

Saginaw Charter Township

Established 1831

Master Plan Amendment

To: Planning Commission Members

From: Bill Schutt, AICP
Community Development Director

Date: August 26, 2022

RE: MPA 22-01 – Update of Master Plan and its Future Land Use Map

REQUESTED ACTION: Consideration of a Saginaw Charter Township Master Plan amendment to remove a planned extension of Fortune Boulevard from the Master Plan and its Future Land Use Map and consideration of retaining/planning for a pedestrian/bicycle pathway in its place (Planning Commission **Meeting Date: September 7, 2022**).

Overview

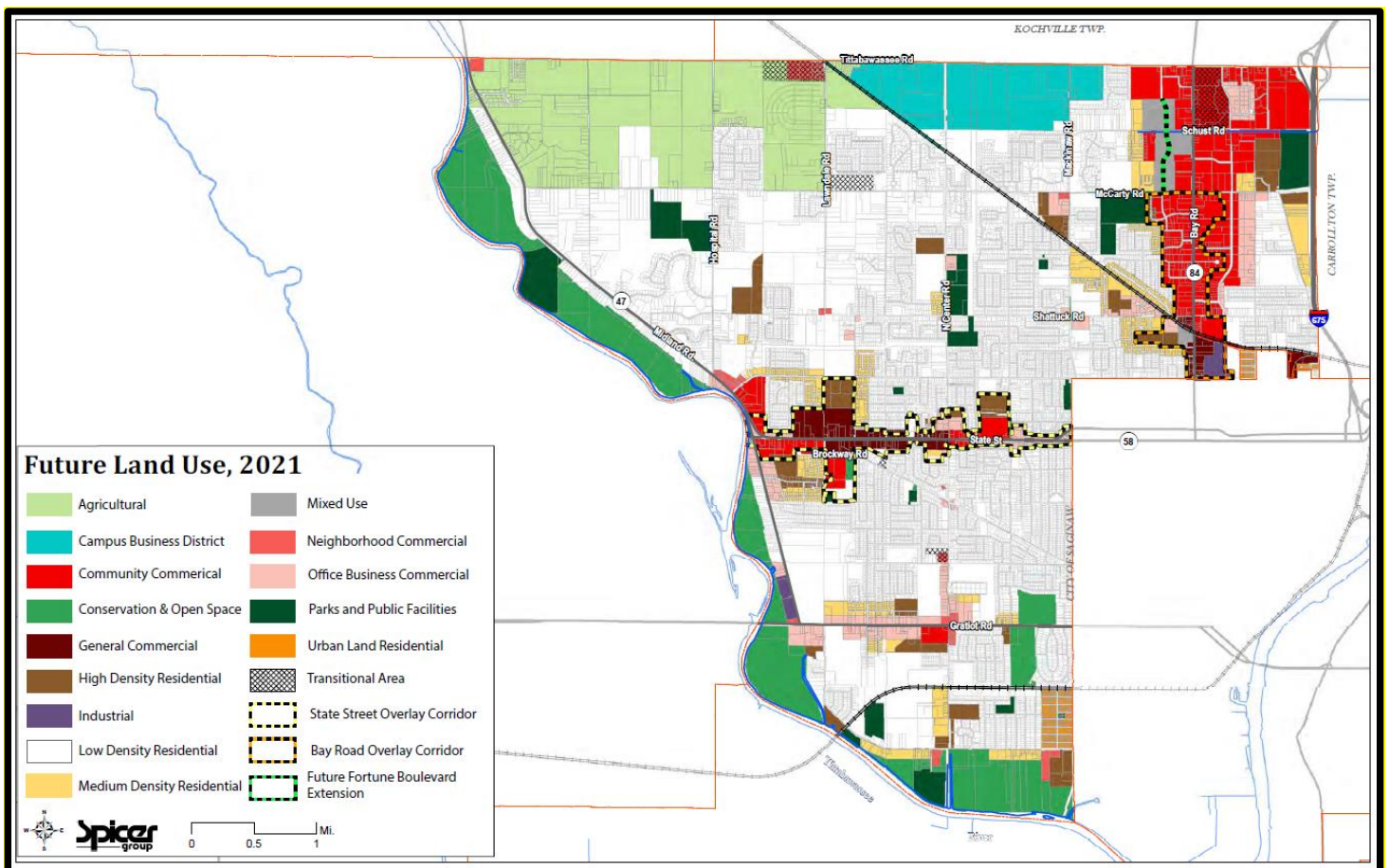
Earlier this year, the Planning Commission directed staff to prepare an amendment to remove a planned Fortune Boulevard extension from the Master Plan and its Future Land Use Map (see copy of Future Land Use Map on next page). At that time, the Planning Commission and staff noted that there has been a substantial change in economic, demographic, and transportation related conditions since the project was originally planned for in the early 1980's. All of these changes have reduced the need and justification for spending limited financial resources on the planned roadway.

Consistent with the Planning Commission's directive and consistent with Section 125.3845 of the Michigan Planning Enabling Act, Public Act 33 of 2008, staff provided notice of the Township's intent to amend the Master Plan to the:

- planning commissions or legislative bodies of each contiguous municipality
- planning commissions of the county (or county board if no planning commission) and regional planning commission (if no county planning commission)
- public utility companies
- railroad companies
- road commission; and
- Michigan Department of Transportation.

Since providing the required notices, staff completed a review of the entire Master Plan to identify any needed amendments to accomplish the Planning Commission's request. In this case, the necessary amendment is to remove the planned Fortune Boulevard extension from the Future Land Use map.

In reviewing the Master Plan in its entirety, numerous sections were identified that support keeping some limited right-of-way for a non-motorized pathway in place of the planned Fortune Boulevard extension. The remainder of this report reviews the proposed amendment to remove the planned Fortune Boulevard extension and provides a recommendation and basis to replace that proposal with a proposal for a non-motorized pathway, and a recommendation to keep a small portion of the proposed Fortune Boulevard in the plan.



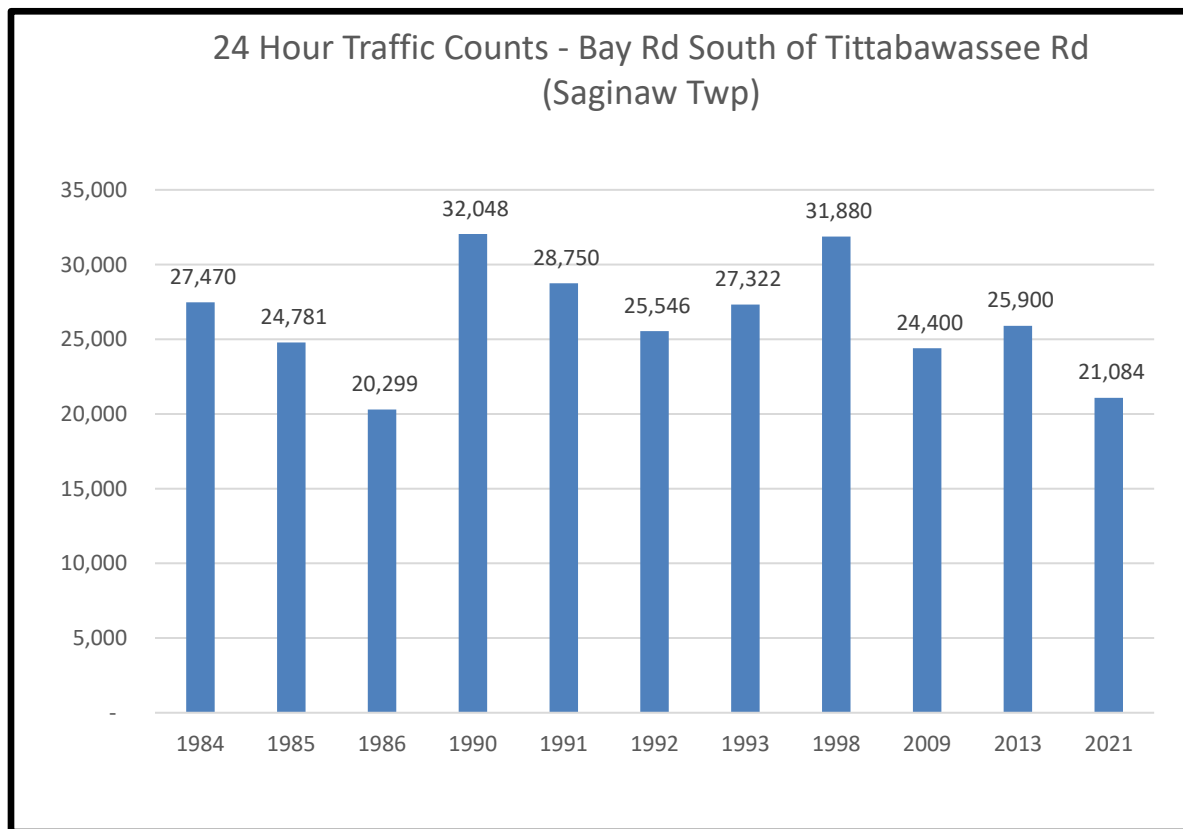
Analysis

On-line retail sales have had a significant impact on brick and mortar retail stores throughout the United States, resulting in numerous store closures and reduced profits. According to U.S. Census data, in 1999, U.S. on-line retail sales accounted for 0.6 percent of all retail sales. By 2020, the amount of on-line retail sales had increased to 16.4 percent. This was during the start of the COVID-19 pandemic, when many businesses were forced to close their doors for health and safety reasons. More recently, that percent has since dropped to an average of 14.5 percent through the 2nd quarter of 2022. The impact of both the rise of on-line retail sales and the COVID-19 outbreak has been witnessed in

Saginaw Township with the closing of various big box retail stores, including Kmart and Sears, and the overall decline in retail activity and loss of smaller retail businesses at the Fashion Square Mall.

