakeholders including those not normally at the visioning table, identifying proactive practices, and sharing outcomes).
- 5.4 **Transparency:** The Village will make their website an easy to navigate transparency portal for the public to be able to easily access up-to-date public information, such as:
  - 5.4 (a) Documents regarding Village business, such as meeting notices, agendas, minutes, draft minutes within the timeframe prescribed by State law, annual budgets, audits, plans, ordinances, proposed ordinances, relevant State laws, and contracts the Village has signed;
  - 5.4 (b) Information on taxes, millage, fees, Freedom of Information Act and policies/procedures/name-contact info of responsible official, Open Meetings Act and policies/procedures/name-contact info of responsible official, building permits and zoning, a guide to development, lobbying memberships, administrative officials and Village Council member names/contact info/compensation, and purchasing/professional service hiring policies/procedures, a guide to know who is responsible for which services – e.g. Village/Township/County, links to partner organizations, board and commission applications, property information packages, the economic development strategy;
  - 5.4 (c) And the website will have an online payment option for taxes, municipal utility bills, and municipal service fees.
- 5.5 **Cooperation:** The Village will pursue greater *intergovernmental cooperation*, including having officials serve as liaisons with Township, County, and regional governmental bodies.

## ACTION STEPS

The following information is provided to assist Stevensville in its initial implementation efforts. The time frame of these action steps is three years and beyond. It is anticipated that these action steps will be reviewed annually during a meeting of the Planning Commission. The steps for the coming two years will be updated as needed and steps for a third year will be added to in order to always keep the Village planning ahead for three years. The action steps below, and steps to be added in the future, are to follow the Master Plan and any future public participation based planning process.

**Action Steps Table 1, Goal 1 – Work: Economic Development**

| Step | Action  | Lead Org. | Potential Funding        | End Product/ Performance Measure                         | Occur             |
|------|---|-----------|--------------------------|--|-------------------|
| 1.1  | Create downtown plan                          | VC        | DDC budget; General Fund | RRC compliant downtown plan created                      | Year 1            |
| 1.2  | Implement downtown plan                       | VC        | See Downtown Plan        | Improved downtown  | Year 2 (on-going) |
| 1.3  | Create economic development strategy          | PC        | General Fund             | RRC compliant economic development strategy created      | Year 2            |
| 1.4  | Implement economic development strategy (EDS) | VC        | See EDS                  | Pursue economic opportunities and address challenges     | Year 3 (on-going) |
| 1.5  | Develop a marketing strategy                  | VC        | DDC budget; General Fund | RRC compliant marketing strategy created                 | Year 3            |
| 1.6  | Use marketing strategy                        | VC        | DDC budget; General Fund | Attract businesses, customers, & real estate development | Year 4 (on-going) |

*DDC = Downtown Development Committee, PC = Planning Commission, VC = Village Council, RRC = Redevelopment Ready Communities program from the Michigan Economic Development Corp.*



*Downtown Stevensville*

### Action Steps Table 2, Goal 2 – Invest: Transportation & Infrastructure

| Step | Action  | Lead Org. | Potential Funding                  | End Product/ Performance Measure             | Occur             |
|------|---|-----------|------------------------------------|--|-------------------|
| 2.1  | Implement new Sidewalk Plan                       | VC        | See Sidewalk Plan                  | People able to travel safely by foot         | Year 1 (on-going) |
| 2.2  | Adopt a complete streets policy                   | VC        | General Fund                       | All street users fairly considered           | Year 1            |
| 2.3  | Create capital improvement plan (CIP)             | PC-VC     | General Fund/Act 51 funding        | RRC compliant CIP will be created            | Year 1            |
| 2.4  | Implement capital improvement plan (CIP)          | VC        | See Capital Improvement Plan       | Village's capital assets managed well        | Year 2            |
| 2.5  | Create/implement Red Arrow Highway Corridor Plan  | PC        | General Fund/Act 51 funds/See plan | Red Arrow Hwy improved for all users         | See CIP           |
| 2.6  | Create/implement John Beers-Gd Mere Corridor Plan | PC-VC     | General Fund/Act 51 funds/See plan | John Beers-Gd Mere Rd improved for all users | See CIP           |
| 2.7  | Create/implement St. Joseph Avenue Corridor Plan  | PC-VC     | General Fund/Act 51 funds/See plan | St. Joseph Ave improved for all users        | See CIP           |
| 2.8  | Improve public transportation                     | VC        | Various                            | Improved public transportation               | Year 1 (on-going) |
| 2.9  | Improve broadband service                         | VC        | Various                            | Improved broadband service                   | Year 2 (on-going) |

PC = Planning Commission, VC = Village Council



*Downtown streetscape being maintained by Village Department of Public Works staff*

### Action Steps Table 3, Goal 3 – Live: Land Use & Housing

| Step | Action                 | Lead Org. | Potential Funding              | End Product/ Performance Measure               | Occur             |
|------|------------------------|-----------|--------------------------------|--|-------------------|
| 3.1  | Implement zoning plan  | PC        | No extra funding               | Community character & sense of place protected | Year 1 (on-going) |
| 3.2  | Create housing plan    | PC        | General Fund                   | Identifies housing needs/best practices        | Year 3            |
| 3.3  | Implement housing plan | PC-VC     | See housing plan               | Community achieves unmet housing needs         | Year 4 (on-going) |
| 3.4  | Property maintenance   | Staff     | General Fund/Volunteers        | Volunteers found for needy home maintenance    | Year 1 (on-going) |
| 3.5  | Code enforcement       | Staff     | General Fund/ Enforcement fees | Better maintained properties/community         | Year 1 (on-going) |

*DDC = Downtown Development Committee, PC = Planning Commission, VC = Village Council*



*A home along St. Joseph Avenue at Kimmel Street*

#### Action Steps Table 4, Goal 4 – Play: Recreation

| Step | Action   | Lead Org. | Potential Funding             | End Product/<br>Performance Measure                 | Occur  |
|------|--|-----------|-------------------------------|---|--------|
| 4.1  | Create a plan for Hickory Creek Park (HCP)                 | PC        | General Fund                  | Effective upgrades planned for Hickory Creek Park   | Year 1 |
| 4.2  | Create a plan for a Nature Path                            | PC        | General Fund                  | Paths planned for Jung & Stevensville Nature Areas  | Year 1 |
| 4.3  | Create a Greenspace Survey/Plan                            | PC-DDC    | General Fund                  | Survey guided plan for Downtown Greenspace          | Year 1 |
| 4.4  | Remove House at HCP  | VC        | General Fund                  | Space available for Hickory Creek Park upgrades/use | Year 1 |
| 4.5  | Build Hickory Creek Park Pavilion/Restrooms                | PC-VC     | General Fund                  | Encourage public use                                | Year 1 |
| 4.6  | Build HCP Kayak/Canoe Launch                               | PC-VC     | General Fund/DNR grant        | Encourage public use                                | Year 2 |
| 4.7  | Develop Jung Memorial Nature Area Walking Path             | PC-VC     | General Fund/Private donors   | Encourage public use                                | Year 2 |
| 4.8  | Landscape Downtown Greenspace/Create Seating               | DDC-VC    | General Fund/Private donors   | Encourage public use                                | Year 2 |
| 4.9  | Implement Village Park Signage                             | PC-VC     | General Fund                  | Encourage public use                                | Year 2 |
| 4.10 | Implement Hickory Creek Water Trail                        | PC-VC     | General Fund/DNR grant/donors | Encourage public use                                | Year 3 |
| 4.11 | Build Village Park Parking Areas                           | PC-VC     | General Fund/Private donors   | Encourage public use                                | Year 4 |
| 4.12 | Build Phase 2 Walking Paths: Stevensville N.A. & Jung N.A. | PC-VC     | General Fund/DNR grant/donors | Encourage public use                                | Year 4 |

*DDC = Downtown Development Committee, PC = Planning Commission, VC = Village Council*



*Hickory Creek Park (left side) and Hickory Creek*

### Action Steps Table 5, Goal 5 – Govern

| Step | Action  | Lead Org. | Potential Funding | End Product/<br>Performance Measure            | Occur                |
|------|---|-----------|-------------------|--|----------------------|
| 5.1  | Update 3-year Action Plan                             | PC-VC     | General Fund      | Better management of community's progress      | Year 3<br>(on-going) |
| 5.2  | Annually Complete PC Progress Reports                 | PC-VC     | General Fund      | Better management of community's progress      | Year 1<br>(on-going) |
| 5.3  | Develop and Implement a Public Participation Strategy | PC-VC     | General Fund      | Engage a diverse set of community stakeholders | Year 1               |
| 5.4  | Update Website  | VC        | General Fund      | Easy to navigate transparency portal           | Year 1<br>(on-going) |
| 5.5  | Ensure Intergovernmental Cooperation                  | VC        | General Fund      | Better coordination: Village-Twp-Co.-etc.      | Year 1<br>(on-going) |

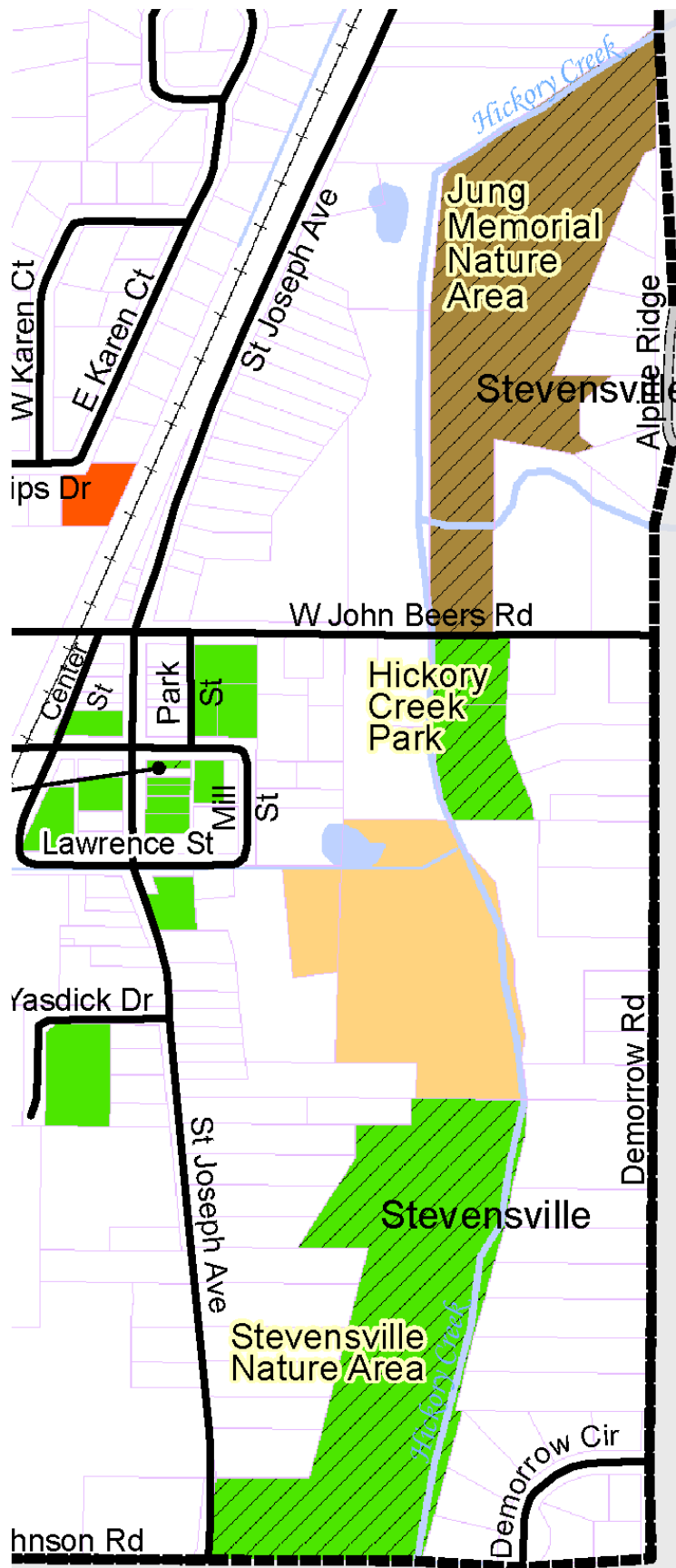
*PC = Planning Commission, VC = Village Council*



*Stevensville Village Hall*

#### Goal 4 Option: Potential Greenway

The Village of Stevensville intends to develop walking paths along Jung Memorial Nature Area and the Stevensville Nature Area (see: Goal 4, Action Steps Table 4, steps 4.2, 4.7, and 4.12). Between these two locations includes the nature area property protected by Sarett Nature Center (shown in peach on the map to the right), and Village Square. If agreements could be reached with both parties, a natural greenway could be established. And if the property protected by Sarett Nature Center can be developed with a walking path and the public is welcomed to walk along the Village Square property, then a walking path could connect people from different parts of the Village. An agreement with Village Square to be part of this potential greenway walking path could help Village Square by generating foot traffic and create promotional opportunities for those businesses. Another option is that a foot bridge could be built connecting Village Square to Hickory Creek Park, providing similar benefit to Village Square, and providing residents and visitors a nice recreational amenity. Action Step 4.2 of this master plan calls for creating a plan for walking paths for Jung Memorial Nature Area and the Stevensville Nature Area. This creates an opportunity to review this option. This option ties nicely to the plan for the Hickory Creek Water Trail to be developed along this same area.



# **Chapter 6**

## **Redevelopment**

## REDEVELOPMENT

### Introduction

The Michigan Planning Enabling Act of 2008 states that master plans should include “recommendations as to the general character, extent, and layout of redevelopment or rehabilitation of blighted areas; and the removal, relocation, widening, narrowing, vacating, abandonment, change of use, or extension of streets, grounds, open spaces, buildings, utilities, or other facilities.” Two locations in the Village are identified here as sites to watch for potential redevelopment: (1) Anstey Foundry Co., and (2) Village Square. Additionally, there is a vacant lot along Red Arrow Highway, northwest of the Grand Mere Road intersection, that could be developed.

### Anstey Foundry Co.

Anstey Foundry Co., established in 1945, is an iron castings production facility. In 2004, company President Tom Anstey stated in a letter that was reported on by the Herald Palladium that due to adverse economic conditions Anstey Foundry Co. After this newspaper article was published the property has been vacant. The buildings on the property have decayed into a dangerous state and the Village of Stevensville has begun the condemnation process. Redevelopment would be needed.

The Anstey Foundry Co. property has 2.44 acres. It is railroad adjacent, which allows for the possibility of a rail spur to be added in the future if needed for rail freight usage. In addition to the property’s primary entrance at the corner of Lawrence and Center Streets, the south side of the property is accessible from Yasdick Drive.



*The Anstey Foundry Co. property as shown on a property parcel map with an aerial from 2011.  
Source: Berrien County GIS.*

## Village Square

Village Square is a professional center/ business park, adjacent to the Central Business District. A few of the units are vacant. The Village of Stevensville is interested in ways to better utilize the space, whether through collaborative efforts with the existing property owners to fill those vacant spaces or through redevelopment. (Please see Goals section of this plan, Goal 4, regarding an idea for a Hickory Creek Greenway, as one idea of a public-private partnership, which could generate more foot-traffic which could spur better utilization of Village Square.)



*Above: The Village Square Professional Center directory in 2017.*

*Left: The Village Square property, as shown on a property parcel map with an aerial from 2011. Source: Berrien County GIS.*



*Below: The Purple Door is an example of a retail space in Village Square.*



## Red Arrow Property

Along Red Arrow Highway and I-94, northwest of the Grand Mere Road-Red Arrow Highway intersection, but not the property parcel closest to the I-94 exit for Grand Mere Road, is a mostly vacant property parcel outlined on the property parcel map to the right, with an aerial from 2011 (source: Berrien County GIS.) The Village of Stevensville is interested in seeing this property developed. On the Future Land Map in this plan this property primarily has a future land use designation of Commercial, with permitted uses including retail stores, personal services, restaurants, entertainment establishments, motels and resorts, funeral homes, medical and dental clinics, and office buildings. The property parcel also partially has a future land use designation of Open Space for that part of it which has wetlands (wetlands are highlighted in green on the map to the right). (See the Future Land Use and Zoning



Plan sections of this plan for more information on those respective topics. The map above also features contours, which show that the Red Arrow Highway side of the property is about fifty feet higher than base of the property along I-94. Such topography will have to be taken into consideration during development. At approximately 44 acres, this property has a lot of space with many possibilities. It is currently owned by the LECO Corporation.

