

An aerial photograph of Saginaw Charter Township, Michigan, showing a mix of agricultural fields, residential areas, and the Saginaw River. The map is framed by a yellow border on the left and bottom edges. The title 'SAGINAW CHARTER TOWNSHIP' is centered in large, bold, blue letters with a white outline. Below it, 'Master Plan 2021' is written in a smaller, white, sans-serif font.

SAGINAW CHARTER TOWNSHIP

Master Plan 2021

The Saginaw Charter Township Master Plan 2021 was adopted by resolution by the Saginaw Charter Township Planning Commission on September 15, 2021, and by the Saginaw Charter Township Board of Trustees on September 27, 2021, by authority of the Michigan Planning Enabling Act, Public Act 33 of 2008, after holding a public hearing for this Master Plan on September 15, 2021.



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Saginaw Charter Township Master Plan 2021

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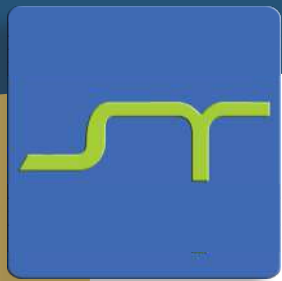
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INTRODUCTION

Chapter 1



An Introduction to Saginaw Charter Township

Saginaw Charter Township is a community of over 40,000 people that live in an area of Michigan that is highly accessible to a variety of amenities that improve the quality of life for everyone. The Township has thriving neighborhoods, excellent schools, strong commercial corridors that offer a variety of goods and services, and provides easy access to parks, multi-use pathways, and the Tittabawassee River. Culture and entertainment revolve around the area's schools, churches, local sports organizations, and Township-sponsored events. Because of its location within Saginaw County, Saginaw Charter Township residents benefit by being within close proximity of I-675 and other highways, MBS International Airport, Saginaw Valley

State University, Delta College, and high-quality hospitals and healthcare institutions.

Looking back almost 200 years, Saginaw Township was first organized in 1831, and it extended south to what is now Chesaning and north past the City of Midland and the City of Bay City. The area of Saginaw Charter Township at the time of its incorporation was 34 miles by 36 miles, totaling more than 783,360 acres. Development occurred rather rapidly, even in the 1830s. Gratiot Road and Brockway Road were surveyed, but not yet constructed at this time. In 1877, much of the area extending north from the existing Brockway Road to State Street was a subdivision of 23 large lots. Shattuckville, at the west end of Shattuck Road, consisted of approximately 50 buildings. There was a wagon shop, a cider mill, a store, a saw mill, grist mill, and a blacksmith shop. For a short time, a post office was operated in the area.

Today, Saginaw Charter Township is a diverse and fully-developed suburban community that is a critical part of the greater Saginaw-Midland-Bay City Combined Statistical Area, often called the Tri-Cities, but nowadays is usually referred to as the Great Lakes Bay Region. Saginaw Charter Township's role in the region is defined by its people, businesses, infrastructure, amenities, opportunities for growth, and governance. To that end, to preserve and maintain its role as a leader in the region, as well as provide good governance to Township residents, the Saginaw Charter Township Board of Trustees has articulated the following four Core Values:

- Provide for a safe community.
- Promote a neat, clean, attractive community with beautiful neighborhoods.
- Provide quality of life opportunities.
- Maintain a professionally well-run, efficient government.

In short, Saginaw Charter Township has all the amenities, opportunities, and conveniences of a modern metropolitan area, but it still contains the distinctive spirit people have always sought in a traditional small town.



Process

What is a Master Plan?

This Master Plan is a document created by the Planning Commission and adopted by the Township Board of Trustees to guide the future growth, development, and redevelopment of the Township. A Master Plan that is thorough, well thought out, and consistent, helps ensure that Saginaw Charter Township continues to be a desirable community in which to live and work.

The Master Plan investigates and examines a variety of issues, both tangible and intangible. Within this document, the way in which the Township has changed and grown will be examined. This will include detailed discussion on items ranging from who lives in the Township, to where in the Township they live, and what they do for a living. Items that have remained constant or have not experienced significant changes will also be discussed. This includes the location of natural features, like water bodies and soil types, along with items like the transportation network.

In addition to these tangible items, opinions and desires are also discussed. Residents and other stakeholders are asked for their thoughts on the overall Saginaw Charter Township community and their vision of what they want the Township to be in five, ten, or twenty years.

The Master Plan is intended to act as a guide for future decisions by the Township Planning Commission, the Township Board, staff, residents, and developers. It is designed to provide a map to

direct and encourage development, redevelopment, and capital improvements. In 2002, the State of Michigan passed the Coordinated Planning Act. This Act changed the way in which a community initiates and develops a Master Plan. The Act requires significant cooperation and coordination with neighboring communities. In 2008, the Michigan Planning Enabling Act (PA 33 of 2008) streamlined community planning in the State of Michigan, and it fully incorporated the former Coordinated Planning Act. Saginaw Charter Township has developed this plan by requesting participation and cooperation from neighboring communities, jurisdictions and utilities that have an interest within the Township. The letter inviting registration of entities, the returned forms, and the comments received are all included in Appendix 7A of this plan.

The Differences between a Master Plan and a Zoning Ordinance

The primary difference between a Master Plan and a Zoning Ordinance is in terms of timing and enforcement. A Master Plan acts as a guide, while zoning is, in fact, "law." A Master Plan lays out specific goals and tasks for the future, while zoning provides for specific standards and detailed rules for the development, improvement, and use of property. Typically, the Master Plan provides a foundation and justification for the zoning ordinance. Often times, after the completion of a Master Plan, a community reviews its zoning ordinance to ensure the two planning documents are compatible. In its best form, the zoning ordinance is one of the primary mechanisms by which the goals of the Master Plan are achieved.

Master Plan vs. Zoning Ordinance	
Provides general policies, as a guide.	Provides specific rules, the law.
Describes what should happen in the future, not necessarily what should occur today.	Regulates and describes what can and cannot occur today.
Includes recommendations that may require cooperation and coordination with other agencies, municipalities, or groups.	Typically does not require cooperation or coordination with other groups. Deals only with items directly under Township control.
Can and should be updated regularly to adjust for changing conditions and goals. Is written to provide flexibility.	Any change or deviation requires a formal amendment or specific approval (variance).

Using the Master Plan

The Master Plan is intended to guide the Township in land use, development, zoning, and capital improvement decisions. In order to be effective at this task, it must be used. The Master Plan is most effective when it is consistently referenced in order to:

- Provide reasonable expectations for future development.
- Provide a road map which will guide future developments, in terms of locations, siting and design requirements and necessary infrastructure.
- Determine the appropriateness of rezoning requests, in terms of future land use and timing.
- Provide a guide for making changes to the text of the zoning ordinance.
- Provide a way to prioritize capital improvements, based on the goals, objectives and adopted future land use contained in this plan.

Summary of Public Involvement

Saginaw Charter Township sought out public input to engage the community and inform them about the Master Planning process. Methods included a traditional public survey and more contemporary methods using social media and games.

Internet

Saginaw Charter Township made active use of the Township website and social media to inform and engage the community about the Master Plan update. The Master Plan was advertised on the Township Facebook page and Township website.

Public Survey

The main method for gathering input was an online public survey that was made available to the public in early 2020. Paper copies of the survey were available at the Township Hall. The survey was publicized online at www.saginawtownship2020.com. The survey received 642 responses. A summary of the results is given in Appendix 7A.

An analysis of the results provides the following general insights:

- Renovating older commercial areas is important.
- Respondents want community leaders to seek ways to create more jobs.
- There is strong support for strict code enforcement and eliminating run-down buildings.
- There is a need for more sidewalks and better non-motorized transportation in the Township.
- Senior citizen housing is needed.
- Better roads will improve the neighborhoods.
- A mix of single-family housing types is preferred.
- Residents live in Saginaw Charter Township because it is a convenient location, safe, and attractive.
- Nearly $\frac{3}{4}$ of the respondents still see themselves living in Saginaw Charter Township in five years.
- Overall aesthetics in the Township could be improved. Community leaders should be proactive in quality building and site design.
- Over half of the respondents envision extensive renovations at Fashion Square Mall.

Public Meetings

The Saginaw Charter Township Planning Commission was updated and informed about the Master Plan progress on a regular basis. In June of 2020, Spicer Group presented the survey results at a Planning Commission meeting and in June of 2021, the draft plan was presented. At the latter meeting, the public was given the opportunity to



Building on the Past

While this plan creates a vision for the future, it is important to realize its place in Saginaw Charter Township's history. This plan draws upon prior planning efforts in the Township, which goes back 50 years to 1971.

On October 12, 1971, the Saginaw Charter Township Planning Commission adopted its first Comprehensive Development Plan for Saginaw Charter Township. At that time the population of the Township was 27,234 persons and 5,302 acres of land had been developed as urban land uses. By 1985, the estimated population of the Township was 39,661 with 7,560 acres of land in urban use. With this tremendous growth, the challenges facing the Township have also changed. Even those concerns that have been ongoing have been impacted by the magnitude of the community's growth. By 2020, the Township's population is anticipated to be 40,000.

ask questions and offer additional comments. The Saginaw Charter Township Board of Trustees was regularly updated on the progress of the plan in Township Board meetings.

Public Review and Public Hearing

After the draft of the Plan was completed, it was made available for review by neighboring communities, outside agencies, and the public. On September 15, 2021, a public hearing was held at a Planning Commission meeting to allow an additional opportunity for public comment.

The previous update replaced the 2008 Master Plan. That update built upon the following planning efforts conducted in Saginaw Charter Township: the 2004 M-84 Access Management Plan, the 2006 Pedestrian Plan, the 2007 M-58 Access Management Plan, the 2008 Recreate

Question	Respondents who strongly agree and agree, combined (%)	Strongly Agree Responses (%)	Agree Responses (%)
The Township should continue to increase its efforts to ensure that homes are properly maintained (windows are not broken, roofs are in good repair, etc.)	90.0%	59.4%	30.6%
Township leaders should be very pro-active in seeking quality building and site design for new developments and redevelopments	87.5%	46.2%	41.3%
The design and appearance of new buildings is important to the community	85.8%	44.1%	41.7%
Renovating and redeveloping older commercial areas, like the south end of Bay Road near Weiss Street, is important	85.7%	47.2%	38.5%
It is important to re-envision outmoded commercial sites as potential new mixed use developments, incorporating a mixture of both residential and commercial uses	81.4%	40.0%	41.4%
In order to promote pedestrian safety and minimize conflicts between vehicles and people, neighborhoods should have sidewalks	73.2%	46.3%	26.9%
A mix of single-family housing types, including town homes, condominiums, "brownstones," and detached single-family structures, should be encouraged	52.1%	20.1%	32.0%

Figure 1. Residents were asked about their desire for various improvements in the Township. The table above describes their preferences.

State Street Study, and the 2013 State Street Corridor Tax Increment Finance Plan and Development Plan.

The 2021 update to the Plan responds to new challenges and opportunities and incorporates concepts and recommendations from recent planning efforts such as the Recreation Plan. The purpose of this Master Plan is to examine where the Township has come from, where it is now, and what direction it may take in the future.

Although this plan is intended to guide the development of Saginaw Charter Township over the next fifteen to twenty years, it is not merely a document that sits on a shelf. It is part of a continuing process of review and adjustment that has been going on since the original plan was adopted. A comprehensive development plan is designed to be a living document so that it can be modified to address changes in the community while still serving to guide decisions about the future. The plan must be dynamic. A Master Plan is only meaningful if it can be used as part of the day-to-day decision-making process.



Saginaw Charter Township Planning History

- | | |
|--------------|--|
| 1831: | Saginaw Township first organized |
| 1967: | Construction of new Township Hall at the corner of Center and Shattuck |
| 1971: | First Comprehensive Development Plan for Saginaw Township |
| 1985: | Update to the 1971 Comprehensive Development Plan |
| 2008: | Update to the Comprehensive Development Plan |
| 2014: | Update to the Comprehensive Development Plan |
| 2021: | Update to the Comprehensive Development Plan |

Plan Vision and Guiding Principles

The following over-arching principles provide the foundation for 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.

Overall Plan Vision

Saginaw Charter Township will continue to be a great place to live, work, learn, and visit. The majority of what makes the Township great is already in place through its diversity, access to educational resources, businesses, neighborhoods, and commitment to good planning. The main reasons why people choose to stay in Saginaw Charter Township are because it is safe, attractive, and in a convenient location. The Township needs to maintain its growth, preserve its assets, enhance existing spaces, and transform specific areas into more economically viable places.





REGIONAL FRAMEWORK AND MARKETPLACE

Chapter 2



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.

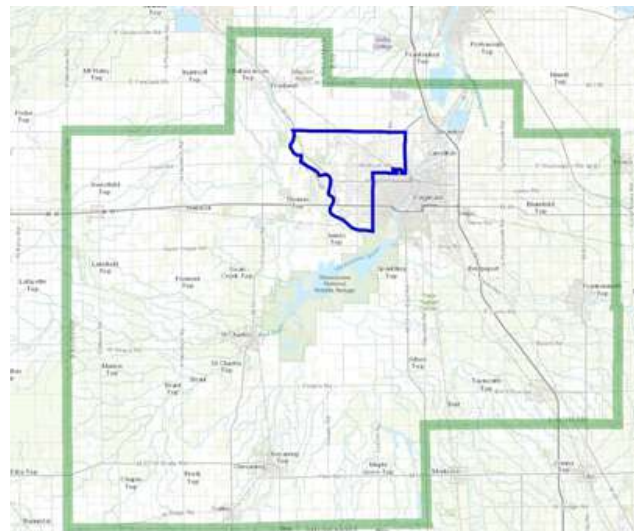


Figure 2. Location of Saginaw Charter Township in Michigan and in the context of Saginaw County.

Economic Snapshot

Data from the 2010 US Census and the American Community Survey (ACS) confirms that Saginaw Charter Township has been experiencing a slow economic and social metamorphosis shared by many inner ring suburbs: A slow aging of its population, a gradual increase in minority population groups, and an aging housing stock.

Saginaw Charter Township's population, which rose from 39,657 to 40,840, saw an increase of 3.0% between 2000 and 2010, according to the US Census. See Figure 3 for a display of 40-year population trends in the Township. This is a positive outcome in comparison with Saginaw County, whose population dropped 4.7% during that time, and Michigan, whose population dropped 0.6% during that time. Its rate of growth was, however, slower than that of the United States overall, which saw 9.6% growth during those years. (See Figure 4) The 2019 ACS data estimates a population of 39,383. This would be a decrease from the 2010 US Census count. However, it's important to remember, the ACS is estimate data. The Township will have a full population count when the 2020 Census information is released. This is another population increase from the 2010 Census count. The Township, aided by its location, regional context, the attraction of persons with high educational attainment, and young and foreign-born residents, has seen slow but stable growth in recent years but also has its share of economic challenges. Saginaw Charter Township's economic and demographic picture can be defined in four main frameworks:



Figure 3. 40-year population trends for Saginaw Charter Township. Data from US Decennial Census figures.

- **Demographic Trends:** An Aging, Diversifying, and Educated Population
- **Reverberations of the Regional Economy:** Median Household Income, Poverty Statistics, and a decline in Home Ownership.
- **A Shifting Job Market**
- **An Aging Community Structure:** Aging Housing Stock and Infrastructure

Demographic Trends: An Aging, Diversifying, and Educated Population

Saginaw Charter Township exhibits some of the strong demographic indicators of an inner ring suburb: An increasingly diverse and aging population. Between 2000 and 2010, according to the US Census, the population of residents aged 19 and younger decreased as share of total by 1.1% in Saginaw Charter Township. During the same time, median age has increased from 41.7 to 43.1, 4.9 years higher than the US average of 37.2. (See Figure 5.) However, this relatively high median age, in combination with a strong family structure and the consistent infusion of a diverse and educated population, has led to the Township's slow but persistent growth.

Saginaw Charter Township is clearly and markedly diversifying. The Township's African American and Hispanic population rose from 9.9% of the Township's total population to 16.2% between 2000 and 2010, a 6.3% increase of African American and Hispanic residents as

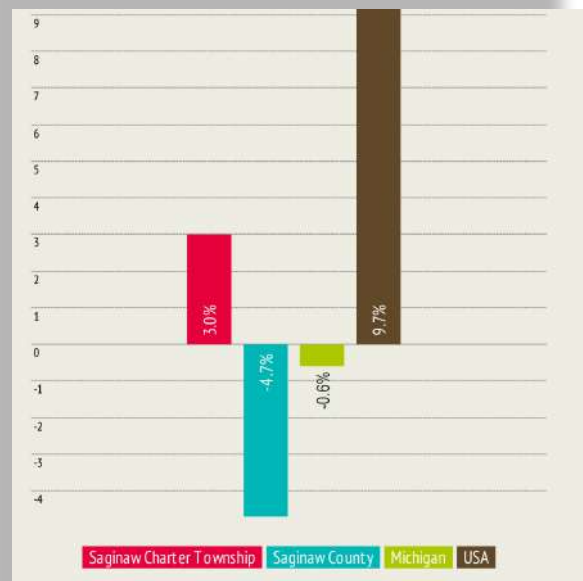


Figure 4. Saginaw Charter Township population change, 2000-2010, compared in a regional context. Data from the US Census.

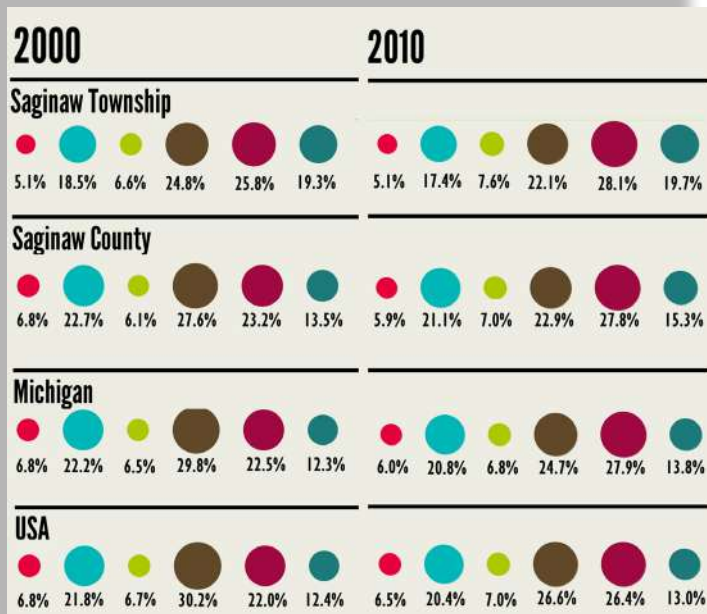


Figure 5. Percentage of population in different age groups in Saginaw Charter Township, compared to a regional context, 2000-2010. Data from the US Census.

a proportion of the total population. This is compared with only a 1% increase for the County as a whole (25.3% to 26.3%) and a 0.9% increase for the State of Michigan (17.5% to 18.4%). In comparison with Saginaw County, the Township has exhibited a notable infusion of foreign-born residents. While the foreign born population has grown at a rate of 0.5% between 2000 and 2010, similar to the growth rate for the County (0.4%) and state (0.8%), the foreign-born population of Saginaw Charter Township (5.2%) was higher than that of the surrounding county by 2.8%. These figures are discussed more thoroughly in Appendix 7B.

The family structure of Saginaw Charter Township appears comparable, if not strong, in comparison with its regional context. Dropping from 2.27 persons per household in 2000 to 2.22 persons per household in 2010 according to the US Census, household sizes continue to fall in the Township from 2000 (-0.05) but slightly less than they did for the State of Michigan (-0.07) or for Saginaw County (-0.10). According to the 2019 ACS estimates, the average household size in the Township is 2.18. This is a continuation of the decline in average household size in the Township. The Township also holds a regional distinction of attracting a highly educated population. According to 5-year estimates from the 2019 ACS, more Township residents per capita (33%) hold a bachelor's degree or higher than Saginaw County residents (20.8%), Michigan residents (29.1%) and US citizens as a whole (32.2%). See Figure 6. In fact, though Saginaw Charter Township only accounts for about 20.4% of the total County population, about 34.5% of people in the County with Bachelor's Degrees or higher live in the Township.

Reverberations of the Regional Economy: Median Household Income, Poverty Statistics, and a decline in Home Ownership

Saginaw Charter Township faces a two-fold economic challenge: On one hand, its housing and economic trends reflect the 2007-2009 housing-based recession that affected communities, businesses, and job growth across the nation. At the same time, the Township is affected by the decades-long process of deindustrialization that led to the slow decline of the manufacturing job base in the City of Saginaw. Despite these trends, and in lieu of some indicators of economic decline, Saginaw Charter Township has been relatively economically resilient.

According to the US Census, the percent of residents living below the poverty line rose from 6.6% to 10.7% between 2000 and 2010, a 4.1% increase. While slightly higher than the increase for the US (3.3%, from 12.4% in 2000 to 15.7% in 2010), it is a lesser increase than for the County and for the State of Michigan. In the County, the percent of residents living below the poverty level rose 4.6% from 13.9% to 18.5%, and Michigan it rose 6.8% from 10.5% to 17.3%. See Figure 7. The 2019 ACS estimates indicate another increase in the percent of the population living below the poverty line at 11.1%. Similarly, the Median Household Income rose from \$45,147 in 2000 to \$49,708 in 2010. This was higher than the increase for Saginaw County (8.2%) and Michigan as a whole (5.6%) but much lower than United States as a whole during that time (23.3%). According to the 2019 ACS estimates, the Median Household Income is \$51,680. See Appendix 7B for additional information.

Another effect of the 2007-2009 economic crisis was a shift from owner-occupied to renter-occupied housing. Based on US Census Data from 2010, the percentage of

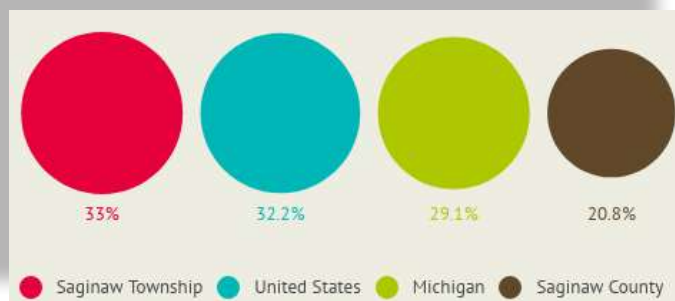


Figure 6. Bachelor's degree or higher attainment in Saginaw Township, Saginaw County, Michigan, and the United States. Data from US Census Estimates.

renter-occupied homes in Saginaw Charter Township (35.2%) remains higher than for County (27.7%) or State (27.9%). However, with a growth rate of 0.5% over the past 10 years, this percentage has grown more slowly than for County (1.5% increase) and State (1.7% increase). In 2019, the ACS estimates approximately 34% of the Township lives in renter-occupied homes.

A Shifting Job Market

As parallel with regional economic trends, the traditional employment sectors of manufacturing, construction and agriculture in Saginaw Charter Township have given way to more retail and social service based job sources.

The steepest decreases in occupation by sector in Saginaw Charter Township between 2000 and 2019, according to US Census estimates, were found for finance and insurance, and real estate and rental and leasing (-1.8%), wholesale trade (-1.7%), and retail trade (-1.0%). The highest gains were found for manufacturing (3.1%), professional, scientific, and management, and administrative and waste management services (1.3%), and information, (1.0%). It should be noted that manufacturing, which saw the largest increase between 2000 and 2019, was the second highest source of industry in the Township at 15.3%. These statistics are explored further in Appendix 7B.



Figure 7. Percentage of residents living below poverty level in Saginaw Township and regional context, 2000-2010. Data from US Census Estimates.

An Aging Community Structure: Aging Housing Stock and Infrastructure

Despite Saginaw Charter Township's reputation as a newer suburb of the City of Saginaw, Census estimates show that it parallels much of the City's infrastructure and housing trends. Census estimates show that Saginaw Charter Township's housing market and infrastructure reflect the growth and change the Township has shared with the neighboring City of Saginaw. 70.3 percent of the homes in Saginaw Charter Township were built prior to 1980, which is comparable to the percentage for Saginaw County (76.2%) and Michigan (64.6%), but considerably more than the United States as a whole (53.6%).

