

Village of Saranac

Master Plan

December 2012



Master Plan Village of Saranac

TABLE OF CONTENTS

<u>Chapter</u>	<u>Page No.</u>
<i>Preface</i>	iv
1. Community Description	1
Regional Setting	12
Village History	1
Natural Conditions	2
Population and Housing	5
Economic Summary	9
Land Use Characteristics	10
2. Needs Concerns and Opportunities	16
Efforts are Needed to Grow the Village	16
Perceived Needs, Concerns and Opportunities	16
3. Visions and Goals	19
Overview	19
Goals and Objectives	22
4. Future Land Use Plan	28
The Relationship of Planning to Zoning	28
Overview of the Master Plan and Future Land Use Map	30
Future Land Use Designations and Zoning Plan	31
5. Community Circulation	41
Transportation Function	41
Neighborhood Safety and Convenience	43
Integrated Sidewalks and Trail System	43
6. Implementation	49
Downtown Strategic Plan	49
Natural Features and Environment	50
Zoning Ordinance and Zoning Map Amendments	50
Parks, Recreation and Open Space	51
Capital Improvement Program	51
Planning Commission Work Program	52
Planning Education	52
Revisions to the Master Plan	52

TABLE OF CONTENTS (Cont.)

<u>Chapter (cont.)</u>	<u>Page No. (cont.)</u>
Maps	
Map 1-Regional Location	2
Map 2-Topography	3
Map 3-Aerial Photo of Existing Development Patterns	14
Map 4-Village Owned Land	16
Map 5- Future Land Use Plan Map	39
Map 6 Non-Motorized Trail and Bicycle Route Interconnection	47
Soils Map	A-1
Environmental Limitations	A-5
APPENDICES	
Appendix A	
Soils Report	A-1
Environmental Limitations	A-5
Appendix B	
Public input	B-1

Preface

A community's "Master Plan" or "General Development Plan" is a widely recognized policy tool that is used as the basis for zoning decisions and as a guide for land use, economic development and capital improvement projects. The Village of Saranac prepared and adopted its first modern master plan in 2001. The 2012 edition is an update of the original and takes into consideration more recent population and development trends and the refined visions and goals of its leaders and citizens. The Village of Saranac Planning Commission was established under the authority of the Michigan Planning Enabling Act (PA. 33 of 2008, M.C.L. 125.3801 *et. seq.*). The purpose of the master plan is to provide the officials, citizens and developers with a rational guide for the orderly growth and development of the community. The plan is therefore designed to support the Village Zoning Ordinance, to serve as a guide for zoning decisions and to form the basis for other decisions relating to Village development.

This plan includes basic inventories of community resources, an identification of current trends and a discussion of land use related problems and opportunities. Based on an evaluation of this information a proposed future land use map has been developed. The Future Land Use map and the supporting master plan text will serve as a basis of future development and for zoning recommendations to the Village of Saranac Council.

As with the original Master Plan the planning process involved five basic steps:

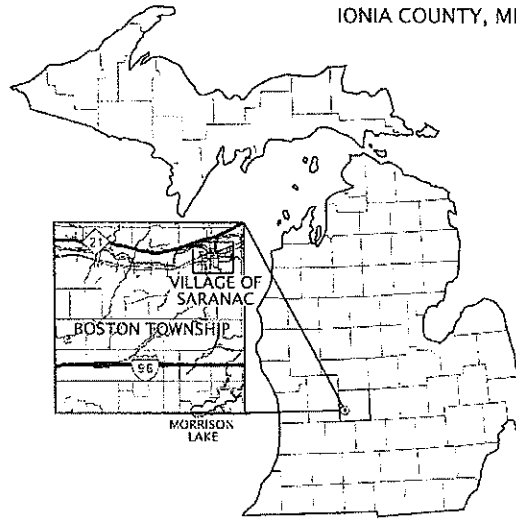
1. A Planning Analysis involving an overview and analysis of background information, a determination of problems and trends and an assessment of future needs. Included in this step was a citizen survey and a public workshop where the views of citizens were elicited.
2. The formulation of goals, objectives and policies to serve as a guide to future development.
3. An inventory and evaluation of vacant land.
4. A written and graphic plan designed to achieve the goals.
5. Recommendations for implementation of the plan.