The 2021 Master Plan recognized the decline in commercial areas noting that they are no longer supported by market conditions. The plan specifically notes that properties along Bay Road have gone underutilized and have been vacant. This includes portions of Fashion Square Mall.

The reduction in retail activity since on-line retail sales started can be inferred from decreases in the Michigan Department of Transportation average daily traffic count data along Bay Road South of Tittabawassee Road. As shown in the chart below, in 1998 there were 31,880 trips on Bay Road south of Tittabawassee Road during a 24 hour period. By 2021, the number of trips during a 24 hour period for the same roadway had dropped to 21,084. This is a decrease of nearly 34%. The most recent traffic count data for 2021 also likely is impacted by COVID-19. With the COVID-19 pandemic, it is likely that the trip reduction was due to not only changed retail shopping behaviors, but also due to reductions in people working in large groups at office buildings. General internet searches reveal this topic being discussed and quantified on various educational and real estate websites. Some of the more recent articles state that some, but not all office space demand will return in the coming years. Data from Statista.com, cited by the University of Pennsylvania Wharton School of Business in a recent publication stated that office vacancy rates increased to a high of 17.2% in the third quarter of 2021.

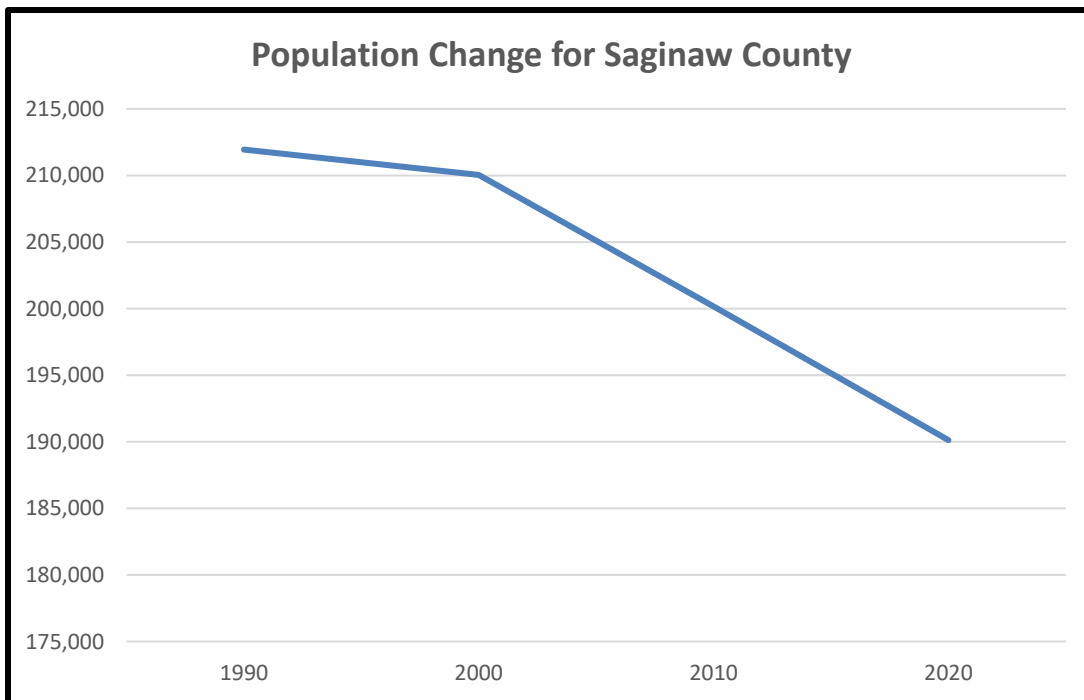


The recent traffic count fluctuations related to the COVID-19 effect aside, the traffic count data going back to 1984 shows that there are some large fluctuations in traffic counts changing from a decreasing trend to a sharp increase to another decreasing trend followed by another sharp increase followed by the most recent decreasing trend. There are various factors that may have played a role in these

fluctuations, including the state of the economy at each particular time (e.g. recession which results in less shopping, thus less traffic), differences in the day and time that traffic count data were collected (weekend traffic counts may be more than mid-week traffic counts), the impact of the Township's planning and development of secondary roadways such as Fashion Square Boulevard (re-directs some traffic flow), and the development of other retail locations along Tittabawassee Road and north along Bay Road in Kochville Township (keeping people off from Bay Road in the Township). Despite these average daily traffic count fluctuations, the recent trend since 1998 is clear, average daily traffic counts have been significantly reduced and have declined overall.

Population

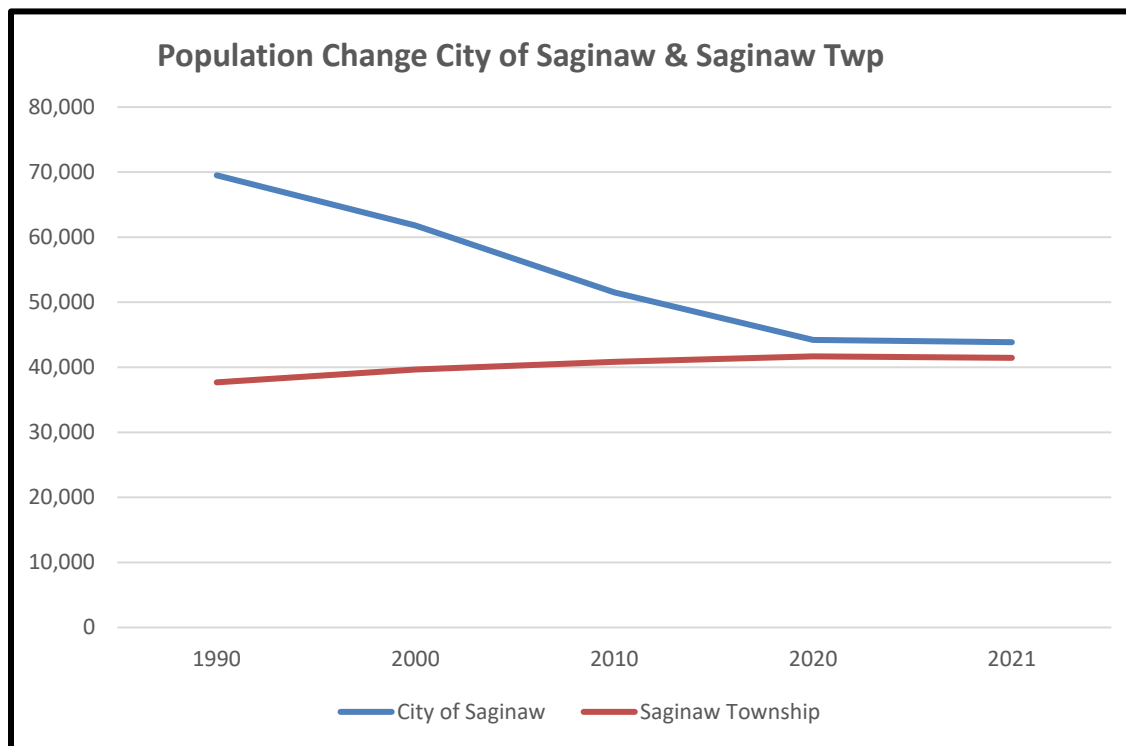
A component that plays a part in changes in the amount of traffic on area roadways is population fluctuations. If area population increases, traffic and congestion will increase. On the flip-side, if population decreases, it stands to reason that traffic and congestion will decrease.



As shown in the table on the next page and the chart above, since 1990, Saginaw County has had its population decrease from 211,946 people to an estimated 189,591 people in 2021 (a loss of 22,355 people). The City of Saginaw, had 69,512 people in 1990 and only an estimated 43,854 people in 2021 (loss of 25,658 people). This means that statistically, the City of Saginaw had all of the County's loss in population plus an extra loss of 3,303 people. These extra 3,303 people would have been added to the population growth in other jurisdictions within the County (re-location of people in the County from the City to other areas). Besides Saginaw County, neighboring Bay County also lost population between 1990 and 2021, in this case losing 8,819 people. During that same time period, Midland County gained 6,724 people. Collectively, all three counties lost 24,450 people between 1990 and 2021.

Jurisdiction	1990	2000	2010	2020	2021	1990–2021 Change
Saginaw Township	37,684	39,657	40,840	41,679	41,446	3,762
Thomas Township	10,971	11,877	11,985	11,931	11,898	927
City of Saginaw	69,512	61,799	51,508	44,202	43,854	(25,658)
Saginaw County	211,946	210,039	200,169	190,124	189,591	(22,355)
Bay County	111,804	110,205	107,771	103,856	102,985	(8,819)
Midland County	76,733	82,900	83,629	83,494	83,457	6,724

Note: Red shading indicates a loss of population between 1990 and 2021. Green shading indicates a growth of population between 1990 and 2021.



Further supporting the argument that additional roadway capacity is not needed is the regional population growth analysis contained within Saginaw Charter Township's Retail Market Study, completed by Gibbs Planning Group in December of 2021. According to that study, the Township's retail trade area, which extends outside of Saginaw, Midland, and Bay Counties, includes 439,400 year-round residents and covers approximately 2,800 square miles of area. The study estimates that by 2026, the primary trade area's population will decline by 7,300 people, or -0.33 percent annually. This negative growth rate does not support the need for expanding roadways and increasing roadway capacity.

Access Management Along Bay Road

While the extension of Fortune Boulevard has been planned for since the mid 1980's, it was not envisioned at that time that the Township would work with MDOT on developing and implementing access management principles on Bay Road. As noted on page 41 of the Township Master Plan, in 2004 the Township along with Kochville Township, Frankenlust Township, and Monitor Townships

adopted an access management plan for Bay Road. Subsequently in 2007, Saginaw Charter Township amended its Zoning Ordinance to implement the access management plan.