At the same time, the housing market has proven exceedingly sluggish in Saginaw Charter Township, as it has for the county and the state, in comparison with the United States as a whole. According to Census estimates, median housing value has risen by about 1.03% for Saginaw Charter Township, from \$125,900 in 2010 to \$127,200 in 2019, comparable to Saginaw County's increase of 4.9%. The State of Michigan's median home value increased by 29.9% during that time. The median home value increased in the United States by 24.5% during that time. See Figure 8.

Saginaw Charter Township is still a very much automobile-oriented community. With 86.3% of its residents driving alone to work, Saginaw Township has more sole drivers per capita than Saginaw County (83.1%), the State of Michigan (82.3%), and the United States as a whole (76.3%). These statistics are discussed further in Appendix 7B.

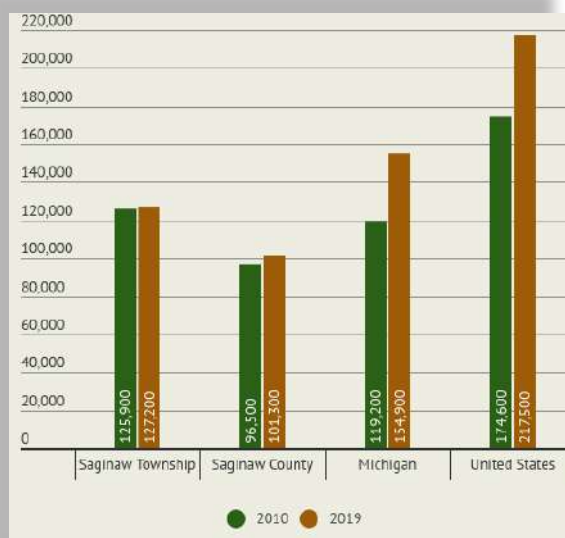


Figure 8. Median home values in Saginaw Charter Township and comparative geographies, 2010-2019. Data from US Census Estimates.

Comparison Communities

Where are the Comparison Communities?

- **City of Kentwood** – Kent County
- **Chesterfield Township** – Macomb County
- **City of Midland** – Midland County
- **Bloomfield Charter Township** – Oakland County
- **Commerce Charter Township** – Oakland County
- **Meridian Charter Township** – Ingham County
- **Grand Blanc Charter Township** – Genesee County
- **Holland Charter Township** – Ottawa County

To provide a comparative assessment of the economic, social, and demographic conditions in Saginaw Charter Township, a group of similar communities were selected as a “peer” group for comparison purposes. Eight different communities were selected from across Michigan. The goal was to provide a snapshot of how Saginaw Charter Township looks compared to other similar sized and situated communities, about 40,000 people (City of Midland was chosen because it is the community in the region that is closest in size to Saginaw Township.) All except the City of Midland are suburban communities that are adjacent or close to a larger urban city. All are townships except Kentwood and Midland. The comparison process involved a variety of social,

demographic, and economic data. Appendix 7D organizes and compares the selected US Census data from the comparison communities. The following information is based on the 2013 update to this Master Plan.

Findings and Lessons

Using those communities as a benchmark highlights several interesting trends:

- Saginaw Charter Township residents’ median age is older than seven of the comparison communities. An aging population has unique needs in terms of housing, recreation, health care, among others (Figure 9).
- Saginaw Charter Township’s housing stock is older than the comparison communities (Figure 10).
- The comparison communities grew, on average, significantly more than Saginaw Charter Township from 2000 to 2010 (Figure 11).
- A higher percentage of the Township’s residents work in educational services, health care, and social assistance (30.7%) than in the other comparison communities, on average. Health care has been one of the fastest growing sectors in the nation, and forecasts suggest that employment opportunities will only continue to increase as the general population grows older. There is a perception that manufacturing is a large employment base for Saginaw Charter Township residents, but according to recent Census data, this is not true. Workers in the retail trades account for 12.8% of the Township’s population, and 12.4% work in manufacturing (Figure 12).

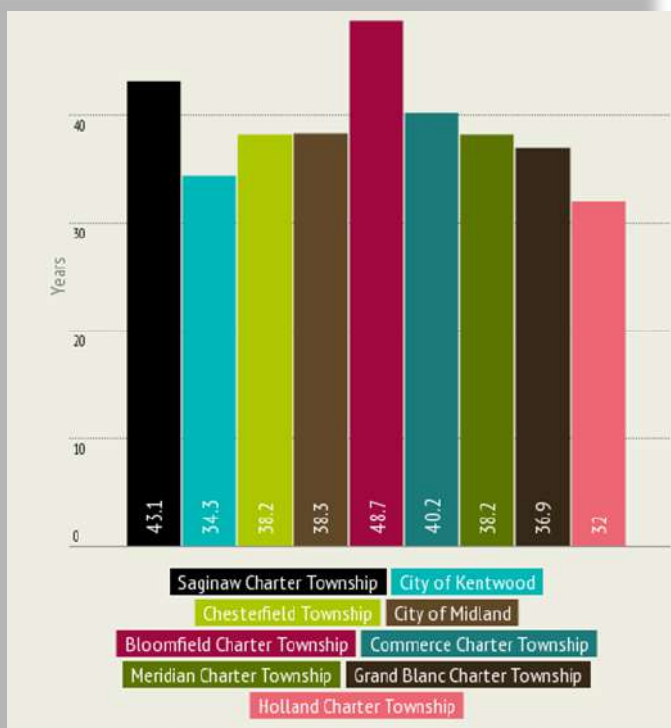


Figure 9. Comparison Communities: Comparing the median age, Census 2010.

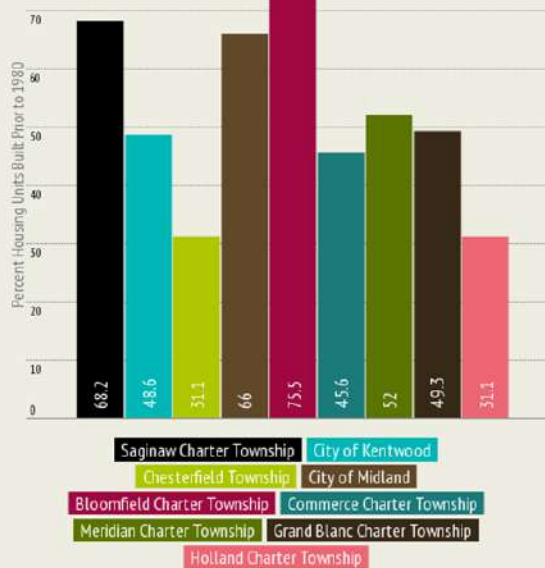


Figure 10. Comparison Communities: Comparing the age of housing stock using the percent of housing units built prior to 1980 as an indicator, Census 2010.

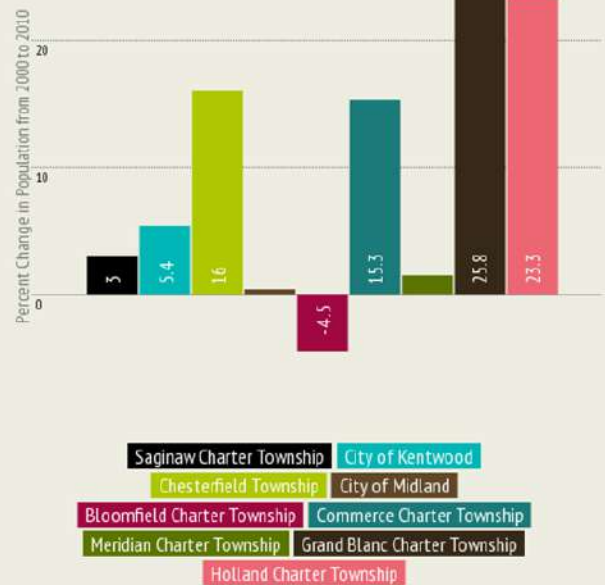


Figure 11. Comparison Communities: Comparing the rate of population change from 2000 to 2010, Census 2000 and 2010.

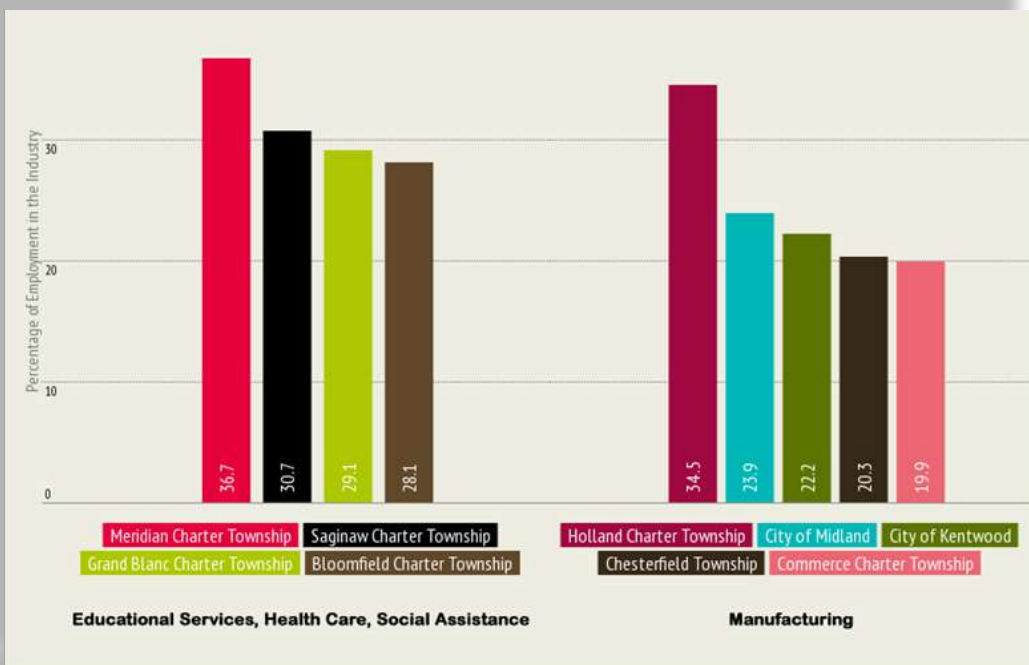


Figure 12. Comparison Communities: Top industry, by percentage of employment.

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.



Regional Framework and Marketplace

Actions

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

- Review, assess and adjust Township ordinances to support entrepreneurship (live/work units, etc.).
- Saginaw Charter Township should cooperate with the City of Saginaw and other adjacent communities to improve opportunities for industrial development throughout the metropolitan area.
- The Township should cooperate with neighboring communities, the Saginaw Township Community Schools and other agencies and organizations to improve cultural and recreational opportunities for Township citizens.
- The Township shall observe and participate in pending zoning and land use proposals in neighboring communities when such proposals may impact upon the Township.



A black and white photograph of a tree-lined residential street. The street is paved and leads into the distance, flanked by tall, mature trees with dense foliage. The scene is captured from a low angle, looking down the road. On the left side of the image, there is a solid yellow vertical bar. Overlaid on the center of the image is the title text in a large, bold, blue font with a white outline.

NEIGHBORHOODS AND EXISTING LAND USE

Chapter 3



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.

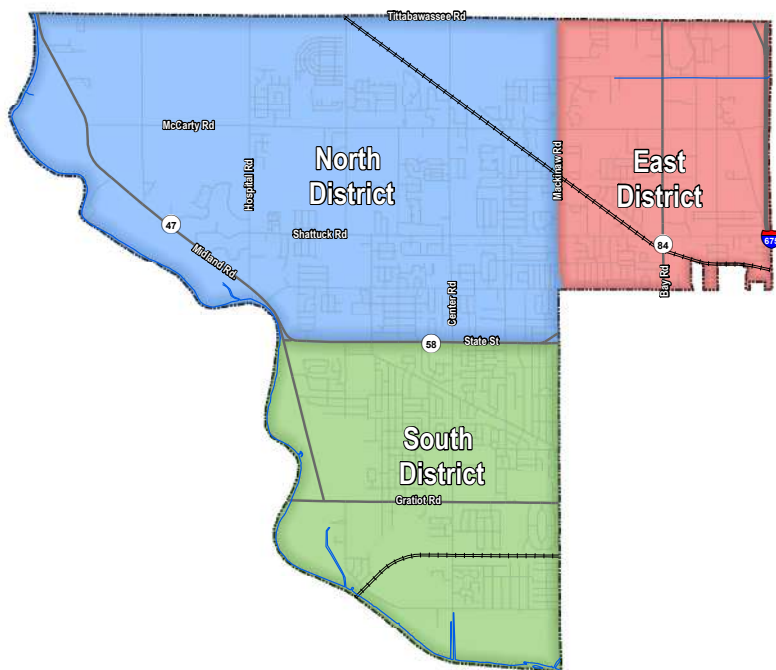


Figure 13. The Township has three code enforcement districts to ensure staff fairly and equitably service and patrol the entire community.

Other municipal services are also important to attracting and retaining residents. People are looking for wireless and digital connectivity in public and private spaces. They want access to public transportation, an increasingly important need for the elderly who are aging at home without family nearby. Up-to-date parks and recreation services add an important quality of life component. Amenities such as dog parks and disc golf were nearly non-existent 10 to 15 years ago but they are very popular today. Environmentally conscious residents are looking for convenient recycling options.

Education, Employment, and Quality of Life

Educational opportunities, employment, and quality of life factors are very important in retaining and attracting residents. For example, major employers in Saginaw County attract job seekers in:

- Engineering and manufacturing – Nexteer Automotive
- High-tech manufacturing – Hemlock Semiconductor/Dow Corning
- Healthcare – Covenant Healthcare, St. Mary's of Michigan, Aleda E. Lutz Veteran Affairs Medical Center
- Media, display and interactive services – Morley Companies
- Education – Saginaw Public Schools, Saginaw Valley State University

See Appendix 7C for a full list of the top 40 employers in Saginaw County. Employers located in Saginaw Charter Township are highlighted on the list. This top employer information is based on data from the 2013 update to this Master Plan.

While Saginaw Charter Township may have less direct control over these factors, it needs to be aware of how these factors are perceived within the Township itself and within the region. The Township can serve as a catalyst, key stakeholder, and sounding board for education, employment, and quality of life. More directly, the Township can work with local schools to assist with public safety and transportation concerns. It can work with local employers to ease and smooth site development and traffic issues.



Figure 14. Top 10 Employers in Saginaw County.

Knowing that not all quality of life elements can be offered within Saginaw Charter Township. Township officials can continue to support major cultural and entertainment efforts and venues within the region. These would include local theaters, symphony, museums, and regional parks.

Promoting Our Assets

In today's digital age, Saginaw Charter Township will need to continue to promoting itself as an attractive community in which to live and work. This can include several components:

- A strong online and social media presence.
- Partnering with local schools and realtors to develop a marketing campaign focused on the Township's high quality education system and excellent quality of life.
- Public information campaigns to explain safety, affordability, and dispel any misconceptions about the area.
- Promoting services and lifestyle options for seniors within the Township.

Land Use and Character



It is important for the community to determine the best way to guide land use for future stability and prosperity. 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. As was the case when the 2008 Comprehensive Development Plan was adopted, there is still a significant amount of undeveloped or underused land in the Township. In some cases the underused properties are vacant, partially vacant or could realistically support additional structures. It is important for the Township to determine what role it sees this vacant land playing in the future. Land uses in this chapter are

generalized, such that all commercial lands and all single and two-family residential lands are described together. The existing land use categories also do not include Parks as an existing land use, because these are currently utilized as recreational spaces which are entwined with other land uses, such as public or quasi-public and residential uses.

The Existing Land Use map on page 37 depicts the various existing land uses within Saginaw Charter Township. An explanation of the uses is described on the following pages. Existing land use has been determined based on a review of tax classification, conversations with Township staff, and windshield survey performed by Township staff.

An explanation of the uses is described on the following pages.

Table 1. Existing Land Use, 2021

Existing Land Use	Acreage	Percentage of Total (%)
Single and Two Family Residential	6,648	47%
Agricultural/Conservation Lands or Open Space	2,936	21%
Commercial	1,552	11%
Public/Institutional	1,820	13%
Multi-Family Residential	740	5%
Vacant	285	2%
Industrial	156	1%
Total	14,137	

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.



Redevelopment Opportunities

Traveling throughout Saginaw Charter Township, one cannot escape the fact that various commercial sites and portions of traditional corridors have aged and are at risk of losing their functionality due to changing market conditions. As part of the online survey for the public involvement portion of this Master Plan, questions directly relating to the status of older commercial areas were posed to respondents. Specifically, the survey solicited feedback pertaining to the potential redevelopment of the south end of Bay Road near Weiss Street, the status of the plaza at Bay and Schust, the plaza at Bay and McCarty, and the potential future of the Fashion Square Mall at Bay and Tittabawassee Roads. The results of the online survey showed strong support for the need to redevelop older commercial areas, and further, that over half of the survey respondents envision extensive future renovations at Fashion Square Mall. The Township also recognizes the need to consider the common features shared by properties south of McCarty Road along Bay Road, including under-utilization, large scale, and broad architectural potential. These features make that area ripe for redevelopment potential. This area, to be further described as the Bay Road Overlay District, as well as distinct parcels under consideration for redevelopment, are shown in Figure 15.

In consideration of this support for rethinking the Township's older commercial areas, one of the purposes of a Master Plan, as described in the Michigan Planning Enabling Act (PA 33 of 2008, as amended), is to recommend, "the general character, extent, and layout of redevelopment or rehabilitation of blighted areas." Therefore, to promote the positive redevelopment of underutilized commercial areas of the Township, a major principle of this Master Plan is to redevelop older commercial areas into new and attractive destinations. Challenges to redevelopment mainly revolve around the timing and readiness of the private sector, especially if desirable lending and investment conditions are available to them. Sometimes,

forces do converge and a tipping point emerges that nudges an area toward redevelopment sooner rather than later. However, in the absence of that nudge, at the intersection of community planning and the vagaries of the real estate development process, the adoption of local policies and incentives can provide the necessary impetus to keep the redevelopment game alive. Therefore, the successful redevelopment of older commercial sites within the Township will likely depend on local government support and related policies pertaining to desired redevelopment objectives and outcomes.

Bay Road Overlay District – South End of Bay Road

While State Street has been a commercial corridor well before the 1950s, Bay Road's growth and dense commercial development began in the late 1940s and 50s. At this time, the only commercial development was located near Weiss Street and the City of Saginaw and then near the intersection of Bay and Shattuck Roads. The construction of I-675 then pushed commercial development further north. While this

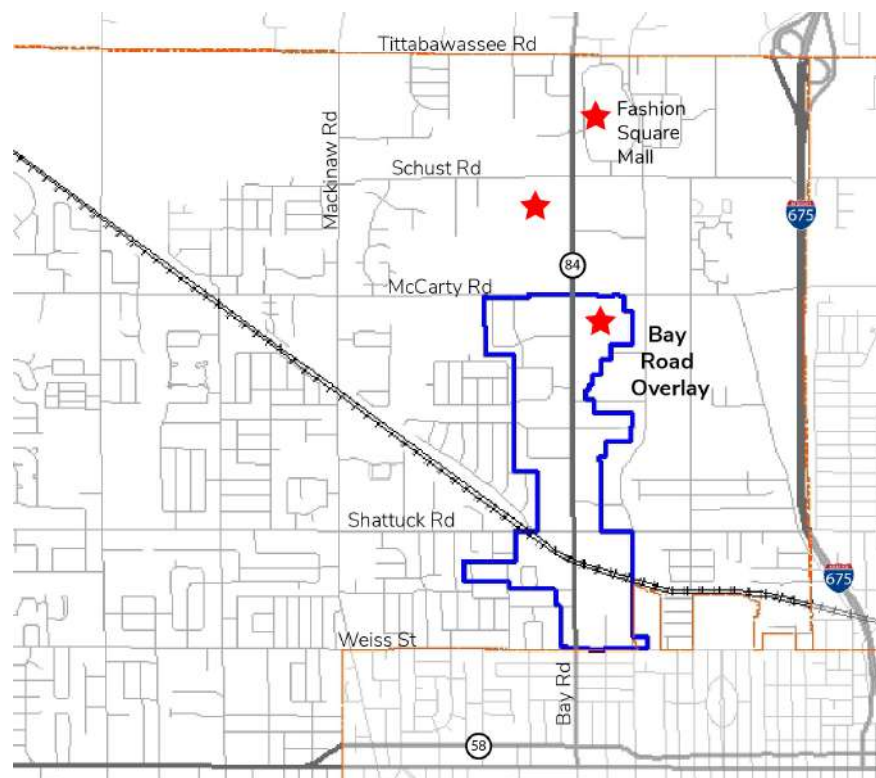


Figure 15. Proposed redevelopment area and sites.

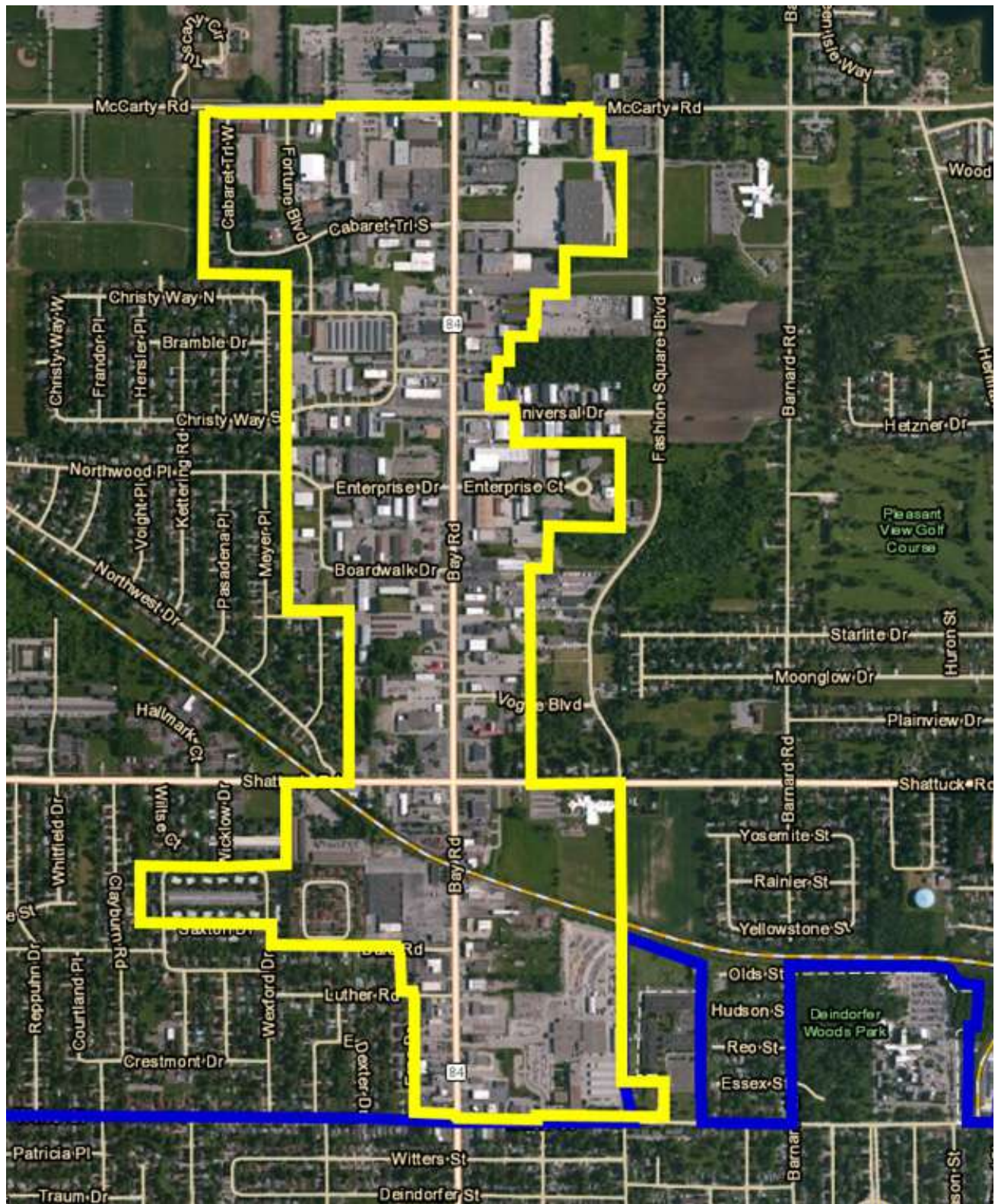


Figure 16. Proposed location and district boundary for the Bay Road Overlay District.