Chapter 1
COMMUNITY DESCRIPTION
AND TRENDS



MAP 1

REGIONAL MAP
VILLAGE OF SARANAC
IONIA COUNTY, MICHIGAN



REGIONAL SETTING

The Village of Saranac is located along the Grand River in Boston Township within Ionia County, which is in the south central portion of Michigan's Lower Peninsula. Saranac is approximately midway between the communities of Ionia to the east, and Lowell (Kent County) to the west. Saranac lies about 30 miles east of the city of Grand Rapids, 40 miles west of Lansing and 45 miles north of Battle Creek

VILLAGE HISTORY

In 1836 the partners Dwight and Hutchinson and a Mr. Morrison laid out the first plats for the future Village of Saranac. In 1851 the name was changed to "Boston" and the streets were laid out in a formal plat. In 1856 the Mercer addition was recorded. The name of the Village was changed back to Saranac in 1859.

The Village of Saranac was formally incorporated in 1869 from Boston Township. The Township was established by the Michigan legislature in 1837. By 1847 there was a tavern and an Indian trading post at the river crossing. The first bridge was built in 1850, by which time two saloons and a dry goods store had also been added. A hotel was built in 1854. By the time the

Village was incorporated there was a population of 777 within the Village limits. For a number of years three riverboats operated on the Grand River from Grand Rapids to Lyons.

The first school was built in 1837. The school district was consolidated in the 1930's. A fire department was established 1876. The Detroit, Grand Haven and Milwaukee Railroad was started in 1856 and the line was later bought by Grand Trunk and Western. Passenger service ended in 1961 and in 1994 Mid Michigan Railway Company purchased the tracks between Durand and Grand Rapids to be operated as an independent short line. The rail line has since then been abandoned and rail service no longer extends through the region.

In the 1960's Interstate 96 was built running east-west four miles south of the Village. The nearest interchange was three miles to the west. The post office was established in 1838. In 1947 money for a library building was donated. In 1947 the library moved to the present location on Bridge Street.

In 1883 the Village experienced its first major flood. On July 4, 1901 there was a heavy rain resulting in a flood which caused both the Walter's dam, one mile south of the Village, and Huhn's Dam on Bridge Street to give way. The flood carried away the bridge as well as many buildings. Again in June 1905, a terrific cloud burst washed out three bridges as well as a train.

In 1951 the Village adopted a Zoning Ordinance. The Village's current zoning ordinance was adopted in 2004. The Village also maintains a parks and recreation plan with the current plan being adopted in early 2012.

NATURAL CONDITIONS

Climate

While the presence of Lake Michigan 60 miles to the west generally influences the climate in the Saranac area, its effect is not as pronounced as those areas nearer the lake. Winds from the west flowing over Lake Michigan will tend to moderate the temperature and increase precipitation here, but when winds originate from other directions, this effect is eliminated and the climate becomes more "continental" in nature.

Climate data is collected from a weather station in Ionia and can also be used to represent the climate in Saranac. Prolonged periods of extreme hot or cold are seldom experienced in Saranac. Summers are dominated by moderately warm temperatures with July the warmest month, averaging a daily maximum of 83.9 F and a daily minimum of 58.1 F. Winters are moderately

cold, with average daily maximum and minimum temperatures of 30.9 F and 15.1 F in January, the coldest month. Between November and March, 85% of the minimum daily temperatures are 32 F or below. The frost-free period or growing season averages 135 days per year.