Access management involves such things as closing and consolidating driveways along roadways, interconnecting parking lots and installing service drives when appropriate, all in an effort to keep traffic moving along a roadway with limited interruptions. As noted in the Master Plan, among the benefits, based on experience along other corridors and numerous studies, are the following:

- Preserve roadway capacity and the useful life of roads
- Reduce crashes and crash potential
- Coordinate land use and transportation decisions
- Improve access to properties
- Decrease travel time and congestion
- Improve air quality
- Maintain travel efficiency and related economic prosperity

The above described benefits further reduce the need for building more roadways to accommodate traffic.

Per Township regulations, access management is evaluated on a site by site basis as property owners submit applications to re-develop or improve their properties along the roadways. Because of this, incremental and gradual improvements are being made along Bay Road that increase the roadways safety and preserves/increases capacity.

Limited Government Resources

The Master Plan notes that good roads are an important municipal service that must be offered in order to attract and retain residents. The Master Plan further notes that there are limited resources available to pay for deteriorating roads and bridges. This suggests that the Township should only look at expanding roads if the roads are paid for from other sources and that the priority should be on maintaining existing roads.

Currently, the County Road Commission allocates approximately \$250,000 each year to the Township for road projects (includes repairs and expansions of roads). The Township may accumulate the funds for up to three years if it desires to use them on a major road project. If the funds are not spent in the three-year time frame, they must be returned to the Road Commission. This is the main source for road maintenance and expansion projects within the Township. This is insufficient to cover the estimated \$3 million to \$3.5 million dollar cost of building the Fortune Boulevard extension as called for in the Master Plan. Based on the current annual road project fund allocations from the County, it would take approximately 12 to 15 years to accumulate enough money to fund the Fortune Boulevard expansion. While it is possible to bond out the project and pay-off the debt over many years, the diversion of funds to the project would neglect all other County roads in the Township for years to come.

Partial Expansion of Fortune Boulevard

As Fortune Boulevard has been partially developed north of Schust Road, an argument can be made for a limited expansion of Fortune Boulevard for an approximate ¼ mile segment on Township owned property to connect Schust Road to the existing Fortune Boulevard at Crooked Tree Lane. This segment would allow for the completion of a by-pass of the Tittabawassee Road and Bay Road intersection to the south, similar to what exists northward in Kochville Township.

Pedestrian Pathways

While there is reduced need and justification for the fully planned Fortune Boulevard extension, there is substantial support within the Township Master Plan for the Township to focus energy and resources on Pedestrian Pathways. In nearly every Chapter of the Township Master Plan there are discussions and recommendations for expanding pedestrian pathways to interconnect neighborhoods, commercial areas, and parks. If the Township is to remove the planned Fortune Boulevard extension from the Master Plan, consideration should be given to preserving some of the existing right-of-way for that Roadway to serve as a linear park that would include a pedestrian pathway to connect the Soccer Complex and existing walking paths along McCarty Road to the shopping area along Tittabawassee Road. In this case, only a small amount of land in private ownership would be needed to complete the right-of-way and that land is zoned for multi-family residential. When the property is developed, the Township Zoning Ordinance contains design requirements that can be utilized to require a pedestrian pathway.

In terms of size and space needed. Pedestrian pathways need very little land area in comparison to proposed roadways. Pedestrian paths include five-foot-wide sidewalks, as well as ten-foot-wide bike paths. In this case, a bike path would be most desirable. Additional land area of several feet on both sides of the pedestrian path could be dedicated to provide room for trees.

Chapter two (Regional Framework) of the Master Plan specifically calls out the Township's desire to "Promote a safe and convenient transportation system that provides travel choices including walking, biking, automobiles, and transit along attractive routes that fit the context of their surroundings." Changing the planned Fortune Boulevard extension to a planned pedestrian pathway seems to fit this recommendation in the Master Plan. The pathway is in an area that would not follow an existing roadway, and could be considered an attractive route, particularly if the route is tree lined.

Within Chapter four (Transportation and Infrastructure), it is noted that as part of the Master Plan development a survey was conducted. Respondents to that survey expressed a desire to increase and improve walkability and non-motorized modes of transportation between neighborhoods, shopping areas, parks, and employment centers. In addition, it is stated that where feasible, non-motorized facilities should be free of interruption from motorized traffic.

It is also discussed that the Township desires to build upon the extensive input and research for the Township's previously adopted Pedestrian Pathway Plan and that the Township Master Plan incorporates the goals of that plan as follows:

Goal 1: Improve Pedestrian Safety.

Goal 2: Improve Pedestrian Access and Mobility.

Goal 3: Improve the Aesthetic Quality of Saginaw Charter Township in Order to Create a More Comfortable Pedestrian Environment.

Goal 4: Develop a Systematic, Detailed Capital Improvements Plan for Pedestrian Improvements.

Proposed Amended Future Land Use Map

The current Future Land Use Map includes a line showing the location of the proposed Future Fortune Boulevard Extension. The proposed modified Future Land Use Map keeps the line, but re-labels it as a Planned Future Fortune Pedestrian Pathway and adds a line to promote the completion of the +/- ¼ segment of the planned Fortune Boulevard north of Schust Road (see attached).

Next Steps

At this time, the Planning Commission must review the proposed amendment, propose any revisions as appropriate, and then if desired vote to submit the Master Plan Amendment to the Township Board for review and comment.

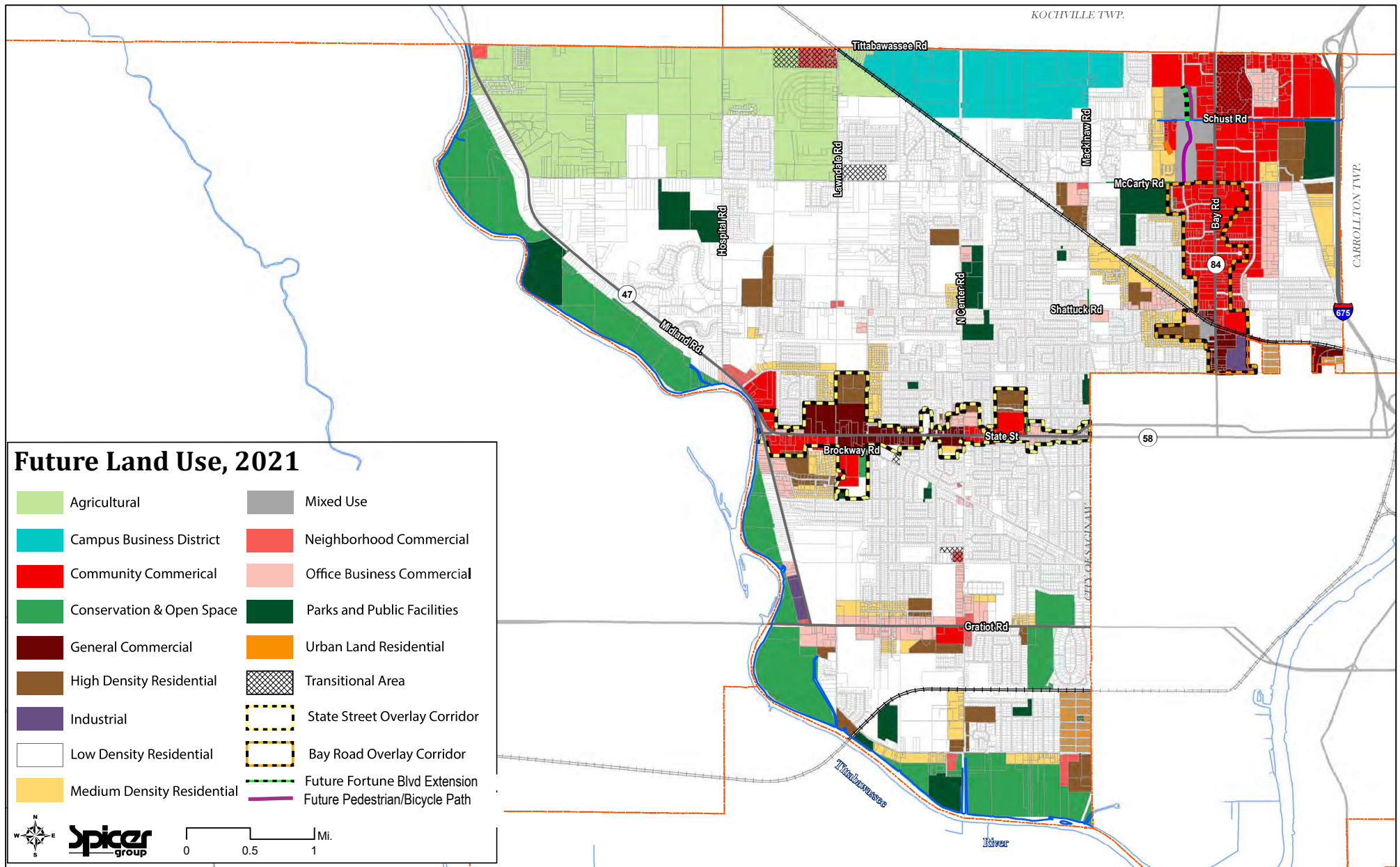
Assuming that the Planning Commission votes to do so, staff will then forward the Planning Commission's decision, staff report, and any additional documentation requested by the Planning Commission to the Township Board. The Township Board will then review and decide to approve for distribution (Twp. Board may decide to not distribute and the process stops). If the Township Board approves the Master Plan amendment for distribution, it will notify the secretary of the planning commission (through staff), and the secretary of the planning commission (or staff) shall submit, a copy of the proposed Master Plan amendment, for review and comment, to the same entities that were originally sent the notification of initiation of the proposed amendment. Those entities will have 63 days to submit comments on the proposed Master Plan amendment to the planning commission. Afterwards, the Planning Commission will hold no less than one (1) public hearing and will then decide to approve or deny. If for approval, a resolution of no less than 2/3rds vote of the Planning Commission is required. Submission to the Township Board is then required. The Township Board may decide to approve or reject the amendment (if a resolution was previously adopted stating this desire). Upon final adoption of the amended Master Plan, the secretary of the planning commission shall submit copies of the adopted amended Master Plan to the same entities under number one (1) above.