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





this time, all non-conforming signs, are required to be updated and conform with the new ordinance standards. This provides a clear opportunity to encourage businesses along the corridor to address other deficiencies on their properties when they bring their sign into conformance with the new standards. There are a number of potential situations where, in order to remove the nonconforming sign and have as large a sign as possible, businesses may seek to voluntarily install landscaping along the road frontage. The sign ordinance provides a ten percent bonus in permitted square footage when at least 100 square feet of landscaping is provided around the sign.

Opportunities for South Bay Road

The parcels under consideration for redevelopment in the Bay Road Overlay District share the key features of under-utilization, large scale, and broad architectural potential. They were generally designed with excessive parking. All of the buildings in these parcels were intended for commercial use, for which current market demands simply do not exist. While these structures were originally built for up to 120,000 square feet of retail space, there is a lack of demand for this much commercial activity today. Within these unused commercial spaces lies untapped potential for new and innovative uses. The “bones” of these structures lend themselves to potentially be used for a variety of less intensive strategic functions. Taking the plaza at the intersection of Bay Road and McCarty Road as a primary example, certain buildings are set back substantially from the road. This layout makes

sites suitable for office-type uses. Future growth along Bay Road may be geared more toward office and distinctly non-retail uses.

The purchase of the Consumer’s building and the recent expansion of the Morley facility are signs that non-retail uses may have a durable foothold along the Bay Road Corridor in the future given the right opportunities for growth. This could translate into a variety of employment opportunities for residents in a lower-density, lower-intensity, office- and research-centered occupational sector. Encouraging this type of growth could expand the Township’s attractiveness to a highly skilled work force.

The Township may have an opportunity to ensure re-use and redevelopment of existing properties in this area while new employees can continue to support traditional commercial development further north along Bay Road. This process can be assisted by strategic design guidelines, zoning adjustments, and existing policy mechanisms.

Bay Road/M-84 is a state highway and provides some potential flexibility in terms of streetscape improvements. These items could include things like a specific standard for streetlights. The term “streetscape” typically refers to exterior public spaces located between street curbs and building facades. Inclusion of pedestrian crosswalks and traffic calming measures located within vehicular spaces are two exceptions to this definition, however. Basic streetscape components include:

- Paving
- Sidewalks
- Curbs
- Accessible Sidewalk Ramps
- Traffic Calming Measures
- Crosswalks
- Plantings
- Street Trees
- Container Plantings
- Other Supplemental Plantings
- Street Furnishings
- Benches
- Bollards
- Movable Tables and Chairs
- Litter & Trash Receptacles
- Bicycle Bollards
- Bus Shelters
- Sign Poles
- Fences
- Utility Covers

- Banners
- Planters
- Lighting

In terms of establishing some sort of standardized form for the street, included should be a variety of improvements noted above accompanied by the following principles to unify the overall aesthetic:

- Sidewalk Consistency and Pedestrian Improvements:** At a minimum, a consistent, safe pedestrian route is needed along Bay Road/M-84. This older section of Bay Road has the most missing sidewalk of any commercial corridor. There are a number of locations that are paved to the existing curb line. This requires pedestrians to navigate through parked cars and parking lots. This section of roadway is similar to State Street in that it is a commercial corridor that is in close proximity to thousands of homes. If sidewalk improvements were made, it would be reasonable to expect residents from the City of Saginaw as well as residents from the adjacent residential neighborhoods to the east and west could safely walk to and from destinations on Bay Road. There are also businesses in this area that could reasonably generate pedestrian traffic including McDonald's, Family Dollar, Rite Aid, Walgreen's and others.
- Landscaping:** During the past several years, the Township zoning ordinance has changed to require planting trees along the street frontages as well as requiring additional landscaping within parking areas. Changes could be made to specify specific trees along this portion of Bay Road. As a state highway, there is typically more flexibility in plantings closer to the street. Working with the Michigan Department of Transportation may provide more flexibility and coordination of streetscape and landscaping elements. Care should be taken to specify plant materials that can thrive in this harsh roadway environment.
- Identification/Sense of Place:** Creating a sense of place is more of a cumulative effect of a number of different actions than it is any one particular thing. When examining the built environmental along this portion of Bay Road, it is easy to describe it as chaotic. The lots tend to be smaller, the buildings are closer to the road, the drives sometimes extend the full width of the parcel. Given these existing conditions, many owners choose not to redevelop or make improvements because such improvements necessitate

conformance with existing zoning ordinance standards. In the case of Bay Road, one of the inherent barriers to reuse and redevelopment is the fact that the zoning standard for front yard setbacks measures ninety feet from the center line of Bay Road. For almost every parcel, that eliminates at least fifty percent of the parking on site.

If the goal of the Township is to encourage reinvestment and redevelopment along Bay Road, adjustments to the zoning standards along this southern portion of Bay Road should be made. These zoning changes can also help to create a sense of place by incorporating specific design elements that will provide a distinct identity for the area. Cardinal Square, located just north of this area, provides a starting element that could be adjusted so that this section of Bay Road transitions to this established sense of place. Typically, creating a sense of place through implementation of zoning regulations is effective but takes a significant amount of time. Often, a combination of efforts and tactics, including regulatory changes, can make the most significant impact. These include the involvement of other organizations, such as merchant associations or quasi-governmental groups like a corridor improvement district.

Overall, the Township seeks to redevelop this portion of the Bay Road corridor by accommodating a mixture of land uses, allowing more innovative and accessible building layouts and site design relationships, and encourage redevelopment in a cohesive, architecturally compatible fashion through an overlay zone, described as the Bay Road Overlay District as depicted on the Future Land Use map in Chapter 6.

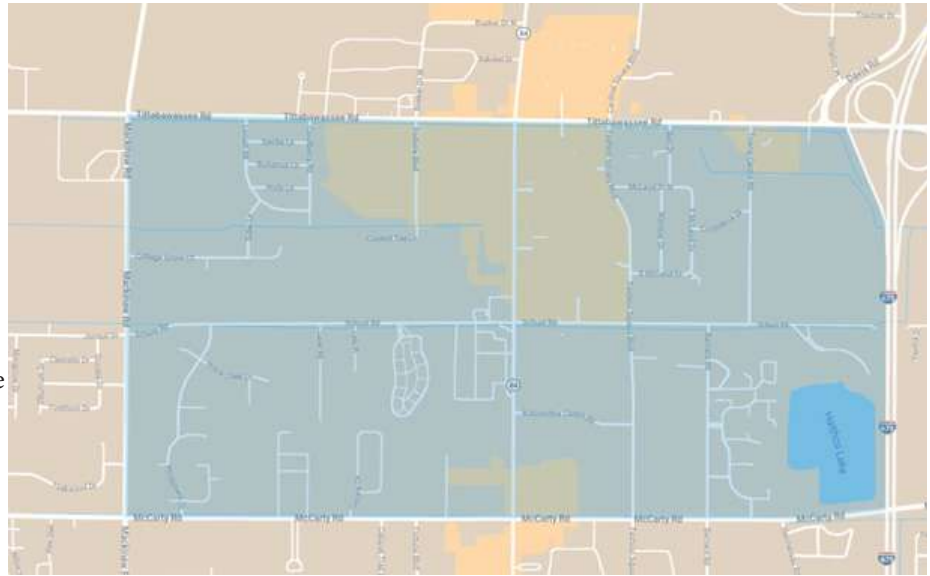


Image courtesy of Google Street View photography, 2014.

Cardinal Square District

Collaborative efforts between Saginaw Valley State University, Saginaw Charter Township and Kochville Township in the late 1990s and early 2000s yielded a joint interest in sculpting the Tittabawassee and Bay Road corridors to be a unique, attractive destination along I-675. A design charrette and multiple joint meetings and workshops early in the 2000s resulted in corresponding zoning districts between Saginaw and Kochville Townships aiming to create uniformity between the communities' adjoining business districts. In 2006 Saginaw Charter Township adopted the Cardinal Square overlay district, a nod to Saginaw Valley State University's mascot, the cardinal, as part of the zoning ordinance.

The Cardinal Square district of Saginaw Charter Township extends from Tittabawassee Road at the north southward to McCarty Road, and from Mackinaw Road on the west eastward to I-675. Development within this district is expected to construct unifying design elements such as brick pilasters and black ornamental fencing in a wrought iron style. Additional landscaping and aesthetic improvements are also heavily encouraged within this portion of the Township. Because of the traffic volumes on Tittabawassee and Bay Roads, the Cardinal Square district promotes the attractiveness and desirability of Saginaw Charter Township.



Fashion Square Mall District

Fashion Square Mall opened its doors in Saginaw Charter Township in 1973, ushering in an era of incredible commercial expansion within northern Saginaw Charter Township. Subsequent additions of a Sears store and a Hudson's (now Macy's) resulted in a collective mall complex of nearly one million square feet generating huge economic activity for the region. The Fashion Square Mall district, inclusive of stores and facilities immediately surrounding the mall, has anchored the entire Tittabawassee Road commercial district for nearly five decades. Recent changes in consumer spending patterns, as well as other factors, have created a massively challenging outlook for most malls in the United States, including the Fashion Square Mall district.

Township staff and volunteers have met with mall district owners and stakeholders, as well as other experts, to gain insight into possibilities for the mall district going forward. While the current "mall" is almost entirely a retail district, future redevelopment of this collective district may include numerous non-retail, or even non-commercial, uses and concepts. The Township will continue engaging with stakeholders to consider proposals and investments beneficial to the community at the Fashion Square Mall district.



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.



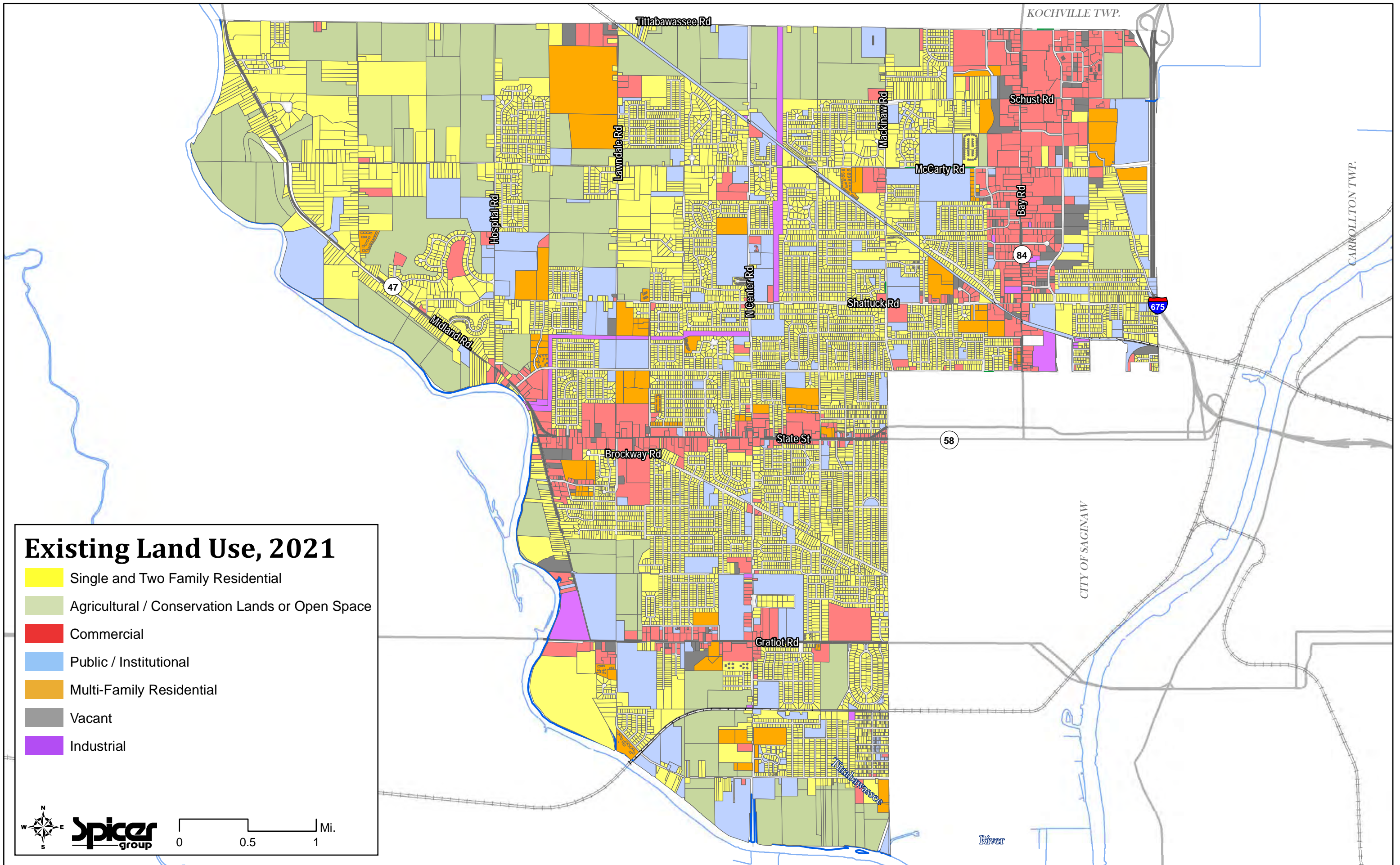
Existing Land Use, 2021

- Single and Two Family Residential
- Agricultural / Conservation Lands or Open Space
- Commercial
- Public / Institutional
- Multi-Family Residential
- Vacant
- Industrial



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TRANSPORTATION AND INFRASTRUCTURE

Chapter 4

NON-
MOTORIZED
VEHICLES ONLY

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TO
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Introduction

Just as the natural environment can restrict or encourage development, so too can the features that the Township or others provide. These items include transportation features, parks and planned preservation of open space, sidewalks and pedestrian elements, and water, sanitary sewer and storm water development and capacity.

Roads and streets are among the most important public infrastructure and placemaking elements of the Township because they can define how a visitor, resident, or worker perceives a neighborhood, shopping corridor, or the Township as a whole. While it is important that roads streets foster safe travel for all modes of transportation and are easy to navigate, they must also look good, be inviting, and create the right impression. In fact, respondents to the online input survey indicated that better roads will improve the Township's neighborhoods. Additionally, well-designed system of interconnected sidewalks, multi-use pathways, and access to transit gives travel options that decrease the number of automobile trips for Township residents, and overall, will help people be independent and get to where they need to go as efficiently and cost-effective as possible. The responses from the online survey show a broad interest in more sidewalks and non-motorized transportation options (multi-use pathways) within the Township.

Similarly, a quality infrastructure system supports activities in the Township. While not as visible as transportation or most other municipal functions, they are no less important. Saginaw Charter Township is fortunate to have a solid network of infrastructure with ample capacity, few problems, and funded by user fees.

Transportation System

Traffic and Circulation

Saginaw Charter Township does not have jurisdiction of the roads in the Township. Responsibility for the construction and maintenance of streets and roads outside of cities and villages in the State of Michigan lies with either the State Department of Transportation (MDOT) or the Saginaw County Road Commission. The Township has no authority to construct or maintain streets and must rely upon the MDOT and the Road Commission. This arrangement places the Township in competition with all other townships in the county for limited construction and maintenance funds.

Act 51

The Michigan Department of Transportation distributes Federal Highway Funds as well as gas and weight tax collections from Michigan's Motor Vehicle Fund to the various county road commissions. Act 51 of Public Acts of 1951 charges the Michigan Department of Transportation with delineating a system of state trunk lines (roads of major statewide importance). MDOT is responsible for their construction and maintenance. It is possible for local governments to participate in this cost either through enlargements to the road system designed to carry additional local traffic or to finance trunk line improvements in order to speed up locally desired projects.

Transportation and Infrastructure

Saginaw Charter Township seeks to upgrade its motorized and non-motorized transportation infrastructure, provide safe and accessible modes of transit, and facilitate reliable and effective utilities and services to all of its residents.

The County Road Commission is also responsible for classifying county primary and local roads under Act 51 of 1951. The county primary classification is for those roads of “greatest general importance” based on traffic volumes, primary traffic generators served and other important traffic producers or attractors. The designation of a road as a primary road is important because three-fourths of the Motor Vehicle Fund monies allocated to counties is specifically earmarked for financing the county primary road system. The remaining roads, classified as local roads, are financed through the remaining Motor Vehicle Funds (one-quarter), or county and local taxes.

Local Funding

The Township is empowered to contract with other agencies for road construction or maintenance. Financing for these projects are funded in several ways. A general millage may be increased for road purposes and/or a special assessment roll may be created to tax those benefiting from the improvement. The Township may also issue road construction bonds for improvements.

Local road projects are typically completed upon specific request and petition of a residential neighborhood. The Saginaw County Road Commission does not participate in the funding of these projects, except that the Township’s allocation funds from the Road Commission may be used to finance the improvements and/or repairs.



Existing Functional Classification System

A road has two major functions, to provide access to land and to provide mobility. Roads cannot have both a large number of driveways and accommodate vehicles at high speeds safely. National Functional Classification (NFC) is the grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes. Basic to this process is the recognition that individual routes do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. The National Function Classification System is primarily important because classified roads are eligible for federal aid dollars.

Functional classification defines the part that any particular route should play in serving the flow of trips through a highway network. Aside from providing information that is important to long term planning and road improvements, roads which are classified as an arterial or collector are considered primary roads, and are eligible for federal aid dollars.

The township has an existing NFC System and a Township Designated Road Map. The Township Road Designation Map is located on page 39. The Township uses road classification to assist in prioritizing road improvements and for meeting certain zoning regulations.

The functional classifications for Saginaw Charter Township are considered to be urban roads and then are further divided into route classifications. There are four basic route classifications in the Township: principal arterials, minor arterials, collectors, and local roads.

Principal arterials are at the top of the NFC hierarchical system. The primary purpose of arterial streets is to permit movement, with the goal of moving as much traffic as possible as fast as is reasonable. They also tend to provide access to important traffic generators, such as regional shopping centers. Principal arterial roads in Saginaw Charter Township include:

- West Michigan Avenue, from the City of Saginaw to Center Road.
- Center Road, from West Michigan Avenue north to State Street.

- Tittabawassee Road, from I-675 to Bay Road/M-84
- M-84/Bay Road (technically classified as an undivided state highway)
- M-58/State Street (technically classified as an undivided state highway)
- M-46/Gratiot Road (technically classified as an undivided state highway)

Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and are lesser traffic generators. Minor arterial roads in the Township include:

- Shattuck Road, between Center Road and Bay Road
- Center Road between Tittabawassee Road and State Street
- Hemmeter Road between Weiss Street and Brockway
- Weiss Street between Center Road and the city limits
- Brockway Road
- Mackinaw Road
- McCarty Road between Center Road and I-675
- Hospital Road from Midland Road to Shattuck Road

Collectors tend to provide more access to a property than do arterials. Collectors tend to seek more of a balance between ensuring mobility and providing access. Collector streets typically serve as the link between local streets and principal and minor arterial streets. Collector roads in the Township include:

- Hospital Road, from Shattuck Road to Tittabawassee
- Lawndale Road
- Tittabawassee Road from Midland Road to Center Road
- Weiss Street from Midland Road to Center Road
- Wieneke Road
- Hemmeter Road from McCarty Road to Weiss
- Schust Road from Mackinaw Road to Towne Centre
- Fashion Square Boulevard
- Towne Centre

Local roads primarily provide access to property. Mobility, the ability to travel relatively long distances at relatively high speeds, is not a priority on local roads. Local streets typically constitute the backbone of neighborhood pedestrian and bicycle networks.

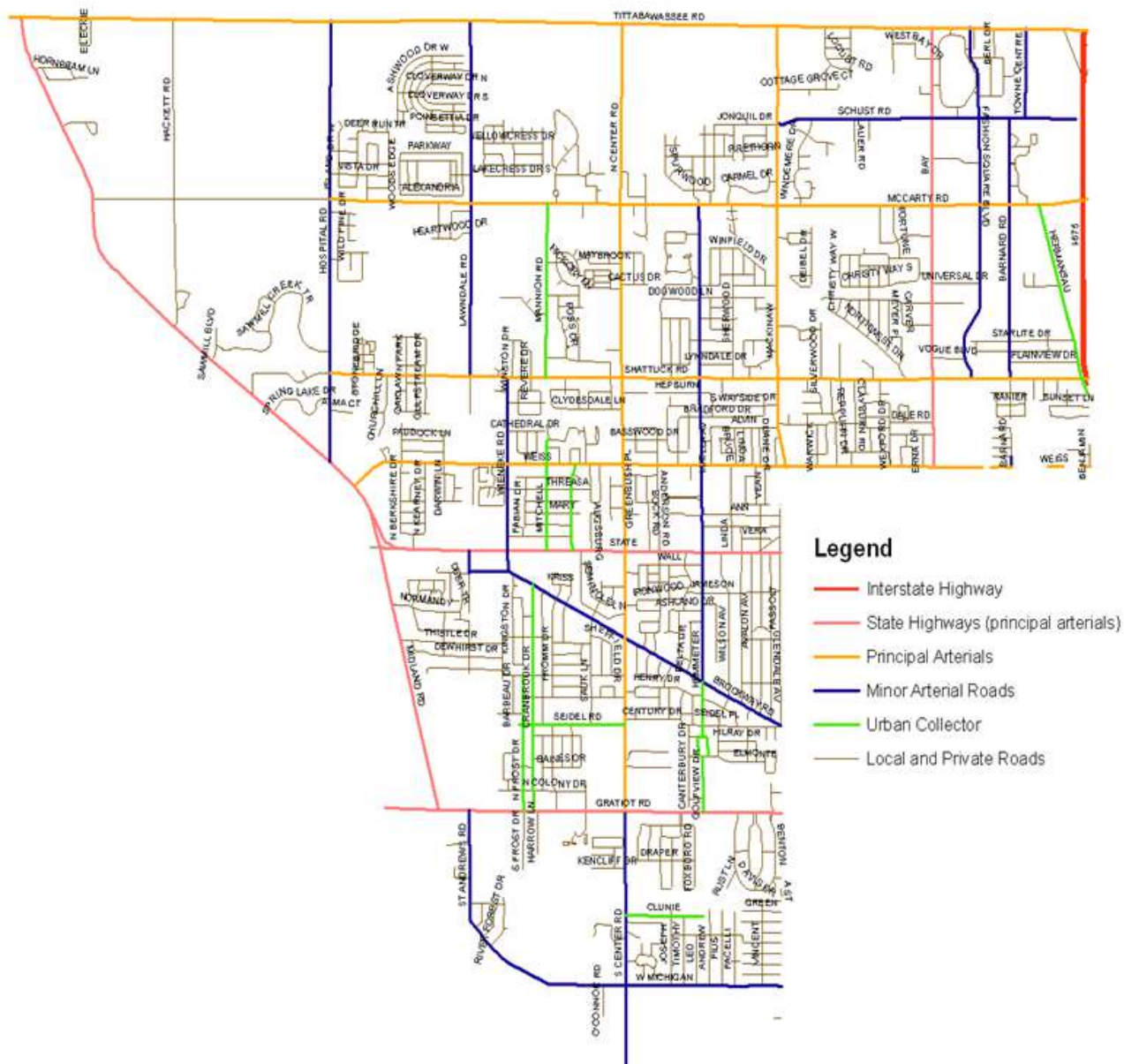


Figure 17. National Functional Classification System in Saginaw Charter Township.



Traffic Counts

The available traffic count information offers a picture of where the majority of traffic flow occurs in the Township. The figure below indicates average daily travel (ADT) figures as compiled by MDOT in 2012.

The primary north/south traffic corridor within the community is Bay Road (M-84). Traffic counts on M-84 range from 24,000 in the south at Weiss Street, to 22,000 in the north at Tittabawassee Road. State Street (M-58) and Gratiot Road (M-46) both serve as main east/west traffic corridors. The volume of traffic on M-58 varies, ranging from 15,100 to 30,900. The volume on M-46 ranges from 19,000 to 22,000.

Traffic volume on I-675 for the part that is in Saginaw Township is around 20,000.

The level of traffic volumes on these arterials can be explained by the commercial and retail development that is concentrated along Bay Road, State Street, and Gratiot Road. Additional development along these corridors would likely increase the ADT.



Figure 18. 2012 MDOT Average Daily Traffic (ADT).

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 provides 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

Roadway Improvements

Building from the efforts behind the M-58 Access Management Plan on October 25, 2010, the Saginaw Charter Township Board adopted Ordinance No. 717 of 2010 which created the State Street Corridor Improvement Authority. The Authority was given all of the powers and duties prescribed for a Corridor Improvement Authority pursuant to Act 280 of Public Acts of 2005 of the State of Michigan, commonly referred to as the Corridor Improvement Authority Act.