Approximately 40 inches of snow falls each year between the months of November and April. January is the snowiest month, with an average of 11 inches. An average of 71 days per year will have one inch or more of snow on the ground. Rainfall accounts for an average of 30 inches annually. June is usually the wettest month and February the driest. Between the months of May and October (the crop season), 59% of the annual rainfall occurs.

Water Resources

The most noticeable natural feature within the Village is the Grand River and its floodplain. The river flows into the Village from the north and forms a loop as it exits in the northwest. This river loop creates nearly two miles of river frontage within the Village (including both sides of the river). Another predominant natural feature within the Village is Lake Creek. This creek flows through the center of the Village from Morrison Lake which is five miles directly south of Saranac. Lake Creek enters the Grand River west of Bridge St. in the Village's northwest quadrant.

A major feature in the Village's southeast quadrant is an ephemeral stream contained within a deep ravine. It joins Lake Creek between its two Bridge St. crossings. In general, drainage is towards Lake Creek, except in the northeast and in the areas nearest the Grand River where it flows directly towards the river. The only other significant natural water feature not directly associated with the Grand River is a half-acre pond north of the end of Fuller Street between Main Street and the old railroad grade. The 325 acre Morrison Lake is the nearest inland lake to Saranac and does have a public access site.

Woodlands/Wetlands

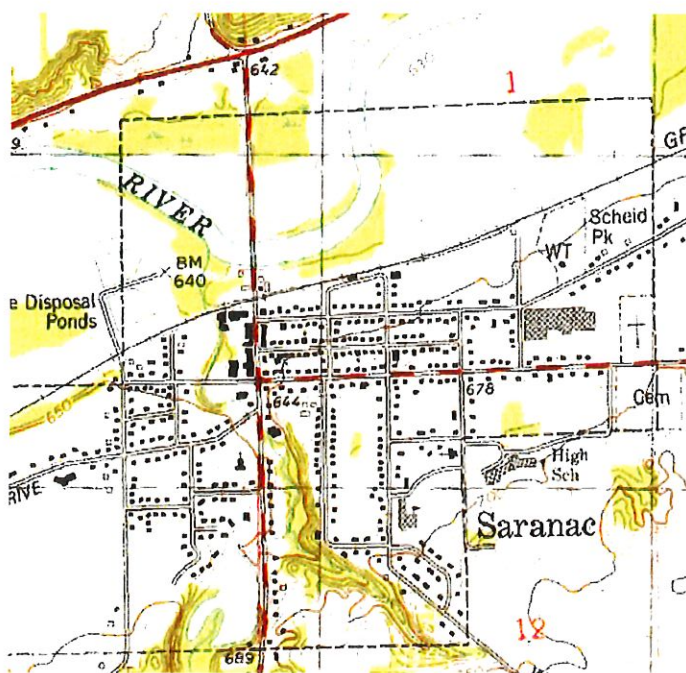
The Village of Saranac has a total area of 642 acres of which 157 acres or 24.5% is forested. The areas covered by forest are in the lowlands north of the railroad and the southern most parts of the Village south of Wyandotte Street, South Street and Weeks Road to the Village limits.

About 6 acres or .9% of the Village is open water and another 41 acres, or 6.4% is wetlands. Most of the wetlands are found along the Grand River and a small amount lies in the old mill pond basin along Lake Creek in the extreme south central part of the Village.

The wetlands are subject to periodic flooding as are large areas on either side of the Grand River. For the most part the railroad berm has functioned as a barrier to flooding.

Topography

Saranac is situated on the Grand River which has a lengthy course across southern and west Michigan. At this location the river occupies a deeply cut channel originally created by the melt waters of an ancient glacier. The southwest and southeast quadrants of the Village are relatively high compared to the northern portions along the Grand River. Between these two areas, Lake Creek and its seasonal tributary have cut a steep stream bank as it flows through town and on towards the Grand River. In the mid 1990's the emptying of Mill Pond on the southwest edge of the Village limits left a wetland depression.