Staff Recommendation

Staff recommends that the Planning Commission review the proposed amendment to the Saginaw Charter Township Master Plan and its Future Land Use Map, propose any revisions as appropriate, and then vote to submit the proposed amendment to the Township Board for review and request that the Township Board approve the Master Plan amendment for distribution, pursuant to State requirements.

Attachments

1. Proposed Updated Future Land Use Map showing Proposed Revised Fortune Blvd Extension and Proposed Pedestrian/Bicycle Path
2. Portions of Master Plan – Applicable Transportation and Pedestrian Path References
3. Master Plan Amendment Process





Introduction

Saginaw Charter Township has been fortunate in the past few decades that it has retained and slowly, but steadily, grown its population. Even with surrounding communities and the state losing some population, Saginaw Township has continued to remain steady. This is likely to continue for the next ten to fifteen years. There is often a misconception that Saginaw Charter Township is a relatively new suburb that developed in the 1970s as people moved out of the City of Saginaw. While the Township did see growth during this time, a total of 37% of the Township's housing stock was constructed between 1950 and 1969. The continued growth of the Township draws residents from surrounding areas, including the City of Saginaw. The Township experienced its most significant residential growth in terms of population and dwelling units during the same post-war era in which the City experienced the most significant growth as well. These facts support the conclusion that by definition, Saginaw Charter Township is an inner ring suburb. While this is often discussed, it is rarely defined or explained. In fact, an inner ring suburb is called a number of things, including first-ring suburb and first suburb. There are a number of varying definitions for what an inner ring suburb is. Recent research has indicated that the development of inner ring suburbs coincides with middle age – meaning that they were constructed between 1945 and 1970 ((Seaver), Morris and Rapson 1998; Design Center for American Urban Landscape, 1999).

One of the primary challenges that an inner ring suburb has in comparison to a traditionally built city is growth coincided with the advent of the

automobile. As such, the primary transportation network, traditional layout of neighborhoods and commercial areas are all centered on traveling by car. Now, fifty-plus years later, the Township is forced to “catch up” with many amenities that cities have bought and paid for decades ago – such as an extended road network, connecting subdivisions, commercial facilities that do not require vehicle trips, pedestrian facilities, open space and a park network within residential areas.

The classification of the Township as an inner ring suburb poses potential challenges and opportunities for the Township. One of the key challenges includes the ability to redevelop areas that were first created in the 1950s. While many of the Township's neighborhoods continue to not only function but thrive. Some portions of the Township's commercial areas developed sixty-plus years ago struggle to remain attractive and functional in today's marketplace. Making redevelopment more difficult is the fact that as a township there are not as many redevelopment tools and vehicles available as there are to similarly sized cities. State programs such as the Obsolete Property Rehabilitation Act do not apply here.

Many of these areas were developed with excess parking, set back a significant distance from the road, and without substantial architectural features. Opportunities in an inner ring suburb may provide the Township with a chance to improve and reinvent older neighborhoods and older strip commercial areas. Typical assumptions that go along with inner ring suburbs include a decrease in median income, an increase in poverty level and a more diverse population. To many, these can be indications of decline. Researcher Joel Kotkin, found that in a selected review of older suburbs, these characteristics signaled a renewal of middle-class aspirations and not a sign of neighborhood decline. In contrast to much of the doom and gloom regarding inner ring suburbs, Kotkin sees the opportunity for new families to supplement the community, make it more diverse, and more economically competitive. The acknowledgement that there are more people living in the Township who make less income today than there were in 1980 is only a distinct detriment, if it is not accounted for in terms of long range planning. The opportunity for cooperation between neighboring jurisdictions also provides a ripe opportunity to address many common issues, including aging housing stock, maintenance, blight, and enforcement.



Saginaw Charter Township is experiencing a number of these benchmarks, including a more diverse population, a stable percentage of households that are considered in the family and family forming age groups. The fact that the Township is an inner ring suburb is an important and significant feature that should be considered, not just in terms of existing characteristics, but also throughout the entire development of the plan. Additionally, even though traditional population growth (through new home construction) is slowing, the younger and more diverse families moving into Saginaw Charter Township should help keep population slowly ticking upward and residential neighborhoods relatively stable. Of particular interest is the fact that Saginaw Charter Township is continuing to attract residents with higher educational attainment than the county. The Township has also been able to attract foreign born residents. If the Township desires to grow, or even to maintain a stable population base as its existing population ages, a concerted effort to embrace the diversity of the community is needed. The Township must acknowledge the ways in which its population and citizenry have changed – in terms of race, ethnicity, socioeconomic factors, age and mobility. In a world where telecommuting is a distinct possibility, Saginaw Charter Township must not only position itself as a welcoming community, but a community which provides distinct advantages to residents and businesses who wish to locate here in terms of safety, sustainability, and quality of life.



Local Context

Saginaw Charter Township is located within the northern portion of Saginaw County, Michigan. (See Figure 2.) The Township is situated just west of Interstate I-675, the Tittabawassee River cuts along the southwestern edge of Saginaw Charter Township. Saginaw Charter Township is easily accessible to various nearby communities. The center of the City of Saginaw is about 5.4 miles southeast of the Saginaw Charter Township Hall. The City of Midland is about 19 miles to the northwest, and Bay City is about 14 miles to the northeast. To the south-southeast, the City of Flint is about 38 miles away and Detroit is about 97 miles away.

The construction of I-675 in 1971 and the subsequent development of Fashion Square Mall led to the establishment of the northeastern corner of Saginaw Charter Township as a regional retail commercial hub. Along with I-675, the Township has convenient access to US 10 as well as state highways including State Street / M-58, Bay Road / M-84, Midland Road / M-47, and Gratiot Road / M-46. Its location in Saginaw County gives Saginaw Charter Township the advantages of being in close proximity to these major roadways as well as academic institutions such as Delta College and Saginaw Valley State University, the MBS International Airport, hospitals and healthcare institutions such as St. Mary's Ascension and Covenant Hospitals, and the cultural attractions of the City of Saginaw including the Castle Museum and the Saginaw Art Museum. These connections still make Saginaw Charter Township a desirable location for business development.

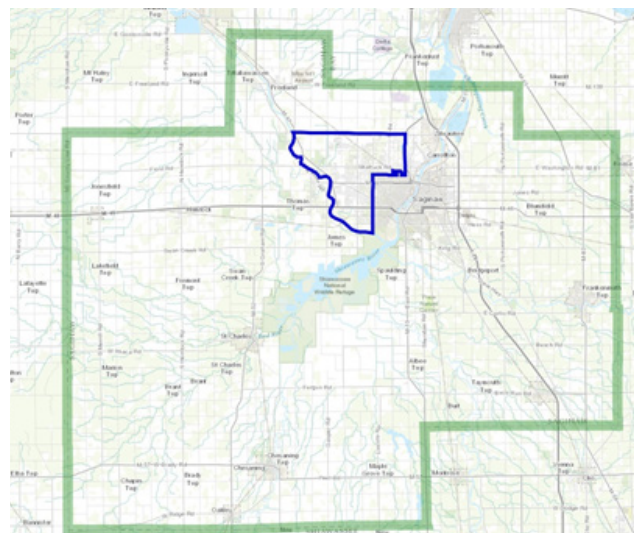


Figure 2. Location of Saginaw Charter Township in Michigan and in the context of Saginaw County.

Recommendation

This plan makes a number of observations about Saginaw Charter Township and its place within the immediate region, as well as to other similar-sized communities throughout Michigan, though on a limited scope for contextual purposes. Like a microscope with the ability to easily zoom in and out on different areas deemed interesting and worthy of study, the process of community planning is also quite similar and achieves similar insights. Insights and trends identified in this plan include the following:

- Saginaw Charter Township has an aging population, but at the same time, a large portion of the households in the Township are still families with children.
- The Township is becoming more diverse.
- The population in Saginaw Charter Township is becoming more educated.
- Saginaw Charter Township is becoming more attractive to foreign-born residents.
- The housing stock in the Township is aging. While population growth in the Township is not necessarily seeing gains through new home construction, it is instead supported by the younger and more diverse families that have been moving into the community.
- The Township has been resilient in spite of the broader de-industrialization occurring within the State. This changing economy has impacted the employment picture within the Township, to the extent that people working in manufacturing, construction, and agricultural jobs are no longer the dominant workforce sector – the top spot has been taken over by those working in retail and social service jobs.
- Saginaw Charter Township is still an automobile-oriented community. However, residents increasingly see the need for continued growth in the network of non-motorized transportation amenities within the Township.

These trends are anticipated to continue for the foreseeable future. However, external forces, such as a drastic change in the economy, major policy changes, or funding shifts at the state and/or federal level, could very well change this future course from Saginaw Charter Township. At the local level, there are tangible steps that can be taken to strengthen its position within the region and to maintain resiliency.

To keep moving forward, the following principles are recommended to guide Township leaders throughout the implementation of this Master Plan:

1. Promote a neat, clean, attractive, and safe community.
2. Provide beautiful neighborhoods while protecting established neighborhoods, providing housing for all ages and incomes.
3. Redevelop older commercial areas into new and attractive destinations.
4. Promote a safe and convenient transportation system that provides travel choices including walking, biking, automobiles, and transit along attractive routes that fit the context of their surroundings.
5. Enhance the overall environmental quality and access to parks, recreation, and natural features within the Township.
6. Maintain a professionally well-run, efficient government while providing high-quality municipal facilities and services.
7. Continue partnerships between Saginaw Charter Township and many of the educational and cultural institutions, organizations, other governmental units, and business community toward enhancing the overall attractiveness and development potential of the region.