The Township has adopted a development plan and tax increment financing plan for State Street. This plan, administered by the Township and the Township's Corridor Improvement District, will help guide improvements and reinvestment along the State Street Corridor.

The Corridor Improvement Authority Act provides the legal mechanism for local officials to address the need for economic development in the business district. In Saginaw Charter Township, the Corridor Improvement Authority district incorporates properties along State Street between Passolt Street and Midland Road (see Figure 19 below).

For purposes of designating a development plan district and for establishing a tax increment financing plan, the Act refers to a "business district" as an area of a municipality zoned and used principally for business. Tax increment financing can be used to provide the necessary funds for project implementation. By definition, a tax increment financing plan seeks to capitalize on and make use of the increased tax base created by economic development within the boundaries of a business district. The legal basis or support for the Tax Increment Plan and Development Plan are identified in Act 280 of the Public Acts of 2005, as amended.

With the adoption of the 2013 State Street Corridor Tax Increment Finance Plan and Development Plan, the Saginaw Charter Township State Street Corridor Improvement Authority now has the authority to use tax increment financing to support and implement improvements with the designated district. As put forth in the State Street Corridor Plan, in terms of transportation management and safety, the Corridor Plan identifies the intersection alignment and mid-block crossing of State Street at Berberovich Drive and Augsburg Street. This proposed improvement has a long-term timeframe for implementation, which according the Corridor Plan, is greater than ten years.



Figure 19. State Street Corridor Improvement Authority District.

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.

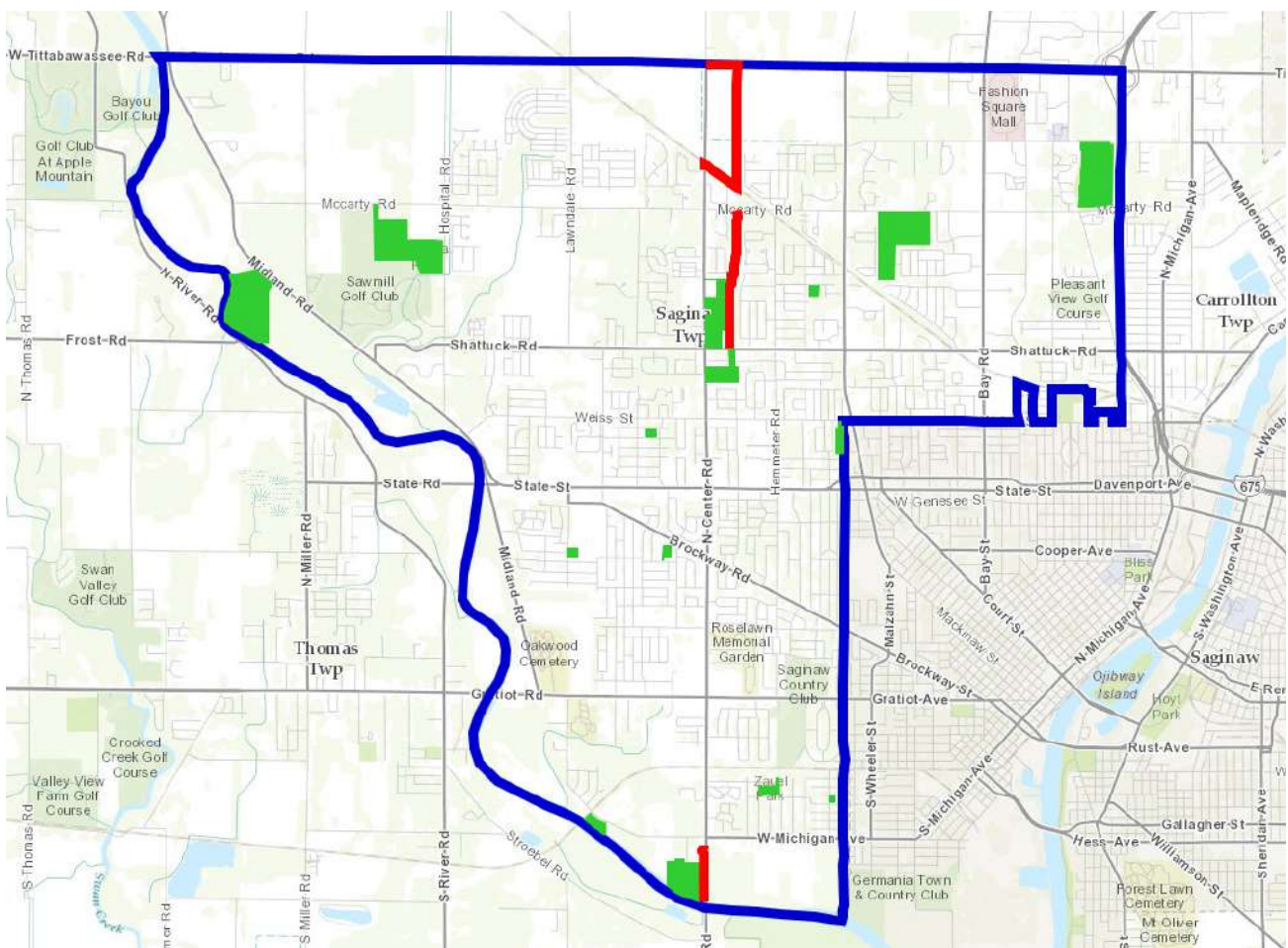


Figure 20. Saginaw Charter Township non-motorized facilities (denoted in red) and parks (denoted in green), 2014.

Transit

In Saginaw Charter Township, there are a number of public transportation options available to residents. The Saginaw Transit Authority Regional Services (STARS) is a public transportation system for the Urbanized Saginaw Area, with the majority of routes servicing the City of Saginaw. A major portion of the STARS budget is funded by a City of Saginaw property tax levy. STARS operates in a limited capacity in Saginaw Charter Township. As of late 2013, Route 1 of the STARS bus system services the Township along State Street, from its eastern border at Bay Road to Wieneke Road. Route 6 services the Township along Weiss Road, from Bay Road to N. Michigan Avenue, and along Bay Road, from Weiss Road to Tittabawassee Road. Route 9 also services Fashion Square Mall and surrounding areas, including portions of the Township adjacent to Bay Road between Schust and Tittabawassee.

Blue Lakes Shuttle Services have also collaborated with Wal-Mart to provide a unique shuttle service to residents in the service areas of Wal-Mart stores in the Saginaw region, including the Wal-Mart in Saginaw Charter Township at 5825 Brockway Road. Shuttles are offered on a regular schedule to provide transportation to residents of apartment complexes, group homes and senior living facilities throughout the Township. In total, four routes provide round trips daily to and from 18 different living facilities at designated times, each day of the week. These routes are designed to provide one hour of shopping time to residents. This service is free.

In addition to the above services, Medicaid beneficiaries are able to use non-emergency medical transportation (NEMT) services when traveling to medical appointments. For these beneficiaries, their medical condition necessitates another form of transportation. In these circumstances, Medicaid will pay for the most medically appropriate and cost-effective level of transportation to and from services covered by the Medicaid Program. In Saginaw Charter Township, the provider of NEMT is often a taxi company or other commercial transport firms.

Public transportation is important to Saginaw Charter Township residents. Public transportation has benefits for energy consumption, the environment, and the economy. It also contributes to quality of life in a variety of important ways:

Public transportation reduces traffic congestion and travel time.

- According to a Texas Transportation Institute (TTI) report on congestion, Americans living in areas served by public transportation save 646 million hours in travel time and 398 million gallons of fuel annually.
- According to the American Public Transportation Association, costs nationwide from traffic congestion would have risen \$21 billion without public transit services.

Public transportation increases accessibility for residents and expands transportation choices.

- According to the American Public Transportation Association, public transportation is a critical mobility link for the more than 51 million Americans with disabilities, and 83 percent of older Americans say that public transit provides easy access to everyday needs.

Public transportation has been linked with increased exercise.

- According to the American Public Transportation Association, people in households with access to transit drive an average of 4,400 fewer miles annually.

Monitoring transit options in Saginaw Charter Township is recommended so that services are provided to needed areas of the Township as well serve particular segments of the population, such as the elderly, the physically challenged, and those on fixed incomes. Residents are encouraged to use the forms of public transit that are available in Saginaw Charter Township since utilizing such services have the benefit of keeping the roadway system safe, reduces the amount of vehicular traffic on roads, and encourages independent living.



Infrastructure

Public Utilities

Saginaw Charter Township operates and maintains several hundred miles of water mains and sewer lines. Growth and density has traditionally followed the availability and/or required the installation of public utilities, in particular water and sanitary sewer. As such, both are prevalent through the vast majority of the Township. Public water is available throughout the Township and there are existing water mains along every street. If water is not directly accessible to a particular parcel, it is available in close proximity. There are only two primary roads that lack a public water main for any portion: Center Road, south of Michigan Avenue to the River and Gratiot Road, west of Midland Road to the River. Sanitary sewer is also generally available throughout the Township with the exception of most property in the northwestern portion of the Township, south of Tittabawassee Road, west of Midland Road and north of the Sawmill Subdivision.

The Department of Public Services (D.P.S.) maintains the potable water distribution system within the Township. The distribution system is composed of approximately 235 miles of water main, 2,400 water main valves, 2,200 fire hydrants, and a 750,000 gallon elevated storage facility.

Gas and Electric

Gas and electric for homes and business in the Township is provided by Consumers Energy. The Consumers Energy Company is based in Jackson and provides electricity and natural gas to nearly 6.8 million customers across every county in Michigan's Lower Peninsula. They have served Michigan customers for over 125 years.

Storm Water and Waste Water

Saginaw Charter Township has been managing storm water runoff under the existing ordinance since 1980 in an effort to reduce the risk of overloading the storm drainage systems located within the Township. The Township initially adopted a storm water ordinance in 1980, and then, with the adoption of a formal storm water management plan, updated this ordinance in 1998. The Township's storm water management plan is implemented and operated by the Saginaw Charter Township Department of Community Development. The Department is responsible for the review of new development and redevelopment plans and for the installation and maintenance of measures within the Township to accomplish the plan. The department works in conjunction with Township Administration, the County Public Works Commissioner, the County Road Commission, architectural and engineering consultants, landowners, and developers within the Township.

The Township's wastewater collection system and treatment facilities are maintained by employees of the Department of Public Services. The Saginaw Charter Township wastewater collection and treatment system is composed of the following facilities:

- 4.8 to 14.6 million gallon day (MGD) extended aeration wastewater treatment facility
- 6.0 million gallon (MG) combined sewer retention basin
- Landfill leachate treatment facility, and
- Nine (9) wastewater collection pumping facilities.

The wastewater collection system in Saginaw Charter Township is divided into four districts: Northeast





Sewer District, Weiss St. District, Southwest District, and Center Road District. The wastewater collected from the Northeast and Weiss St. Districts is processed and treated at the City of Saginaw Wastewater Treatment Facility located at 2406 Veterans Memorial Parkway and discharged into the Saginaw River. The wastewater collected from the Southwest and Center Rd. Districts is processed and treated at the Saginaw Charter Township Wastewater Treatment facility located at 5790 W. Michigan and then discharged into the Tittabawassee River. There are nine pumping facilities (lift stations) that are strategically located throughout the four districts to aid in the collection process. In addition, the Center Road District has a 6.0 MG Combined Sewer Retention Facility that is utilized as a storage and treatment facility during above normal precipitation periods.

The Saginaw Charter Township Wastewater Treatment Plant purifies wastewater from the Southwest and Center Road Districts in Saginaw Charter Township as well as from Thomas Township. Wastewater from Thomas Township is pumped to the site where it is metered and introduced into the process. Wastewater from Saginaw Charter Township arrives at the plant site in gravity sewers and is merged with Thomas Township's wastewater. The combined wastewater then receives primary treatment. Chlorine is also added at this point for odor control. Primary treatment is provided by two mechanically cleaned bar screens and two aerated grit tanks. Screenings and grit materials are disposed

of into a dumpster and hauled to a landfill. Primary effluent treatment is accomplished in two circular primary settling tanks. Sedimentation is pumped from the settling tanks into two high rate anaerobic digesters. Secondary treatment consists of extended aeration with activated sludge in two oxidation ditches. Ferric Chloride is then added to the waste stream for the removal of phosphorous, followed by the addition of polymers to aid in settling.

Secondary clarification occurs in two circular final settling tanks. Sedimentation from these two tanks is returned to the oxidation ditches and transferred as needed to another process for additional settling and disposal. The clear effluent that is discharged from the final settling tanks then enters the last purification stage of the treatment process. Chlorination/Disinfection is applied using chlorine gas and jet mixing. The treated effluent is then dechlorinated and further polished in a 6.1 million gallon polishing pond. Sodium Thiosulfate is also added to aid in the dechlorination process prior to the discharge to the Tittabawassee River. Sludge digestion and decomposition is a natural biological process that occurs throughout all phases of the wastewater treatment process. Mechanically controlled environments in the anaerobic digesters, oxidation ditches, and sludge holding tanks enhance microorganism activity and sludge decomposition. The biosolids that are generated from the sludge digestion process are then hauled to agricultural fields and land applied.

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.





QUALITY OF LIFE

Chapter 5



Introduction

In terms of municipal planning, quality of life can be described as how satisfied an individual is with their community, and how well it fits their “happiness needs.” Several national publications annually review and rate the best and worst places to live. Rankings include a range of factors, such as access to a clean and healthy environment, quality education, financial security, ample and accessible employment opportunities, a diversity of entertainment, cultural, and recreational amenities, and availability of quality health care. Communities perceived to have a good quality of life are typically safe, have available jobs and good schools, plenty of access to parks, a clean environment, and abundant cultural and entertainment opportunities.

Those types of quality of life indicators are important to the future and stability of Saginaw Charter Township. A high quality of life in Saginaw Charter Township will help attract businesses and potential residents to sustain the vitality and diversity of its economy. People living or growing up in a Saginaw Charter Township that they see as being a great place to live are more likely to stay in the community throughout their lives and give back to the community, further enriching it. Quality of life relates to nearly every aspect of a community’s master plan. This chapter focuses on four topics: culture and entertainment, education and academic institutions, safety and health, and parks and natural systems. Each of those topics is featured on the following pages.

Key Issues, Trends, and Opportunities

- Many of the cultural and entertainment resources in the area are located outside of the Township.
- Survey respondents generally feel that Saginaw Charter Township is a safe community with clean and attractive neighborhoods.
- Existing parks and open spaces are a valued resource in Saginaw Charter Township that need to be maintained and protected.
- As the Township becomes more diverse, it should look for cultural opportunities to celebrate that diversity and promote understanding.
- Saginaw Township Public Schools need to remain strong and responsive to the community’s needs in order for the Township to thrive.
- Water quality of the Tittabawassee River is very important to its recreational use and to the overall health and safety of the community.



Cultural and Entertainment Resources

Culture and entertainment is an important part of a community's quality of life. Cultural amenities include museums, historic resources, a wealth of ethnic influences, and access to the arts. Cultural resources shape the character of a community, and a shared understanding of the past and future reinforces a sense of kinship. Entertainment resources, like performance venues, restaurants, night-life, and other attractions help bring people together, contribute to vibrant and successful community districts, and attract outside visitors and investment. Cultural and entertainment resources also attract a diverse population to a community.

Within Saginaw Charter Township, the cultural and entertainment resources revolve around the schools, churches, local sports, and Township sponsored events. Annual events such as the Saginaw Township School's Homecoming Parade, the Greek Festival, soccer tournaments, and Party on McCarty provide identity, entertainment, and a sense of place for Township residents. The Township Hall provides displays for Art in Public Places. However, as a suburban community, most of Saginaw Charter Township's cultural and entertainment resources lie in the greater Great Lakes Bay Region. Residents can travel to downtown Saginaw for theatre and hockey, to Kochville Township for Saginaw Valley State University events, and to Midland and Bay City for even more opportunities.

Expanding Cultural and Entertainment Options

Saginaw Charter Township offers a variety of traditional shopping and dining venues. A regional shopping center, large big box retailers, and many chain restaurants are located near the Bay and Tittabawassee shopping corridor. This area also provides a majority of the lodging in the region. Survey respondents expressed a need for more non-chain restaurants and for more specialized shopping such as a Whole Foods grocery store and high end women's clothing.



Already known in the region as a lively, unique, and interesting destination, increased organization, coordination, and promotion of current and expanded cultural, entertainment and heritage opportunities will further strengthen Saginaw Charter Township's position as a destination for visitors, residents, and businesses.

Promoting a Regional Destination

Residents desire additional venues for arts, entertainment, and events. Expansion of cultural and entertainment resources in the region will likely attract a broader demographic of new residents and businesses to Saginaw Charter Township and the County as a whole. The Township should continue to work cooperatively with other arts, entertainment, and cultural providers in the region so as to provide the types of experiences that will expand the quality of life for township residents.

Education and Academic Institutions

Quality of education has a strong bearing on a community's quality of life. A strong and successful education system is a significant consideration when attracting new residents and businesses. Saginaw Charter Township needs to be aware that it is competing with communities all across the Great Lakes Bay Region that offer a large range and variety of K-12 schools. When families relocate to the area for job opportunities, they may consider large city and suburban schools, private schools, and small town systems within a 3-county area. Potential residents can easily compare schools and school districts with online data regarding student achievement, class size, staff qualifications, extracurricular activities, etc.

Saginaw Charter Township's K-12 students are served by the Saginaw Township Community School system and several private schools. Saginaw Township Community Schools (STCS) include six elementary schools, one middle school (6-8) and one high school. The district also features an International Baccalaureate program for added rigor for gifted and talented students. STCS has suffered from declining enrollment in the past decade and is dealing with the challenges of a large population of students who have enrolled as School of Choice students, indicating they do not live in the Township.

There are seven different private schools and one other public learning institution in the Township including:

- Gethsemane Lutheran (K-8)
- Good Shepherd Lutheran (K)
- Grace Christian School (K-12)
- Nouvel Catholic Central (9-12)
- Peace Lutheran School (K-8)

- St. Thomas Aquinas (K-8)
- Valley Lutheran (9 – 12)
- Saginaw Township Intermediate School District and Transitions Center

There are several post-secondary education opportunities available in the region. These include Saginaw Valley State University, Delta College, Northwood University, and Davenport University which all provide a variety of undergraduate and post-graduate programs and degrees.

A well-educated public helps grow the economy by starting new businesses and entrepreneurial efforts. Similarly, the region's academic institutions provide a stable source of jobs, help attract research and technology businesses, increase cultural events, and welcome visitors.

The Township and the School District have developed a cooperative working arrangement and jointly undertake activities on a wide range of subjects.

Beyond the Traditional Classroom

Strong educational programs go beyond classroom learning to creatively impact the community. Programs that increase graduation rates and academic performance, provide apprenticeship opportunities with local businesses, and improve vocational and lifelong learning opportunities should be supported and expanded. In addition, opportunities to enhance school building and property use outside of school hours for events or as public open space may be explored.

Creating a culture of education is more than just supporting formal education. Incorporating interpretative signage or hands-on exhibits into the public realm can raise people's awareness or understanding of aspects of their community and can encourage greater stewardship. Partnerships with non-profits, nature centers, foundations, and other agencies should be sought to support educational programs and activities for all ages. These programs can have wide appeal across jurisdictional boundaries, appeal to a broad audience, and increase a shared sense of community in the area.



Safety and Health

Public safety and security is important for a vibrant Saginaw Charter Township future and high quality of life. Public safety includes having adequate police and fire protection, minimizing the appearance and effects of blight, and ensuring that the physical design of the public realm does not pose an additional risk to residents. While there is sufficient fire and police service, neighborhood and commercial safety were among the most important topics and they had a high level of concern by respondents to the online survey, suggesting that additional security related improvements may be necessary. Survey respondents were also concerned that crime from the City of Saginaw would have an effect on the Township.

Outdoor Safety

According to some residents, poor public lighting along streets and in public spaces poses a safety and comfort risk in certain areas of the Township. Lighting improvements should be focused along major corridors, especially those with higher levels of non-motorized traffic and off-street trails. Street lighting should be designed to adequately light pedestrian zones as well as provide lighting for motorized traffic. New lighting systems should prioritize options that reduce light pollution effects (i.e. projects light downwards) and that are more energy efficient, in order to save the Township money and contribute toward sustainability objectives.

Healthy Lifestyles

Health and wellbeing are essential characteristics of a high quality of life. Health typically refers to the physical and mental health of the community and is influenced by access to sufficient levels of medical care and services, a clean environmental setting, and active lifestyles. Wellbeing includes additional factors, such as access to the outdoors, opportunities to connect with other residents, and access to recreational amenities.

Currently, residents in Saginaw Charter Township are served by two healthcare facilities in the City of Saginaw, Covenant and St. Mary's hospitals, which are known as leading regional medical providers. The Township Center Courts facility and private fitness



centers all contribute toward improved community health, but there is a need to promote more active lifestyles. The Township can support this through physical improvements (i.e. sidewalks, shared use paths, bike lanes, see Chapter 4: Transportation and Infrastructure) that make it easier to walk and bike in the community.

Coordinated educational efforts and programming are just as important as physical improvements, such as promoting safe walking to school and expanding opportunities to partner with the Saginaw Township School District and its community education program.

A very successful community garden program was started in Saginaw Charter Township in 2008. Home grown produce promotes healthy eating and the community garden has proven to be a source of pride and a social connection for local residents.



Public Safety

The Saginaw Charter Township Police Department has grown substantially during the past 45 years. It grew from a constable's position in 1959 to a part-time police department in 1963. The first police car was purchased in 1964. By 1965 the department had four full-time and five part-time officers. These officers originally were deputized through the Saginaw County Sheriff's Department in order to receive arrest powers. The Police Department was adopted by ordinance in 1972 and became a full-time and full service operation.

Today the Saginaw Township Police Department has a total of 70 employees, including the Chief of Police, two lieutenants, four patrol sergeants and one administrative sergeant. Twenty-one road patrol officers, nine detectives, four officers assigned to special duties and five civilian support personnel. Employees also include 18 police crossing guards and three parking enforcement officers.

The department also provides a community-policing program through the use of three geographically dedicated officers called District Resource Officers. These officers are responsible for dealing with neighborhood issues including assistance with neighborhood watches, crime free multi-housing issues, school issues and some commercial issues. These district resource officers provide support with the elimination of the D.A.R.E. program in the schools.

Saginaw Township Fire Department

The Township's Fire Department consists of six full-time staff, two part-time staff, 90 professionally trained, on-call paid firefighters and 11 firefighting vehicles. The Department has one central office and three fire stations. Saginaw Charter Township has adopted the 2003 International Fire Code by reference. The adoption of this code, along with the specific authority granted through the State, permits staff to conduct fire investigations, fire inspections, site planning for new development, plan review of fire systems and new construction, along with a review of maintenance of fire alarm and fire protection systems. In addition to the International Code, the Township has also adopted township specific ordinances, including establishing fire lanes around the perimeters of shopping centers, requiring smoke detectors and fire alarm systems in existing hotels and multiple family structures of more than three stories, requiring looped water mains, easements for subdivision waterlines, minimum water main size along with hydrant spacing, among other requirements.



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.

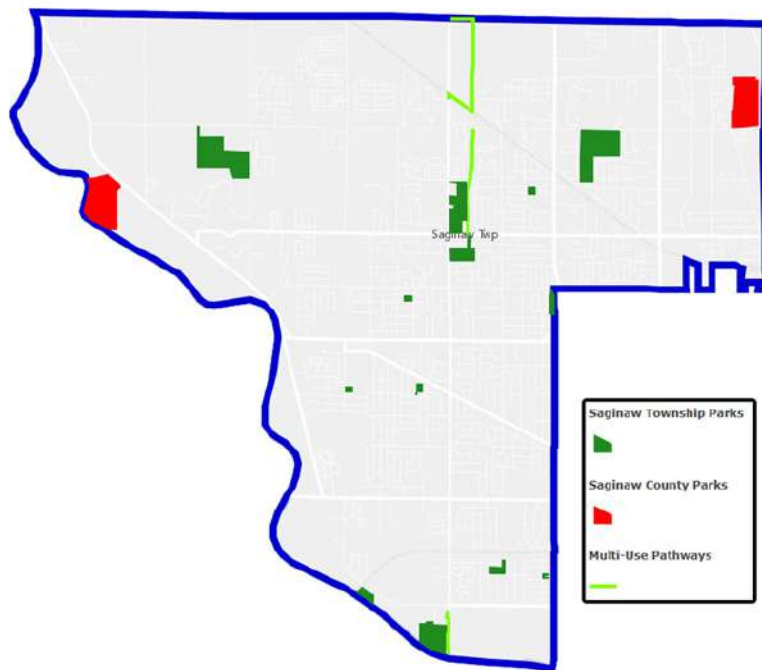


Figure 21. Parks in Saginaw Charter Township.