Source: U.S. G.S. Topographic Series

Map 2 AREA TOPOGRAPHY

Soils

The soils that make up the sloping river terrace on which most of the Village is located (Mancelona-Fox-Boyer Association) are well drained loams underlain by sand and gravel. Major limitations to developing these soils include susceptibility to erosion (depending on degree of slope), stoniness, and droughtiness. Soils found within the flood plain of the Grand River (Carlisle-Choctah-Sloan Association) are represented by level, or nearly, poorly drained organic

soils that are subject to excessive wetness. Because of wetness and susceptibility to flooding soils in the floodplain are poorly suited for development. (See Soil Map, Appendix A)

POPULATION AND HOUSING

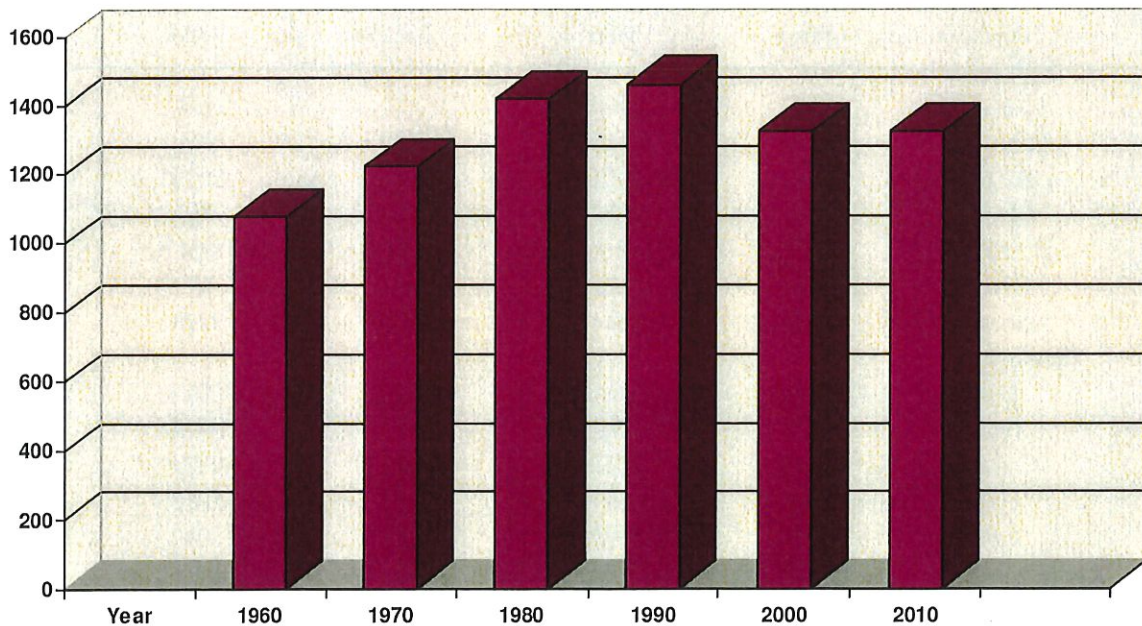
From 1930 to 1980 the Village of Saranac experienced fairly steady population growth. Population growth ceased after 1980 and between 1980 and 1990 the growth rate dropped to below 1% for the first time since the decade between 1920-1930. As is shown in Table 1, and Figure 1, the population actually declined between 1990 and 2000. In the last decade, the population held steady.

Table 1
Population Growth-Village of Saranac
1960 - 2010

<u>Year</u>	<u>Population</u>
1960	1081
1970	1243
1980	1421
1990	1461
2000	1326
2010	1325