Introduction

One of the primary challenges that an inner ring suburb has versus that of a traditionally built city is growth coincided with the advent of the automobile. As such, the primary transportation network, traditional layout of neighborhoods and commercial areas are all centered on traveling by car. Now, fifty-plus years later, the Township is forced to “catch up” with many amenities that cities have bought and paid for decades ago – such as an extended road network, connecting subdivisions, commercial facilities that do not require vehicle trips, pedestrian facilities, open space and a park network within residential areas.



Issues

Existing land use provides a snapshot in time as to how land is actually being used. Land use does not necessarily reflect zoning, but instead the current status of the land – whether it is vacant, commercial or residential. Studying existing land use is useful in evaluating trends in development and redevelopment.

Single-Family Residential use defined the growth and expansion of Saginaw Charter Township. The Township also developed expansive and robust commercial corridors to accompany its growth in the later half of the twentieth century, primarily along State Street and along Bay Road. Presently, the Township faces a challenging reality. There is both a significant amount of land that has yet to be developed in the Township, as well as a significant amount of land located within developed areas that is under used. In some cases the under used properties are vacant, partially vacant or could realistically support additional structures. Overall, four major issues face land use in Saginaw Charter Township:

1. **Existing commercial areas are no longer supported by market conditions.** Many of Saginaw Charter Township's commercial lands, particularly along Bay Road, have gone underutilized and vacant. Rapid growth of automobile-oriented commercial development in the later half of the twentieth century has been disrupted by present market conditions including an increasingly internet-based retail economy and a relatively sluggish regional housing market.

Notable areas of sluggish commercial growth include:

- Portions of Fashion Square Mall
- The plaza in the Bay Road and Schust Road area
- The plaza in the Gratiot Road and Center Road area

2. **The Township's infrastructure needs targeted improvements and expansions.** Primarily developed to serve an expanding population in the later part of the twentieth century, Saginaw Charter Township's roadways, sidewalks, and street lights are now aging and in need of widespread repairs and upgrades. Despite the chief road maintenance and operation responsibilities belonging to Saginaw County, the Township has a major stake in ensuring the quality maintenance of these and other infrastructure features throughout the Township. Infrastructure provides connectivity and access between various land use sectors.

3. **The Township's housing stock is aging.** Most of the Township's housing stock was constructed prior to the 1980s. Older sections of the Township are facing maintenance issues including structural issues, deteriorating facades, and vacant or underutilized homes.

4. **Broad-reaching trends are expanding the importance of non-motorized transit options.** Despite the automobile-centric development patterns that defined much of Saginaw Charter Township's growth in the late twentieth century, its residents are finding bicycling and walking options increasingly important. This is for a variety of reasons including rising fuel prices, increased emphasis on health and fitness, and an increased emphasis on environmental conservation.

Retaining and Attracting Residents

One of the keys to continued strength in Saginaw Charter Township is a stable or moderately increasing population. People in the Great Lakes Bay Region have many options when it comes to housing choices. When examining how to retain and attract residents, Saginaw Charter Township will need to focus on the following five strategies:

Keeping Existing Neighborhoods Attractive

Continued code enforcement will lead to attractive and sustainable homes and neighborhoods. Providing technical assistance and other incentives can help encourage housing maintenance and reinvestment. Managing urban trees, green spaces, and providing assistance with seasonal landscaping are another important component of neighborhood attractiveness.

Housing in Saginaw Charter Township continues to be quite affordable. This adds to its attractiveness and should be promoted throughout the region. Positioning the Township's older 1950s/60s era housing as attainable options for young families will maintain stability. See Figure 13 for a display of code enforcement districts in the Township.

Encouraging Mixed Uses Where Appropriate

A thriving community tends to offer a variety of housing options. Young professionals and families as well as aging adults are looking for neighborhoods that are less vehicle dependent than what was desirable 20 or 30 years ago. These groups are looking for smart growth and environmentally friendly areas. They want sidewalks and a mix of amenities such as restaurants, public spaces, offices, and a grocery store within walking distance. This type of housing and neighborhood is not readily found within Saginaw Charter Township.

Saginaw Charter Township needs to examine its existing zoning to determine how it might help to develop or encourage these types of neighborhoods. Other measures such as providing good sidewalks and multi-use trails within existing neighborhoods can add to the connectivity that these groups are seeking.

Quality Municipal Services

Americans value good roads and public safety. They can be seen as a basic level of municipal service that needs to be offered when one considers where to live. Without them, home seekers will quickly look elsewhere. As the infrastructure ages in Saginaw Charter Township, government officials from various agencies have struggled with how to pay for deteriorating roads and bridges. Police and fire protection in the Township have been excellent. However, they face ongoing budget issues and changing demands upon their time, many of which are associated with cultural and social change. Regardless, quality roads and public safety need to remain a priority in order to attract and retain residents.

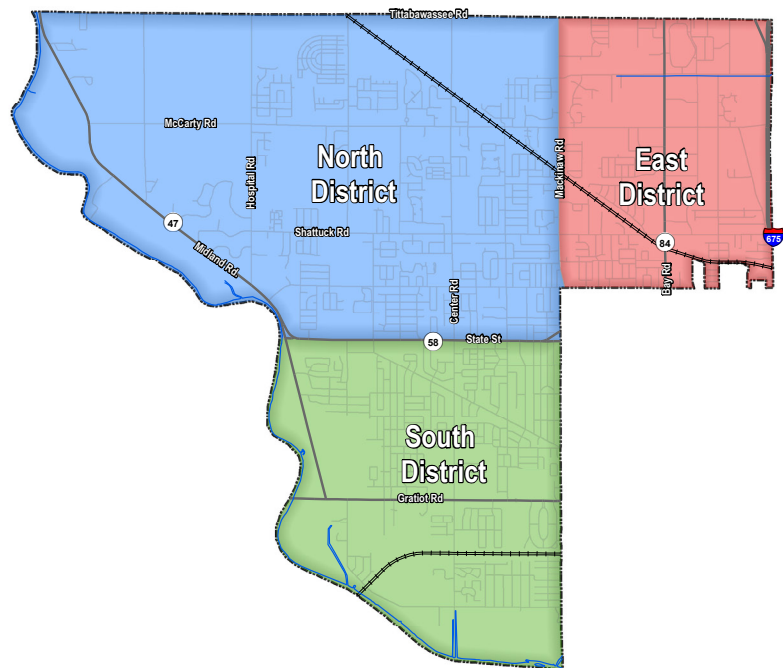


Figure 13. The Township has three code enforcement districts to ensure staff fairly and equitably service and patrol the entire community.

Single and Two-Family Residential

This type of residential use is the most prevalent land use within the Township. Single family and two-family or duplex residential developments account for 45.3% of the land use within the Township. Saginaw Charter Township is marked by an aging housing stock. Between 1980 and 2000, a total of 4,175 new housing units were constructed. Approximately 68.3% of the housing stock in the Township was constructed prior to the 1980s. Housing units built before the 1970s total 7,332, while housing units built since the 1980s total only 4,115. Only 1,944 housing units were constructed between 2000 and 2009, and only 449 were constructed between 2010 and 2019.

For the majority of the Township, having newer homes means fewer concerns regarding blighted housing stock and maintenance. Older sections of the Township though are facing challenges in regard to issues that routine maintenance can no longer address. These include structural issues and deteriorating facades, as well as vacant or underused homes. As the Township continues to age, these maintenance concerns will become a broader issue. Traffic and speed have become an issue in recent years, especially in some of the subdivisions developed prior to the 1980s. Many of these older subdivisions were constructed with long, wide straight streets which some view as alternatives to available arterial roads. New subdivisions were developed using more of a cluster design approach, where one or two main roads lead to a series of curved roads that split off and result in cul-de-sacs.

Multi-Family Residential

This land use includes buildings that house more than two families and typically refers to apartment complexes and high density residential developments. Lawndale Estates, the manufactured housing park located on Lawndale Road near Tittabawassee, is also considered a multiple family land use by the density at which the dwellings are located. Multi-family residential land use accounts for 5.1% of the land within the Township. Generally speaking, Saginaw Charter Township has a relatively high percentage of multiple family housing. Of the 18,899 dwelling units identified during the 2010 U.S. Census, 5,876 or 31.1% are comprised of three or more units. A total of 712 or 3.8% were classified as mobile homes.



Commercial

The vast majority of Township commercial facilities are located along major arterial roads; the majority is along state highways. These corridors include Bay Road/M-84, Gratiot Road/M-47, Midland Road/M-46, and State Street/M-58. In addition to these state roadways, Tittabawassee Road stretching from I-675 west to Mackinaw Road, State Street/M-58, portions of Gratiot, especially near the intersection of Center Road, and Bay Road/M-84 south of Shattuck are some of the earliest commercial development in the Township, most dating back to the 1950s and 60s.

Within each of these corridors there has been considerable land dedicated to commercial use along major intersecting streets such as along Center north of Gratiot and north and south of State. The Township's previous adopted comprehensive plan identified specific goals which are reflected in the current land use. One of the goals focused on improving circulation and traffic flow along Bay Road/M-84 and State Street/M-58. The Township has worked with the Michigan Department of Transportation to create and adopt access management plans for both corridors. Additionally, an effort was made to discourage further strip development along Bay Road/M-84 and instead

encourage alternative routes to Bay Road/M-84 such as Fashion Square Boulevard and Towne Centre.

Commercial uses today account for about 1,907 acres, or about 13.5 %, of overall land use in Saginaw Charter Township.

Industrial

Industrial land use within the Township is relatively limited. The existing industrial uses are mostly located off of Bay Road/M-84. The majority of these uses would be best classified as light industrial. These uses typically do not have the same impact on surrounding uses as traditional smoke stack heavy industrial uses. Most of the uses function more like warehousing and small workshops. Industrial use currently accounts for about 179 acres, or about 1.1%, of total land use in Saginaw Charter Township.