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.

Natural Features

Saginaw Charter Township's important natural features include the Tittabawassee River, woodlands, open space, and farmlands, with the river being the most significant. It provides fishing, boating, wildlife habitat and natural drainage for the region in addition to being the western boundary of the Township. The River has experienced some water quality issues in the last 25 – 30 years due to elevated levels of dioxins and furans in river sediment. The Michigan Department of Environmental Quality and Dow Chemical Company have been working together on a variety of river clean-up projects in the past decade and it will be important to continue to monitor the status of these efforts for recreational and health purposes.

Since the Township is largely developed, it is important that the Township take stock of its existing natural features and determine how to enhance

and preserve them. The other consideration for natural features is how they impact potential growth and development. Saginaw Township is relatively flat and contains poorly drained soils. A soils map is contained in Figure 22. This means that septic tanks and drainage fields are generally not adequate for development. As a matter of local policy, development of vacant land has been encouraged where public sanitary sewer exists or is provided in conjunction with new development.

Open spaces in Saginaw Charter Township include Township and County parks as well as privately owned lands that contain natural systems such as woodlands, wetlands, steep slopes, and floodplains. A woodland map is shown in Figure 23. Woodlands and open space can disappear if a community becomes overdeveloped. Regardless of ownership, the protection and restoration of these open spaces and systems provide environmental benefits and contribute to the Township's overall quality of life.



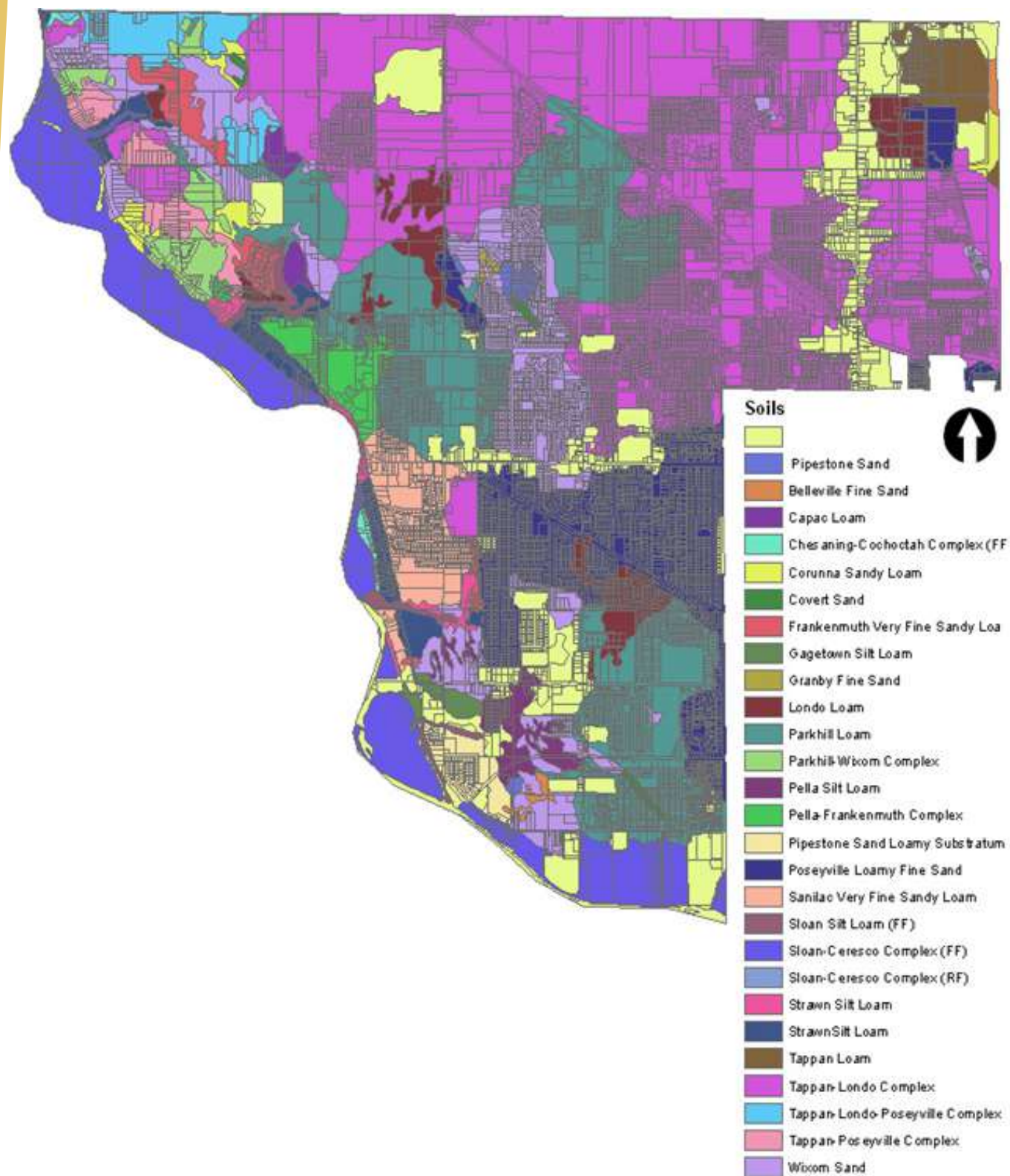


Figure 22. Soils in Saginaw Charter Township.

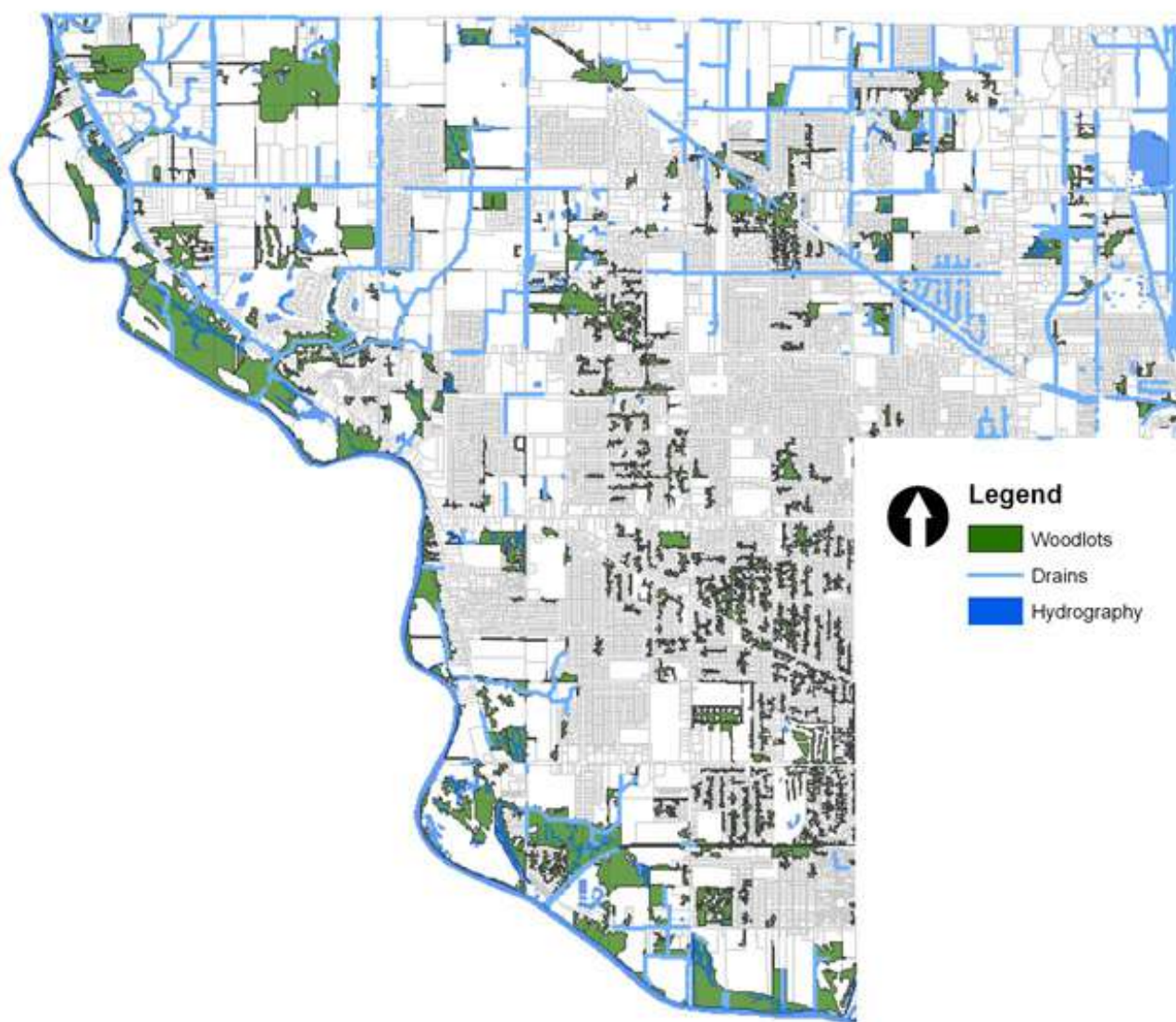


Figure 23. Natural features in Saginaw Charter Township.

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.





ACTION PLAN

Chapter 6



Implementation

Master planning should be a continuous process. The objectives, policies and recommended actions are based on the community's understanding of today's problems, technology and implementation procedures. A Plan Review and Update Procedure are necessary to address changes in community values, living patterns and perception. Therefore, the Master Plan will be monitored annually, updated periodically, an extensive evaluation will be performed at a minimum of every five (5) years and a major reassessment and revision will be undertaken after a minimum of fifteen (15) years and a maximum of twenty (20) years. The only way to make a plan truly work is to use the plan, to reference it and to correct it or change it when it is not accurately reflecting current changes and conditions.

The actors in the monitoring and update process should include not only the Planning Commission, Township Board and their staff, but a representative sample of interested citizens. Just as citizen involvement was an integral part of the process that culminated in the Plan; it is necessary, if the Plan is to remain relevant to the aspirations and needs of the community. Representatives from the schools, business and development communities, other public agencies and groups concerned with the Township should also be included in the review process.

The monitoring process to be conducted annually, involves first assessing factors such as socio-economic data, development activity, changes in technology and indicators of public opinion. Next an evaluation of the relevancy of the Plan in light of changing conditions is performed. Finally, the results of the monitoring are reported in the Planning Commission's Annual Report.

When the monitoring process reveals changes in the community to a degree that seriously impacts upon the relevance of the Plan, the Planning Commission will direct the staff to prepare a Plan update. The update is intended to address only those aspects of the Plan found to be outdated and no longer relevant. Updates will be performed as need is indicated through the monitoring process.

After a minimum of five years, and again at minimum five year intervals, a thorough review of the Plan will be performed to evaluate its effectiveness. The

main feature of this review would be a study of all the action recommendations. Each recommendation will be examined for continuing relevance and success in implementation. The evaluation will involve two considerations. First, the effectiveness of the technique by which the recommendations were implemented will be examined. Then the action itself will be studied to determine whether the action achieved the desired objective. Those recommended actions not implemented will also be reviewed for continuing relevance and probability of implementation. This review will help the Planning Commission adjust the plan to better achieve the goals and objectives, implement Township policies, and maintain the credibility of the Plan.

After at least fifteen years, but no longer than twenty years, a complete revision of the Plan will be performed. This revision would follow a process similar to the one which has culminated in this document and result in a new Master Plan document.

On the proposed future land use map that follows, desired land uses are generalized into various classifications based on commonalties in density and type of development. Although most of these classifications have been used in past Saginaw Charter Township plans, the following are the definitions used in this document. There are four substantial additions to the future land use categories; they are Parks, Urban Lot Residential, and two overlay districts, the Bay Road Overlay District and the State Street Overlay Corridor. Prior to this plan, these categories were not used and traditionally future land use, and consequently zoning, would be focused on maintaining separation between differing land uses.



Future Land Use and Zoning Plan

On the proposed future land use map, desired land uses are generalized into various classifications based on commonalities in density and type of development. Although most of these classifications have been used in past Saginaw Charter Township plans, the categories and definitions in this section are used to uniquely describe the aims of this document.

Since the adoption of the 2008 Comprehensive Development Plan, two new future land use categories have been developed, in addition to two new proposed overlay districts. The two new future land categories are Parks and Urban Lot Residential uses. Prior to this plan, these categories were not used. However, it became evident that a unique category was warranted. For Parks, this was due to their distinct function and purpose in comparison with their surrounding land uses. Urban Lot Residential uses arose from the recognition that, as the housing stock of older portions of the



Township continues to age, a unique future land use designation should recognize land uses of a distinct residential density and age closer to the border of the City of Saginaw. Two overlay districts are also proposed to allow flexible land uses to contribute to, and benefit from, a set of guidelines which promote a distinct identity in these two areas. Future land use, and consequently zoning, should be focused on maintaining separation between differing land uses.

Table 2. Future Land Use, 2021

Future Land Use	Acreage	Percentage of Total (%)
Low Density Residential	7,214.42	51.4%
Agricultural	1,536.57	11.0%
Conservation & Open Space	1,173.64	8.4%
Community Commercial	1,051.48	7.5%
Campus Business District	575.29	4.1%
Medium Density Residential	559.66	4.0%
Parks and Public Spaces	496.68	3.5%
Office Business District	443.79	3.2%
High Density Residential	426.53	3.0%
General Commercial	212.28	1.5%
Mixed Use	117.88	0.8%
Neighborhood Commercial	97.27	0.7%
Urban Lot Residential	73.42	0.5%
Industrial	46.79	0.3%
Total	14,025.70	

Low Density Residential

This category includes single-family dwellings and related accessory structures in lower density than those in other residential districts. The low density residential classification indicates those areas intended for single family detached residential uses at an overall density of approximately 4.2 units per acre. The overall densities measured on a neighborhood scale ideally should be around 3 to 4 units per acre.

The Low Density Residential future land use should prioritize owner-occupied single-family structures. This future land use category is spread widely throughout the Township. As such, it is intended to allow low density residential development in more developed portions of the township while allowing growth in more rural and agricultural areas which are at the prime potential for development. Low Density Residential uses will maintain compatibility with existing natural features and available infrastructure and utilities.

This is the least dense of the residential future land use categories shown on the future land use map. Low Density Residential land uses should provide safe, attractive, and well-maintained environments where owner-occupied homes can flourish. As such, homes in the corresponding zoning districts should be expected to comply with Township codes pertaining to property maintenance and upkeep, with the intent of ensuring neighborhoods remain clean and attractive. Low Density Residential future land uses generally correspond with areas currently zoned as either R-1 Low Density Residential Districts or



**Low Density Residential
will account for over
51% of future land use in
the Township.**

R-1A Suburban Low Density Residential Districts, as well as some lands zoned as A-2 Agricultural districts. Low Density Residential uses will account for approximately 7,214 acres, or about 51.4 percent, of all future land use in Saginaw Township.



Agricultural

Agriculture is an integral part of the history of Saginaw Township, and it will continue to play an important role in the Township's future. Agricultural land uses are the second largest category of future land use in Saginaw Charter Township. The agriculture classification indicates those lands intended for continued agricultural production and related uses. Single family detached housing is permitted on agricultural land at a density of 2.18 units per acre, but the principle intent of this classification is to describe those areas where agricultural production will continue to be the desired land use for the foreseeable future. Nearly all of the future land use designated as Agricultural will be located north of McCarty Road and west of Lawndale Road, in the northwest corner of the Township. This is consistent with the land pattern of more agriculture-oriented neighboring communities to the north and west such as Tittabawassee Township and Thomas Township.

The Township will continue to maintain many existing agricultural parcels but will not expand them. In the future, many former agricultural lands will be converted to Low Density Residential land uses, conservation lands and open spaces which will provide residential growth, recreational uses, and open spaces which are consistent with the character of former agricultural lands. Future Agricultural land uses mostly include lands currently zoned as part of A-2 Agricultural districts. Agricultural lands will account for about 1,536 acres, or about 11.0%, of future land use in Saginaw Charter Township.



Conservation and Open Space

Land included in the Conservation & Open Space future land use category shows lands currently managed as open spaces and agricultural, residential and commercial lands in environmentally sensitive areas of the Township mostly adjacent to the Tittabawassee River. This classification is similar to the recreation and open space future land use that appears in the Township's 2008 Comprehensive Development Plan, however, public parks intended for public use and recreation have been designated in a separate future land use category.

This future land use includes mostly includes areas within the floodplain of the Tittabawassee River which are difficult to develop for urban land use because of soil limitations and flooding. The Tittabawassee River is a critically important natural feature to Saginaw Charter Township and to neighboring communities. The Conservation & Open Space future land use is intended to protect floodplain areas and to protect persons and properties from the hazards of floods and the resulting cost to the community. Lands under this classification are intended to remain undeveloped or be developed primarily for the preservation of natural features, wildlife areas, and scenic landscapes.

Conservation lands and open spaces are found throughout the Township but are most prevalent in areas currently zoned as FC-1 Floodplain and Conservation Districts. Conservation lands and open spaces will account for approximately 1,173 acres, or about 8.4 percent, of all future land use in Saginaw Township.

Community Commercial

The Community Commercial future land use responds to the long-established commercial activity that has been critical to the growth of the Township's major commercial corridors such as Bay Road and State Street. Land under the Community Commercial classification is intended to provide general retail shopping and service opportunities to a market larger than the neighborhood. Community Commercial areas provide limited shopping for comparison shopping goods such as apparel, furniture, appliances, jewelry and soft goods. Larger grocery stores are often located in Community Commercial areas. Generally, larger more intensive comparison shopping, such as for motor vehicles, are excluded from this classification. The market area for Community Commercial uses is up to a two to five mile radius.

In these future land uses, a more intensive level of commercial activity will occur than will occur in Neighborhood Commercial future land uses and will be characterized by the consolidation of permitted uses, features to alleviate traffic congestion on adjacent thoroughfares and streets, and improving safety and convenience for customers. The Community Commercial category will account for about 1,051 acres, or about 7.5 percent, of future land use in Saginaw Township. Community Commercial future land uses will strongly correlate with areas currently zoned as B-3 Community Commercial uses.





Image courtesy of Google Street View photography, 2014.

Campus Business District

Campus Business District future land uses are designed to provide opportunities for research and development, technology based development, medical-based development and manufacturing along with amenities and services, including limited residential development that can serve both employers and employees in the area. As this area is within proximity to residential development it is important that the performance, form and function of proposed uses are addressed. More recent manufacturing and other industrial or warehousing related processes and procedures have been refined or adjusted in many ways to make these previously undesirable land uses and large space users into developments that would be good neighbors to less intense commercial or mixed use development.

Campus Business district uses will achieve several critical goals:

- Promote the continuation of corporate campuses, and compatible light industrial development.
- Promote proposed capital improvement projects in the area.
- Establish a unique visual and economic identity for the Township.
- Protect and enhance critical environmental and natural features.
- Protect and enhance existing residential neighborhoods.
- Include safe, comfortable and attractive light industrial, research, office and mixed use areas.
- Exhibit flexibility in siting and design to anticipate changes in the marketplace.
- Reinforce streets as public places that encourage pedestrian and bicycle travel.

- Encourage efficient land use by facilitating compact development and minimizing the amount of land that is needed for surface parking.

Uses in this category will correlate with the CB-1 Campus Business zoning district. The area on the future land use map that is designated as Campus Business District has sanitary sewer service already built throughout. These uses will total about 575 acres, or about 4.1% of the Township's total land area. They will be mainly located adjacent to the intersection of Tittabawassee and Bay Roads.

Medium Density Residential

Saginaw Charter Township's housing stock reflects a diverse and rich history of residential development. The Medium Density Residential future land use reflects the need to maintain a sound and stable environment for the Township's many single-family and two-family houses as well as townhouses in medium-density areas. Parcels in this future land use category will be accommodated by a variety in housing style, design and cost to facilitate the quality of life of all existing and potential residents. This future land use is meant to encourage compatible uses while allowing connectivity to various commercial and cultural amenities. Medium density residential housing will occur largely radiating away from major commercial centers of the Township near Brockway Road and State Street and in the area bound by Tittabawassee Road to the north, Hemmeter Road to the west, Weiss Road to the south, and Bay Road to the east.

Medium Density Residential land uses correspond to the R-2 Medium Density Residential zoning district. The Township will include about 559 acres, or about 4.0% of its total area, in medium density future land uses.



Image courtesy of Google Street View photography, 2014.

Parks and Public Facilities

Parks and public facilities, which were not listed as a future land use category in the 2008 Comprehensive Development Plan, should be uniquely classified as a future land use category due to their unique importance for providing diverse recreational opportunities in the Township.

Parks and public facilities are meant to provide space for active and passive recreation and conservation land that is compatible with a wide variety of residential, public and commercial uses. Saginaw Charter Township will retain its existing nearly 500 acres of park lands scattered throughout the Township. These future land uses include the existing County- and Township-owned park lands located throughout the Township including the William H. Haithco Recreation Area near Schust and McCarty Roads and the Harvey Randall Wickes Recreation Complex near McCarty and Hospital Roads, among others. Park future land uses will account for about 496 acres, or about 3.5% of the total land use of the Township.



Office Business Commercial

The office business classification indicates those lands which are felt to be most appropriate for professional and business office uses. This future land use will include office uses, together with office sales uses, and certain personal services and restricted retail commercial uses.



Image courtesy of Google Street View photography, 2014.

The office designation and attendant land uses serve two separate functions. First, it can be used as a stand alone low to medium intensity commercial district. Second, it can be used on lands in the periphery of more intensive commercial areas to act as transition areas between the intensive commercial and less intensive uses. Developments in this area will be encouraged to adopt modern design and planning practices that improve compatibility with adjacent uses. They will also be encouraged to produce a desirable aesthetic and safety for both vehicular and pedestrian users. General commercial activities will not be included in office business future land use developments.

The office business commercial category correlates mainly with the current B-1 Commercial (Office Business) zoning district. These uses will account for about 443 acres, or about 3.2%, of future land use in Saginaw Township.

High Density Residential

The High Density Residential category is intended to promote the maintenance of high design standards for existing and future high-density residential developments in the Township including low- and high-rise multiple-family dwelling structures. Developments in this future land use category will be served by existing public water and sanitary sewer facilities. Overall, survey respondents found that existing multiple-family residential areas are adequate. These areas should be maintained to promote compatibility with lower-density residential uses.

The High Density Residential classification is intended to provide adequate space for multiple family residential opportunities at densities somewhat higher than other residential areas. Residential apartments would be the most common

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.

Close to home convenience retail goods and service businesses are the intended uses on lands under the Neighborhood Commercial classification. These areas are intended to provide day to day shopping and service opportunities on land conveniently located in the proximity of residential development. Uses such as convenience grocery/produce stores, small hardware shops, barber shops and dry cleaners are appropriate in Neighborhood Commercial areas. The market area for Neighborhood Commercial uses is a radius of approximately one to one and one half miles and with a population of approximately 6,000 persons. Neighborhood Commercial areas should be located near the intersection of two main streets with approximately four (4) acres of land dedicated to the use. Neighborhood Commercial uses should not occupy more than two corners of any intersection.

Neighborhood Commercial areas are only shown in the developed sections of the Township, such as near the intersection of Gratiot Road and Center Street. Reservation of Neighborhood Commercial lands in other areas should await the development of neighborhoods. Neighborhood Commercial future land uses correspond to the B-2 Neighborhood Commercial zoning district. There will be a total of about 97 acres of Neighborhood Commercial future land use in the Township, accounting for about 0.7% of its total land area.



Image courtesy of Google Street View photography, 2014.