Source: U.S. Census

Figure 1
Population Growth



Source: U.S. Census

Figure 2
Comparative Population Changes 1990, 2000, 2010

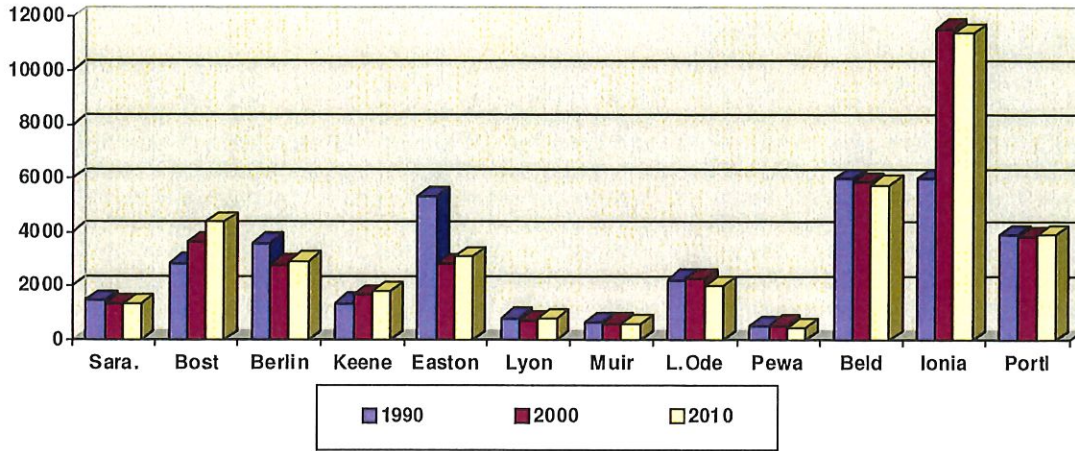


Table 2
Comparative Population Change
Ionia County, Michigan Communities

	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2000 to 2010</u> <u>% Change ±</u>
Ionia County	50,976	57,024	61,518	63905	3.88
Cities					
Belding	5634	5969	5877	5757	-2.1
Ionia	5920	5990	11,581	1394	-1.2
Portland	3963	3889	3822	3883	1.6
Villages					
Clarksville	348	360	317	394	24.3
Hubbardston	380	385	394	395	0.3
Lake Odessa	2171	2256	2272	2018	-11.2
Lyons	708	824	726	789	8.7
Muir	698	667	634	604	-4.7
Pewamo	488	520	560	469	-16.3
Saranac	1421	1461	1326	1325	-0.1
Townships					
Berlin	2660	3610	2787	2923	4.9
Boston	1421	2852	3635	4384	17.1
Campbell	1344	1454	1926	1994	3.5
Danby	2082	2371	2696	2988	11.1
Easton	4501	5336	2835	3082	8.9
Ionia	2808	3103	3669	3779	3.1
Keene	1085	1376	1660	1831	0.3
Lyons	1266	1308	1526	1603	5.4
North Plains	965	948	1014	884	-12.8
Odessa	1360	1629	1764	1760	-0.2

Table 2 Continued- Comparative Population Change

	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2000 to 2010</u> <u>% Change ±</u>
Orange	994	1047	1040	987	-5.1
Orleans	2230	2548	2736	2743	0.1
Otisco	1826	1863	2243	2282	1.7
Portland	2245	2383	2460	3404	39.7
Ronald	1353	1715	1903	1869	-1.8
Sebewa	1105	1160	1202	1171	-2.6

Source: U.S. Census Bureau, 1980, 1990, 2000 & 2010 Census Counts

Note: Township totals exclude Village counts.

Geographic Differences in Population Growth

The modest declines and stagnation in the 1990's and 2000's are similar to those experienced in many areas of the State and is very similar to the growth experienced in several surrounding villages and small cities. During the 1990's, many small communities throughout Michigan experienced unprecedented population increases as in-migration of residents seeking homes within driving range of major employment centers increased.

"Through the 1990s and into the first half of the 2000's population growth in Michigan continued to be focused in areas outside city and village limits. The population of Michigan's cities and villages decreased by 0.4% during the 1990s while the number of people in the remainder of the state increased by 17.4%. This continued a shift of population from cities and villages that began in the 1970s and it reflects a pattern experienced across the nation. Despite numerous annexations, and some localized reversals, the number of people in Michigan's cities and villages decreased by 8% from 1970 to 2000 while the number of people in the remainder of the state increased by 52%. Cities and villages contained only 55% of Michigan's population in 2000, compared to 66% in 1970.