# **Chapter 7**

## **Land Use Plan**

## LAND USE PLAN

The Land Use Plan for Village of Stevensville is presented in this chapter, including the Future Land Use Map, which graphically displays this Land Use Plan.

**Residential.** The residential land use classification and allocation is used primarily in areas where lower density single-family homes are located. These homes are concentrated in small neighborhoods located between the commercial uses along Red Arrow Highway and more intensive land uses along the railroad tracks, as well as the homes along St. Joseph Avenue, Demorrow Road, Alpine Ridge, Puetz Road, and the eastern edge to Kimmel and Mill Streets. In addition to single-family homes, this residential land use includes places of worship and a parochial school. The American Legion veterans service organization is also located in this area.

**Duplex.** The duplex land use classification and allocation includes areas located along Karen Court, Demorrow Circle, and two other lots. Duplexes represent a slightly more intensive land use than the residential land use outlined above. Duplexes offer an additional housing option for residents. The duplex future land use classification and allocation maintains the current duplex land use. No future change in land use is contemplated for existing duplex areas.

**Multi-Family.** The multi-family zoning district and future land use classification and allocation are shared in two areas: (1) along Ridge Road between John Beers Road and Kimmel Street, and (2) at the southeast corner of Red Arrow Highway and Johnson Road. The future land use map adds one more area for multi-family – the 7.81 property parcel north of the Lakeshore Mobile Estates Park, at the end of Yasdick Drive. This property is currently mostly a vacant, grassy open space that also has a parking lot on the northern side of it. There is a small wetland area on the property that should be protected. This property does not currently have municipal water and sanitary sewer services.

**Mobile Home Park.** The mobile home future land use classification and allocation maintains the current land use for Stevensville's mobile home park, Lakeshore Mobile Estates Park, which is accessible from St. Joseph Avenue and Johnson Road. No future change in land use is contemplated for the existing mobile home park use.

**Restricted Commercial.** The westerly side of Stevensville's downtown and the properties along Red Arrow Highway between Grand Mere Road and Johnson Road both share current zoning and future land use classification and allocation to restricted commercial. This land use is intended to provide neighborhood convenience shopping zones where retail businesses, service establishments and offices are permitted to perform services to meet the daily needs of the neighborhood. Uses which might be harmful to nearby residents are not permitted in this district. No future change in land use is contemplated for these areas.



*Image courtesy of Competitive Edge. Competitive Edge is an example of a restricted commercial office use on the bluff along Red Arrow Highway.*

**Commercial.** Properties are zoned as well as classified and allocated for commercial land use in four areas: (1) the easterly side of Stevensville’s downtown, (2) along Red Arrow Highway north of and along its intersection with John Beers Road, and (3) along Red Arrow Highway south of its intersection with Johnson Road and the multi-family homes that are there, and finally (4) at the southwestern corner of St. Joseph Avenue and Johnson Road, next to Lakeshore Mobile Estates Park. The properties zoned commercial are the same properties with future land use classification and allocation as commercial, except the parts of those properties located in areas classified and allocated for open space (see below).

**Commercial/Industrial.** The commercial/industrial future land use classification and allocation is only used for one area. It is the same area where it is the current land use and zoning – Wolverine Metal Stamping, located at the southeasterly of the corner of Lawrence and Mill Streets. This future land use classification and allocation contemplates no changes to where the current land use is.



*Image courtesy of Wolverine Corporation, wolverinecorp.com*

**Industrial.** Industrial areas in the Village are located mostly along the railroad tracks. Areas zoned industrial are the same areas classified and allocated industrial on the future land use map. However, not everywhere on the zoned or classified and allocated industrial has that as a current land use. Meaning there is additional property which can be developed for industrial use, particularly at the northern end of Oelke Park. The wetland areas on these properties should be protected.



*Image courtesy of Griffin Tool, Inc., [griffintool.com](http://griffintool.com), an industrial business on Oelke Park*

**Open Space.** Stevensville has four areas classified and allocated for open space: (1) Hickory Creek floodplain, (2) the wooded bluff and wetlands between Red Arrow Highway and I-94, (3) the wetlands at the base of the bluff along I-94 recreation, and (4) the vacant grassy lot on Yasdick Drive. These lands are used for recreation, soil conservation, forests, woodlots, open space, and wildlife refuge. The nature of these lots, especially the topographic slopes and wetland-floodplain setting, also makes them less desirable for development. The exception to this statement is the Village-owned vacant grassy lot on Yasdick Drive, which serves as a buffer space between single-family home residential use and an industrial use. The open space designation is used on the Future Land Use Map primarily in places that are not developed; however, there are a handful of buildings located in the Hickory Creek floodplain at John Beers Road. These buildings are permitted uses, but if opportunities arise in the future, the community's intent is to return these lands to open space use due to their status of being in a floodplain, the desire to maintain the environmental integrity and recreational capacity of the natural Hickory Creek corridor, and other considerations.

**Map 20: Future Land Use**

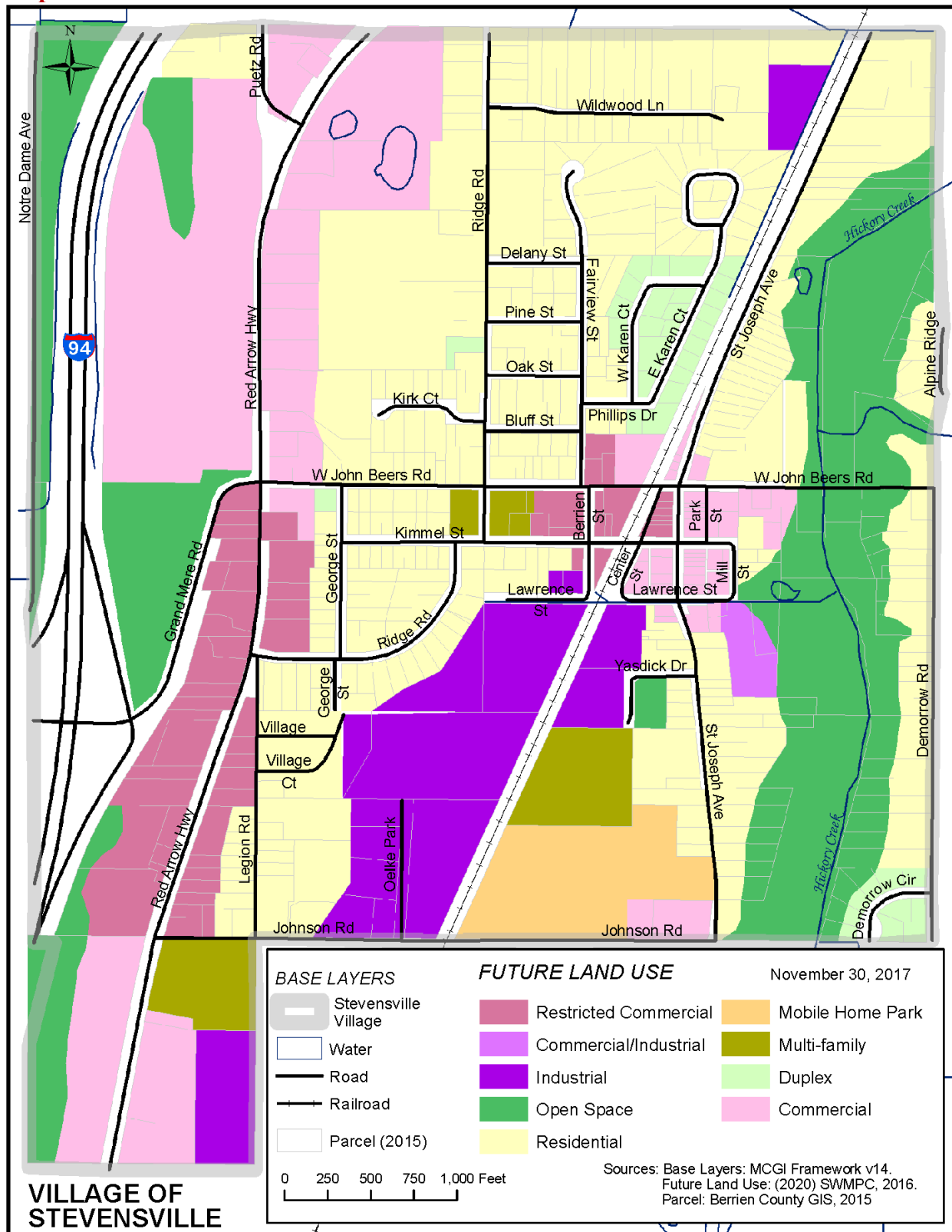
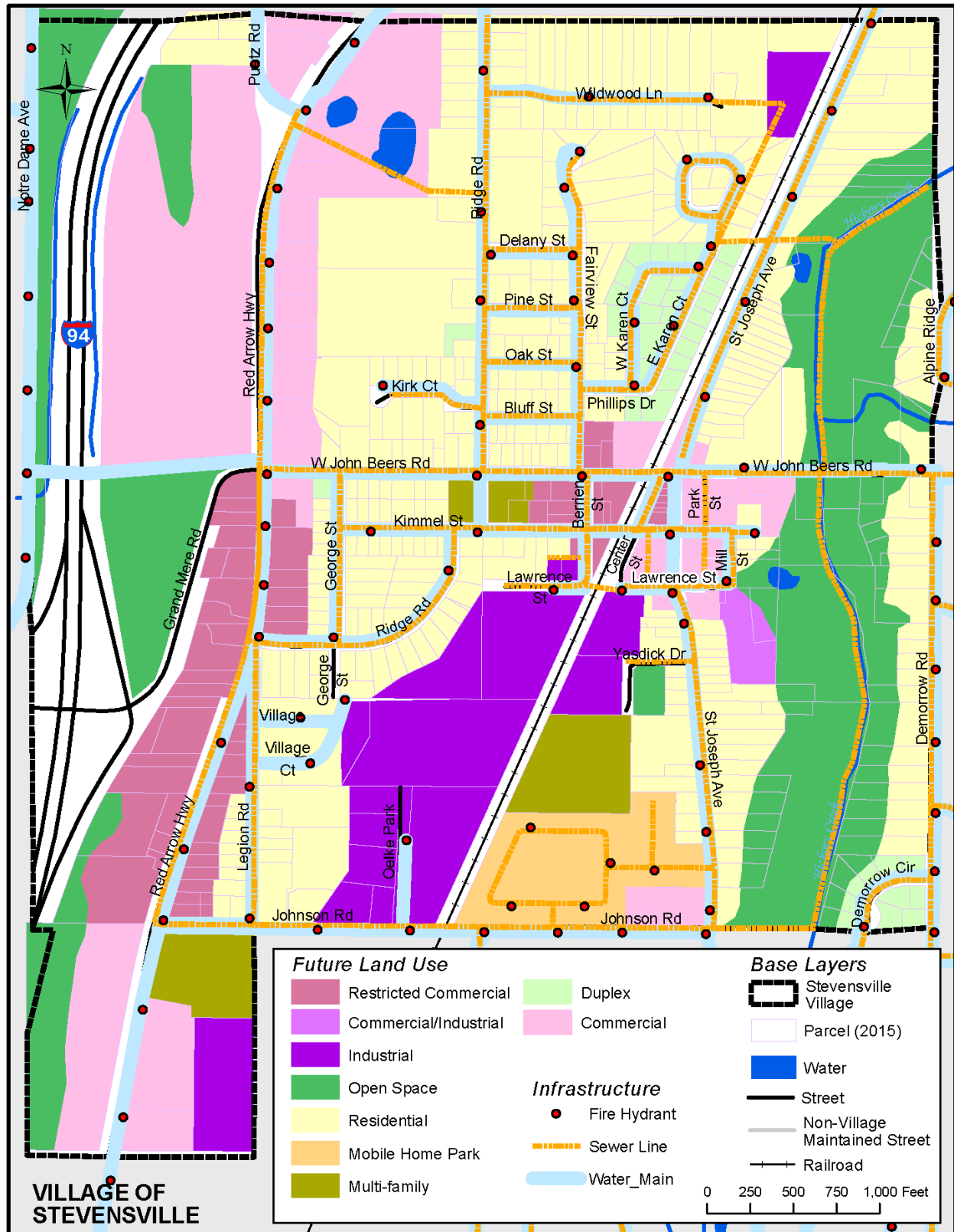


Fig14\_FutureLandUse

**Map 21: Water and Sewer Infrastructure with Future Land Use Designations**



# **Chapter 8**

## **Zoning Plan**

## ZONING PLAN

### Introduction

The Michigan Planning Enabling Act of 2008 calls for master plans to include a zoning plan “for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises” by including “an explanation of how the land use categories on the Future Land Use Map relate to the districts on the zoning map.” The Village of Stevensville Zoning Code contains specific details controlling the height, area, bulk, location, and use of buildings and premises in each zoning district. The Current Zoning Map follows this Zoning Plan table.

### Zoning Plan Table

| Future Land Use Plan Designation | Corresponding Zoning District   |
|----------------------------------|---|
| Residential                      | Single-Family Residential District: R1. Per the Zoning Code regulations for this district are intended to encourage a suitable environment for families, typically with children. To this end, uses are basically limited to single-family dwellings, together with certain other uses such as schools, parks and playgrounds, which provide a neighborhood environment. In keeping with the intent, development is regulated to a moderate density. Commercial and other uses, tending to be incompatible with the intent, are prohibited. |
| Duplex                           | Duplex Dwelling District: R2. This zoning district intends to accomplish the same goals and options as the above mentioned Single-Family Residential District, but it also adds duplexes as an option.  |
| Multi-family                     | Multifamily District: R3. Building on the Single-Family Residential District and the Duplex Dwelling District options, the Multifamily District adds multifamily dwellings to diversify the residential options in the community.   |
| Mobile Home Park                 | Mobile Home Park District: R4. Per the Zoning Code regulations for this district are intended for areas suitable for single-family residential use on a plot or parcel of land developed for the accommodations of mobile homes - including requiring adequate space and facilities for safe, healthful living conditions for occupants of such mobile home parks.  |
| Restricted Commercial            | Restricted Commercial/Office District: C1. Per the Zoning Code regulations for this district are intended to provide a neighborhood convenience shopping zones where retail businesses, service establishments and offices are permitted to perform services to meet the daily needs of the neighborhood. Uses which might be harmful to nearby residents are not permitted in this district.   |

|                       |  |
|-----------------------|--|
| Commercial            | Commercial District: C2. Per the Zoning Code regulations for this district are intended to encourage and facilitate the development of sound and efficient shopping and central business districts, among such necessary regulations being the exclusion of certain uses and activities which typically disrupt the functioning of a concentrated business district, and which function better outside such district. Permitted uses include retail stores, personal services, restaurants, entertainment establishments, motels and resorts, funeral homes, medical and dental clinics, and office buildings.   |
| Commercial/Industrial | Commercial-Industrial District: C3. Per the Zoning Code regulations for this district are intended to permit a broad range of uses including very light industrial and commercial uses to facilitate integration with nearby commercial and residential uses. This district is also established to encourage and facilitate the development of industrial enterprises in a setting conducive to public health, economic stability, growth, and protection from blight, deterioration, and efficient traffic movement including employee and truck traffic. It is also intended to encourage development which is free from danger of fire, explosions, toxic and noxious matter, radiation, excessive noise, vibration, smoke, dust, waste and other particulate matter, offensive odors, heat, humidity, glare, and other objectionable influences and hazards. |
| Industrial            | Industrial District: I1. Per the Zoning Code regulations for this district are intended to permit most compounding, assembling or treatment of articles or materials, with the exception of heavy manufacturing and processing of raw materials. Industries in this zone may not use punch presses, drop hammers, reciprocating hammers, smelting process or any other similar uses involving machinery or equipment causing excessive noise, fumes, smoke or vibration. The primary intent of this district is to ensure that operations will be conducted without substantial annoyance or inconvenience to the owners of surrounding property or the users of surrounding highways, and the prevention of adverse effects upon surrounding public or private property.  |
| Open Space            | There is not a corresponding zoning district to the "Open Space" future land use designation. The future land use map has four areas with this designation: (1) the wooded bluff and wetlands between the Red Arrow Highway corridor and I-94, which is a steep slope, (2) the wooded edge between Notre Dame Ave and I-94, which serves as a buffer to I-94, (3) along Hickory Creek, which is a floodplain and wetlands, and (4) the Village owned property at the southeast corner of the Yasdick Drive curve, which serves as an open lawn (a park-like environment).  |