Urban Lot Residential

This category was not included in the 2008 Comprehensive Development Plan. The Urban Lot Residential category responds to the need to strengthen the identity of existing residential uses in areas of a distinctly higher density with a relatively small average lot size in distinct eastern portions of the Township. Significant portions of the areas adjacent to the City of Saginaw including south of Gratiot Road just west of Hemmeter Road and north of Weiss Road just east of Bay Road are characterized by unique, older homes on smaller residential lots. These areas will continue to be served by existing utilities and infrastructure, which may have more ongoing maintenance needs than in newer areas of the Township. Uses in this category should be

fortified through appropriate zoning design standards and code enforcement to ensure a high quality of life for its residents. These future land uses are also in a prime position for connectivity to the City of Saginaw and should be highlighted as an area for potential streetscape and non-motorized transportation improvements. Urban Lot Residential future land uses correspond to existing uses in the R-2 Medium Density Residential and R-3 Intensive Low Rise Residential zoning districts. They will account for about 0.5% of the Township's future land use, totaling about 73 acres.

Industrial

This future land use designation accommodates both intensive manufacturing uses and light industrial uses in the Township. The Industrial classification indicates those lands intended for development of light industrial and research uses consistent with the policies expressed in the industrial section of the 2008 Comprehensive Development Plan. Uses in this category will allow certain service establishments as well as Industrial uses including those involving manufacturing, processing, assembling, packaging, processing or assembling products from raw material, and treatment of products from previously prepared materials. Uses in these areas would have few, if any, nuisance characteristics and would primarily involve manufacturing, processing, assembling, packaging or treatment of products from previously prepared materials. Residential and intensive retail uses would be excluded from these lands.

They will total about 46 acres, or about 0.3% of total future land use in the Township. These future land uses will correlate primarily to the M-1 Science and Industry and M-2 Manufacturing zoning districts.



Image courtesy of Google Street View photography, 2014.

Transitional Areas

Specific redevelopment areas have been identified on the future land use map as “Transitional.” This designation is intended to address areas that are candidates for a potential change in intensity within the next 10 years. Economic and demographic change has led to a period of market transition, coupled with long-standing business closures and property obsolescence. The Township hopes to accommodate quality investment that fits the long-term development goals outlined within this plan. The Transitional label designates properties where the Township expects changes of use or intensity that could warrant flexibility and adaptability from the land use plan. This flexibility could range between residential and commercial concepts and allow the Township to foster potential developments that cannot yet be foreseen. The Transitional label does not alter the underlying future land use designation of a property. These areas are important to identify during the master planning process because they suggest places for more or less intensity of use, which impacts factors such as density, the environment, traffic, infrastructure, and more.

Bay Road Overlay District

The intent of this overlay district is to promote flexibility in order to facilitate redevelopment of older and, in some cases, vacant sites adjacent to the Township’s main commercial corridor of Bay Road. This should be done without being overly constrained by the land use prescriptions denoted on the Future Land Use map.

The Bay Road Overlay District is intended to replicate some of the favorable effects of redevelopments that occurred in the late 1990s and early 2000s near the intersection of Bay and Tittabawassee Road that resulted in a strong and unified identity for that area. At the same time, this category responds to the changing economic conditions that have caused many larger retailers to vacate the area further south along the Bay Road commercial corridor. The Bay Road Overlay District seeks to stimulate more durable, flexible and accessible development in these areas. Bay Road has traditionally been a commercial corridor, mostly composed of intensive auto-dependent uses. Uses such as offices, commercial, or group housing (like a senior citizen facility or assisted living), though currently restricted or prohibited in the corridor’s main zoning categories, are generally compatible with the overall character of the corridor.

Future development proposals should allow these categories of use.

In this overlay district, access management should be used to provide access to land development while preserving traffic flow with regard to safety, capacity and speed. Strategic design and operation of driveways, median openings, and street connections along the road will be used to enhance these efforts. A safe and consistent pedestrian route along Bay Road / M-84 for the mix of uses in this overlay district will also be established to improve pedestrian safety and accessibility and encourage more pedestrian movement along this vital corridor.

The Bay Road Overlay District should embrace opportunities to improve the aesthetics, safety, and accessibility of its various land uses through a shared set of design standards. The amortization period specified in the 2004 sign ordinance ended in February of 2016. At this time, all non-conforming signs, are required to be updated and conform with the new ordinance standards, which incentivizes landscaping along with other aesthetic improvements. Streetscape and landscape improvements which include improved standards for lighting and a schedule of recommended street tree plantings could be also be utilized for uses in the Bay Road Overlay District.

Since the Bay Road Overlay District lacks single-family residential uses, permitting a level of flexibility is not anticipated to create any land use conflicts or over-use of existing community infrastructure. However, future uses proposed in the overlay corridor should take care to ensure appropriate setbacks and buffers from adjacent neighborhoods in order to minimize any potential future land use conflicts. These types of issues are not expected to be a major concern since the adjacent single-family neighborhoods have coexisted alongside the intensity of Bay Road for decades.

The Bay Road Overlay District includes about 403 acres of land adjacent to Bay Road south of Schust Road in Saginaw Charter Township.



Image courtesy of Google Street View photography, 2014.

State Street Corridor Overlay District

The State Street Corridor is intended to promote durable and appealing land uses along State Street, the Township's longest-established commercial corridor. The Corridor has the same boundaries as the Corridor Improvement Authority District (CID) facilitated by the State Street Corridor Improvement Authority (CIA). The State Street CIA was established in 2010. The State Street CID allows funding to be captured from property taxes in the area through Tax Increment Financing (TIF) for certain improvements such as streetscape improvements including parking improvements, lighting, marketing and beautification. Uses in this overlay district should complement and utilize these improvements where appropriate.

The State Street Corridor overlay district is not intended to replace the underlying zoning of land uses along State Street, but it is intended to make it easier for these land uses to preserve the unique character of the State Street Corridor. This can be done by promoting uses which complement the existing pattern of the architecture, mass and bulk of existing buildings, enhance the pedestrian orientation of the State Street area, and communicate the community's vision for the area.

This overlay district will apply to all newly constructed buildings except for single family and two family developments, exterior building and improvements which require a building permit, and renovation of a structure which requires site plan review or administrative review. Developments in the State Street Corridor will be encouraged to adhere to similar landscaping standards including the use of mulch, similar types of edging, and suitable ground cover plantings. Transitional uses on the east end of State Street should be embraced as a gateway between the City of Saginaw and the more intensive commercial uses on the west end of State Street. Further west, design features such as creative screening of parking should be used to encourage pedestrian-scaled features and accessibility in areas of higher-intensity commercial use.

The various uses in the State Street Corridor should be encouraged to adopt performance standards including limitations on outdoor lighting height, limited schedules for potentially disruptive activities such as dumpster unloading and parking lot cleaning, and limits on uses which create excessive noises. Streetscape design guidelines such as low fences, potted plants, benches, and stone columns should also be encouraged in this area.

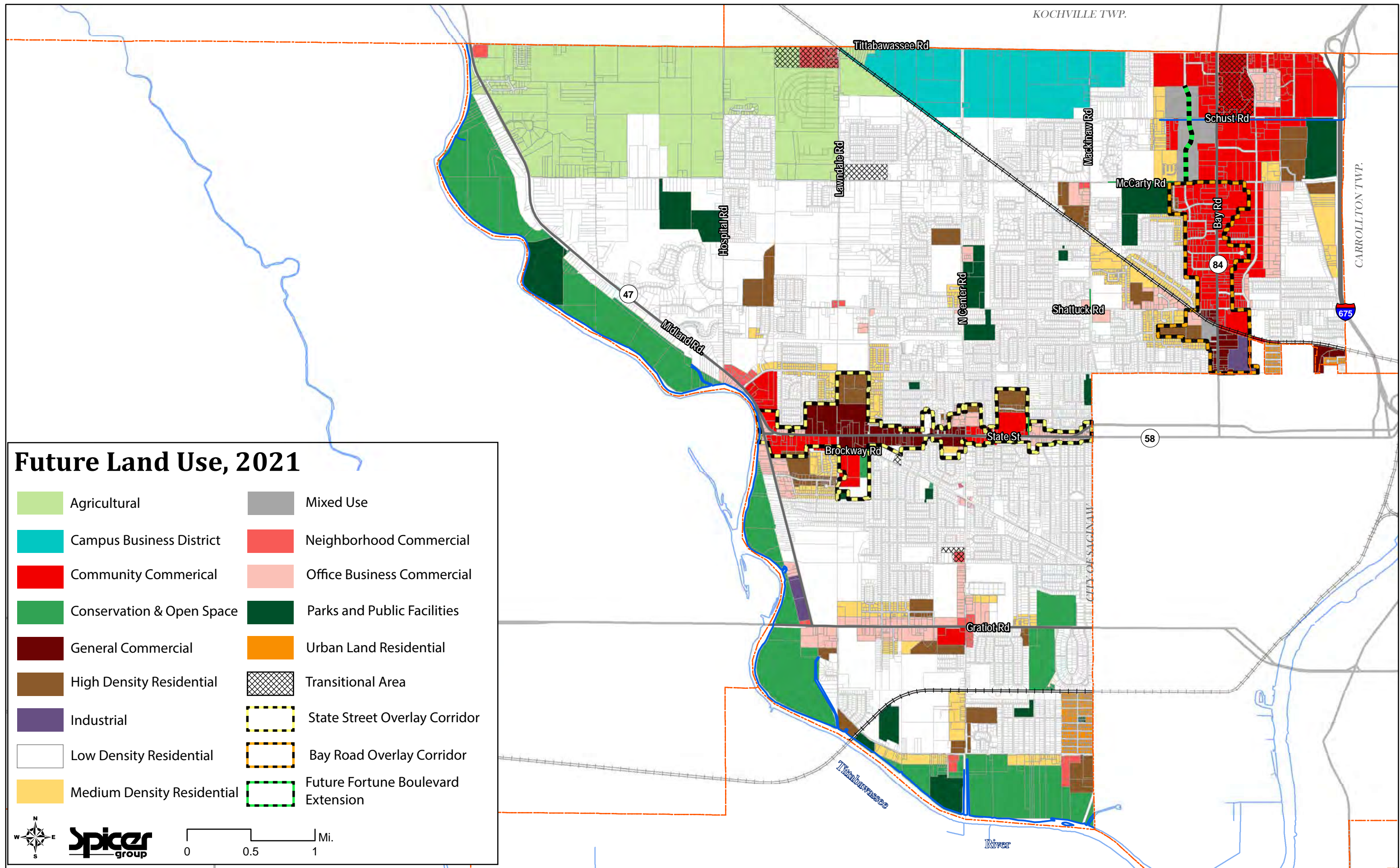
In total, the State Street Corridor Overlay District covers about 495 acres covering various uses along State Street. The corridor encompasses the entirety of State Street from the border of the City of Saginaw in the east to Midland Road / M-47 in the west.

Conclusion

The changes noted between existing land uses in Saginaw Charter Township and future land uses proposed are not dramatic in most cases. Perhaps the largest change will come from Agricultural land uses. Agricultural land use will diminish and will be re-allocated to a variety of future land uses, with more existing agricultural land being reallocated for each Low Density Residential lands (846 acres) and conservation lands and open spaces (733 acres) than for future agricultural use (701 acres). Existing commercial land uses will largely remain commercial, with about 80% of existing commercial acreage being reallocated to specifically commercial future land uses including Community Commercial (45.9 %), Office Business Commercial (17.8%), and General Commercial (11.0%). Residential lands will grow overall, and many existing residential lands will remain residential. The largest share of existing high density residential land uses will remain as High Density Residential future land uses (48.0%), and the largest share of existing single family residential land uses will become Low Density Residential future land uses (78.5%). Lands that are currently vacant will be reallocated among a variety of future land uses. The largest share of existing Industrial and public / quasi-public land uses will become Low Density Residential uses (51.8% and 56.7%, respectively).

It is also important to note that there are different categories between the Existing Land Use map and the Future Land Use map. Specifically, the public / quasi-public category is replaced with what the intended future land use should be given the nature of surrounding land. Additionally, land identified as vacant is otherwise categorized in the Future Land Use map.

The Future Land Use map also includes two new land use categories, Parks and Urban Lot Residential. These future land use categories reflect the specialized role parks will play in recreational opportunities in the Township and the unique identity of the Township's older housing stock. Overall, the Township will move forward with a strong low density residential component that fits into a sustainable pattern with its various natural amenities, commercial and institutional uses and agricultural lands.



APPENDIX 7A

Detail of Community Input



Saginaw Charter Township

February 1 at 7:00 AM · 🌐

Saginaw Charter Township wants YOUR help! We are reviewing the Township's master plan to guide land use and planning decisions and are conducting a community survey during the month of February. This 20-question survey is particularly targeted toward residents, employees, and other stakeholders of Saginaw Township and can also be completed by going to SaginawTownship2020.com. Thank you!



SURVEYGIZMO.COM

Saginaw Township Community Input Survey

Saginaw Township Community Input Survey.

👍 4

3 Shares

👍 Like

💬 Comment

➦ Share

Saginaw Township Community Input Survey

The Saginaw Township Planning Commission is seeking the opinions of residents, property owners, those who work in the Township, and other stakeholders to determine how the Township should plan for change in the next 5 to 20 years. In this survey, we welcome any input you choose to share with us!

Please read the following questions and check the answer that best describes your opinion. This information is necessary to update the Township's Master Plan, as required by the Michigan Planning Enabling Act. Responses will be reviewed by the Saginaw Township Planning Commission in public meetings.

This survey focuses on land use strategies and other potential actions Saginaw Township could take to address our quality of life in this part of the Saginaw Valley. It should take you no more than 10 minutes to complete. Your input is greatly appreciated!

1. Living in Saginaw Township affords me the following benefits (please check all that apply):

- | | |
|--|--|
| <input type="checkbox"/> It is a safe community | <input type="checkbox"/> It is easy for me to walk to the places I want to get to (school, work, shopping, parks, etc.) |
| <input type="checkbox"/> Neighborhoods are clean and attractive | |
| <input type="checkbox"/> There is a quality of life here that I cannot find elsewhere within Saginaw County | <input type="checkbox"/> It is easy for me to ride a bike to the places I want to get to (school, work, shopping, parks, etc.) |
| <input type="checkbox"/> The Saginaw Township government provides high quality services to its residents | <input type="checkbox"/> Proximity to arts and cultural opportunities in the City of Saginaw |
| <input type="checkbox"/> It is easy for me to drive to the places I want to get to (school, work, shopping, parks, etc.) | <input type="checkbox"/> Opportunities to attend special events (such as Party on McCarty, etc.) |
| | <input type="checkbox"/> Other (please specify): |

2. I use the following resources to get the information I need about Saginaw Township (please check all that apply):

- ☐ Township website at: www.saginawtownship.org
- ☐ Township Facebook page at:
www.facebook.com/saginawcharter townshipgovernment
- ☐ Township Twitter at: twitter.com/SaginawTownship
- ☐ Township View
- ☐ MLive/Saginaw News
- ☐ Other (please specify):

3. Five years from now, I still see myself living in Saginaw Township.

- ☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

4. In order to promote pedestrian safety and minimize conflicts between vehicles and people, neighborhoods should have sidewalks.

- ☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

5. What would you like to see happen to improve your neighborhood?

6. A mix of single-family housing types, including town homes, condominiums, "brownstones," and detached single-family structures, should be encouraged.

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

7. The Township should continue to increase its efforts to ensure that homes are properly maintained (windows are not broken, roofs are in good repair, etc.)

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

8. Renovating and redeveloping older commercial areas, like the south end of Bay Road near Weiss Street, is important.

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

9. It is important to re-envision outmoded commercial sites as potential new mixed-use developments, incorporating a mixture of both residential and commercial uses.

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

10. Ten years from now, I would like to see Fashion Square Mall...

- ☐ The same as today.
- ☐ Extensive renovations incorporating a new look with brand new business and service offerings.
- ☐ Complete site redevelopment that replaces existing buildings while maintaining the site as a regional retail destination.
- ☐ Complete site redevelopment with new uses that are not necessarily focused on retail.
- ☐ Other (please specify):

11. The design and appearance of new buildings is important to the community.

- ☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

12. Township leaders should be very pro-active in seeking quality building and site design for new developments and redevelopments.

- ☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

13. Saginaw Township needs more non-motorized transportation improvements of the following type (please check all that apply):

- ☐ New sidewalks
- ☐ Connecting the gaps in the sidewalk network
- ☐ Bike lanes
- ☐ Paved multi-use pathways
- ☐ Bike racks
- ☐ Improvements to intersection signals & lights geared for pedestrians
- ☐ Other (please specify):

14. Do you think Saginaw Township is adequately serviced by local bus stops and routes?

- ☐ Yes ☐ No ☐ No Opinion

15. I am satisfied with Saginaw Township's recreational facilities, such as parks, playgrounds, and ball fields.

- ☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

16. What do you like best about Saginaw Township?

17. What is the one thing you would do to improve Saginaw Township?

18. I live in Saginaw Township.

- ☐ Yes
☐ No

19. What is your age?

- ☐ 17 or younger ☐ 18 to 24 ☐ 25 to 34 ☐ 35 to 44 ☐ 45 to 54
☐ 55 to 64 ☐ 65 to 74 ☐ 75 or older

20. If you do not live in the Township, which of the following describes your relationship to Saginaw Township?

- ☐ I work in Saginaw Township
- ☐ I shop in Saginaw Township
- ☐ I own property in Saginaw Township
- ☐ I visit Saginaw Township because family lives there
- ☐ I live elsewhere in Saginaw County
- ☐ I attend Saginaw Township Schools
- ☐ I send my children to Saginaw Township Schools
- ☐ Other (please specify):

Thank You!

Thank you for completing our survey! Should you have further suggestions or questions about the Township's Master Plan update, please contact Steve King, Director of Community Development, (989) 791-9865, sking@saginawtownship.net.

**Help build a strong future
for Saginaw Township!**



Go to this link to take the survey:
www.SaginawTownship2020.com

Share Your Input

Take our survey and share your ideas to help shape the future of Saginaw Township!

**Help us build a
stronger future for
Saginaw Township!**



Saginaw Township invites the community to provide their input to help support and shape the development of the update to the Township's Master Plan.



Go To:
www.SaginawTownship2020.com

Saginaw Charter Township Master Plan

Community Input Results

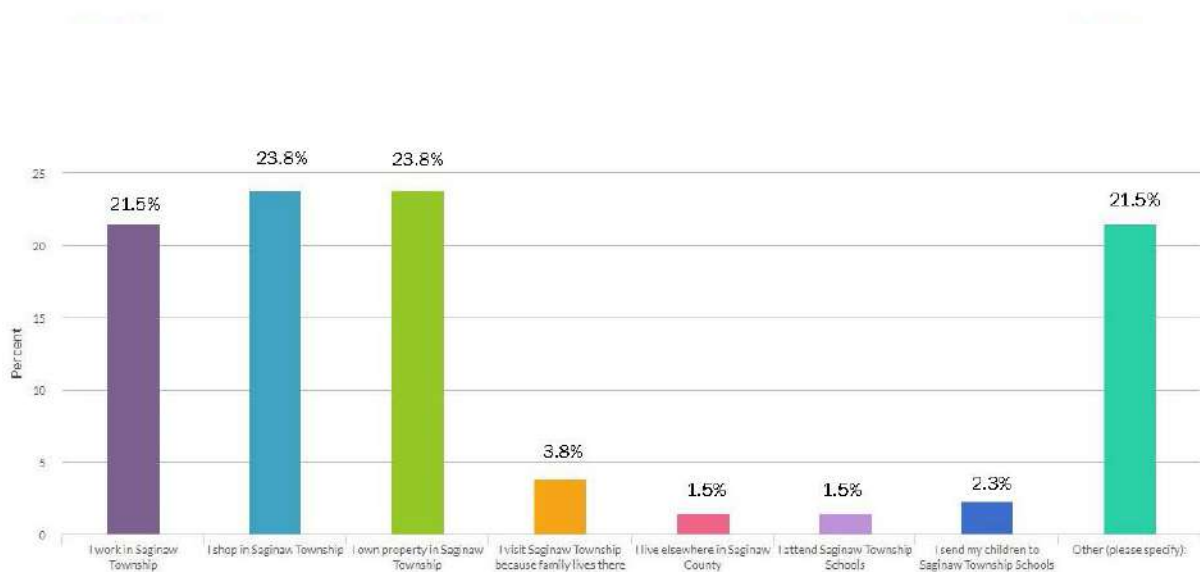


Survey Summary

- *Online Survey – 20 questions
- *Available – January 31st to March 4th 2020
- *642 total responses
- *529 respondents (82%) live in Saginaw Township
- *Survey was available electronically at:
www.saginawtownship2020.com or paper copies were
available at the Township Hall

	Question	% of Respondents who agree	Strongly Agree Responses	Agree Responses
7	The Township should continue to increase its efforts to ensure that homes are properly maintained (windows are not broken, roofs are in good repair, etc.)	90.0%	59.4	30.6
12	Township leaders should be very pro-active in seeking quality building and site design for new developments and redevelopments	87.5%	46.2	41.3
11	The design and appearance of new buildings is important to the community	85.8%	44.1	41.7
8	Renovating and redeveloping older commercial areas, like the south end of Bay Road near Weiss Street, is important	85.7%	47.2	38.5
9	It is important to re-envision outmoded commercial sites as potential new mixed use developments, incorporating a mixture of both residential and commercial uses	81.4%	40.0	41.4
4	In order to promote pedestrian safety and minimize conflicts between vehicles and people, neighborhoods should have sidewalks	73.2%	46.3	26.9
6	A mix of single-family housing types, including town homes, condominiums, "brownstones," and detached single-family structures, should be encouraged	52.1%	20.1	32.0

Key Takeaways



Demographic Question

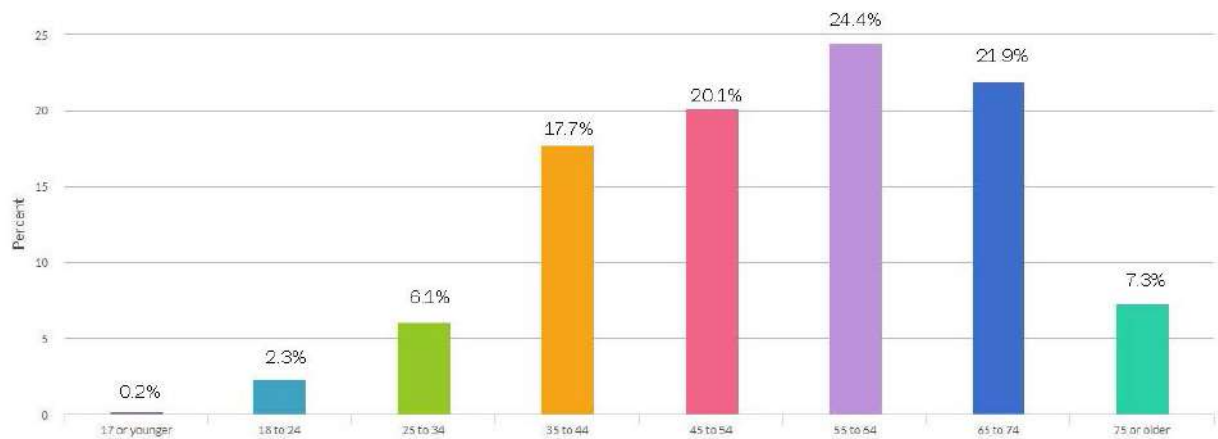
If you do not live in the Township, which of the following describes your relationship to Saginaw Township?

Demographic Question

If you do not live in the Township, which of the following describes your relationship to Saginaw Township?