That trend reflected several factors:

- *As household size decreases, a community's housing stock is accommodating fewer residents. Reasons for decreasing household size include a lower rate of marriage, a later age at marriage, more people having fewer children or no children at all, more older households which no longer have children, and more people who are divorced or widowed.*
- *As land within cities and villages becomes more fully developed, opportunities to construct new housing occur primarily outside city and village limits.*
- *Areas outside city and village limits tend to offer larger parcels of land and at least temporarily less congestion and an opportunity for people to escape from social problems experienced in their previous neighborhoods. Younger and larger families are particularly drawn to new neighborhoods outside of city and village limits."*¹

¹ "Michigan's Population 2000", Mich. Inf. Cent. pg. 921

Summary of Village Population And Housing Statistics

As of the 2010 U.S. Census

- There were 1,325 as compared to 1326 people in 2000.
- The population density stands 1.78 persons per acre.
- There were 616 total housing units in 2010 an increase of 28 from the 589 recorded in 2000.
- 42.6 % of dwelling units were renter occupied.
- The average household size was 2.31 down slightly from 2.33 persons on 2000.
- The average household size for owner occupied homes is 2.73 persons.
- The average household size for renter occupied units is 1.75 persons.
- The average family size was (3.03) persons.
- The average density of housing is 0.82 dwelling units per acre.
- The number of households decreased from 573 in 2000 to 568 households in 2010.
- The number of families residing in the village decreased slightly from 348 in 2000 to 339 in 2010.
- 30.7% of households had children under the age of 18 living with them. In 2000 that figure was 32.0%.
- 42.2% of households were married couples living together. Down from 46.1% in 2000.
- 12.6% of households had a female householder with no husband present up from 12.1% in 2000.
- 40.8% of households were non-families. An increase of over 2% from the 38.6% in 2000.
- 36.5% of all households were made up of individuals living alone as compared to 35.9% in 2000.
- The number of households having someone living alone who was 65 years of age or older decreased to 15.9% from 20.2%.

In the Village the relative population sizes of the major age groups within the population include:

- 30.3% under the age of 19.
- 4.5% from 20 to 24.
- 24.7% from 25 to 44 (26.3% in 2000).
- 25.8% from 45 to 64 (20.5% in 2000).
- 12.3% who were 65 years of age or older(17.9% in 2000).

The median age in 2010 was 37.2 years, a slight increase from the 2000 median age of 37 years.

In 2010 the racial makeup of the Village was virtually identical to that in 2000.

- 97.4% of residents are white.

- 0.2% of residents are African American.
- 0.2% of residents are Native American.
- 0.4% of residents are Asian.
- 0.8% of residents are from other races.
- 1.1% of the population is of two or more races.
- Hispanic or Latinos (of any race) comprise 1.3% of the population.
- Median income for a household in the village was \$31,350.
- The median income for a family is \$41,250.
- Males have a median income of \$35,221 versus \$24,750 for females.
- The per capita income for the village is \$15,867.
- About 5.9% of families and 11.3% of the population is below the poverty line, including 12.5% of those under age 18 and 17.4% of those age 65 or over.

ECONOMIC SUMMARY

Income, Labor Force and Employment

Based on U.S. Census estimates, in 2010 the median household income in Saranac was \$36,094 while the per capita income was \$16,457. This is well below the Ionia County average per capita income of \$19,386. Approximately 17% of families have income below the poverty level and overall just over 25% of all persons are under the poverty threshold. That figure is considerably higher than the 15% of persons living in poverty in Ionia County and the 16.8 % in Michigan as a whole.