**Map 22: Current Zoning Map**

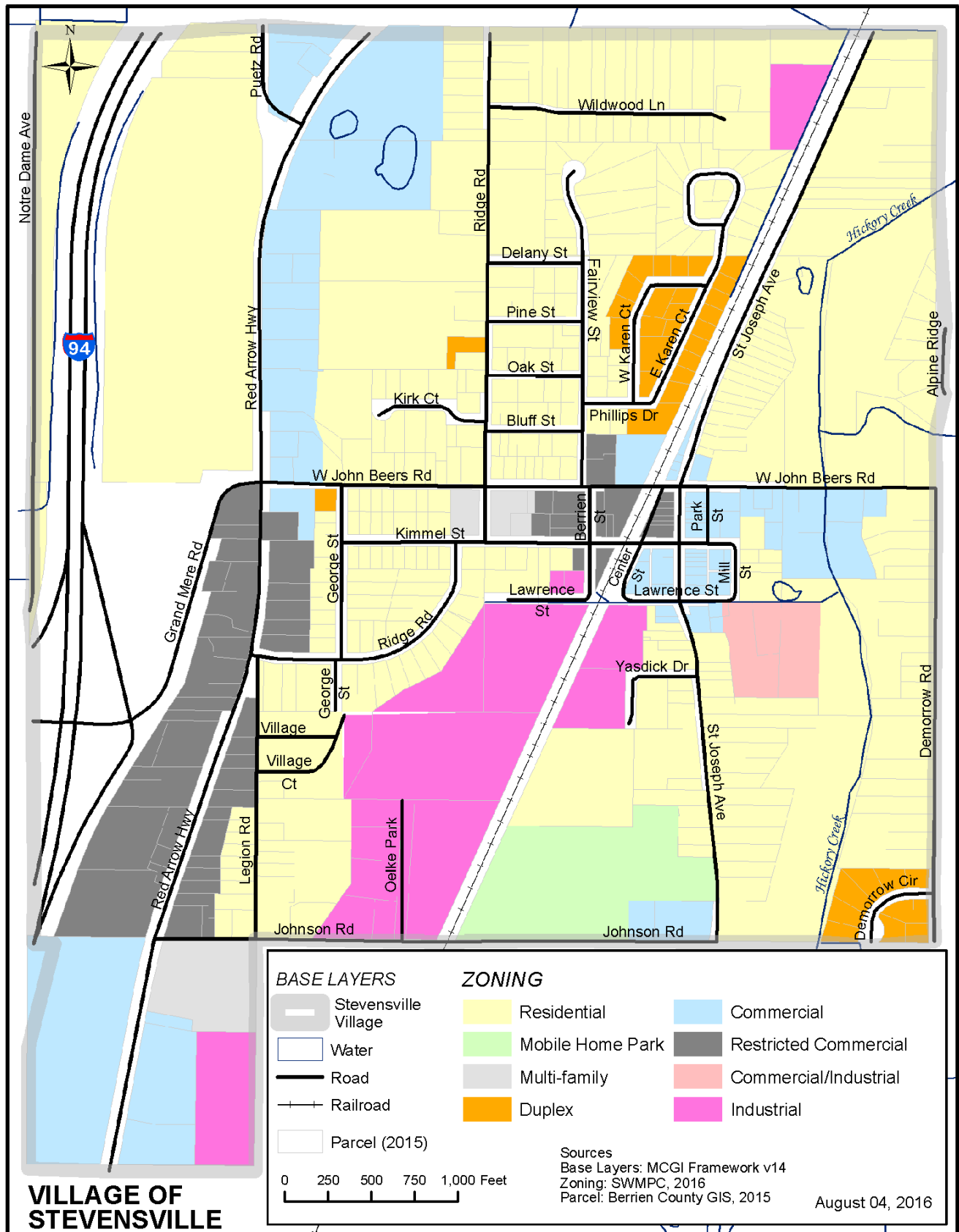


Fig12\_Zoning

**Appendix 1**

**Community Survey**  
**& Press Release**



10. From your own experience, please indicate how well you think the Village has provided each of the services or amenities listed below. (Please circle one response for each item.)

| Services   | Very well | Well | Average | Poor | Very Poor | Don't Know |
|--|-----------|------|---------|------|-----------|------------|
| Street repair                                      | 5         | 4    | 3       | 2    | 1         | 0          |
| Sidewalk repair                                    | 5         | 4    | 3       | 2    | 1         | 0          |
| Number of sidewalks                                | 5         | 4    | 3       | 2    | 1         | 0          |
| Pedestrian crossings                               | 5         | 4    | 3       | 2    | 1         | 0          |
| System of bike lanes and trails                    | 5         | 4    | 3       | 2    | 1         | 0          |
| Maintenance of public landscaping and street trees | 5         | 4    | 3       | 2    | 1         | 0          |
| Sanitary sewer system                              | 5         | 4    | 3       | 2    | 1         | 0          |
| Storm drainage                                     | 5         | 4    | 3       | 2    | 1         | 0          |
| Downtown parking                                   | 5         | 4    | 3       | 2    | 1         | 0          |
| Traffic enforcement                                | 5         | 4    | 3       | 2    | 1         | 0          |
| Public transit options                             | 5         | 4    | 3       | 2    | 1         | 0          |
| Building permits & assistance                      | 5         | 4    | 3       | 2    | 1         | 0          |
| Building inspections                               | 5         | 4    | 3       | 2    | 1         | 0          |
| Code/ Ordinance Enforcement                        | 5         | 4    | 3       | 2    | 1         | 0          |
| Timeliness of police response                      | 5         | 4    | 3       | 2    | 1         | 0          |
| Crime prevention and safety                        | 5         | 4    | 3       | 2    | 1         | 0          |
| Timeliness of fire response                        | 5         | 4    | 3       | 2    | 1         | 0          |
| Timeliness of EMT response                         | 5         | 4    | 3       | 2    | 1         | 0          |
| Snow removal on sidewalks                          | 5         | 4    | 3       | 2    | 1         | 0          |
| Snow removal on streets                            | 5         | 4    | 3       | 2    | 1         | 0          |
| Drinking water service                             | 5         | 4    | 3       | 2    | 1         | 0          |
| Recycling Options                                  | 5         | 4    | 3       | 2    | 1         | 0          |
| Number of parks                                    | 5         | 4    | 3       | 2    | 1         | 0          |
| Fire prevention programs                           | 5         | 4    | 3       | 2    | 1         | 0          |
| Community events & festivals                       | 5         | 4    | 3       | 2    | 1         | 0          |

11. Which of these services/resources listed above do you feel should receive the highest priority?

(1)\_\_\_\_\_ (2)\_\_\_\_\_ (3)\_\_\_\_\_

12. What three sources of information are most effective for keeping you informed of public decisions, meetings, and community participation opportunities? (Check top three answers.)

☐ Herald Palladium      ☐ Local radio station      ☐ Local TV channel  
☐ South Bend Tribune      ☐ Mail flyers      ☐ Word of mouth/Friends  
☐ Public Schools      ☐ Mail Max      ☐ Internet/ Social media  
☐ [www.villageofstevensville.us](http://www.villageofstevensville.us)      ☐ [www.facebook.com/VillageOfStevensville](http://www.facebook.com/VillageOfStevensville)

13. What would you like to see in the village?

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Please return to Stevensville Village Hall, 5768 St Joseph Ave, Stevensville, MI 49127, by Sep. 26.  
 Save the Date: Please come to our Thurs., Nov. 3, 6:00 PM at Village Hall for the Planning Comm.  
 Public Visioning Session. We'll review survey results and create goals and objectives for our  
 community's master plan.



## Southwest Michigan Planning Commission

FOR IMMEDIATE RELEASE: August 17, 2016

Contact Information: Ryan D. Fellows, Associate Planner

Phone: 269-925-1137 x1513

Email: [fellowsr@swmpc.org](mailto:fellowsr@swmpc.org)

Website: [www.swmpc.org/stevensvillemp.asp](http://www.swmpc.org/stevensvillemp.asp)

### **Village of Stevensville Master Plan Community Survey**

The Village of Stevensville has begun updating their master plan. A master plan is a long range-planning tool used to define the Village's vision, goals, and policies. An effective plan accurately communicates citizen needs and desires about the community and recommends specific strategies to achieve the future vision.

The Village wants the opinion of anyone who lives, works, and/ or plays in the Village – this includes property owners, renters, businesspeople, and people who visit, shop, get services, and/or are employed in the Village. The survey is available online, [www.villageofstevensville.us](http://www.villageofstevensville.us), or on paper at Village Hall, 5768 St Joseph Ave, Stevensville, MI 49127, until September 26, 2016.

The Village of Stevensville Planning Commission invites everyone with interest in the future of the Village to come to a Public Visioning Session on Thursday, November 3, at 6:00 PM, at Village Hall.

The Village is being assisted in this process by the Southwest Michigan Planning Commission (SWMPC). The SWMPC serves the regional planning needs of Berrien, Cass, and Van Buren Counties, and is one of fourteen regional planning and development organizations in the State of Michigan. The mission of the SWMPC is to promote a sustainable, high quality of life through the facilitation of sound planning and decision-making.

# # #

376 West Main Street, Suite 130 • Benton Harbor, MI 49022-3651

269.925.1137 • 269.925.0288 • [www.swmpc.org](http://www.swmpc.org) • [swmpc@swmpc.org](mailto:swmpc@swmpc.org)

## **Appendix 2**

### **Implementation Ideas**

## CENTER FOR 21<sup>ST</sup> CENTURY COMMUNITIES

The Michigan Municipal League created the Center for 21<sup>st</sup> Century Communities to study and help communities to prepare for the future and to develop into vibrant and prosperous places in the new century. The Center recognized that just as the agricultural dominated era of the past shrank with the coming of the industrial age, the manufacturing sector is now much smaller than it used to be as our society heads into the 21<sup>st</sup> Century, and a new knowledge-based economy is emerging. The Center has identified eight assets each community needs to invest in to thrive in the 21<sup>st</sup> Century. That list of assets has been similarly outlined below:

### **Physical Design & Walkability**

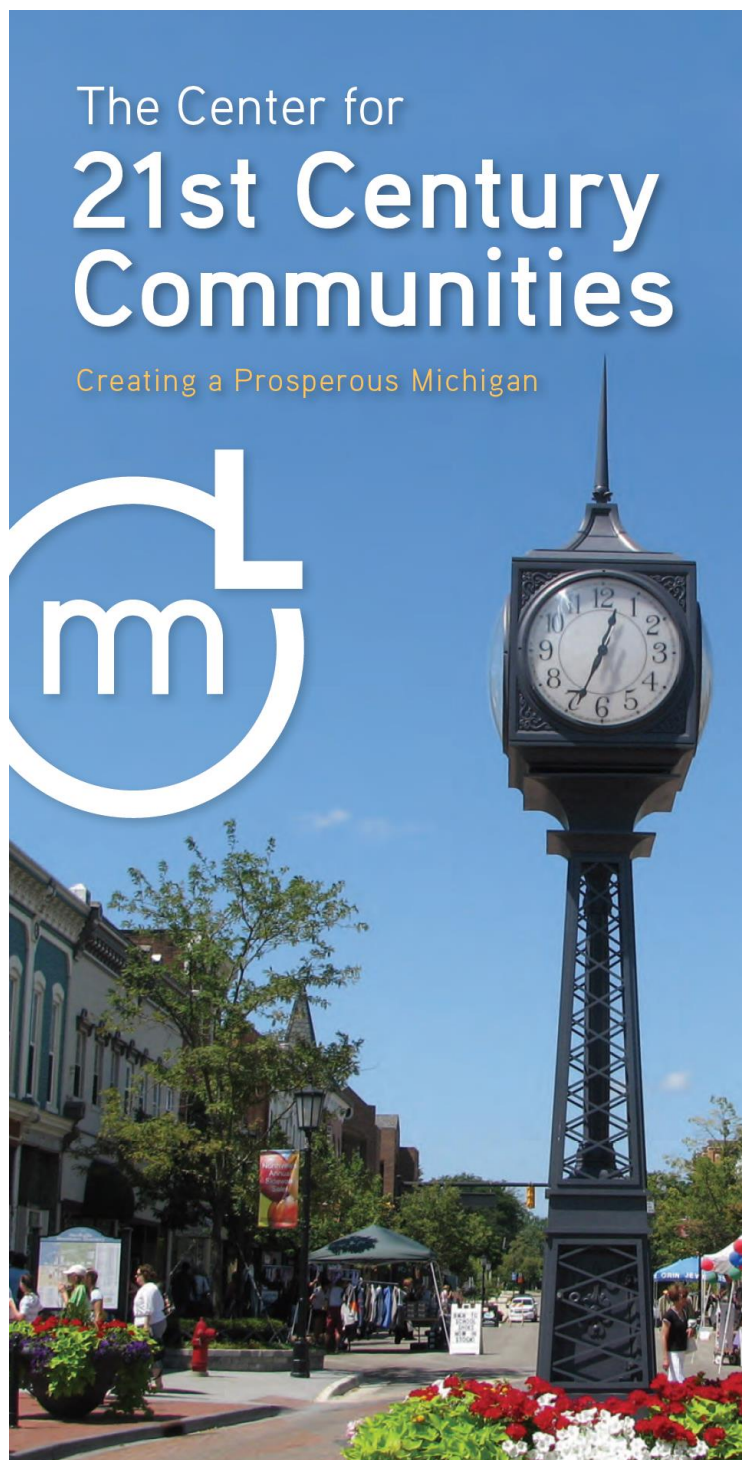
Millennials, young professionals, baby boomers and empty nesters all want to live in walkable, mixed-used areas with access to cultural, social and entertainment opportunities.

### **Transportation**

Developing effective public transit options in Michigan is a necessary tool for attracting and retaining residents, workers and businesses. People across the nation are choosing communities that offer various modes of transportation, easy access to the places they live, work, and play, and allow them to travel without having to rely on a car.

### **Cultural Economic Development**

Arts and culture are essential components of a thriving, knowledge-based economy. A healthy creative sector attracts and retains residents and businesses, and produces economic benefits including jobs, a stronger tax base, downtown and neighborhood revitalization, and tourism.



## **Entrepreneurship**

Entrepreneurship and small businesses are key components of local economic development. Local strategies that solely focus on seeking large manufacturers and big box retailers overlook the positive impact that entrepreneurs and small businesses have on local communities.

## **Education**

Educational institutions, kindergarten through college, play a central role in growing a knowledge-based economy and encouraging a more engaged citizenry. As anchor institutions, colleges and universities bring opportunities for entertainment, arts and culture, healthcare, and recreation, and serve as engines of economic development.

## **Welcoming**

Creating and sustaining a genuine commitment to welcoming everyone in Michigan's communities is vital to attracting key demographics and global businesses. This includes welcoming people from neighboring communities, states, countries – everywhere. People of all abilities, backgrounds, and world views – everyone.

## **Green Initiatives**

The way we use energy and natural resources impacts our quality of life and financial bottom line. The potential to grow green industries, implement sustainable practices, and get on the cutting edge of current trends exists right here in Michigan.

## **Messaging & Technology**

Internet and communication technologies are connecting people and allowing them to share information faster and more frequently than ever before. Local governments are using new technologies to improve communication, transparency and engagement with their residents.