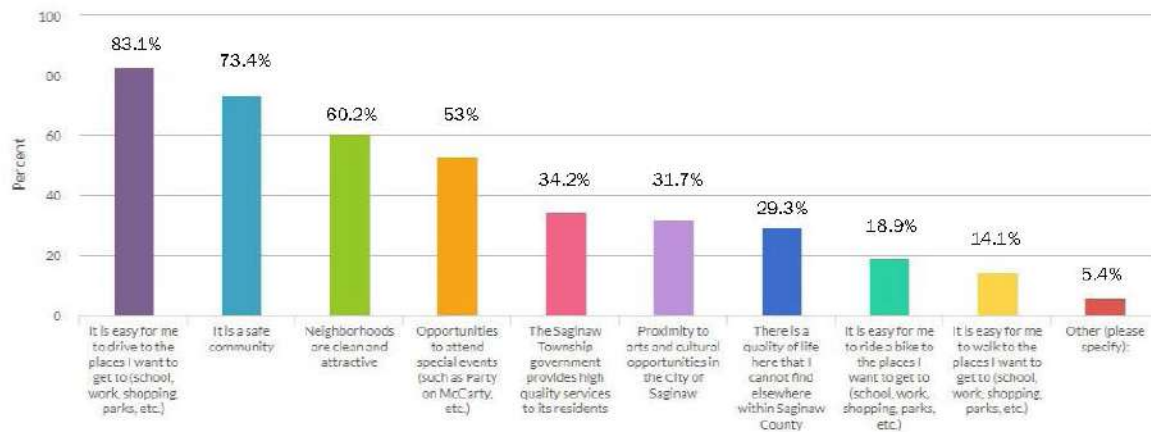
Other (please specify):

- Retired Here
- Grew up in the Township
- For shopping
- Visit family and friends



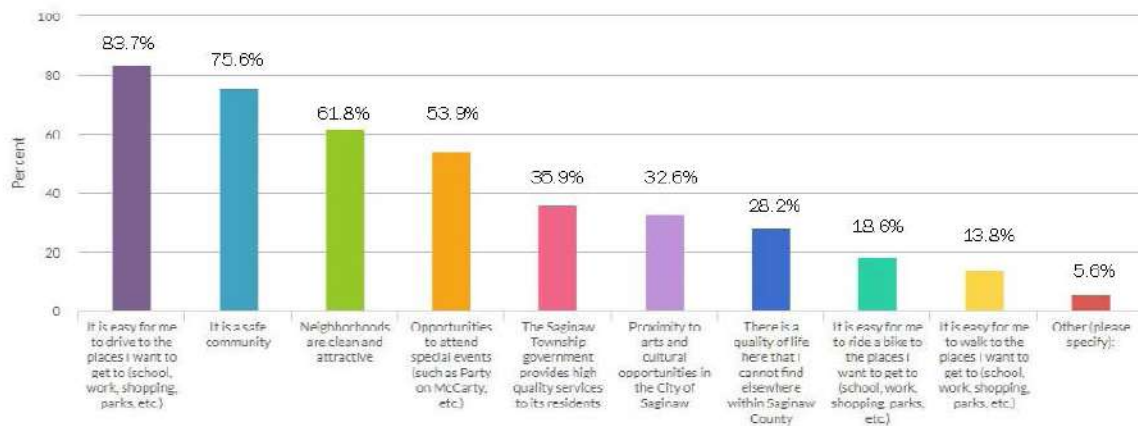
Demographic Question

What is your age?



Question 1 (all respondents)

Living in Saginaw Township affords me the following benefits (please check all that apply):



Question 1 (SCT residents only)

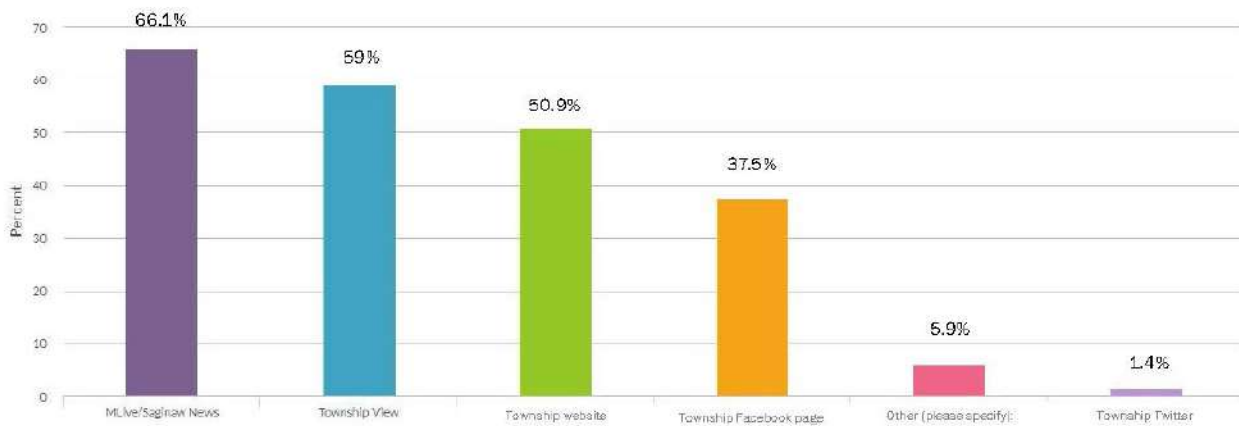
Living in Saginaw Township affords me the following benefits (please check all that apply):

Question 1

Living in Saginaw Township affords me the following benefits (please check all that apply):

Other (please specify):

- *Local Golf Courses
- *Have always lived here
- *Close to family and friends
- *Diversity
- *Easy access to retail and parks
- *Good schools and churches
- *Good running paths and a community garden
- *Need to improve connectivity with sidewalks
- *Safe
- *Reasonable cost of living
- *Good paths, parks, and community garden



Question 2

I use the following resources to get the information I need about Saginaw Township (please check all that apply):

Question 2

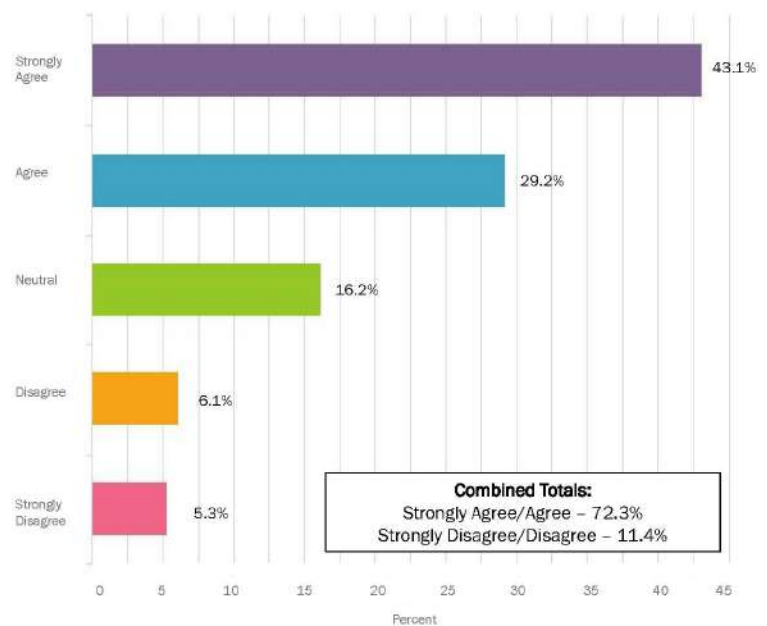
I use the following resources to get the information I need about Saginaw Township (please check all that apply):

Other (please specify):

- Communicating with Township residents
- Go to Township meetings
- Google searches
- Friends and Family
- Local TV news
- Neighborhood watch
- Facebook groups
- Subdivision association
- Township officials
- Word of mouth
- Radio

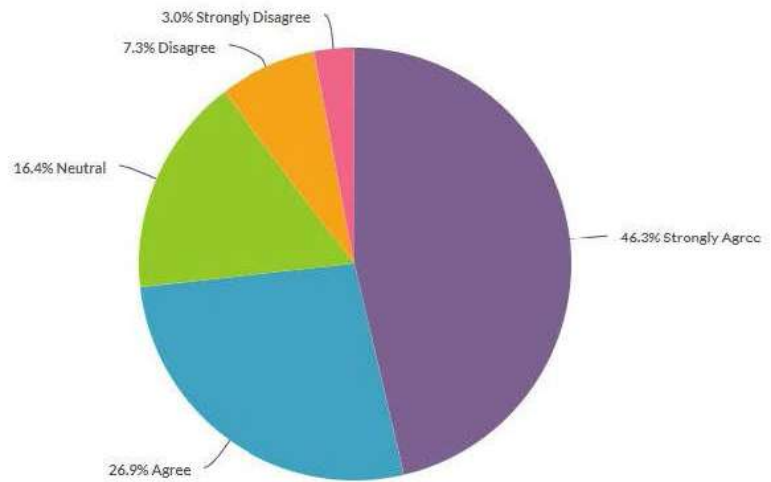
Question 3 (SCT residents only)

Five years from now, I still see myself living in Saginaw Township.



Question 4

In order to promote pedestrian safety and minimize conflicts between vehicles and people, neighborhoods should have sidewalks.



Combined Totals:
Strongly Agree/Agree – 73.2%
Strongly Disagree/Disagree – 10.3%

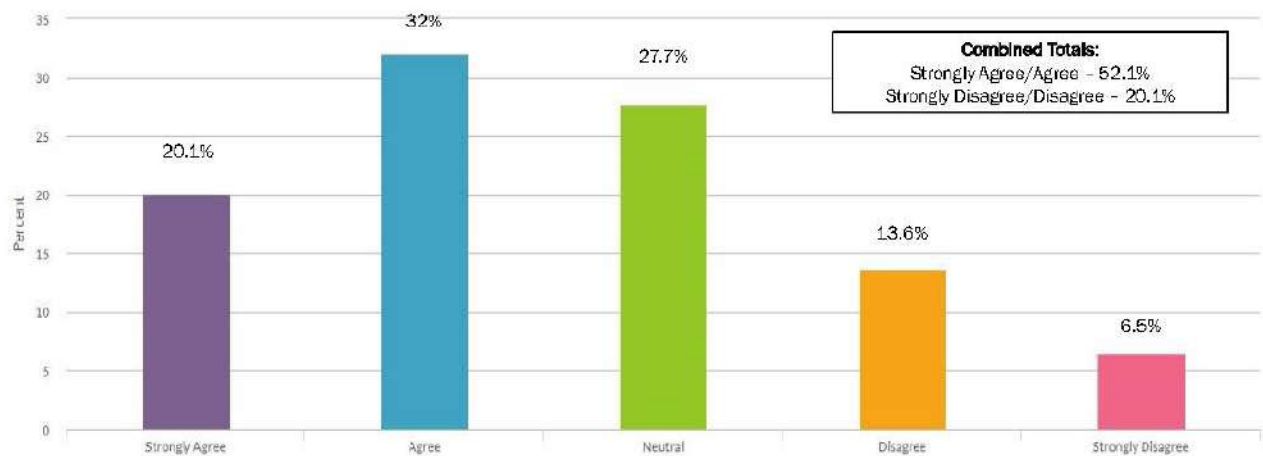
Question 5

What would you like to see happen to improve your neighborhood?

469 Responses

Common Responses:

- Improve the roads
- Add sidewalks
- Add lighting
- Increase code enforcement
- Increase police presence
- Fix/Improve drainage system
- Add bike lanes
- Reduce speed limits

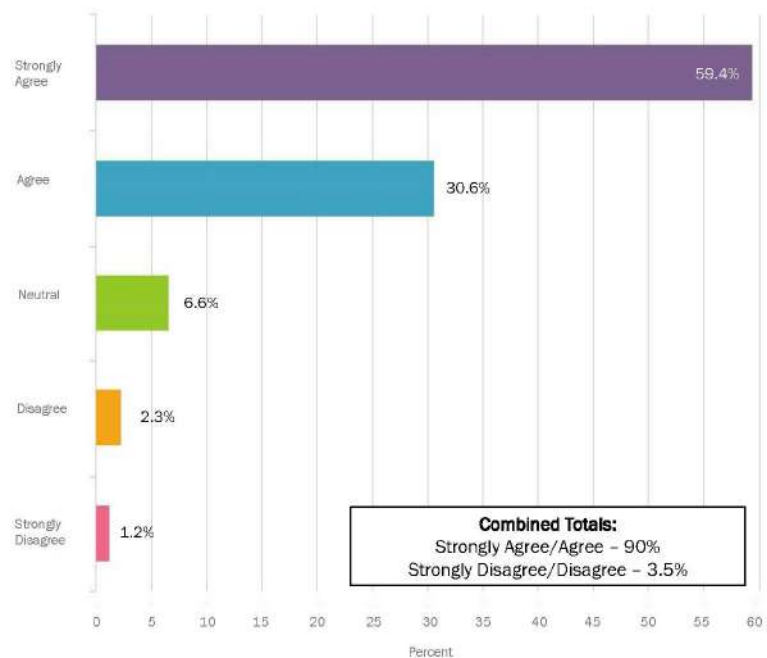


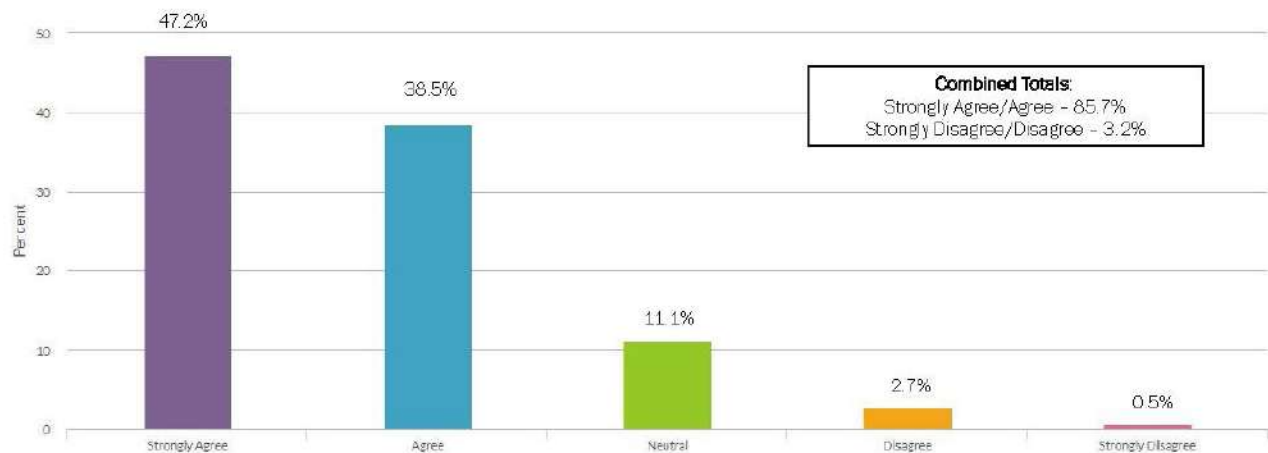
Question 6

A mix of single-family housing types, including town homes, condominiums, "brownstones," and detached single-family structures, should be encouraged.

Question 7

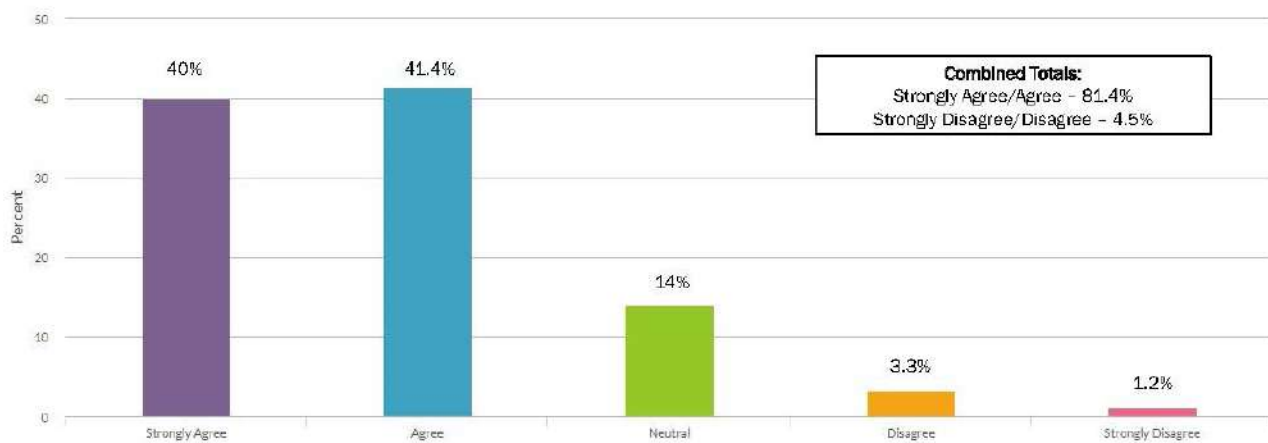
The Township should continue to increase its efforts to ensure that homes are properly maintained (windows are not broken, roofs are in good repair, etc.)





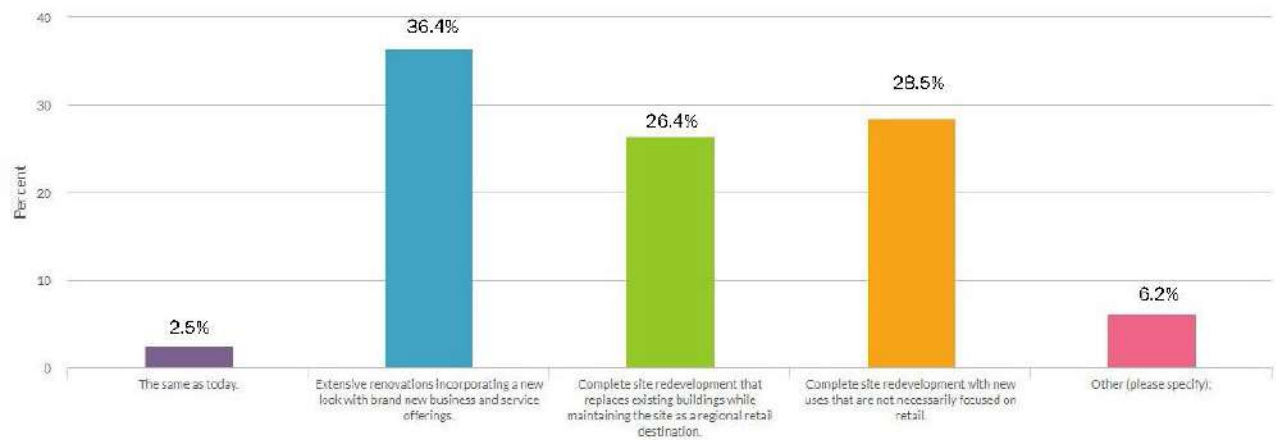
Question 8

Renovating and redeveloping older commercial areas, like the south end of Bay Road near Weiss Street, is important.



Question 9

It is important to re-envision outmoded commercial sites as potential new mixed-use developments, incorporating a mixture of both residential and commercial uses.



Question 10

Ten years from now, I would like to see Fashion Square Mall

Question 10

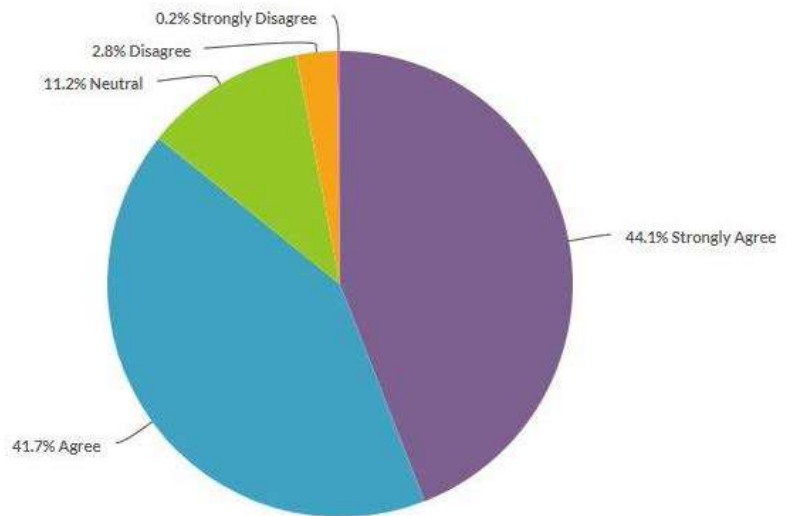
Ten years from now, I would like to see Fashion Square Mall

Other (please specify):

- *A destination similar to Birch Run
- *Amazon Distribution Center
- *Amusement Park
- *Multi-use entertainment building
- *Renovate current structure
- *Sport complex
- *Rebrand complex and stores
- *Outdoor Mall
- *Multi-cultural center
- *Tear it down

Question 11

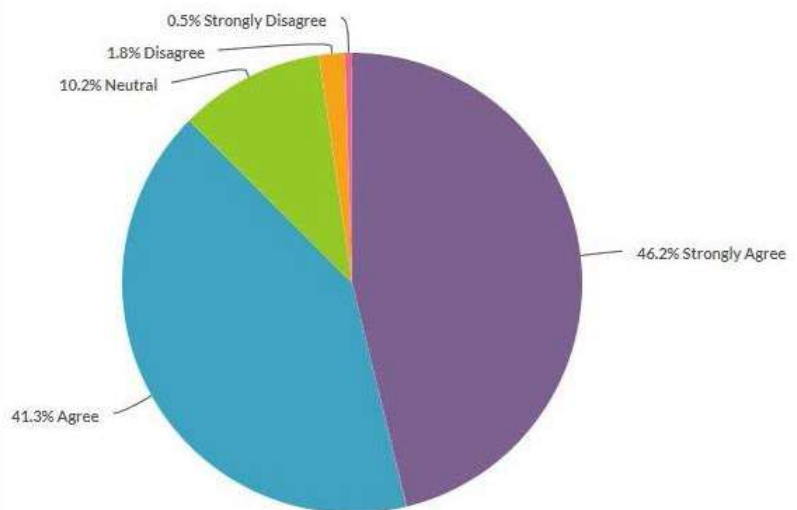
The design and appearance of new buildings is important to the community.



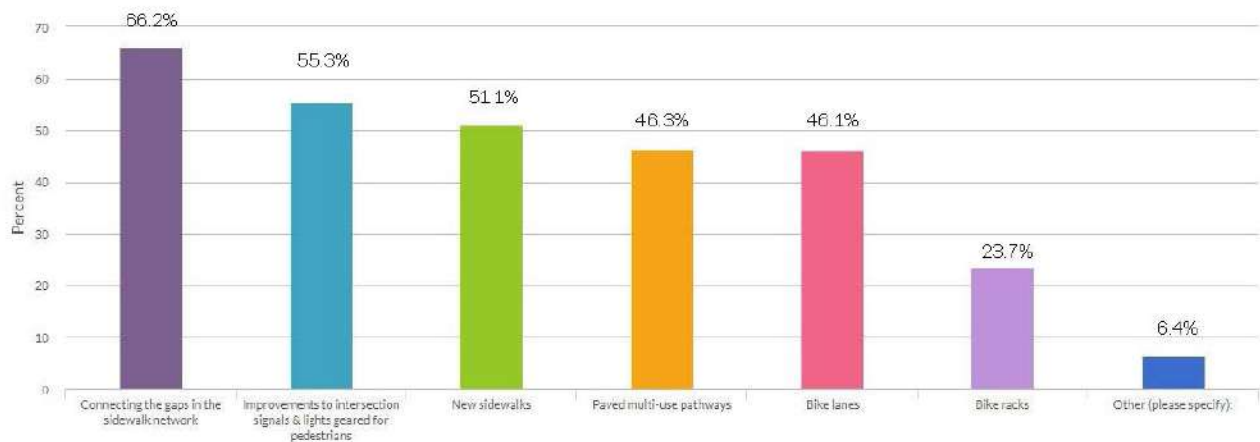
Combined Totals:
Strongly Agree/Agree – 85.8%
Strongly Disagree/Disagree – 3%

Question 12

Township leaders should be very pro-active in seeking quality building and site design for new developments and redevelopments.