The Village had 1,102 persons over 16 years of age of whom 590 (53.5%) are in the labor force. The recent unemployment rate (spring of 2012) 11.2% compares to 11% for the state of Michigan and 9% for the U.S. as a whole. (Source: U.S. Dept. of Labor)

The 2010 census lists the Village labor force as consisting of 113 persons in service type occupations, 105 persons in sales and office occupations, and 156 persons in management, business, science and the arts occupations. There were 57 persons employed in construction, maintenance and natural resource occupations.

Educational services employ the largest number of people (130) or 25% of the work force. That is followed by manufacturing (101 persons, 19.9%), retail trade (61 people, 12%), construction (46 people, 9.1%), public administration(35 people, 6.9%), entertainment, recreation and food service (30 persons, 5.9%), finance, insurance, real estate (25 persons, 4.9 % and all others services (75 persons, 15%) The Village had 25 persons who were self employed, 90 government

workers and 393 private sector wage and salary employees. The largest employer in town is Saranac Public Schools.

The average travel time to work for the labor force is 27.7 minutes to work. This coincides with commuting distances to Ionia, Lowell and the eastern Grand Rapids area. The travel time of nearly one half hour underscores the fact that Saranac is very much a bedroom community. Interestingly, the average travel time to work in 1990 was 22 minutes.

LAND USE CHARACTERISTICS

Residential Land Use and Trends

Traditional detached single family homes comprise the largest category of the residential uses and dominate the Village. The majority of single family lots were originally 132 feet deep and 50 to 66 feet wide. There are approximately 15 dwelling structures which were originally built as single family homes but which have been converted or were built as duplexes. There are also 3 apartment complexes.

Of the 580 housing units in the Village, 210 were built before 1939, 300 units were built between 1940 and 1980 and a total of 70 units were constructed between 1980 and 2010. Of these, only 19 dwelling units have been constructed since 2000. Of these 370 units built since 1949, 150 are attached units or apartments within the Saranac Housing Commission Complex. That complex was started in 1971. Of the 580 housing units within the Village, 380 are single family homes, 30 are in two family attached or duplex dwellings.

Virtually all of the housing units in the Village are connected to the Village water sanitary sewer systems. The majority of housing units are connected to natural gas utility while approximately 95 with electric heat.

Since 2000 there have been approximately 20 new dwelling units built in Saranac and a total of approximately 115 since 1980. Most of the units constructed since 1980 have either been apartments or were located on the newer plats along Clover Lane, Shawnee, Wyandotte, Washington and Jackson streets. The older plats, while not completely built up, have few vacancies and thus provide fewer opportunities for new home construction.

In the surrounding township, many new dwellings have lined the road frontage especially along South Bridge Street, Riverside Drive, Summit Street, Jackson Road and Weeks Road. There are

also a number of private road developments off MacArthur, Parsonage, Morris Lake, Peck Lake, Kyser, Sayles, and Centerline roads.

This pattern of development in the rural areas and fringes of cities and villages was part of statewide trend for development of large (2 to 5 acre) lots for residential uses. That trend continued until 2008 when the financial crisis crippled the housing markets nationwide. Since that time, there have been few new housing starts and the market for existing homes has been weak.

Commercial Land Use and Trends

The majority of commercial uses (retail, food and beverage and personal service) are in the Village's downtown area which is centered along Bridge Street from the north side of Main St. on the north, to Lake Creek on the south. It also extends along Division St. from the east side of Bridge St. to Lake Creek; along Main St. from Erv Taylor Ave. to approximately 1/3 of the block east of Bridge St. and along Church St. to almost mid block east of Bridge St. There is also a small highway oriented commercial area north of the Village limits across the Grand River at the intersection of M-21 and Bridge Street. There are no other concentrations of commercial uses within the Village but there are nearly a dozen isolated businesses scattered about the Village.