*Michigan Municipal League Center for 21st Century Communities*

## **Appendix 3**

### **Notices and Adoption**

## Notice of Intent to Plan

To: Planning Commissions of Berrien County and Lincoln Charter Township and  
Lakeshore Public School District

From: Village of Stevensville

Date: July 21, 2016

Re: Master Plan update notice

The Village of Stevensville is beginning the process to update their Master Plan. A Master Plan is a long range-planning tool used to define the Village's vision, goals, and policies. An effective plan accurately communicates citizen needs and desires about the community and recommends specific strategies to achieve the future vision.

The Village of Stevensville will be conducting a community survey and holding public involvement work sessions during this process. We are being assisted in this process by the Southwest Michigan Planning Commission, and their planners may be contacting you to request information.

While we are creating our master plan we are considering the content of previous Stevensville planning efforts as well as the Berrien County Master Plan, Lincoln Charter Township Master Plan, and the various planning efforts for the Comprehensive Economic Development Strategy for Southwest Michigan, Southwest Michigan's Regional Prosperity Initiative, Michigan's Great Southwest Strategic Leadership Council, TwinCATS Walk and Roll Plan, Hickory Creek Watershed, Michigan Tributaries SAW Grant, Be Healthy Berrien, Stevensville Sidewalk Asset Management Plan, and others. If you have additional plans that you would like us to consider, please forward them to Ryan Fellows, Associate Planner, Southwest Michigan Planning Commission at [fellowsrn@swmpc.org](mailto:fellowsrn@swmpc.org) or 269.925.1137 x1513.

The planning update process will take about a year to complete. The Village of Stevensville welcomes your comments and involvement during our planning process. When the draft plan is complete, the Village will send you a copy for review and comment. The proposed plan and further notices will be provided in electronic format, unless otherwise requested.

Planning Commission minutes recommending Village Council distribute draft of Master Plan

## Planning Commission

### Meeting Minutes

December 7, 2017

Meeting called to order at 6:05 p.m. by Chairman Bruce Arter

Roll Call- Carl Steinberger, Justin Schaul, Shirley Kerlikowske present.

Motion to except agenda as presented by Carl Steinberger, second by Justin Schaul. Motion passed.

Motion to except minutes from November 2, 2017 meeting as presented. Motion Justin Schaul, second by Carl Steinberger. Motion passed.

Public comment of agenda items- None

Communications- None

New Business – Interviewed Antoinette Wilkinson for open position on Planning Commission. Motion by Carl Steinberger to pass on to council the recommendation to name Antoinette Wilkinson to the Planning Commission, second by Shirley Kerlikowske. Motion passed.

- Meetings for next year set for the first Thursday of the month.

Old Business- Motion by Carl Steinberger to except the Master Plan and pass it on to council for final approval, second by Shirley Kerlikowske. Motion passed.

No individual comments from members of the Planning Commission.

Motion for adjournment at 7:40 by Shirley Kerlikowske second by Justin Schaul. Motion passed.



Village Council minutes showing approval to distribute draft of Master Plan

**Village of Stevensville  
Regular Council Meeting  
Minutes  
Wednesday, February 7, 2018  
6:00pm**

Meeting called to order by President Slavicek at 6:00P.M., followed by the Pledge of Allegiance.

**Present:** Trustees: Ken Hansen, Brian Liggett, Chris Mason, Amanda Polhyba, Pat Arter, President Steve Slavicek

**Absent:** Trustee Carl Steinberger

**Also Present:** Clerk: Tiffany Moore; Treasurer: Barbi Hammond

Motion by Hansen to approve the agenda as written. 2<sup>nd</sup> by Liggett. Motion carried.

No Public Comment on Agenda Items

Motion by Arter to approve the Consent Agenda, including the Regular meeting minutes of January 10, 2018, Bank Balances ending February 2, 2018, and February Bills. 2<sup>nd</sup> by Polhyba. President Slavicek asked for a Roll Call Vote:

Ken Hansen – Yes

Brian Liggett – Yes

Chris Mason – Yes

Amanda Polhyba – Yes

Carl Steinberger – Absent

Pat Arter – Yes

Steve Slavicek – Yes

Motion Carried.

**Unfinished Business:**

Ryan Fellows of Southwest Michigan Planning Commission presented the Master Plan and asked for questions.

Motion by Arter to proceed with the 95 day public review process, contingent upon changes made today. 2<sup>nd</sup> by Polhyba. Motion Carried.

**New Business:**

Motion by Arter to approve the fundraiser request from Knights of Columbus Tootsie Roll Drive on Saturday, May 24, 2018, 9am-3pm. 2<sup>nd</sup> by Hansen. Motion Carried.

**Treasurer/Clerk Report**

End of late tax season. Residents have until February 14<sup>th</sup> to pay their delinquent taxes at the Village before they are turned over to Berrien County.

Received notice about the possibility of an increase in State Act 51 funds.

**Code Enforcement Report**

Clerk Moore, along with Policy & Procedures is putting some finishing touches on the Emergency Action Plan as well as continuing to work on Business & Food Truck Ordinances

**Building Report:**

4 new building permits were issued in January.

Motion by Arter to affirm President Slavicek's recommendation to terminate the contract of building inspector Ken Jones. 2<sup>nd</sup> by Hansen. Motion Carried.

Motion by Liggett to allow President Slavicek to go into negotiations with Chris Nearpass for the open building inspector position. 2<sup>nd</sup> by Mason. Motion Failed with 1 yea and 5 nays.

Motion by Arter to delegate a committee to discuss the position of building inspector. 2<sup>nd</sup> by Hansen. Motion Carried.

The building ad hoc committee shall be Arter, Mason, and Hansen.

**Committee Reports:**

**Finance** – Given by Chair Pohyba

Motion by Pohyba to enroll Justin Schaul in an Online Citizens Planner Course for \$275 as part of Planning Commission training. 2<sup>nd</sup> by Arter. Motion Carried.

**Policy & Procedures** – No Action Items

**Planning/Parks** – Did Not Meet

**DPW** – No Action Items

**DDC** – No Action Items

**Public Comment**

None

**Correspondence:**

Thank you letters from Lakeshore Lions Club, Miss Stevensville 1<sup>st</sup> Runner Up, and an anonymous newspaper clipping from the Herald Palladium "Do You Remember 35 Years Ago" section.

**Announcements:**

**January Dates:**

Saturday 13<sup>th</sup> – Proposed 2018/2019 Budget Workshop 8:30am

Monday 15<sup>th</sup> – Office Closed – MLK Day

**February Dates:**

Thursday 1<sup>st</sup> – Planning – 6pm

Monday 5<sup>th</sup> – Finance 5pm

Monday 5<sup>th</sup> – DPW – immediately following Finance

Monday 5<sup>th</sup> – Policy & Procedures – immediately following DPW

Tuesday 6<sup>th</sup> – DDC – 5:30pm

Wednesday 7<sup>th</sup> – Council – 6pm

Monday 19<sup>th</sup> – Office Closed – President's Day

**Council Comments:**

DPW employees have been doing a great job keeping up with all the snow the last couple of weeks.

Motion to adjourn by Hansen. 2<sup>nd</sup> by Steinberger. Motion carried.  
Meeting adjourned by Pro Tem Arter at 7:22pm

Submitted by: Tiffany Moore, Clerk

A handwritten signature in blue ink, appearing to read "T. Moore".

## Letter of distribution of draft Master Plan for review



### Southwest Michigan Planning Commission

**To:** Berrien County Planning Commission, City of St. Joseph, Lakeshore Public Schools Board of Education, and Lincoln Charter Township Planning Commission

**From:** Southwest Michigan Planning Commission (on behalf of the Village of Stevensville Planning Commission as acting secretary)

**Date:** February 8, 2018

**RE:** Distribution of Stevensville Master Plan Draft for Review

The Village of Stevensville is updating their Master Plan. A master plan is a long-range planning tool used to define the Village's vision, goals, and objectives. An effective plan accurately communicates citizen needs and desires about their community, and recommends specific strategies to achieve those values.

The Village of Stevensville has produced a proposed plan for review by the public and by neighboring jurisdictions. The Village of Stevensville welcomes your comments on this draft plan. As required by law, the initial letter sent at the beginning of the planning process indicated that the Plan would be sent in electronic format unless otherwise requested, and since no requests were received, the Plan is provided online: <http://www.swmpc.org/stevensvillemp.asp>. To request a paper copy of the proposed Plan, please contact Ryan Fellows at [fellowsr@swmpc.org](mailto:fellowsr@swmpc.org) or 269-925-1137 x 1513.

Units of government have 63 days to review and send comments (until April 12, 2018). Please send comments to the Southwest Michigan Planning Commission, attn: Ryan Fellows, 376 W. Main St, Ste. 130, Benton Harbor, MI 49022 or to [fellowsr@swmpc.org](mailto:fellowsr@swmpc.org).

Sincerely,

***Ryan D. Fellows***

Ryan D. Fellows  
Associate Planner  
Southwest Michigan Planning Commission

376 West Main Street, Suite 130 • Benton Harbor, MI 49022-3651

☎ 269.925.1137 • 📠 269.925.0288 • 🌐 [www.swmpc.org](http://www.swmpc.org) • ✉ [swmpc@swmpc.org](mailto:swmpc@swmpc.org)

Publisher's Affidavit of Notice of Public Hearing (original available through the Village Clerk)

## AFFIDAVIT OF PUBLICATION

IN THE MATTER OF

PUBLIC HEARING NOTICE

VILLAGE OF STEVENSVILLE, MI  
PROPOSED NEW MASTER PLAN  
JUNE 7, 2018 AT 6:00 P.M.


|  |
|--|
| <p>PUBLIC HEARING NOTICE<br/>VILLAGE OF STEVENSVILLE<br/>COUNTY OF BERRIEN<br/>STATE OF MICHIGAN</p> <p>The Planning Commission for the Village of Stevensville will hold a public hearing on its proposed new master plan at 6:00 pm on June 7, 2018 at Stevensville Village Hall, 6768 St. Joseph Ave., Stevensville, MI 49127.</p> <p>At the hearing, all interested parties will be given an opportunity to be heard. If you cannot attend the public hearing, written comments can be sent to Stevensville Village Hall and must be received by June 7, 2018.</p> <p>The proposed plan can be reviewed at Stevensville Village Hall during business hours. The plan can also be reviewed online: <a href="http://www.stevensvillemi.org/stevensthal.htm#88">www.stevensvillemi.org/stevensthal.htm#88</a></p> <p>Tiffany Moore, Village Clerk</p> |
|--|

STATE OF MICHIGAN  
County of Berrien

Randy Hendrixson being duly sworn, deposes and says the annexed printed copy of a notice was taken from the Berrien County Record, a newspaper printed and circulated in said State and County, and that said notice was published in said newspaper on:

May 24,

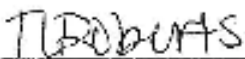
A.D. 2018, that she is the agent of the printers of said newspaper, and knows well the facts stated therein.

  
Randy Hendrixson

Subscribed and sworn to before me on this

24<sup>th</sup> day of May A.D. 2018

My commission expires: 6/14/2023

  
T.L. Roberts

T.L. ROBERTS  
NOTARY PUBLIC - STATE OF MICHIGAN  
COUNTY OF BERRIEN  
My Commission Expires: June 14, 2023  
Acting in the County of Berrien

RECEIVED

MAY 26 2018

Village of Stevensville

Village of Stevensville  
Planning Commission  
Minutes 6/7/18

Meeting Called to order with Pledge of Allegiance at 6:03.

Members Present: Justin Schaul, Carl Steinberger, Ann Wilkinson, Chair Bruce Arter

Members Absent: Shirley Kerlikowske

Others present: Ryan Fellows, SWMPC

Motion by Steinberger to approve Agenda; 2<sup>nd</sup> by Schaul. Motion Carried

Motion by Wilkinson to Open Public Hearing re Master Plan; 2<sup>nd</sup> by Steinberger. Motion Carried.

No Public Comments.

Ryan Fellows, SWMPC, shared two emails sent to him re Master Plan.

Motion by Schaul to re-open regular meeting; second by Steinberger. Motion Carried.

Motion by Schaul to approve meeting minutes from April 5, 2018; second by Wilkinson. Motion carried.

Motion by Wilkinson to approve Master Plan; second by Schaul. Motion carried.

No new business.

No Public Comment

Commissioner Comments: Steinberger, Glad we're done with Master Plan.

Schaul, keep up the good work, good job.

Motion by Steinberger to adjourn meeting; second by Schaul. Motion Carried. Meeting Adjourned at 6:45.

A handwritten signature in black ink, appearing to read "Bruce Arter", is located in the bottom right corner of the page. The signature is stylized and cursive.

Village Council minutes showing Master Plan approval (original available through the Village Clerk)

**Village of Stevensville  
Public Hearing  
Regular Council Meeting  
Minutes  
Wednesday, June 13, 2018  
6:00pm**

Meeting called to order by President Slavicek at 6:00P.M., followed by the Pledge of Allegiance.

**Present:** Trustees: Ken Hansen, Chris Mason, Amanda Pohyba, Carl Steinberger, President Steve Slavicek

**Absent:** Trustees: Pat Arter, Brian Liggett

**Also Present:** Clerk: Tiffany Moore; Treasurer: Barbi Hammond

Motion by Hansen to approve the agenda as written. 2<sup>nd</sup> by Pohyba. Motion carried.

Motion by Hansen to open Public Hearing on Tax Millage Rate, 2<sup>nd</sup> by Steinberger. Public Hearing opened at 6:01pm

No Public Comments

Motion by Hansen to close Public Hearing and re-open Regular Meeting, 2<sup>nd</sup> by Pohyba. Public Hearing closed at 6:02pm

Public Comment on Agenda Items

None

Motion by Steinberger to approve the Consent Agenda, including the Regular meeting minutes of May 9, 2018, Bank Balances ending June 5, 2018, and June Bills. 2<sup>nd</sup> by Mason. President Slavicek asked for a Roll Call Vote:

Ken Hansen – Yes

Brian Liggett – Absent

Chris Mason – Yes

Amanda Pohyba – Yes

Carl Steinberger – Yes

Pat Arter – Absent

Steve Slavicek – Yes

Motion Carried.

**Unfinished Business:**

- a. Master Plan – Motion by Steinberger to approve the Final Master Plan, 2<sup>nd</sup> by Pohyba. President Slavicek asked for a Roll Call Vote:

Ken Hansen – Yes

Brian Liggett – Absent

Chris Mason – Yes

Amanda Pohyba – Yes

Carl Steinberger – Yes

Pat Arter – Absent

Steve Slavicek – Yes  
Motion Carried.

**New Business:**

- a. Red Coach Donut Sign Permit – Motion by Mason to approve the Red Coach Donut Sign Permit as submitted, 2<sup>nd</sup> by Hansen. Motion Carried.
- b. Relay for Life Fundraising Request – Motion by Hansen to approve the Fundraising Request from Relay for Life on Saturday, June 16, 2018, 10am-3pm. 2<sup>nd</sup> by Steinberger. Motion Carried.
- c. Tunie's Hot Dog Cart – Motion by Hansen to approve the request from Tim & Tunie Duensing to run a Hot Dog Cart on their property at 2766 W John Beer Rd, pending all required permits are obtained. 2<sup>nd</sup> by Steinberger. Motion Carried.
- d. Life Insurance – Motion by Hansen to approve providing \$25,000 life insurance coverage for four employees at the current rate of \$38.00 per month, through Kane Mostyn agency, instead of the previous company approved April 11, 2018. 2<sup>nd</sup> by Mason. Motion Carried.
- e. Street Sweepings Dumpster – Motion by Hansen to contract with Best Way Disposal for a street sweepings dumpster not exceeding 10 yards. 2<sup>nd</sup> by Pohyba. Motion Carried.
- f. Roof Bids – Motion by Hansen to approve the roof bid from Future Construction, not to exceed \$10,961. 2<sup>nd</sup> by Mason. Motion Carried.
- g. Resolution Adopting Fee Schedule – Motion by Hansen to approve the Resolution Amending the Village of Stevensville Fee Schedule, 2<sup>nd</sup> by Pohyba. President Slavicek asked for a Roll Call Vote:  
Ken Hansen – Yes  
Brian Liggett – Absent  
Chris Mason – Yes  
Amanda Pohyba – Yes  
Carl Steinberger – Yes  
Pat Arter – Absent  
Steve Slavicek – Yes  
Motion Carried.
- h. Resolution Outlining Presidential Duties – Motion by Hansen to approve the Resolution Outlining Presidential Duties, 2<sup>nd</sup> by Mason. President Slavicek asked for a Roll Call Vote:  
Ken Hansen – Yes  
Brian Liggett – Absent  
Chris Mason – Yes  
Amanda Pohyba – Yes  
Carl Steinberger – Yes  
Pat Arter – Absent  
Steve Slavicek – Abstain  
Motion Carried.
- i. Resolution for Tax Millage – Motion by Steinberger to approve the Resolution Approving Village Operating Millage Rate Levy for Fiscal Year 2018-2019, 2<sup>nd</sup> by Mason. President Slavicek asked for a Roll Call Vote:  
Ken Hansen – Yes  
Brian Liggett – Absent  
Chris Mason – Yes  
Amanda Pohyba – Yes  
Carl Steinberger – Yes  
Pat Arter – Absent  
Steve Slavicek – Yes

Motion Carried.