Public / Institutional

Parks, schools, churches and township facilities are included in this existing land use category. These uses are typically used by the general public or a defined group of persons in the community. Public or institutional uses account for about 1,733 acres, or about 12.3 %, of total land use in Saginaw Charter Township.

Agricultural/Conservation

Land uses within this category is a mix of lands used for agricultural production and related uses along with lands located within the floodplain of the Tittabawassee River. The lands located within the floodplain of the Tittabawassee River are typically difficult to develop for urban land uses as they have soil limitations and flooding. Most of the existing agricultural land is located in the north and northwestern section of the township. Agricultural and conservation lands account for about 2,879 acres, or about 20.4 %, of the land used in Saginaw Charter Township.

Vacant

Vacant lands in Saginaw Charter Township are found in dispersed locations throughout the Township. The largest parcels of vacant land appear adjacent to commercial uses along the Bay Road Corridor, with the largest of these being large vacated commercial plazas between Shattuck and Schust Roads adjacent to Bay Road. Vacant lands account for about 215.3 acres, or about 1.5% of all existing land use in the Township.



infrastructure investment led to the growth and regional commercial development along Bay and Tittabawassee Roads, it also encouraged a pattern of disinvestment along the southern portion of Bay Road.

The portion of Bay Road/M-84 stretching from the City of Saginaw north toward McCarty Road is older. It developed at a time when lots were smaller, walkability was not a concern and each eighty foot parcel had two driveways. While this development is typical of the 1950s, it is a lasting reminder of the age and lack of reinvestment in this stretch of roadway. During the late 1990s and 2000s, a focus was placed on the northern Bay Road and Tittabawassee Corridor through a joint planning effort with Kochville Township and Saginaw Valley State University. Though this was a success and helped form a distinct place and shared vision for the area, it unintentionally served to further isolate the south end of Bay Road.

Given the age and location of the south end of Bay Road, a redevelopment overlay (or sub-area) is proposed for the south end of Bay Road, running from McCarty Road south the Weiss Street at the border of the City of Saginaw.

Existing Planning Framework and Opportunities for South Bay Road

Access Management

In 2004, Saginaw Charter Township developed an access management plan in coordination with the Michigan Department of Transportation. Access management is a group of strategies, tools, and techniques that work to improve the safety and efficiency of roads – not by adding lanes but by controlling where vehicles can enter, leave and cross a road. The intent of access management is a process for providing access to land development, while preserving traffic flow on surrounding roadways in terms of safety, capacity, and speed. This is done by managing location, design and operation of driveways, median openings, and street connections along a road. Access management is used to improve vehicular and pedestrian safety, maintain road capacity and reduce congestion, and enhance community character and aesthetics.

Research has also shown that access management helps reduce the rate and severity of traffic accidents. Good definition and spacing of

driveways also improves pedestrian and bicycle safety, by reducing the potential for conflicts with turning vehicles.

From a land development perspective, access management requirements help to achieve the orderly layout and use of land and help discourage poor site design. The quality of site access is also important to the success of a development project. The Urban Land Institute Shopping Center Development Handbook warns that poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can contribute to a poor image of a business. Reducing the number and frequency of driveways and median openings also improves the appearance of major corridors. More land is freed for landscaping, the visual dominance of paved areas is reduced, and scenic or environmental features can be protected. An added benefit to coordinated access management, shared drives, and parking, is that it provides greater flexibility and reconfiguration of some of the smaller parcels along this stretch of Bay Road. The adopted plan for M-84 details proposed consolidation, relocation and reconfiguration of drives to accomplish these goals. This plan should continue in terms of implementation and ideally, any related funding mechanism could help owners accomplish some of these changes within the road right-of-way.

Signage

Without looking at driveways or site features, one can typically tell the age of last significant investment on Bay Road/M-84 by looking at the signage. In 2004, Saginaw Charter Township adopted a general sign ordinance. The amortization period specified in the 2004 sign ordinance ended in February of 2016. At



Neighborhoods and Land Use

Actions

The following actions are reorganized with actions from other chapters in the Action Table in Chapter 6.

- Continue property maintenance and code enforcement efforts in neighborhoods encourage reuse of large retail space to other uses complimentary to the commercial corridor when retail space is deemed no longer viable.
- Integrate crime prevention through environmental design principles into development standards and capital improvement projects (including lighting standards).
- Enhance the safety and comfort of residential neighborhoods by providing buffers between conflicting land use patterns and by minimizing traffic impacts.
- Encourage infill development of land within the urbanized area.
- Review, assess and adjust Township ordinances to encourage redevelopment and reinvestment in the Township's older, smaller lot neighborhoods.
- Review, assess and adjust Township ordinances to encourage aging in place (co-housing, etc.).
- Provide for the separation and/or the protection of residential neighborhoods from incompatible land uses and potentially undesirable effects.
- Encourage variety and innovation in housing design.
- Adjust zoning regulations to permit desirable housing styles and current housing amenities on smaller sized lots in areas of the Township which are older and have inherently smaller lots and lot sizes than more recently developed areas of the Township.
- Protect existing housing from premature environmental decay.
- Provide technical assistance and other incentives to encourage housing maintenance and reinvestment.
- Develop a commercial area rehabilitation program to address vacancies, prevent deterioration ,and promote reinvestment in older commercial areas.
- Promote private reinvestment in declining commercial areas and encourage cooperative, public/private rehabilitation techniques.
- Prohibit multiple family residential land uses in commercial zoning districts except under special circumstances.

Neighborhoods and Land Use

- The Township should act to prevent strip type developments and prevent the encroachment of nonresidential uses into residential areas.
- Encourage landscaping within parking lots to improve the visual environment and moderate the effects of heat, runoff, wind, noise and glare.
- Incompatible, non-industrial land uses should be prevented from intruding into industrial areas.
- Encourage low impact industrial and quasi-industrial or manufacturing related uses and regulate them by performance and design guidelines rather than traditional zoning techniques.
- Strengthen existing neighborhood associations and work to develop new associations in new areas.
- Improve substandard or blighted areas of the Township and encourage private reinvestment through improved enforcement of housing and blight control regulations and adjustments in zoning regulations to make additions and improvements to existing homes easier.
- Develop a program to prioritize housing rehabilitation need and encourage housing improvements using public and private resources, as appropriate.
- Encourage the provision of a range of housing designs to accommodate varying needs in household size, location, and style preference.



Transportation Management and Safety

Access Management

In 2004, Saginaw Charter Township, along with Kochville, Frankenlust, and Monitor Townships, adopted an access management plan for M-84 (Bay Road), entitled the M-84 Access Management Plan. In 2006, the Township then adopted an access management plan for M-58 (State Street), entitled the M-58 Access Management Plan. Following both of these planning efforts, in 2007 Saginaw Charter Township amended its zoning ordinance to implement the recommendations of both access management plans, incorporated as Section 2501, the M-84 and M-58 Access Management and Overlay.

Access management is a process that regulates access to land uses in order to help preserve the flow of traffic on the road system by reducing traffic conflicts created by vehicle turning movements. Numerous studies nationwide have shown that a proliferation of driveways or an uncontrolled driveway environment increases the number of crashes, severely reduces capacity of the roadway and may create a need for costly improvements in the future. Areas where access management plans have been adopted and implemented by the communities and road agencies have resulted in 25% to 50% reductions in access-related crashes.

Saginaw Charter Township worked with the Michigan Department of Transportation (MDOT) on both access management plans because they recognized that the preparation and implementation of an access management plan will help alleviate existing traffic congestion on both roadways, while allowing for the more effective accommodation of traffic generated by future development. To that end, access management is recognized as a key tool to improve operating conditions and preserve the public dollars spent in the past on these roadways. The questions the access management plans addressed included:

- What access-related improvements should be made to existing uses to reduce crash potential and enhance efficiency of the corridors?
- How can land use/site plan decisions support the recommendations and enhance the effectiveness of the access management plans?
- What access guidelines should be adopted to help maintain safety and efficiency while still providing reasonable access to adjacent land uses?

Both access management plans provide specific access management recommendations along each corridor and identifies the best practices to address them. In addition, overlay zoning districts to implement the plan recommendations was created. The overlay zoning districts are placed over the existing zoning regulations for all parcels with frontage along M-84 and M-58. The primary goal of access management in Saginaw Charter Township is to improve traffic operations and reduce crash potential along the M-84 and M-58 roadway corridors while retaining reasonable access to existing and future developments. Access management will preserve road capacity through limiting the number of access points along with careful placement and spacing of new or retrofit access points. The resulting improvements can be significant and at a relatively low cost in comparison to roadway reconstruction.

Benefits of Access Management

Access management can provide several benefits to motorists, communities, and land uses along both the M-84 and M-58 corridors. Among the benefits, based on experience along other corridors and numerous studies, are the following:

- Preserve roadway capacity and the useful life of roads
- Reduce crashes and crash potential
- Coordinate land use and transportation decisions
- Improve access to properties
- Decrease travel time and congestion
- Improve air quality
- Maintain travel efficiency and related economic prosperity

Non-Motorized Transportation

Saginaw Charter Township evolved with a strong emphasis on automotive transportation. In the face of rising fuel prices, an increased emphasis on fitness and exercise, and a rising national trend in walking and bicycling, it is also clear that non-motorized transportation options are increasingly important for the Township. Non-motorized transportation has many community benefits for health, safety, and the overall quality of life.

In fact, online survey respondents consistently expressed a desire to increase and improve walkability and non-motorized modes of transportation. Such transportation options should serve to increase connectivity and mobility between neighborhoods, shopping areas, parks, and employment centers. A coordinated and interconnected system, access management, and safety are key components of non-motorized transportation in the Township.