Combined Totals:
Strongly Agree/Agree – 87.5%
Strongly Disagree/Disagree – 2.3%



Question 13

Saginaw Township needs more non-motorized transportation improvements of the following type (please check all that apply):

Question 13

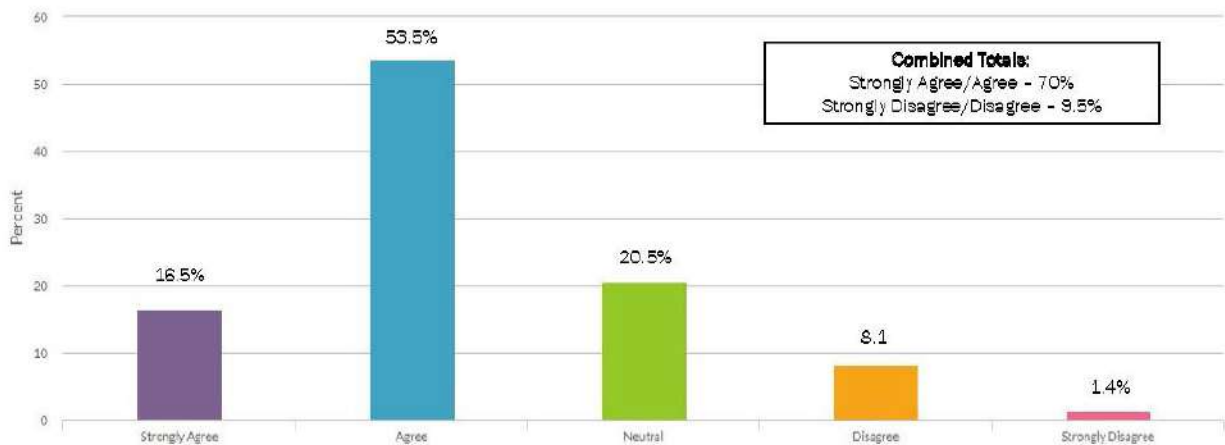
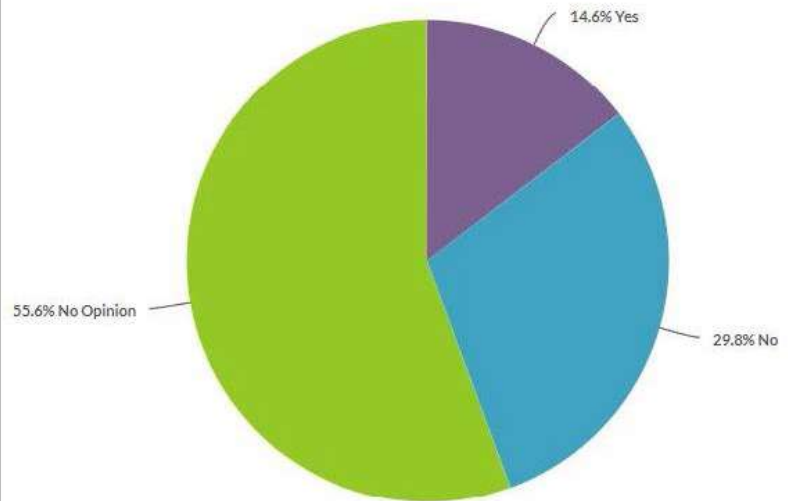
Saginaw Township needs more non-motorized transportation improvements of the following type (please check all that apply):

Other (please specify):

- *More STARS routes
- *Non-motorized transportation options
- *Center turn lanes
- *Pedestrian signals at crossings
- *More trails
- * Electric charging stations
- *Bike/scooter rentals

Question 14

Do you think Saginaw Township is adequately serviced by local bus stops and routes?



Question 15

I am satisfied with Saginaw Township's recreational facilities, such as parks, playgrounds, and ball fields.

Question 17

What is the one thing you would do to improve Saginaw Township?

395 Responses

Common Responses:

- *Improve roads – both neighborhood and subdivision
- *More sidewalks/connect sidewalks
- *Focus on redeveloping vacant commercial areas
- *Encourage new business
- *Increase recreation options
- *Add bike lanes/bike paths
- *Update fashion square mall
- *Clean up blight
- *More community events
- *Provide more transit options
- *Do not allow storage in front yards

APPENDIX 7B

Detailed Demographics

Saginaw Charter Township: Comparative statistics with Saginaw County, the State of Michigan, and the United States

Boldened statistics come from US Census 2010.

Unboldened come from 3-year and 5-year samples from the American Community Survey (ACS).

	Saginaw Township				Saginaw County				Michigan				United States			
	#	2010	#	2000	#	2010	#	2000	#	2010	#	2000	#	2010	#	2000
POPULATION	40,840	NA	39,657	NA	200,169	NA	210,039	NA	9,883,640	NA	9,938,444	NA	308,745,538	NA	281,421,906	NA
% Change in Population, 2000 - 2010		3.0%				-4.7%				-0.6%				9.7%		
Population age 5 years and younger	2,077	5.1%	2,039	5.1%	11,854	5.9%	14,201	6.8%	596,286	6.0%	672,005	6.8%	20,201,362	6.5%	19,175,798	6.8%
5 to 19	7,096	17.4%	7,352	18.5%	42,223	21.1%	47,810	22.7%	2,052,599	20.8%	2,212,060	22.2%	63,066,194	20.4%	61,297,467	21.8%
20 to 24	3,109	7.6%	2,624	6.6%	13,982	7.0%	12,858	6.1%	669,072	6.8%	643,839	6.5%	21,585,999	7.0%	18,964,001	6.7%
25 to 44	9,034	22.1%	9,809	24.8%	45,878	22.9%	58,019	27.6%	2,442,123	24.7%	2,960,544	29.8%	82,134,554	26.6%	85,040,251	30.2%
45 to 64	11,475	28.1%	10,202	25.8%	55,631	27.8%	48,820	23.2%	2,762,030	27.9%	2,230,978	22.5%	81,489,445	26.4%	61,952,636	22.0%
65+	8,049	19.7%	7,631	19.3%	30,601	15.3%	28,331	13.5%	1,361,530	13.8%	1,219,018	12.3%	40,267,984	13.0%	34,991,753	12.4%
Population age 19 and younger	9,173	22.5%	9,391	23.6%	54,077	27.0%	62,011	29.5%	2,648,885	26.8%	2,884,065	29.0%	83,267,556	23.9%	80,473,265	28.6%
Median Age	43.1	NA	41.7	NA	39.5	NA	36.3	NA	38.9	NA	35.5	NA	37.2	NA	35.3	NA
Average Household Size	2.22	NA	2.27	NA	2.44	NA	2.54	NA	2.49	NA	2.56	NA	2.58	NA	2.59	NA
Black & Hispanic Population	NA	16.2%	3,747	9.9%	NA	26.3%	53,187	25.30%	NA	18.4%	1,736,619	17.50%	NA	28.5%	69,964,008	24.90%
Foreign Born Population	NA	5.2%	1,852	4.7%	NA	2.4%	4,290	2.0%	NA	6.1%	523,589	5.3%	NA	13.1%	31,107,889	11.1%
Total Housing Units	19,359	100.0%	17,859	100.0%	86,844	NA	85,505	100.0%	4,532,233	NA	4,234,279	100.0%	131,704,730	100.0%	115,904,641	100.0%
Occupied	18,209	94.1%	17,096	95.7%	79,011	91.0%	80,430	94.1%	3,872,508	85.4%	3,785,661	89.4%	116,716,292	88.6%	105,480,101	91.0%
Vacant	1,150	5.9%	763	4.3%	7,833	9.0%	5,075	5.9%	659,725	14.6%	448,618	10.6%	14,988,438	11.4%	10,424,540	9.0%
Owner-occupied	11,807	64.8%	11,162	65.3%	57,087	72.3%	59,390	73.8%	2,793,342	72.1%	2,793,124	73.8%	75,986,074	65.1%	69,815,753	66.2%
Renter occupied	6,402	35.2%	5,934	34.7%	21,924	27.7%	21,040	26.2%	1,079,166	27.9%	992,537	26.2%	40,730,218	34.9%	35,664,348	33.8%
Median Housing Value (\$)	125,900	NA	121,800	NA	96,500	NA	85,200	NA	119,200	NA	115,600	NA	174,600	NA	119,600	NA
Median Housing Value (\$) (Adjusted for 2010 US Dollars)*	125,900	NA	154,234	NA	96,500	NA	107,888	NA	119,200	NA	146,384	NA	174,600	NA	151,449	NA
AGE OF HOUSING STRUCTURE																
2010+	22	0.1%	NA	NA	137	0.2%	NA	NA	8,628	0.2%	NA	NA	629,215	0.5%	NA	NA
2000-2009	1,741	9.2%	NA	NA	6,587	7.6%	NA	NA	469,010	10.4%	NA	NA	19,725,338	14.9%	NA	NA
1990-1999	2,220	11.7%	2,172	12.2%	7,672	8.8%	8,323	9.7%	578,134	12.8%	623,855	14.7%	18,292,225	13.8%	19,701,058	17.0%
1980-1989	1,886	10.0%	2,003	11.2%	5,565	6.4%	5,980	7.0%	451,317	10.0%	446,197	10.5%	18,335,738	13.9%	18,326,847	15.8%
1970-1979	5,686	30.1%	5,737	32.1%	16,038	18.5%	16,507	19.3%	699,194	15.4%	722,799	17.1%	21,008,541	15.9%	21,438,863	18.5%
1960-1969	3,518	18.6%	3,784	21.2%	14,006	16.1%	15,521	18.2%	552,768	12.2%	602,670	14.2%	14,629,209	11.1%	15,911,903	13.7%
1940-1959	3,205	16.9%	3,479	19.5%	18,954	21.9%	21,690	25.4%	1,076,515	23.7%	1,123,299	26.5%	21,631,125	16.4%	23,145,917	20.0%
1939 or earlier	638	3.4%	681	3.8%	17,780	20.5%	17,484	20.4%	692,476	15.3%	715,459	16.9%	17,862,892	13.5%	17,380,053	15.0%
% Housing units built prior to 1980	13,047	68.2%	13,681	76.6%	66,778	77.0%	71,202	83.3%	3,020,953	66.7%	3,164,227	74.7%	75,131,767	56.9%	77,876,736	67.2%
EDUCATIONAL ATTAINMENT																
Bachelor's or higher	9,292	33.0%	7,823	28.4%	24,885	18.8%	21,498	15.9%	1,693,007	25.7%	1,396,259	21.8%	59,163,882	28.7%	44,462,605	24.4%
Some college or associate's	9,558	34.0%	8,175	29.7%	43,742	33.2%	39,917	29.5%	2,148,211	32.6%	1,944,688	30.3%	59,995,776	29.1%	49,864,428	27.3%
High School	7,079	25.2%	8,238	30.0%	46,240	35.0%	48,877	36.2%	2,023,803	30.7%	2,010,861	31.3%	58,410,105	28.3%	52,168,981	28.6%
No High School diploma	2,181	7.7%	3,265	11.9%	17,209	13.0%	24,906	18.5%	728,468	11.1%	1,064,133	16.6%	29,027,440	14.1%	35,715,625	19.6%
Median Household Income (\$)	49,708	NA	45,147	NA	41,793	NA	38,637	NA	47,175	NA	44,667	NA	51,771	NA	41,994	NA
Median Household Income (\$), adjusted for 2010 US Dollars	49,708	NA	57,169	NA	41,793	NA	48,926	NA	47,175	NA	56,562	NA	51,771	NA	53,177	NA
Per Capita Income (\$)	29,153	NA	25,759	NA	21,653	NA	19,438	NA	24,997	NA	22,168	NA	27,385	NA	21,587	NA
Individuals below Poverty Level (%)	NA	10.7%	NA	6.6%	NA	18.5%	NA	13.9%	NA	17.3%	NA	10.5%	NA	15.7%	NA	12.4%
OCCUPATION BY INDUSTRY																
Agriculture, forestry, fishing and hunting, and mining	59	0.3%	49,496	1.1%	1,174	1.5%	833	0.9%	56,283	1.3%	49,496	1.1%	2,734,898	1.9%	2,426,053	1.9%
Construction	566	3.0%	278,079	6.0%	3,319	4.2%	5,227	5.7%	200,762	4.8%	278,079	6.0%	8,696,628	6.2%	8,801,507	6.8%
Manufacturing	2,281	12.2%	1,045,651	22.5%	11,946	15.0%	18,598	20.4%	709,434	16.9%	1,045,651	22.5%	14,704,656	10.4%	18,286,005	14.1%
Wholesale trade	665	3.6%	151,656	3.3%	2,050	2.6%	2,651	2.9%	106,093	2.5%	151,656	3.3%	3,881,120	2.8%	4,666,757	3.6%
Retail trade	2,456	13.2%	550,918	11.9%	10,896	13.7%	13,057	14.3%	490,519	11.7%	550,918	11.9%	16,397,044	11.6%	15,221,716	11.7%
Transportation and warehousing, and utilities	625	3.4%	191,799	4.1%	3,167	4.0%	3,112	3.4%	173,997	4.1%	191,799	4.1%	6,963,156	4.9%	6,740,102	5.2%
Information	377	2.0%	98,887	2.1%	1,338	1.7%	2,342	2.6%	66,429	1.6%	98,887	2.1%	2,987,507	2.1%	3,996,564	3.1%
Finance, insurance, real estate, and rental and leasing	1,273	6.8%	246,633	5.3%	4,056	5.1%	4,089	4.5%	230,838	5.5%	246,633	5.3%	9,327,638	6.6%	8,934,972	6.9%
Professional, scientific, management, administrative, and waste management services	1,397	7.5%	371,119	8.0%	6,054	7.6%	5,344	5.9%	384,243	9.1%	371,119	8.0%	15,145,362	10.7%	12,061,865	9.3%
Educational, health and social services	5,905	31.7%	921,395	19.9%	21,009	26.4%	20,488	22.5%	1,023,952	24.3%	921,395	19.9%	32,720,462	23.2%	25,843,029	19.9%
Arts, entertainment, recreation, accommodation and food services	1,755	9.4%	351,229	7.6%	8,298	10.4%	7,928	8.7%	401,348	9.5%	351,229	7.6%	13,250,172	9.4%	10,210,295	7.9%
Other services (except public administration)	759	4.1%	212,868	4.6%	3,855	4.8%	4,526	5.0%	205,061	4.9%	212,868	4.6%	7,026,743	5.0%	6,320,632	4.9%
Public administration	511	2.7%	167,731	3.6%	2,508	3.1%	2,918	3.2%	159,982	3.8%	167,731	3.6%	7,084,474	5.0%	6,212,015	4.8%
Mean commute time (minutes)	19.3	NA	19.2	NA	22.1	NA	21.6	NA	24	NA	24.1	NA	25.5	NA	25.5	NA
TRANSPORTATION BEHAVIOR																
Drove alone	16,538	91.8%	16,774	90.6%	66,366	85.8%	76,560	85.9%	3,407,959	82.8%	3,776,535	83.2%	106,069,531	76.4%	97,102,050	75.7%
Carpooled	996	5.5%	1,053	5.7%	6,605	8.5%	7,530	8.4%	365,996	8.9%	440,606	9.7%	13,483,552	9.7%	15,634,051	12.2%
Public Transport	23	0.1%														

APPENDIX 7C

Top 40 Employers in Saginaw County

Appendix X: Top 40 Employers in Saginaw County

1	Nexteer Automotive*	Automotive	5,300
2	Covenant HealthCare	Medical	4,800
3	Morley Companies, Inc.	Display, Interactive Services, Travel	2,148
4	Meijer	Department Store	1,425
5	Ascension St. Mary's	Medical	1,325
6	Saginaw Valley State University	Education	1,001
7	Frankenmuth Bavarian Inn Inc.	Restaurant, Hotel	1,000
8	Aleda E. Lutz Veteran Affairs Medical Center	Medical	982
9	Means Industries	Auto Stampings	832
10	Frankenmuth Insurance	Insurance	747
11	Saginaw ISD	Education	690
12	Hemlock Semiconductor	Polycrystalline Silicon, Solar	660
13	Fashion Square Mall	Retail	650
14	HealthSource Saginaw	Medical	617
15	County of Saginaw	Government	613
16	General Motors Powertrain - SMCO	Automotive	582
17	Saginaw Public Schools	Education	576
18	Great Lakes Bay Health Centers	Medical	568
19	Saginaw Township Community Schools	Education	521
20	Wal-Mart	Retail	505
21	Zehnder's of Frankenmuth	Restaurant	503
22	United States Post Office	Mail, Shipping	431
23	City of Saginaw	Government	425
24	Consumers Energy	Energy	420
25	Birch Run Prime Outlets	Retail	410
26	Merrill Technologies Group	Machining	405
27	Duro-Last, Inc. / Plastatech	Roofing Systems & Laminated Vinyl	400
28	Orchid Bridgeport	Medical Manufacturer	397
29	Saginaw County Community Mental Health Authority	Medical	368
30	CMU Healthcare	Medical	363
31	Saginaw Control & Engineering	Electrical Enclosures	350
32	Saginaw Correctional Facility	Corrections	328
33	AT&T	Telecommunications	316
34	MBS International Airport	Travel, Shipping	275
35	Spicer Group	Engineering, Surveying, Planning	270
36	Wellspring Lutheran Services	Health Care	267
37	Bronners CHRISTmas Wonderland	Retail / Tourism	250
38	Hoyt Nursing & Rehab Centre	Rehabilitation & Long-Term Care	237
39	Lippert Components	Glass Products	223
40	Stone Transport LP	Shipping	208

Some locations in Saginaw Township

Wholly located in Saginaw Township

APPENDIX 7D

Comparison Communities

Appendix D: Comparison Communities

	Population 2010	Population Change: 2000 to 2010	Size (square miles)	Community % of County Population	Median Age	Median Household Income	Black & Hispanic Population	% Bachelor’s Degree or Higher	Housing Units Built Prior to 1980	Owner Occupied Housing	Foreign Born Population	Individuals Below Poverty Level	Top Industry, by Percentage of Employment
City of Kentwood	47,707	5.4%	20.9	7.9%	34.3	\$48,333	26.4%	31.9%	48.6%	61.2%	14.4%	12.9%	Manufacturing 22.2%
Chesterfield Township	43,381	16.0%	27.8	5.2%	38.2	\$68,007	8.5%	21.5%	31.1%	83.2%	4.3%	8.4%	Manufacturing 20.3%
City of Midland	41,863	0.4%	34.8	50.1%	38.3	\$50,497	5.1%	42.2%	66.0%	67.1%	6.3%	13.3%	Manufacturing 23.9%
Bloomfield Charter Township	41,071	-4.5%	25.9	3.4%	48.7	\$104,277	9.1%	69.2%	75.5%	87.3%	13.5%	5.9%	Educational services, health care, social assistance 28.1%
Saginaw Charter Township	40,840	3.0%	24.9	20.40%	43.1	\$49,873	16.4%	33.2%	68.2%	64.8%	5.14%	10.8%	Educational services, health care, social assistance 30.7%
Commerce Charter Township	40,076	15.3%	29.9	3.3%	40.2	\$81,354	4.5%	41.1%	45.6%	90.1%	7.7%	6.0%	Manufacturing 19.9%
Meridian Charter Township	39,688	1.5%	31.6	14.1%	38.2	\$62,112	9.7%	63.7%	52.0%	60.8%	12.1%	13.0%	Educational services, health care, social assistance 36.7%
Grand Blanc Charter Township	37,508	25.8%	33.0	8.8%	36.9	\$58,232	14.9%	34.0%	49.3%	68.6%	6.9%	10.2%	Educational services, health care, social assistance 29.1%
Holland Charter Township	35,636	23.3%	27.4	13.5%	32.0	\$53,822	27.1%	23.2%	31.1%	70.1%	15.1%	10.6%	Manufacturing 34.5%

Data: Census 2000, Census 2010, and the American Community Survey

APPENDIX 7E

Adoption Documentation



Saginaw Charter Township

Established 1831

**Resolution of Adoption
Master Plan
Saginaw Charter Township
Saginaw County, MI
By the Saginaw Charter Township Planning Commission**

WHEREAS, the Saginaw Charter Township Planning Commission has elected to draft and adopt a Master Plan, pursuant to the procedures set forth in the Michigan Planning Enabling Act, PA 33 of 2008, MCL 125.3801, *et seq*; and

WHEREAS, Saginaw Charter Township Planning Commission has prepared a physical development plan for the Township of Saginaw in compliance with said Act 33; including relevant charts, maps, and text; and,

WHEREAS, a community input survey was made available to Township residents in early 2020 for the purposes of gathering input from the public, and

WHEREAS, Saginaw Charter Township Planning Commission reviewed and approved the plan for distribution during a public meeting in June of 2021, and,

WHEREAS, Saginaw Charter Township Planning Commission held a formal public hearing on the proposed Master Plan, inclusive of the charts, maps, demographic data, future land use plan, and goals for Saginaw Charter Township on September 15, 2021, at the Township Hall, 4980 Shattuck Road, Saginaw, MI 48603, in order to provide additional opportunity for public comment; and,

WHEREAS, at the above referenced public hearing, the citizens of Saginaw Charter Township were afforded the opportunity to provide oral and written comments on the draft plan, which comments have been carefully considered by the Planning Commission; and,

NOW, THEREFORE, BE IT RESOLVED, that Saginaw Charter Township Planning Commission does hereby adopt Saginaw Charter Township Master Plan, said plan to be dated as adopted this day of September 15, 2021; and,

BE IT FURTHER RESOLVED, that Saginaw Charter Township Planning Commission does hereby direct the Commission Chairperson and Commission Secretary to sign this Resolution signifying adoption of the Saginaw Charter Township Master Plan, to file attested copies of the Plan with the Saginaw Charter Township Clerk and the Saginaw Charter Township Planning Commission.

Certificate of Adoption:

Motion by NELSON and seconded by NOLAN

Yeas: 6

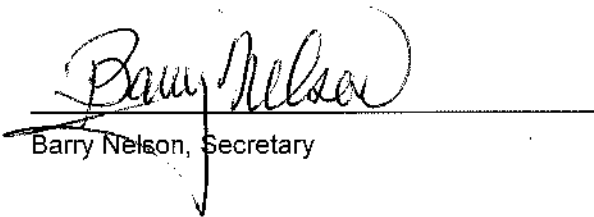
Nays: 0

Absent: 1 (HOWELL)

Resolution declared adopted September 15, 2021



Ben Gombar, Chair



Barry Nelson, Secretary

**SAGINAW CHARTER TOWNSHIP
SAGINAW COUNTY, MICHIGAN**

RESOLUTION 21-13

ADOPTION OF THE MASTER PLAN

At a regular meeting of the Township Board of Saginaw Charter Township, Saginaw County, Michigan, held at the Township Hall, 4980 Shattuck Road, on the 27th day of September, 2021, at 5:30 p.m.

PRESENT: Supervisor Braun, Clerk Wazny, Treasurer Gerhardt, Trustees

Gorney, Howell, Kelly and Ryan

ABSENT: _____

The following resolution was offered by Howell, and seconded by Kelly:

WHEREAS, the Saginaw Charter Township Planning Commission has elected to draft and adopt a Master Plan, pursuant to the procedures set forth in the Michigan Planning Enabling Act, PA 33 of 2008, MCL 125.3801, *et seq*; and

WHEREAS, Saginaw Charter Township Planning Commission has prepared a physical development plan for the Township of Saginaw in compliance with said Act 33; including relevant charts, maps, and text; and,

WHEREAS, a community input survey was made available to Township residents in early 2020 for the purposes of gathering input from the public, and

WHEREAS, Saginaw Charter Township Planning Commission reviewed and approved the plan for distribution during a public meeting in June of 2021, and,

WHEREAS, Saginaw Charter Township Planning Commission held a formal public hearing on the proposed Master Plan, inclusive of the charts, maps, demographic data, future land use plan, and goals for Saginaw Charter Township on September 15, 2021, at the Township Hall, 4980 Shattuck Road, Saginaw, MI 48603, in order to provide additional opportunity for public comment; and,

WHEREAS, at the above referenced public hearing, the citizens of Saginaw Charter Township were afforded the opportunity to provide oral and written comments on the draft plan, and,

WHEREAS, the Saginaw Charter Township Planning Commission adopted the Master Plan after the public hearing on September 15, 2021, and,

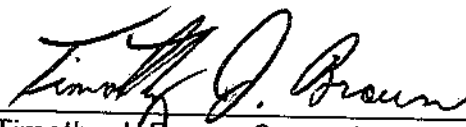
NOW, THEREFORE, BE IT RESOLVED, that Saginaw Charter Township Board of Trustees does hereby also adopt Saginaw Charter Township Master Plan.

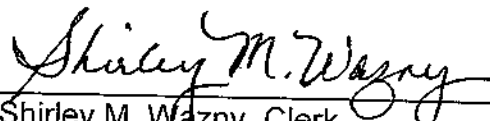
ADOPTED: September 27, 2021

YEAS: Supervisor Braun, Clerk Wazny, Treasurer Gerhardt, Trustees
Gorney, Howell, Kelly and Ryan

NAYS: _____

ABSENT: _____


Timothy J. Braun, Supervisor



Shirley M. Wazny, Clerk

CERTIFICATION

STATE OF MICHIGAN)
SS)
COUNTY OF SAGINAW)

I, SHIRLEY M. WAZNY, the duly qualified and acting Clerk of Saginaw Charter Township, Saginaw County, Michigan, (the "Township") do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Saginaw Charter Township Board, at a regular meeting held on September 27, 2021, the original of which is on file in my office. Public notice, if required, of said meeting was given pursuant to and in compliance with Act 267, Public Acts of Michigan, 1976, as amended, including in the case of a special or rescheduled meeting, notice by publication or posting at least eighteen (18) hours prior to the time set for the meeting.

IN WITNESS WHEREOF, I have hereto affixed my official signature on the 27th day of September, 2021.


SHIRLEY M. WAZNY, Clerk
Saginaw Charter Township