#### **President Report**

Motion by Hansen to accept Ken Alexander's resignation letter, 2<sup>nd</sup> by Steinberger. Motion Carried.

Motion by Hansen to hire a full time DPW employee with a CDL-B, 2<sup>nd</sup> by Steinberger. Motion Carried.

President Slavicek appointed Hanse, Steinberger and himself to the DPW Hiring Committee, which will meet Thursday, June 28 at 6:00pm to review applications.

Motion by Steinberger to allow Lakeshore Chamber to use the Hall as an office space, pending any insurance liability, 2<sup>nd</sup> by Pohyba. Motion Carried.

#### **Treasurer/RRC Report**

Tax bills will be mailed on July 1<sup>st</sup>.

Treasurer Hammond, President Slavicek and Justin Schaul attending a CIP training and are working toward having a draft CIP by the next Planning Commission meeting.

Motion by Pohyba to approve paying JC Signs \$550 for the Miss Blossomtime signs, with the Miss Stevensville Scholarship Committee reimbursing \$275. 2<sup>nd</sup> by Steinberger. Motion Carried.

#### **Clerk/Code Enforcement Report**

Motion by Steinberger to re-schedule the Miss Stevensville Scholarship Committee's Fundraiser from May 25 to Thursday, June 28, 10am-6pm. 2<sup>nd</sup> by Pohyba. Motion Carried.

There were 24 grass violations in May and June so far, with none of those having to be mowed by the DPW.

A 2<sup>nd</sup> notice was sent by certified mail to Anstey Foundry regarding their fence and the opportunity to help them with Brownfield environmental.

A notice was sent to Wolverine regarding the late night noise from the building on Lawrence, they agreed to comply.

#### **Building Report:**

The building department received 6 building permits in May and June so far.

A temporary Certificate of Occupancy was issued to Red Coach Donuts.

DMPE was issued a 90 day extension on their building permit, which expired in May.

**DDC – Did not meet**

#### **Public Comment**

Robin McBride from 5351 Ridge Rd expressed concerns about water accumulating in his backyard, and believes it is due to his neighbor installing a drain and the water flowing on his property. He was also concerned as to why there were no drains by the Ridge Rd/Wildwood corner. He would like to meet with the Spicer group to discuss options. President Slavicek will put him in contact with Spicer and do some other research and get back with him.

#### **Correspondence**

#### **Announcements:**

Save the Date for the MML Convention September 20-22 in Grand Rapids

#### **June Dates:**

Thursday 28<sup>th</sup> – DPW Hire Committee – 6pm

**July Dates:**

Wednesday 4<sup>th</sup> – Office Closed – Independence Day

Thursday 5<sup>th</sup> – Planning Commission – 6pm

Wednesday 11<sup>th</sup> – Workshop – 5:45pm

Wednesday 11<sup>th</sup> – Council – 7pm

Friday 13<sup>th</sup> – Movie Night – Jumanji: Welcome to the Jungle

**Council Comments:**

Steinberger shared info from the last water board meeting.

Motion to adjourn by Hansen. 2<sup>nd</sup> by Pohyba. Motion carried.  
Meeting adjourned by President Slavicek at 7:15pm

Submitted by: Tiffany Moore, Clerk



# **Addendum 1**

## **Sidewalk Asset Management Plan**

**Five Year**  
**Sidewalk Asset Management Plan**  
For the Village of Stevensville, Michigan  
2017-2021



Prepared by the  
Southwest Michigan Planning Commission  
376 W Main Street Suit 130  
Benton Harbor, Michigan 49022  
(269) 925-1137

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## 1.0 PURPOSE

The Village of Stevensville, Michigan located just miles from the coast of Lake Michigan and Grand Mere State Park envisions a family-friendly community. To achieve this vision, the community should be walkable, as it allows for mobility of all as well as healthier citizens. A strong sidewalk network provides for a stronger sense of community with activities such as socializing, meeting, shopping, and eating.

Close to 40 percent of the population in Stevensville are children (under the age of 18) or older adults (over the age of 65). These groups are less likely to drive meaning they could benefit greatly from a strong sidewalk network.

Stevensville enlisted the Southwest Michigan Planning Commission to:

- Develop a base map of the Village sidewalk network
- Research and implement best practices for maintenance and function
- Divide sidewalk network into segments and analyze the current condition
- Evaluate based on level of importance segments that are in poor condition or gaps in the network, and how to prioritize those needs
- Integrate annual Village sidewalk budget into strategy of repair and installation
- Outline clear goals for each of the next five years



## 2.0 VILLAGE SIDEWALK NETWORK

Sidewalks provide mobility to many within a community, connecting neighborhoods, businesses, schools, parks, and government buildings. Besides adding aesthetic appeal to the streetscape, sidewalks allow for an informal meeting place for all citizens of the Village.

### 2.1 CURRENT NETWORK

The Village of Stevensville currently has over four (4) miles of sidewalks in their network. The majority of St. Joseph Avenue, John Beers Road, and Kimmel Street are served with the sidewalk network. For a full map of the current sidewalk network see **Map 1**. The current network provides a North-South, East-West connection of the Village. This connects the central hub of the Village to residential areas and other businesses.

There are four sidewalk segments which are not connected to the greater network: Village Court, Fairview Street, Karen Court (Merkel Manor), and Demorrow Circle. Due to the large distance to connect to the main sidewalk network and not being located on federal-aid eligible roads, it may be challenging to find the funds necessary to link these segments. As such, the Village should consider the installation of new connecting sidewalks to be low priority.

The majority of the sidewalk network west of St. Joseph Avenue only includes a sidewalk on one side of the street. This in itself does not pose much of an issue as pedestrians are still able to travel along these streets while being separated from traffic. The Village may want to consider the installation of sidewalks on both sides of streets in the future.

While the current network serves a large number of individuals, the Village hopes to expand the network while maintaining what is currently in place. Since funding is limited, federal-aid eligible roads should be given higher consideration for expansion.

Map 1: Current Sidewalk Network

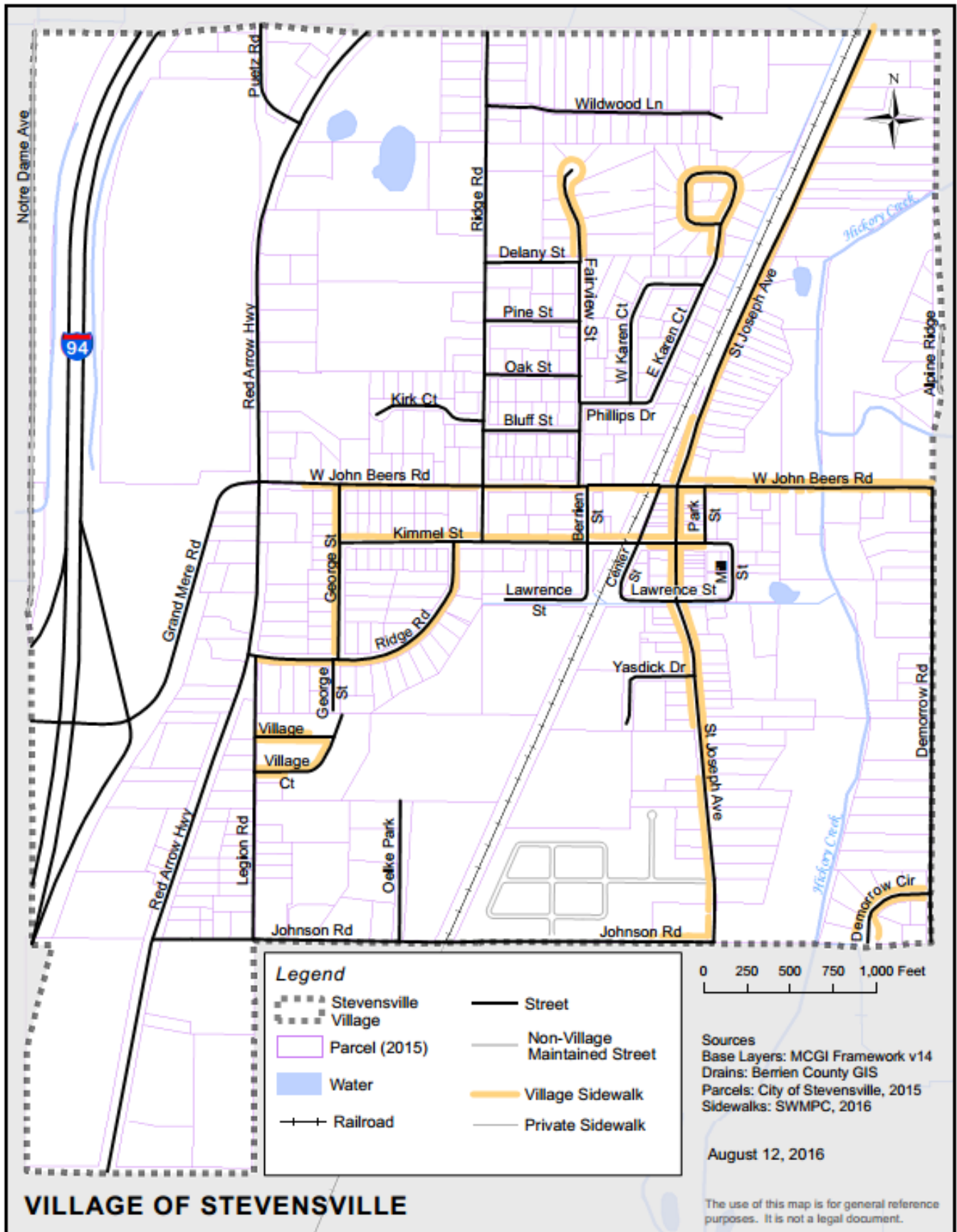


Fig15\_BaseSidewalk

## 2.2 PRIORITIES

Sidewalks are not considered for replacement unless they are rated at a 1 or 2, poor and fair condition, respectfully, using the rating system outlined in **Section 5.1**. The Village should replace all panels that are in poor condition before repairing/replacing panels in fair condition.

Greater importance should be given to areas of citizen's peak interest. These areas include: the southeast portion of St. Joseph Avenue, the continuation on St. Joseph Avenue in Lincoln Township to Meijer, and Johnson Road. Due to limited funding, the Village should focus more attention on federal-aid eligible roads. All locations of citizen's interest are along federal-aid eligible roads. The federal-aid eligible roads located in the Village are either classified as minor arterials or major collectors, which typically see more traffic and higher speed limits than local roads. With greater speed and volume, it is of greater importance to separate vehicular and pedestrian traffic.

### ***High Priority***

- Citizen reported sidewalk hazards
- ADA issues
- Sidewalks rated at 1
- Streets with high pedestrian generators (schools, parks, etc.)
- Citizen request for sidewalks

### ***Medium Priority***

- Small gaps in the network (city block or less)
- Longer segments to expand network on federal-aid eligible roads
- Sidewalks rated at 2

### ***Low Priority***

- Long segments to expand network NOT on federal-aid eligible roads
- Areas not connecting pedestrian generators (ex. northern section of Red Arrow Highway)

## 3.0 AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act (ADA) was signed into law in 1990. The Act intends to protect against discrimination based on disability. There are federal requirements to make pedestrian facilities accessible to those with disabilities on projects receiving federal funds. The Village, however, should aim to have the full sidewalk network be accessible to all residents regardless of the federal obligation to do so.

### 3.1 ADA REQUIREMENTS – SIDEWALKS AND RAMPS

Below are a few of the ADA requirements for sidewalks and ramps. To provide access to the sidewalk network in its entirety, the Village should maintain these requirements as guidelines for all public pedestrian facilities regardless of federal aid eligibility.

- Sidewalks and curb ramps should have a 2 percent maximum cross slope for drainage purposes.
- The minimum width of sidewalks and curb ramps should be 48 inches.
- The slope of the ramp should be a maximum of one inch per foot.
- Curb ramps must have 4-foot by 4-foot level landing clear space for easier mobility and detectable warnings to alert pedestrians to an imminent transition from sidewalk to crosswalk.

### 3.2 ADA ISSUE REPORTING

The public is encouraged to report sidewalk issues to the Village for review. If Village staff deems a segment to be hazardous or poses problems to those with disabilities, repairs should be made within ten (10) business days. The Village should include a form which can be filled out both online and in person as well as contact information to the responsible party within the Village.

The Village should also respond quickly to requests for the instillation of ADA sidewalk ramps. An example of an ADA ramp request form from Montgomery County, Maryland can be found in **Toolbox D**.

## 4.0 STREETSCAPE

Properly maintained sidewalks increase property values and promote tourism. To increase the walkability and use of sidewalks, shade trees provide comfort during the summer months. Some trees planted near sidewalks cause issues to sidewalks as their roots may cause vertical displacement of sidewalk panels. Trees must be planted properly to ensure damage to sidewalks does not occur.

### 4.1 ISSUES AND SOLUTIONS WITH TREES

#### Issues

While trees improve the aesthetic appeal of a streetscape, their roots can cause major issues for sidewalks. Tree roots may grow upward causing vertical displacement of sidewalk panels as seen in **Figure 1**.

**Figure 1: Tree - Sidewalk Conflict**



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## Solutions

### ***Tree removal:***

Simply replacing sidewalk panels that have been vertically displaced will not ensure that further issues with tree roots will not arise. Some trees may need to be removed to alleviate the problem fully though this is not ideal. Future trees planted should be selected from a list of those that are less likely to cause conflict with sidewalks. A suggested list of trees can be found in **Toolbox B**.

### ***Steel Plates:***

In Sunnyvale, CA, the city has used steel plates bolted to roots before concrete is placed to prevent vertical displacement. Once these plates are bolted on, roots will no longer grow upward. The Village may wish to look into this practice more as a solution for future sidewalk panel replacement over the top of tree roots. More detail can be found from Bloomington, IL Sidewalk Master Plan in **Toolbox D**.

### ***Temporary:***

A temporary solution to vertically displaced sidewalk panels could be to either grind the panels to reduce the elevation difference or to install a concrete wedge as see in **Figure 2**. Both of these options are lower cost than replacement but may not work in all situations.



**Figure 2: Concrete Wedge**

## 4.2 BENEFITS OF TREES TO PEDESTRIANS

Trees along sidewalks provide users shade and comfort from the sun on warm summer days. Citizens are more likely to utilize sidewalks and travel further distances using them if shade trees are in place. In order for a sidewalk network to be successful, trees should be planted at regular intervals. An example ordinance for tree placement can be seen in **Toolbox B**.

Currently there are several segments of sidewalk in the Village without shade trees present. This can be seen in **Figure 3**. It could be difficult to plant trees along some segments, however, as utilities pose a challenge. John Beers Road is an example of a location that would benefit from trees but would face issues with utilities. **Figure 4** is a good example of trees providing shade to the sidewalk on St. Joseph Avenue.

**Figure 3: Lack of Trees Along John Beers Road**



**Figure 4: Shade Trees Along St. Joseph Avenue**





## 5.0 CURRENT SIDEWALK CONDITIONS



Using a rating system adopted from Duluth, MN, Village, and SWMPC staff conducted a survey of the current sidewalk network and mapped the findings. In addition, SWMPC made some general observations of the current network as well as ADA facilities.