In 2005, the Saginaw Charter Township Supervisor appointed a Pedestrian Pathway Steering Committee to work with the Planning Commission and the planning consultants of Spicer Group to draft a Pedestrian Pathway Plan for the Township. The Plan detailed a series of recommendations regarding ways the Township could improve their non-motorized connections as well as links to surrounding communities and regional trail resources in Saginaw County. It also serves as a template for land use planning that complements safe, accessible non-motorized transportation in

Saginaw Charter Township. The Plan included the analysis of the Township's 1980 Sidewalk Program Plan, which explored budgeting strategies to enhance the Township's then approximately 60 miles of sidewalks along primary roads and future efforts for sidewalk construction. The 2005 Plan also helped to identify opportunities for over 10 miles of pathways throughout the Township. It also explored specific measures to improve the environment for walking and biking in the Township. The Plan also included extensive input from 402 survey respondents along with the results of a Visual Preference Survey which established recommended design standards for pedestrian safety, accessibility, navigability and aesthetic quality on proposed non-motorized paths.

This extensive input and research led to the development of goals and policy recommendations. Some of the key policy recommendations included:

- Updating the Township's Sidewalk Ordinance and Program to evaluate sidewalk deferrals, develop standards for two-lane and four-lane roads, and investigate opportunities for earmarking single sides of four-lane roads for use as multi-use paths.
- Ensuring that new zoning district and changes to existing zoning districts place an emphasis on pedestrians.
- Include pedestrian components in road construction projects wherever possible.





Benefits of Non-Motorized Transportation

Cutting oil dependence:

- If all Americans ages 10-64 were to bicycle instead of drive for 60 minutes a day, gasoline demand would be reduced by 48 billion gallons, equal to 35% of 2005 domestic oil consumption, according to an article authored by P. and M. Higgins in Energy Policy (2005).

To your health:

- Nearly 60% of Americans leads a completely sedentary life. Non-motorized transportation options give people an enjoyable and functional reason to exercise and improve their health.
- People who exercise have a lower risk of heart disease and stroke, and an increased likelihood of remaining independent as they age.

Reducing traffic and decreasing stress:

- Bicycling and walking increase our overall mobility and reduce traffic congestion.
- According to the IBM Corporation, 86% of Americans say they have been stuck in traffic in the last three years, and the average delay is one hour.
- Also according to the IBM Corporation, 44% of American drivers believe traffic congestion increases their stress levels, 25% say it makes them feel more angry, 16% say it negatively affects work or school performance, and 11% say they it makes them get less sleep.

Growing the local economy:

- According to the New York City Department of Transportation, rents along the City's Times Square pedestrian and bicycle paths increased 71% in 2010, the greatest rise in the city.

The bottom line:

- According to the AAA, the cost of operating a car is about \$5,000 each year. The cost of bicycling, according to the League of American Bicyclists, is about \$120 per year.
- According to the Center for Neighborhood Technology, the average American household spent an entire three months' pay on transportation in 2009.

The Township, through this Master Plan document, seeks to build on the extensive input and research which led to the development of four key goals in the previously adopted Pedestrian Pathway Plan. This Master Plan document incorporates the stated goals of the Pedestrian Plan, specifically:

Goal 1: Improve Pedestrian Safety.

Goal 2: Improve Pedestrian Access and Mobility.

Goal 3: Improve the Aesthetic Quality of Saginaw Charter Township in Order to Create a More Comfortable Pedestrian Environment.

Goal 4: Develop a Systematic, Detailed Capital Improvements Plan for Pedestrian Improvements.

The Township also includes current goals that are specific to creating and maintaining a community that promotes walkability and transportation alternatives

that are not automobile-centric. This can be the catalyst to creating a sense of place for visitors and residents alike.

Since the adoption of the 2005 Pedestrian Pathway Plan, several important non-motorized pathway projects have come to fruition, including the construction of a connection to the Saginaw Valley Rail Trail in the south end of the Township near Center Road and Michigan Avenue and the connection to the Kochville Township Pathway System adjacent to Center Road in the northern half of the Township.

The Township hopes to build toward the fulfillment of the 2005 Vision as it continues to expand and seek ways of maintaining and promoting its existing non-motorized facilities. A map of current non-motorized facilities in the Township, excluding sidewalks, appears below in Figure 20.

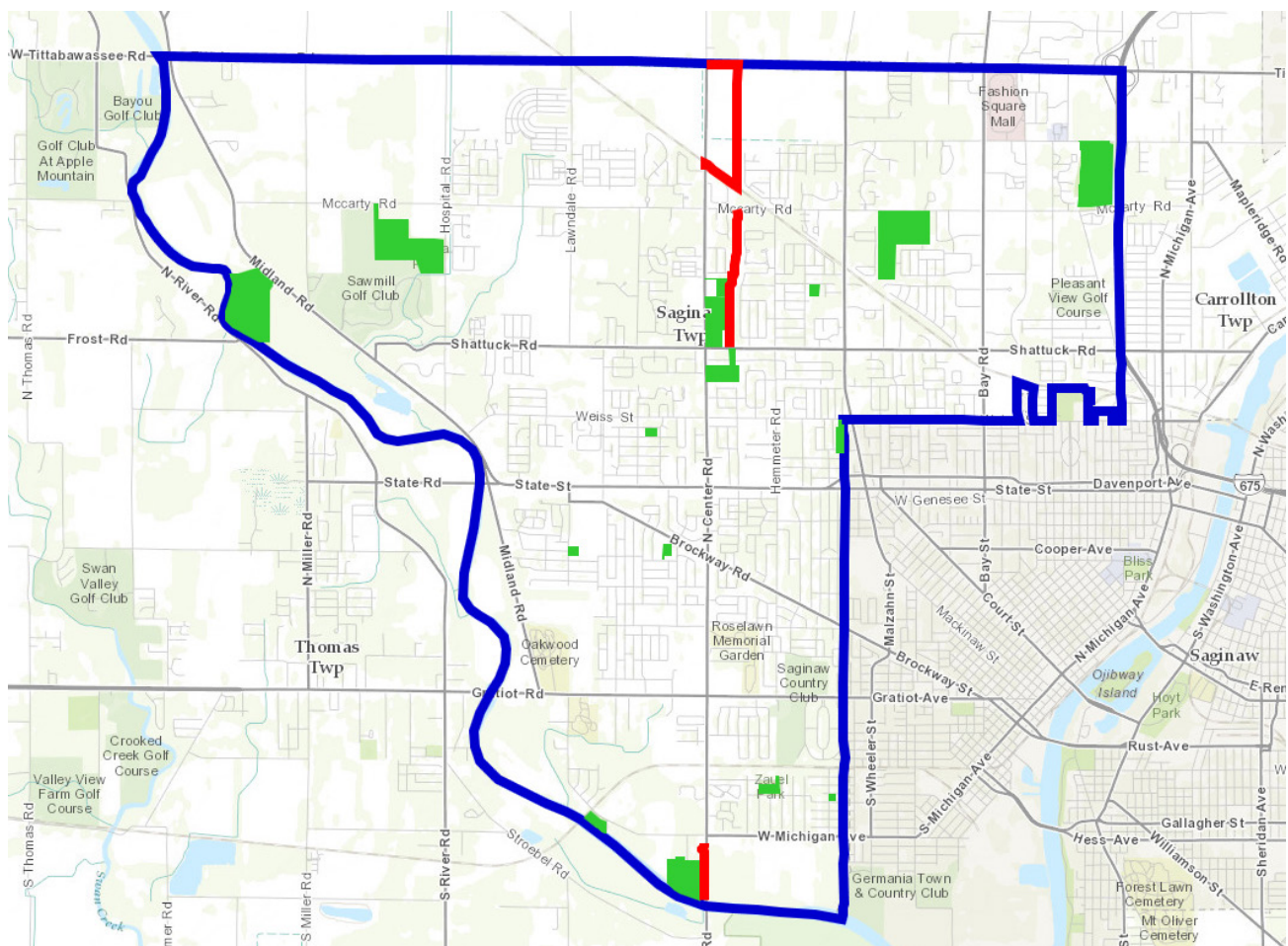


Figure 20. Saginaw Charter Township non-motorized facilities (denoted in red) and parks (denoted in green), 2014.

Transportation and Infrastructure

Actions

The following actions are reorganized with actions from other chapters in the Action Table in Chapter 6.

Transportation Management and Safety

- Access management, specifically along state highways and principal arterial roads, is a priority. Specific area adopted plans should be developed and/or their implementation continued in order to improve safety and maintain the investment in the transportation network.
- Develop techniques to improve the relationship between commercial land uses and transportation facilities and other land uses.
- Continue to encourage the development of shared access, parking facilities, and cross easements to serve individual businesses in commercial areas.
- Discourage commercial strip development along thoroughfares.

Non-Motorized Transportation

- The Township shall ensure the provision of coordinated sidewalks along at least one side of major streets. Sidewalks on both sides of such streets are the desired ultimate objective.
- Provisions for non-motorized transportation should be incorporated into residential and road construction projects along main roads and in high density residential developments wherever possible. Where feasible, non-motorized facilities should be free of interruption from motorized traffic.
- Ensure that Complete Streets are developed and improved in the Township. Road diets and context sensitive design should be a staple of roadway improvements and engineering design in the area.

Transit

- Improve opportunities for non-motorized and public transportation as alternatives to private automobiles.

Infrastructure

- Develop water, sanitary sewer and storm drainage and other community facilities to coincide with anticipated demand as well as plan for ongoing and needed maintenance.



Parks and Natural Systems

Parks, open space, and natural systems, such as river corridors, forests, and wetlands, play a vital role in defining the Township's quality of life. They provide natural beauty and connection to the environment. High quality and healthy natural systems also help protect public health with clean water, uncontaminated soils, and diverse wildlife and plant communities.

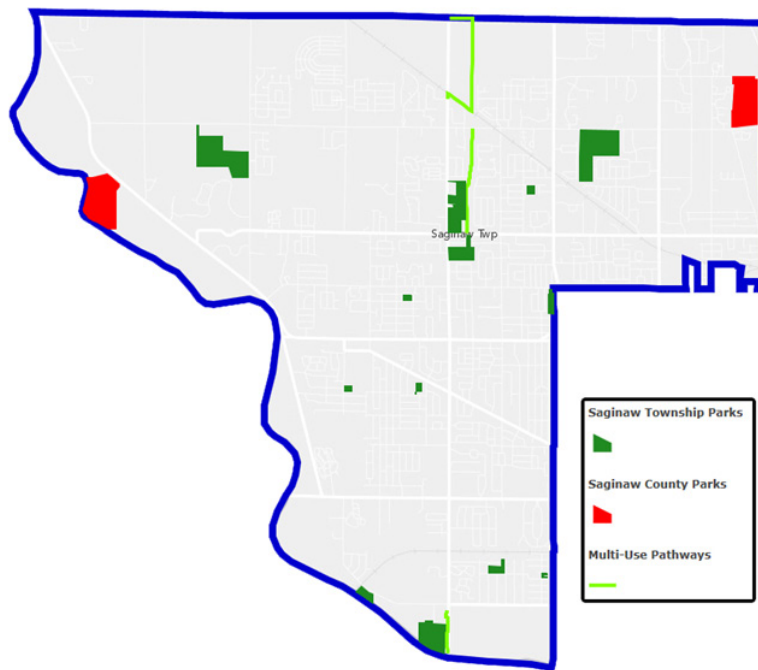


Figure 21. Parks in Saginaw Charter Township.

Parks

Public parks and other open spaces provide access to the outdoors for passive or active recreation. These recreational amenities encourage the healthy lifestyles described on the previous page and help retain and attract residents. Parks provide a sense of community that help increase social connectivity which helps neighborhoods to thrive. The Township is home to 260 acres of its own parkland located in 15 parks throughout the community as well as two county regional parks. See Figure 21 for a map of the parks in Saginaw Charter Township. The Parks and Recreation Commission assists in the general administration and development of an organized, useful parks and recreation program.

Health and Environmental benefits of Parks

- Parks are the places that people go to get healthy and stay fit.
- Parks and recreation programs and services contribute to the health of children, youth, adults, and seniors.
- Parks and protected public lands are proven to improve water quality, protect groundwater, prevent flooding, improve the quality of the air we breathe, provide vegetative buffers to development, produce habitat for wildlife, and provide a place for children and families to connect with nature and recreate outdoors together.

Social importance of Parks

- Parks are a tangible reflection of the quality of life in a community. They provide identity for citizens and are a major factor in the perception of quality of life in a given community. Parks and recreation services are often cited as one of the most important factors in surveys of how livable communities are.
- Parks provide gathering places for families and social groups, as well as for individuals of all ages and economic status, regardless of their ability to pay for access.
- Parks have a value to communities that transcend the amount of dollars invested or the revenues gained from fees. Parks provide a sense of public pride and cohesion to every community.

Quality of Life

Actions

The following actions are reorganized with actions from other chapters in the Action Table in Chapter 6.

- Increase outdoor recreation opportunities connected with multiple family residential developments to approximate the Township average.
- Expand cultural and recreational opportunities in the area to meet demonstrated needs.
- The Township should encourage the inclusion of recreational amenities for residents in new residential developments.
- The Township should continue to ensure that all government facilities and services are accessible to all Township residents and delivered in a cost-effective manner.
- Enhance community appearance, improve natural habitat and reduce air and noise pollution by maintaining and improving the extent and vitality of tree cover in the Township.
- Flood prone areas should be preserved in their natural state to minimize environmental damage and water pollution, reduce the unnecessary private and public costs which result from inappropriate development in these areas, assure the safety of residents and guarantee the free flow of water.



land use under this category. The desired densities in these areas should range from twelve (12) to fifteen (15) units per acre. High Density Residential future land uses are mostly proximal to major roadways such as Bay Road, State Street and Gratiot Road. However, they are well-dispersed throughout the Township and also exist in areas such as adjacent to Shattuck and Hospital Road. High Density Residential land uses will account for about 426 acres or about 3.0% of future land uses in Saginaw Charter Township. These future land uses largely correlate with the R-3 and R-4 Intensive Low-Rise and Intensive High-Rise residential zoning districts.



Image courtesy of Google Street View photography, 2014.

General Commercial

General Commercial future land uses are meant to serve the moderately intensive commercial needs in the Township. The general commercial category is designed for those lands intended to develop as comparison shopping of all types, warehousing and incidental manufacturing. It is generally located in proximity to other, lower intensity, commercial development and serves a focal point; the “heart” of a commercial area. The market area for General Commercial is five to twenty miles.

These uses will serve entire community and regional markets and will serve clientele more often associated with businesses than with individual households. These uses will largely be located in proximity to major corridors such as Bay Road, State Road, the railroad, and Highway I-675. General commercial uses mostly relate to the B-4 General Intensive Commercial zoning district. These uses will total about 212 acres, or about 1.5% of the total area of the Township.



Image courtesy of Google Street View photography, 2014.

Mixed Use

The Mixed Use future land use category, which was first developed in the Township's 2008 Comprehensive Development Plan, is meant to recognize and celebrate the potential for adaptive reuse of land in Saginaw Charter Township. It is proposed to be a combination of residential and commercial land uses designed to provide basic services to the occupants of the residential element, as well as the broader community. Typical Mixed Use developments include the following:

- Pedestrian-friendly core areas
- Multi-modal transportation network
- Community service facilities
- Mix of housing types
- Residential and commercial uses in close proximity

Saginaw Charter Township will include about 117 acres, or about 0.8% of its total land area, in mixed use future land uses. Future Mixed Use areas will correlate mostly with the B-1, B-2 and B-3 Office-Business, Neighborhood, and Community-Wide Commercial zoning districts, with considerations given to incorporating missing middle housing types in very specific scenarios. The adoption of development tools and zoning regulations within existing and future zoning districts should also be considered.

Neighborhood Commercial

This category is designed to accommodate the daily shopping and service needs of Saginaw Charter Township residents on a scale that is approachable and in locations adjacent to residential areas. Neighborhood Commercial future land uses will facilitate commercial activities which provide goods and services required by residents at intervals of a week or less.

Master Plan Amendment Process

The Michigan Planning Enabling Act, Public Act 33 of 2008, establishes the process and procedure for updating a jurisdiction's Master Plan. Section 125.3845 indicates that an "addition, **revision, or other amendment** to a Master Plan shall be adopted by following the procedure under sections 39, 41, and 43" of the act.

That process is the same as the creation and adoption process for the overall Master Plan and involves the following basic steps/process:

- 1. The Planning Commission decides to initiate preparing a Master Plan amendment**
 - a. Notices are sent by first class mail or personal delivery to the planning commissions (or legislative body if no planning commission) of each contiguous municipality, the planning commissions of the county (or county board if no planning commission) and regional planning commission (if no county planning commission), and each public utility company, railroad company, and public transportation agency owning or operating a public utility, railroad, or public transportation system within the local unit of government.
 - b. *Notice must also be sent to the county road commission and the state transportation department in the Master Plan includes a master street plan.*
- 2. A Master Plan amendment is prepared by staff that is then reviewed by the Planning Commission**
- 3. The Planning Commission reviews** the proposed Master Plan amendment, revises as appropriate, then **votes to submit the Master Plan Amendment to the Township Board** for review and comment.
- 4. The Township Board reviews and decides to approve for distribution** (Twp. Board may decide to not distribute and the process stops)
- 5. If the Township Board approves the Master Plan amendment for distribution, it shall notify the secretary of the planning commission, and the secretary of the planning commission shall submit, a copy of the proposed Master Plan amendment, for review and comment, to all of the following:**
 - a. Notices are sent by first class mail or personal delivery to the planning commission (or legislative body if no planning commission) of each contiguous municipality, the planning commissions of the county (or county board if no planning commission) and regional planning commission (if no county planning commission), and each public utility company, railroad company, and public transportation agency owning or operating a public utility, railroad, or public transportation system within the local unit of government.
 - b. *Notice must also be sent to the county road commission and the state transportation department if the Master Plan includes a master street plan.*

At this time, if the Township Board desires, the Township Board may also adopt a resolution asserting its right to approve or reject the Master Plan amendment.

6. Entities described above have **63 days to submit comments** on the proposed Master Plan amendment to the planning commission.
7. The Planning Commission must **hold no less than one (1) public hearing**. Afterwards, the Planning Commission decides to approve or deny. If the decision is to approve, it must be done by resolution of no less than 2/3rds vote of the Planning Commission.
8. The Secretary of the Planning Commission then **submits the Master Plan amendment to the Township Board. This is the final step** in the approval/adoption process, unless the legislative body adopted a resolution asserting its right to approve or reject the Master Plan amendment.
9. **If the legislative body asserted its right to approve or reject the Master Plan, the legislative body shall approve or reject it.**
 - a. If approved, a statement recording the legislative body's approval of the amended Master Plan, signed by the clerk of the legislative body, shall be included on the inside of the front or back cover of the Master Plan and, if the future land use map is a separate document from the text of the Master Plan, on the future land use map.
 - b. If the legislative body rejects the proposed amended Master Plan, the legislative body shall submit to the planning commission a statement of its objections to the proposed Master Plan. The planning commission shall consider the legislative body's objections and revise the proposed Master Plan so as to address those objections. Then must proceed with a new public hearing and adoption process (Items 7 through 9 above).
10. **Upon final adoption** of the amended Master Plan, the secretary of the planning commission **shall submit copies** of the adopted amended Master Plan **to the same entities under number one (1) above**.