### 5.1 RATING SYSTEM

Village staff rated the sidewalk network using the rating system seen in **Table 1** below. SWMPC staff then conducted quality assurance on a quarter of the network. Sidewalks were divided into segments based on the street they were located. An overall rating was given to each segment and raters recorded additional detail by street address. In some instances, individual sidewalk squares were noted for worse condition than surrounding sidewalks.

**Table 1: Rating System**

| Rating                      | Criteria  | Visual   |
|-----------------------------|---|--|
| 4<br>Excellent<br>Condition | <ul style="list-style-type: none"><li>• Uniform flat cross slope</li><li>• No spalling</li><li>• Minor small cracks</li><li>• No heaving</li><li>• No obstructions</li></ul>    |   |
| 3<br>Good<br>Condition      | <ul style="list-style-type: none"><li>• Uniform cross slope</li><li>• Very minor spalling</li><li>• Multiple cracks that are unidirectional</li><li>• No obstructions</li></ul> |  |

|                                    |   |   |
|------------------------------------|---|---|
| <p>2<br/>Fair<br/>Condition</p>    | <ul style="list-style-type: none"> <li>• Some minor heaving; sidewalk not level</li> <li>• Slightly non-uniform cross slope</li> <li>• Some large cracks</li> <li>• Some spalling</li> <li>• Slight ponding potential</li> <li>• No obstructions</li> </ul>   |   |
| <p>1<br/>Poor<br/>Condition</p>    | <ul style="list-style-type: none"> <li>• Significant heaving (vertical offset in the sidewalk)</li> <li>• Any sort of permanent obstruction that reduces sidewalk width to 36" or less (i.e. trees or shrubs)</li> <li>• Many multi-directional cracks</li> <li>• Excessive spalling ("rutting" of sidewalks, concrete material has peeled away or chipped).</li> <li>• Severe ponding potential (standing water on sidewalks)</li> </ul> |  |
| <p>0<br/>Missing<br/>Sidewalks</p> | <ul style="list-style-type: none"> <li>▪ Sidewalk missing or off limits to public</li> </ul>  |   |

## 5.2 CURRENT CONDITION

SWMPC staff mapped the ratings as seen in **Map 2** and **Map 3**. **Table 2** shows the break-down of total length in feet and total square feet by. It illustrates the total amount in poor condition and therefore in need of replacement. The majority (86.5%) of the sidewalk network was either in good or excellent condition. Many municipalities consider 25 years to be the expected lifespan of concrete sidewalks.<sup>1</sup> As such, sidewalks in good or excellent condition will not normally require replacement over the course of the next five years.

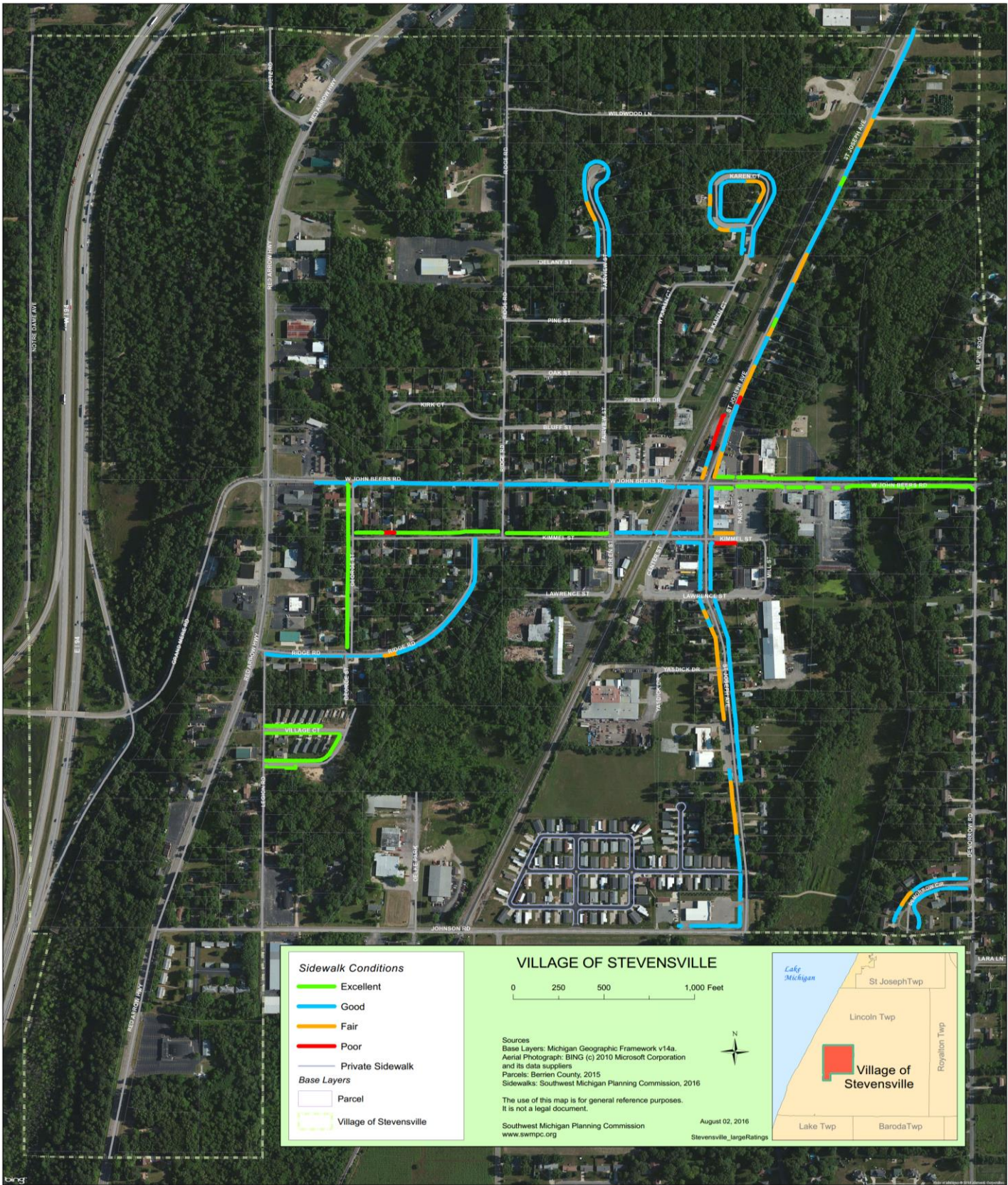
**Table 2: Total Measured (feet) Sidewalk by Rating**

| Rating                  | Length (feet) | Total Square Feet |
|-------------------------|---------------|-------------------|
| 1 – Poor Condition      | 275           | 1,375             |
| 2 – Fair Condition      | 2,739         | 13,695            |
| 3 – Good Condition      | 13,380        | 66,900            |
| 4 – Excellent Condition | 5,975         | 29,875            |

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<sup>1</sup> U.S Department of Transportation Federal Highway Administration. A Guide for Maintaining Pedestrian Facilities for Enhanced Safety

Map 2: Map of Current Sidewalk Conditions – Aerial



Map 3: Map of Current Sidewalk Conditions Parcels – Addresses

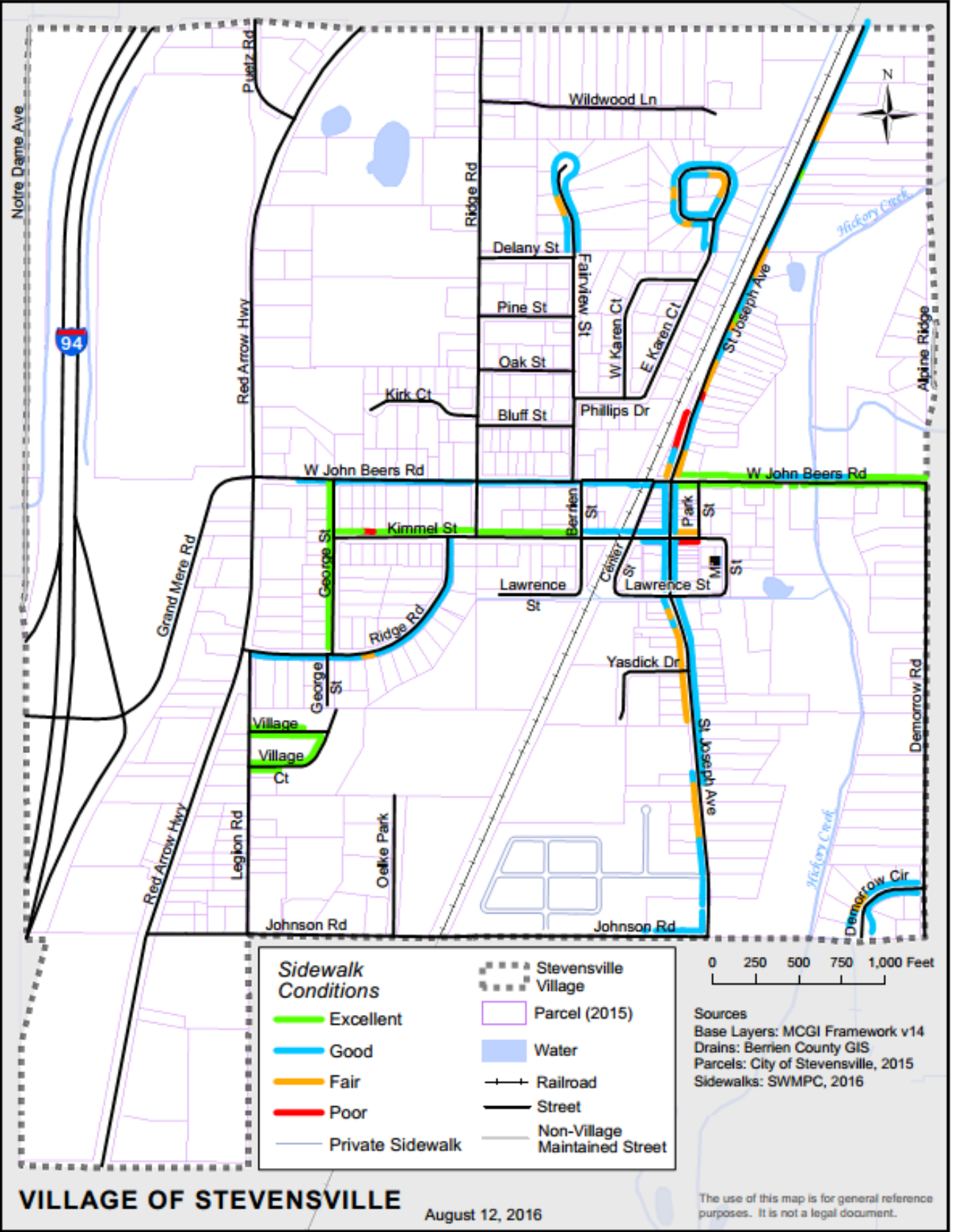


Fig16\_SidewalkRatingJB

### 5.3 RAMPS

The Village currently does not have adequate ADA compliant sidewalk ramps. While the Village has ADA detectable warning surfaces at some locations (listed below) many are in fair to poor condition as seen in **Figure 5**.

- Intersection of John Beers Road and St. Joseph Avenue
- Intersection of Kimmel Street and St. Joseph Avenue
- Along John Beers Road East of St. Joseph Avenue

The remainder of the sidewalk network does not contain detectable warning surfaces. Though they are only required for projects receiving federal funds, these detectable warning surfaces provide additional safety to those in the community with disabilities. The Village should follow ADA requirements for all future projects, regardless of funding source.

**Figure 5: Detectable Warning in Fair/Poor Condition**



**Figure 6: Detectable Warning in Good Condition**



### 5.4 CROSSWALKS

Crosswalks make it safer for pedestrians to cross streets by alerting drivers. Crosswalks also demonstrate the continuation of the sidewalk network across streets. Not every pedestrian crossing is a good candidate for a marked crosswalk so an engineering study should be conducted before additional installation.

Crosswalks must stand out to drivers, therefore, they should be properly maintained. At the intersection of John Beers Road and St. Joseph Avenue, crosswalk markings have faded due to vehicular traffic as seen in **Figure 7**. For an example of crosswalk markings in good condition, see **Figure 8**.

Some crosswalks may also benefit from signs alerting motorists of crosswalk locations. In downtown areas where parked cars may block the view of pedestrians entering a crosswalk, signs such as in **Figure 9** which are installed in the actual roadway may provide for safer crossings.

*Note: As a member of TwinCATS, the Village of Stevensville can request Surface Transportation Block Grant (STBG) funding on federal-aid eligible roads. The Village can request funds for a road painting project including crosswalk paint. Due to the relative low cost of such a project, it is a good candidate for funds left over from other STBGP projects that are completed under budget.*

**Figure 7: Faded Crosswalk Marking**



**Figure 8: Crosswalk Marking in Good Condition**



**Figure 9: Crosswalk Sign**



## 5.5 OBSERVATIONS AND OTHER ISSUES TO ADDRESS

SWMPCC observed some possible issues that could hinder the accessibility of disabled persons. These included:

- Weeds/grass growth in sidewalk joints and cracks
- Low flying flags in the downtown

Both of these could impact the mobility of sidewalk users. The Village should work with property owners concerning weed control and with business owners over flag placement.



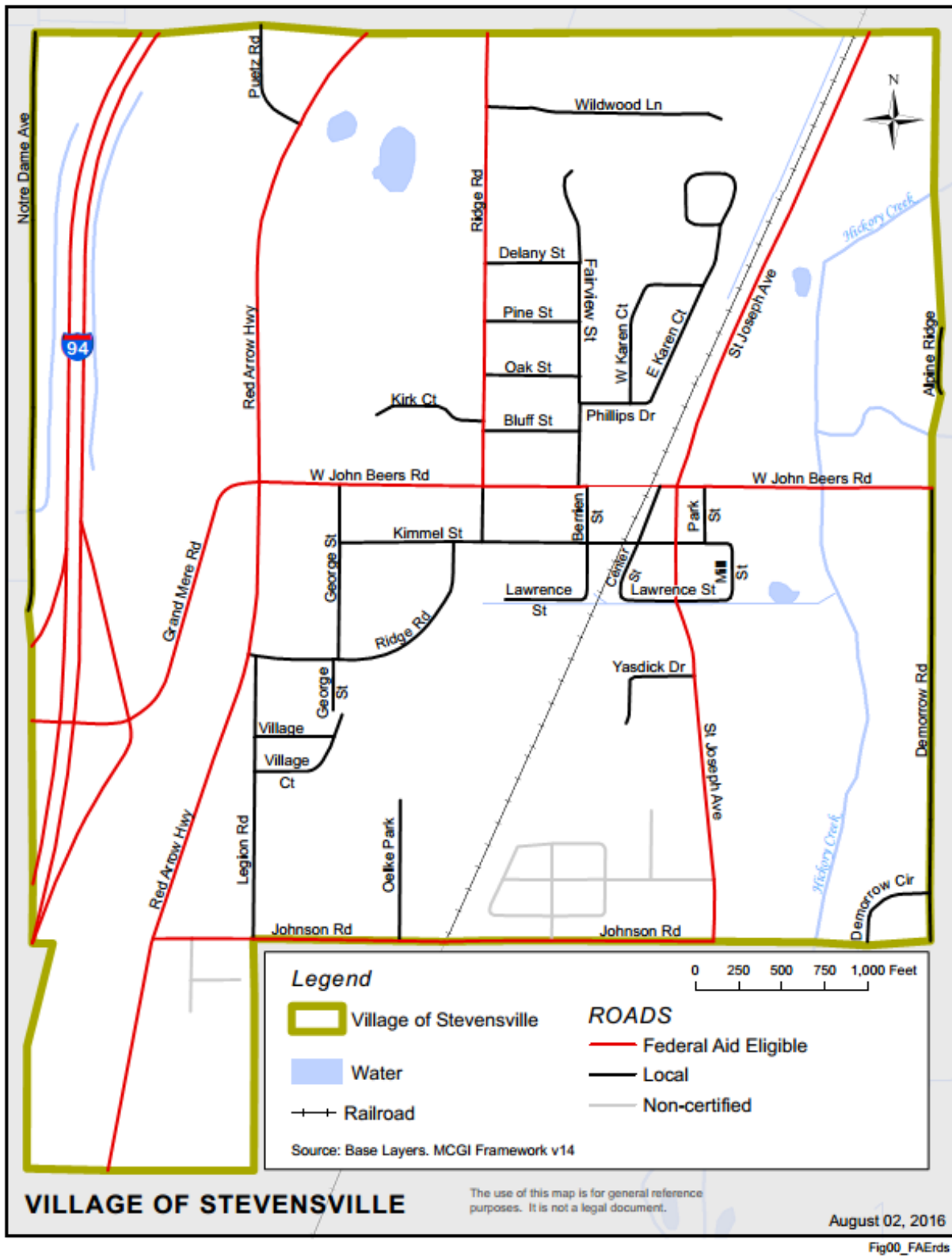
**Figure 10: Low Flying Flag**

## 6.0 FUNDING

The current annual budget for sidewalks is \$18,000. As of 2016, there was 111,843 square feet of sidewalk in the Village. The Village should focus new installation on federal-aid eligible roads where they are able to apply for federal grants to offset the cost, see **Map 4** for federal aid eligible roads. These federal grants do require a local match so the Village should set aside a portion of their budget for the match.

As part of the Twin Cities Area Transportation Study (TwinCATS) the Village can request Surface Transportation Block Grant (STBG) money for federal-aid eligible road projects when SWMPC puts out the call for projects. In 2014, TwinCATS adopted a complete streets policy which states that all users must be accommodated in projects using STBG funds. This means that any projects the Village receives STBG funds for will accommodate vehicular, pedestrian, and cyclist traffic. To accommodate pedestrians, See [http://www.swmpc.org/downloads/complete\\_streets\\_policy\\_adopted\\_version\\_2014.pdf](http://www.swmpc.org/downloads/complete_streets_policy_adopted_version_2014.pdf) for the full TwinCATS Complete Streets Policy.

Map 4: Federal-Aid Eligible Roads



**Table 3** outlines the federal grants the Village can apply for. For a full description, see **Toolbox A**. The Southwest Michigan Planning Commission will provide assistance in the application process.

**Table 3: Federal Grants to Fund Sidewalks**

| Federal Grant Name                            | Summary of use  | Deadline  |
|---|---|---|
| Transportation Alternatives Set-Aside Funding | You can use these funds to install a variety of pedestrian and bicycle facilities, including trails, shared use paths, bicycle lanes, and sidewalks. This is the most flexible funding source available for non-motorized infrastructure.   | Awarded on a rolling basis  |
| Safe Routes to School Funding                 | These funds must be used specifically on projects that have a demonstrable benefit in allowing more K-8 students to walk or bicycle from home to school more safely. The project benefits must be demonstrated through surveys that gauge interest in walking or bicycling to school and through mapping of the locations of students within a 1-mile radius of the school. | Awarded on a rolling basis  |
| Congestion Mitigation and Air Quality         | CMAQ funds are not used exclusively for non-motorized facilities, but they can be used for non-motorized paths that get people out of their cars and out walking or bicycling.  | Call for Projects on annual basis. Covers a rolling five-year time period |

## 7.0 BEST PRACTICES

SMMPC staff researched best practices for maintenance and installation of sidewalks. It is recommended that citizens should be given the opportunity to report the need for maintenance and that these reported locations be given first consideration for improvement or repair if safety of accessibility is an issue. Conditions that impede pedestrian access should be addressed quickly with prompt repairs. As such, funding should be set aside to address these issues as they arise.

## 8.0 OBJECTIVES

In order to increase the walkability of the current sidewalk network, it is recommended the Village follow the objectives listed below. These objectives outline the types of work the Village will conduct to maintain and expand the sidewalk network within the Village limits as well as outside the Village in order to provide more connectivity with attractions in Lincoln Township.

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## OBJECTIVE A

### **Repair, replace, and maintain current sidewalk network.**

The Village will replace and repair all sidewalk panels in poor condition by 2018. After this point, there will no longer be sidewalk panels in poor condition. For all five years of this plan, funding will be set aside for repairs, replacements, and maintenance for the sidewalk network. Bi-annual ratings will be conducted to assign new ratings and locate panels in need of replacement. Citizen comment is also welcome to address areas in need of attention. Priority is to be given to panels in poor condition or that have been deemed a hazard.

**Partners:** Public Works Staff, Citizens

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## OBJECTIVE B

### **Expand sidewalk network along federal aid eligible roads utilizing federal grants.**

Since the Village is limited to \$18,000 in funding, priority should be given to federal aid eligible roads for sidewalk expansion. Most federal grants require around a 20 percent match. Setting aside a portion of the annual budget to accumulate for use in matching funds would allow the Village to expand their current sidewalk network. The Village will work with Lincoln Township to pursue the continuation of sidewalk along federal aid eligible roads into the Township. An example of this is to continue a sidewalk north to Meijer along St. Joseph Avenue.

**Partners:** SWMPC, Berrien County Road Commission, Lincoln Township

### **Toolbox A: Federal Grants**

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## OBJECTIVE C

### **Zoning Ordinance: Requirement of sidewalks in new development.**

To lower the cost burden to the Village while still installing new sidewalks, the Village should create, adopt, and enforce a zoning ordinance requiring sidewalks in all new development - residential, commercial, and industrial. Sidewalks located at new developments will be tied into the network in the future.

### **Toolbox B: Sidewalk Ordinance Examples**

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## OBJECTIVE D

### **Install new and maintain current crosswalks in addition to proper signage and ADA ramps.**

To improve safety to users, the Village should maintain current crosswalks and an engineering study to determine new crosswalk locations as well as the proper signage. ADA ramps should be installed where requested in a reasonable amount of time and at all new road/sidewalk construction.

**Partners:** SWMPC, Berrien County Road Commission, Citizens

## 9.0 FIVE-YEAR ACTION PLAN

The Village of Stevensville is recommended to follow the plan outlined in **Sections 9.1 and 9.2** over the next five years to increase the walkability of the sidewalk network. The plan integrates the objectives in **Chapter 8** with the annual Village budget over the course of the next five years. **Table 6** displays an example of expenditures by objective, by year.

### 9.1 COSTS

Using average unit prices by the Michigan Department of Transportation (MDOT), the City of St. Joseph, MI and the City of Bloomington, IL, the following expenditure estimates are shown in **Table 4**. The Village will conduct cost estimates in the preliminary engineering stage of all projects using the most up-to-date expenditure estimates.

**Table 4: Expenditure Estimates (in 2016 dollars)**

| Item                              | Unit    | Cost   |
|-----------------------------------|---------|--------|
| 4" Concrete Sidewalk              | Sq. ft. | \$4.06 |
| 6" Concrete Sidewalk              | Sq. ft. | \$5.25 |
| Sidewalk Removal                  | Sq. ft. | \$3.00 |
| New Sidewalk Preparation          | Sq. ft. | \$3.00 |
| Waterborne, 6" Crosswalk          | Ft.     | \$0.70 |
| Overly Cold Plastic, 6" Crosswalk | Ft.     | \$2.50 |

## 9.2 FIVE-YEAR ACTION PLAN DETAILS

**Table 5** outlines the objectives from **Chapter 8** in level of importance from 2017-2021. Objectives listed at the top of the list are most important while objectives listed at the bottom are less important in terms of percent of total funding. **Table 7** provides specific details and goals of the objectives for each year.

**Table 5: Outline of Objectives Over Next Five Years**

| 2017   | 2018   | 2019   | 2020   | 2021   |
|--|--|--|--|--|
| 1. Objective A<br>2. Objective B<br>3. Objective D<br>4. Objective C | 1. Objective A<br>2. Objective B<br>3. Objective D | 1. Objective B<br>2. Objective A<br>3. Objective D | 1. Objective B<br>2. Objective A<br>3. Objective D | 1. Objective B<br>2. Objective A<br>3. Objective D |

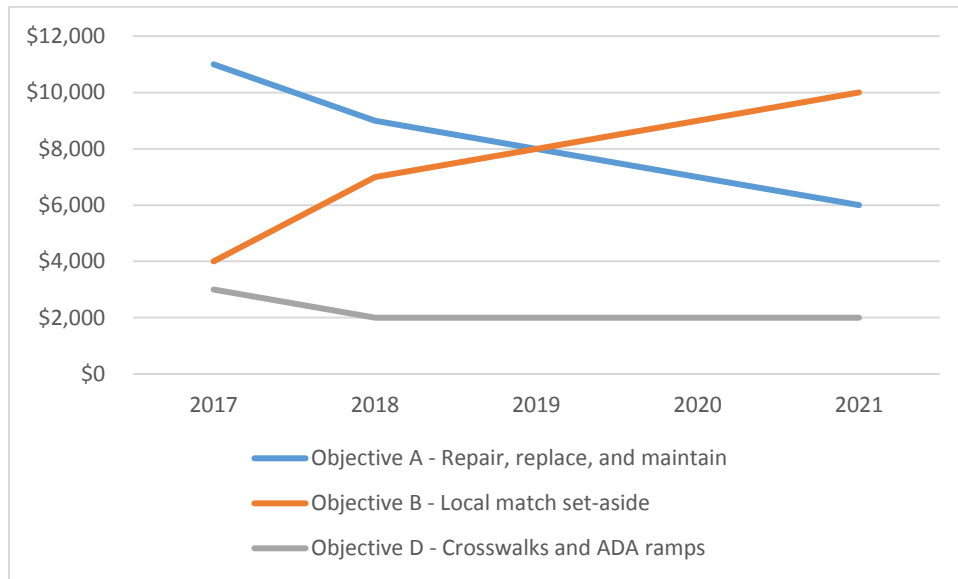
|                    |                               |
|--------------------|-------------------------------|
| <b>Objective A</b> | Repair, replace, and maintain |
| <b>Objective B</b> | Local match set-aside         |
| <b>Objective C</b> | Ordinance                     |
| <b>Objective D</b> | Crosswalk and ADA ramps       |

**Table 6** is an example of expenditures by objective in terms of importance. For example, Objective A – Repair, replace, and maintain has the greatest importance in 2017 so it should receive the most funding. As the sidewalk network as a whole becomes better rated, the cost of repairs, replacements, and maintenance should decrease, especially since fewer panels will need full replacement past 2018. **Figure 11** displays the data from **Table 6** to illustrate the overall trends in funding.

**Table 6: Example of Expenditures**

|  | 2017            | 2018            | 2019            | 2020            | 2021            |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| <b>Objective A</b> – Repair, replace, and maintain | \$11,000        | \$9,000         | \$8,000         | \$7,000         | \$6,000         |
| <b>Objective B</b> – Local match set-aside         | \$4,000         | \$7,000         | \$8,000         | \$9,000         | \$10,000        |
| <b>Objective D</b> – Crosswalks and ADA ramps      | \$3,000         | \$2,000         | \$2,000         | \$2,000         | \$2,000         |
| <b>Total</b>                                       | <b>\$18,000</b> | <b>\$18,000</b> | <b>\$18,000</b> | <b>\$18,000</b> | <b>\$18,000</b> |

**Figure 11: Example of Expenditures Chart**



**Table 7: Objective Details 2017 – 2021**

|   |
|---|
| <b>2017</b>   |
| <p><i>Objective A: Repair, replace, and maintain</i></p> <ul style="list-style-type: none"> <li>100 % of sidewalk panels in poor condition replaced. All panels rated poor are now in excellent condition.</li> <li>Repairs and maintenance started on sidewalk segments rated in fair condition. (Addresses - St. Joseph Avenue: 2727, 5689) Improved segments will be brought up to good or excellent condition.</li> </ul> |
| <p><i>Objective B: Local match set-aside</i></p> <ul style="list-style-type: none"> <li>\$4,000 set-aside for use as local match to federal grants in 2020-2021.</li> </ul>   |
| <p><i>Objective C: Ordinance</i></p> <ul style="list-style-type: none"> <li>Fully implement an ordinance requiring sidewalks in all new development.</li> </ul>   |
| <p><i>Objective D: Crosswalks and ADA ramps</i></p> <ul style="list-style-type: none"> <li>Repaint all current crosswalks.</li> <li>Conduct engineering study for new crosswalk locations.</li> <li>Replace ADA detectable warnings along St. Joseph Avenue.</li> </ul>   |
| <b>2018</b>   |
| <p><i>Objective A: Repair, replace, and maintain</i></p> <ul style="list-style-type: none"> <li>Repairs and maintenance on sidewalk segments rated in fair condition. (Addresses - St. Joseph Avenue: 5820, 5832, 5840, 5854, 5613, 5601, 5593) Improved segments will be brought up to good or excellent condition.</li> </ul>   |
| <p><i>Objective B: Local match set-aside</i></p> <ul style="list-style-type: none"> <li>\$7,000 set-aside for use as local match to federal grants in 2020-2021.</li> </ul>   |
| <p><i>Objective C: Ordinance</i></p> <ul style="list-style-type: none"> <li>Continued informant of ordinance requiring sidewalks in all new development.</li> </ul>   |
| <p><i>Objective D: Crosswalks and ADA ramps</i></p> <ul style="list-style-type: none"> <li>Install new crosswalks as suggest by engineering study.</li> <li>Install two ADA ramps at W. John Beers Road and Berrien Street intersection or at locations requested by disabled citizens. Requests receive higher priority.</li> </ul>  |
| <b>2019</b>   |
| <p><i>Objective A: Repair, replace, and maintain</i></p> <ul style="list-style-type: none"> <li>Repairs and maintenance on sidewalk segments rated in fair condition. (Addresses - St. Joseph Avenue: 5874, 5888, 5898, 5910, 5555, 5733) Improved segments will be brought up to good or excellent condition.</li> </ul>   |
| <p><i>Objective B: Local match set-aside</i></p> <ul style="list-style-type: none"> <li>\$8,000 set-aside for use as local match to federal grants in 2020-2021.</li> </ul>   |
| <p><i>Objective C: Ordinance</i></p> <ul style="list-style-type: none"> <li>Continued informant of ordinance requiring sidewalks in all new development.</li> </ul>   |
| <p><i>Objective D: Crosswalks and ADA ramps</i></p> <ul style="list-style-type: none"> <li>Repaint all crosswalks.</li> <li>Install two ADA ramps at W. John Beers Road and Ridge Road intersection or at locations requested by disabled citizens. Requests receive higher priority.</li> </ul>  |

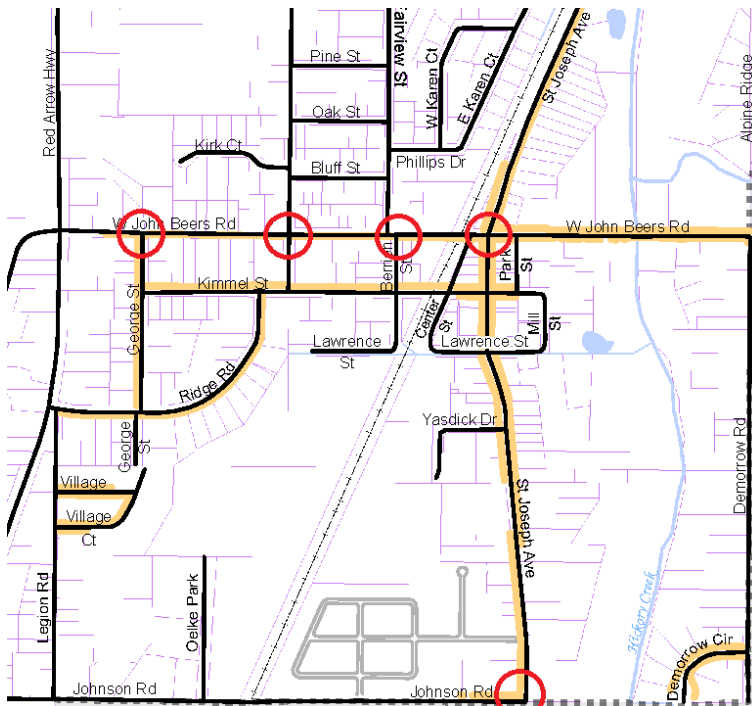
|   |
|---|
| <b>2020</b>   |
| <p><i>Objective A: Repair, replace, and maintain</i></p> <ul style="list-style-type: none"> <li>Repairs and maintenance on sidewalk segments rated in fair condition. (Addresses - St. Joseph Avenue: 5974, 5986, 6004, 6022) Improved segments will be brought up to good or excellent condition.</li> </ul> |
| <p><i>Objective B: Local match set-aside</i></p> <ul style="list-style-type: none"> <li>\$9,000 set-aside for use as local match to federal grants in 2020-2021. Start applying for federal sidewalk grants.</li> </ul>   |
| <p><i>Objective C: Ordinance</i></p> <ul style="list-style-type: none"> <li>Continued informant of ordinance requiring sidewalks in all new development.</li> </ul>   |
| <p><i>Objective D: Crosswalks and ADA ramps</i></p> <ul style="list-style-type: none"> <li>Install two ADA ramps at W. John Beers Road and George Street intersection or at locations requested by disabled citizens. Requests receive higher priority.</li> </ul>  |
| <b>2021</b>   |
| <p><i>Objective A: Repair, replace, and maintain</i></p> <ul style="list-style-type: none"> <li>Repairs and maintenance on sidewalk segments rated in fair condition. (Addresses - St. Joseph Avenue: 5387 Ridge Road: 5841) Improved segments will be brought up to good or excellent condition.</li> </ul>  |
| <p><i>Objective B: Local match set-aside</i></p> <ul style="list-style-type: none"> <li>\$10,000 set-aside for use as local match to federal grants in 2020-2021. Use money from set-aside fund as local matches for federal sidewalk grants.</li> </ul>  |
| <p><i>Objective C: Ordinance</i></p> <ul style="list-style-type: none"> <li>Continued informant of ordinance requiring sidewalks in all new development.</li> </ul>   |
| <p><i>Objective D: Crosswalks and ADA ramps</i></p> <ul style="list-style-type: none"> <li>Repaint all crosswalks.</li> <li>Install ADA ramp at corner of St. Joseph Avenue and Johnson Road or at locations requested by disabled citizens. Requests receive higher priority.</li> </ul>                     |

**Table 8** and **Table 9** illustrates the work items for each of the five years in a quick to read format. **Table 8** lists the sidewalk projects by address and year in which the project will occur. These projects include both poor and fair condition sidewalk segments which will be brought up to good or excellent condition by either repair or replacement. ADA projects are included in **Table 9** and are shown in **Figure 12**.

**Table 8: Sidewalk Address Locations with Scheduled Year of Improvement**

| Poor and Fair Condition to Good or Excellent Condition |                                    |   |  |                           |            |
|--|------------------------------------|---|--|---------------------------|------------|
| Street Name  | 2017                               | 2018  | 2019                                     | 2020                      | 2021       |
| St. Joseph Avenue                                      | 2727, 5689,<br>5664, 5623,<br>5755 | 5820, 5832,<br>5840, 5854,<br>5613, 5601,<br>5593 | 5874, 5888,<br>5898, 5910,<br>5555, 5733 | 5974, 5986,<br>6004, 6022 | 5387, 5509 |
| W. John Beers Road                                     |                                    |   |  |                           |            |
| Fairview Street  |                                    |   |  |                           |            |
| Karen Court  |                                    |   |  |                           |            |
| Kimmel Street  | 2995                               |   |  |                           |            |
| George Street  |                                    |   |  |                           |            |
| Ridge Road   |                                    |   |  |                           | 5841       |
| Village Court  |                                    |   |  |                           |            |
| Johnson Road   |                                    |   |  |                           |            |
| Demorrow Circle  |                                    |   |  |                           |            |

**Figure 12: Illustration of ADA Ramp Work Locations**



**Table 9: Locations of ADA Ramp Work 2017-2021**

|             | Work Description and Location                                  |
|-------------|--|
| <b>2017</b> | Replace ADA detectable warnings along St. Joseph Avenue        |
| <b>2018</b> | Install two ADA ramps at W. John Beers Road and Berrien Street |
| <b>2019</b> | Install two ADA ramps at W. John Beers Road and Ridge Road     |
| <b>2020</b> | Install two ADA ramps at W. John Beers Road and George Street  |
| <b>2021</b> | Install ADA ramp at St. Joseph Avenue and Johnson Road         |

### Federal Funds

#### Transportation Alternatives: TA Set-Aside Funding (Formerly Transportation Alternatives Program (TAP))

**a. What are these funds?** In the 2015 transportation bill, FAST Act, the United States Congress combined several funding categories that went towards trails, bicycle paths, streetscape improvements, highway beautification, safe routes to school and other non-motorized facilities into the TA Set-Aside Funding. These are federal tax dollars that come from both the highway trust fund and the general fund. Before the FAST Act, TA Set-Aside funding was referred to as the Transportation Alternatives Program (TAP).

**b. What can I do with these funds?** These funds can be used to install a variety of pedestrian and bicycle facilities, including trails, shared use paths, bicycle lanes, and sidewalks. This is the most flexible funding source available for non-motorized infrastructure. In addition, some environmental mitigation activities and historic preservation activities related to transportation infrastructure qualify.

**c. Who manages these funds?** MDOT oversees most TA Set-Aside funds through a competitive grant process. There is approximately \$16.5 million available annually through the competitive process.

**d. Do I need to provide matching funds?** Yes. A 20% local match is required. Projects providing more than the required 20% local match will get increased points in the statewide competitive process.

**e. How do I apply for these funds?** For a full list of eligible programs, please consult the Transportation Alternatives FHWA website at:

[http://www.fhwa.dot.gov/environment/transportation\\_alternatives/](http://www.fhwa.dot.gov/environment/transportation_alternatives/)

**f. Deadlines:** Transportation Alternatives grants are awarded on a rolling basis, so applications can be submitted at any time. However, the statewide selection committee typically meets on a quarterly basis. Visit [www.michigan.gov/tap](http://www.michigan.gov/tap) for additional information.

#### Safe Routes to School (SR2S) Funding

**a. What are these funds?** The Safe Routes to School Program is a federal program that provided funds for infrastructure and education that promoted walking and bicycling to and from home and school, and provided safe means for students to do so.

**b. What can I do with these funds?** These funds must be used specifically on projects that have a demonstrable benefit in allowing more K-8 students to walk or bicycle from home to school more safely. The project benefits must be demonstrated through surveys that gauge interest in walking

or bicycling to school and through mapping of the locations of students within a 1-mile radius of the school. Funds can be used for educational initiatives, for demonstration and awareness projects like "walking school buses," and for infrastructure such as sidewalks. Sidewalks are required to be on both sides of the street to utilize this funding. A typical grant is \$200,000, with \$192,000 going to infrastructure projects and \$8,000 going towards education.

**c. Who manages these funds?** The Michigan Fitness Foundation administers SR2S funds on behalf of MDOT.

**d. Do I need to provide matching funds?** Yes, a 20% minimum match is required. Providing more than 20% in match may help your project in the selection process.

**e. How do I apply for these funds?** First the school must be registered for the Safe Routes program at [www.saferoutesmichigan.org](http://www.saferoutesmichigan.org). Michigan's Safe Routes to School handbook is at <http://saferoutesmichigan.org/handbook>.

**f. Deadlines:** SR2S grants are awarded on a rolling basis, so you can submit an application at any time. However, the statewide selection committee typically meets on a quarterly basis.

## Congestion Mitigation and Air Quality (CMAQ)

**a. What are these funds?** Since 1991, Congestion Mitigation and Air Quality (CMAQ) funds have been used for transportation projects that provide a measurable benefit. CMAQ funds are distributed to counties nationwide that are out of compliance or have recently come back into compliance with national ambient air quality standards (NAAQS).

Our three Southwest Michigan counties (Berrien, Cass, Van Buren) each receive an allocation of CMAQ funds to be spent on projects such as transit vehicle replacements, traffic signal timing upgrades, and non-motorized paths.

CMAQ dollars are federal funds that come from both the highway trust fund and the general fund.

**b. What can I do with these funds?** CMAQ funds are not used exclusively for non-motorized facilities, but they can be used for non-motorized paths that get people out of their cars and out walking or bicycling. Sidewalks are eligible for funding, however the applicant must be able to demonstrate the origin and destinations that are accessible because of the proposed sidewalks.

**c. Who manages these funds?** The Southwest Michigan Planning Commission manages the submittal of applications for eligibility for each of the three counties. A task force made up of cities, villages, and road commissions in each county votes at CMAQ funding meetings on how to allocate the funds. MDOT, in consultation with federal highway, determines whether projects submitted are eligible. If deemed eligible, the project applicants will work with MDOT under its standard procedures for engineering, obligation, and bid letting.

**d. Do I need to provide matching funds?** Yes, an 18.15% minimum local match is required. No additional points are awarded for providing a greater amount in local match. However, committing more local match may help you piece together funding for your project more quickly due to the limited nature of the funds our area receives.

**e. How do I apply for these funds?** Each year the Southwest Michigan Planning Commission in partnership with the Berrien County Road Commission hosts a call for CMAQ projects. At that

meeting applications are reviewed and projects are selected for inclusion in the countywide request for CMAQ funds to the state.

**f. Deadlines:** A statewide Call for Projects goes out on an annual basis and covers a rolling five-year time period. In other words, this year's Call for Projects covers fiscal years 2018-2021, and next year's will cover 2019-2022. The Call for Projects is usually issued in October or November, and applications for the Call are due to MDOT by February

## TOOLBOX B: SIDEWALK ORDINANCE EXAMPLES

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### Lincoln Charter Township, Michigan

***Sidewalks required.*** The construction of sidewalks shall be required in all new platted residential developments, and the expansion of existing platted developments. Sidewalks shall be required for all new commercial and industrial developments, and the expansion of existing commercial and industrial developments on Red Arrow Highway north of the jurisdictional boundary of the Village of Stevensville to the jurisdictional boundary of the Township at Maiden Lane. Sidewalks shall be required for all new, and the expansion of existing commercial development along Cleveland Avenue within the Township. The Township may require sidewalks in any development including, but not limited to, developments made pursuant to articles in the Township zoning ordinance related to district standards, special use site plan review.

*Ord. No. 02-06, § 2, 12-10-2002*

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### City of Wylie, Texas

#### **3. Provision of Public Pathway – Perimeter Walkways and Landscape**

##### ***a. Base Standard.*** Provision of Public Pathway – Perimeter Walkways and Landscape

Residential Developments shall provide a 5-foot minimum concrete public walkway with a 10-foot minimum width landscape buffer at the perimeter of the development to provide access to the subdivision. Large canopy trees shall be provided at 50 ft o.c. The walkway may be located partially in the landscape buffer and partly within the street right-of-way parkway and must be placed a minimum of one foot off the curb. Minimum size for shade trees shall be 3 inches in caliper and 14 to 16 feet in height. Ornamental shade trees shall have a minimum diameter of 3 inches, while ornamental flowering trees shall be eight to ten feet in height.

##### ***The following trees and shrubs are recommended for landscaping and screening purposes:***

**1) Large Trees:** Pecan, Red Oak, Burr Oak, Water Oak, Southern Magnolias, Live Oak, Bald Cypress, Bradford Pear

**2) Small Trees:** Yaupon Hollies, Crape Myrtle, Wax Myrtle, Cherry Laurel, Red Bud, Japanese Black Pine, Cedar Elm

**3) Evergreen Shrubs:** Red Tip Photinia, Burford Holly, Nellie R. Stevens, Chinese Holly, Yaupon Holly, Clearra, Nandinnia, Dwarf Crape Myrtle, Japanese Ligustrum, Waxleaf Ligustrum, Abelia, Junipers, Barberry, Asian Jasmine, Honeysuckle, English Ivy, Boston Ivy, Liriope, Monkey Grass, Virginia Creeper, Vinca, Mondon Grass, Ophia Pogon, Elaeagnus, Purple Sage, Pistachio

***The following trees are discouraged for landscaping and screening purposes:*** Silver Maple, Hackberry, Green Ash, Arizona Ash, Mulberry, Cottonwood, Mimosa, Syberian Elm, American Elm, Willow, Sycamore

*Ord. No. 58. 01-24-2006. Article 3: Residential District Regulations, Section 3.4 Residential Design Standard, D. Land Design Standards – New Residential Requirements.*

## TOOLBOX C: MONTGOMERY COUNTY, MD ADA REQUEST FORM



### **Request Form for ADA ramp/sidewalk inspection**

Your Name: \_\_\_\_\_

Address: \_\_\_\_\_

Daytime Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

### **Location of requested curb ramp/sidewalk:**

Street name: \_\_\_\_\_

Intersecting street (If applicable): \_\_\_\_\_

Other useful information to describe location, i.e. address, landmarks, etc. \_\_\_\_\_

\_\_\_\_\_

### **Please check applicable ADA compliance curb ramp issues:**

☐  
☐  
☐  
☐

Missing curb ramp

Ramp too steep

Missing or inadequate landing area

Other (describe problem) \_\_\_\_\_

\_\_\_\_\_

### **Please check applicable ADA compliance sidewalk issues:**

☐  
☐  
☐  
☐  
☐

Obstruction in sidewalk

Sidewalk too narrow (less than 36 inches wide)

Sidewalk cross slope more than 2%

Tripping hazard

Other (describe problem) \_\_\_\_\_

\_\_\_\_\_

Please fill out the form and either mail, fax or email it to:

100 Edison Park Drive, 4th Floor

Gaithersburg, MD. 20850

Phone #: [240-777-7270](tel:240-777-7270)

FAX #: [240-777-7277](tel:240-777-7277)

E-mail address: [mcdot.dte.sidewalk@montgomerycountymd.gov](mailto:mcdot.dte.sidewalk@montgomerycountymd.gov)

rev.7/1A

## TOOLBOX D: BLOOMINGTON, IL MASTER PLAN FOR SIDEWALKS

Safe Step, a City subcontractor, reduces and eliminates vertical displacements by slicing off wedges of sidewalk. The positive experience with this method was discussed in Section 4.2. By slicing up to two inches in thickness from one panel, saw cutting can eliminate vertical displacement. In some cases, saw cutting could be used to eliminate a hazard created by tree roots. However, it would only represent a temporary solution in these cases, as the root would continue to grow upward and continue to displace the sidewalk. The method would, however, buy time at a fairly low cost of less than \$50 per panel cut.

### 5.11 Tree Removal Alternative: Sunnyvale Steel Plates

In 1989, Leonard Dunn was hired by Sunnyvale, CA, with a mandate from its Public Works Director to preserve trees while also fixing sidewalks. Mr. Dunn developed a method to prevent tree roots from growing upward. Starting in 1992, he began bolting steel plates into tree roots that were conflicting with the sidewalk. Arborist Gordon Mann, a consultant with the company Mann Made Resources, is among those who advocate for Mr. Dunn's time-tested results. The accompanying images are from a presentation Mann has given and published on the Internet.

Mr. Dunn was interviewed for the Master Plan on April 22, 2014. He explained the process as follows:

When a sidewalk becomes damaged from tree root, the sidewalk is removed. Sheets of 10-gauge steel are fitted to cover the roots. Sometimes the steel plates can be bent to form around the root. Pilot holes are drilled into the roots. Then, three-eighth inch lag bolts are drilled through the steel plates and into the roots, using the pilot holes. The bolts and the steel plates do little or no harm to the tree. The bolted roots will no longer grow upward. They will grow out to the sides and downward. The small gaps around the roots are then covered with No. 2 base rock. The sidewalk may have to be sloped to bridge tree roots, the trunk flare or both. The No. 2 base rock is used as a subbase in creating a gently sloping terrain leading to and from the tree. Concrete is then poured over the rock. Concrete or asphalt can be poured directly onto the top of the steel plates. The key to the process is making the correct, gradual slope to ensure that the slope complies with ADA standards on inclining and declining sidewalks.

Trees that had to be removed later, for reasons other than sidewalk conflicts, were examined. Post-removal examination of the roots showed the plan worked as envisioned: Roots grew to the side and downward. Growth to the top side of the root had been successfully inhibited.