Through the 1970s, 1980s, 1990s and into this century there was a strong trend toward "strip malls" and "Big Box" commercial developments that hurt many small town main streets. The impacts on small downtowns included lost sales and vacant buildings. Strip development is predicated on the ability to achieve high volume sales and economies of scale. Each new development focused on ease of access and demanded convenient store front parking designed strictly for the passing automobile. Those are features that many downtown areas have difficulty offering and Saranac is no different. The trends towards telemarketing and internet sales have also been major factors in the shrinking demand for smaller retail spaces. Saranac has, as a result experienced more than its fair share of retail losses and with a population that has seen virtually no growth in recent years, many local businesses continue to struggle.

Saranac does not benefit from a major high volume thoroughfare and the community cannot attempt to attract highway dependant businesses. To be successful, Village officials and local businesses must instead focus on attracting general and specialty merchandise establishments, where market demand (size of market and disposable incomes) are the keys to determining retail

demand and sales potential. A healthier downtown Saranac is also seen as being dependant upon the following:

1. Promoting a wider retail mix, i.e. uses which promote “browse shopping”, such as gift shops, candy and ice cream stores, jewelers, florist, bookstores and home furnishing shops.
2. Attracting new residents and visitors by promoting the community for what it is, a walkable, pedestrian friendly small town with qualities that are an attractive alternative to congestion and automobile oriented shopping, working and living environment.

Industrial Land Use and Trends

At the present time Saranac Tank, located at the corner of West Main and Erv Taylor Ave. is the only one active industrial use located within the Village. Several vacant industrial sites are located in the Village, the primary one being the former Saranac Stamping plant located at the corner of Fuller St. and W. Riverside Dr. Nearby industries include ADAC Plastics which is just outside the Village limits to the east on W. Riverside Dr., Herbrucks Poultry, Blough Buffing and Reliable Relamping all located in neighboring Boston Township.

Saranac did not attract significant new green field industries during the time when industrial expansion was occurring in other Michigan communities and as a result of more recent trends for globalization virtually all of the Village’s industrial and manufacturing base has moved out. The Village now has several vacant industrial buildings. There is a large block of vacant industrially zoned land along the old railroad which has very poor street access.

Open Space

Most of the remaining undeveloped or open land in the Village is classified as flood plain and is found east to west between the abandoned railroad and the Grand River. Much of this low area west of Bridge Street is associated with the Village’s wastewater treatment plant and with parkland on which the Village boat landing is situated. Similarly, east of the Bridge Street the majority of the area is Village owned and devoted to parkland. A roughly 25 acre area of vacant, privately owned flood plain extends from the east line of the Village’s nature park, to the Village limits. Approximately 25 acres of privately owned, vacant floodplain area also exists within the Village, north of the Grand River, east of Bridge Street.

There are only a handful of structures located in the flood plain areas. They include a vacant commercial structure, a fire training structure and the museum and park structures, all near

There remains one small scale farming operation within the Village limits. It is at the eastern outskirts of the Village between Riverside Drive and the abandoned railroad tracks.

Public Facilities

Schools-The Saranac Public School District covers all of the Village and the surrounding area including the majority of Boston Township and portions of Keene, Berlin, and Easton Townships. The elementary school and the high school are located on Pleasant Street and the middle school is on Vosper Street. Enrollments have fluctuated somewhat over the last decade. In 2012 total enrollment was 1275 as compared to 1,249 in the late 1990's. In 2012 the elementary schools enrollment was 593 students, the middle school had 284 students and the high school had 370 students. In 2012 the school district employed approximately 136 staff, of which 76 were full time teachers.

Police protection is provided by contract with the Ionia County Sheriff Department. The contract currently provides for 1680 hours of police coverage each year or an average of approximately 4.6 man hours a day.

Since 1986 the Village and the four surrounding townships of Boston, Keene, Easton and Berlin have maintained a fire department cooperative agreement organizing a volunteer fire department. The headquarters for the department and the fire equipment is housed at the fire station in downtown Saranac (former Village hall). There are currently 24 volunteer firefighters. The department operates an emergency response unit.

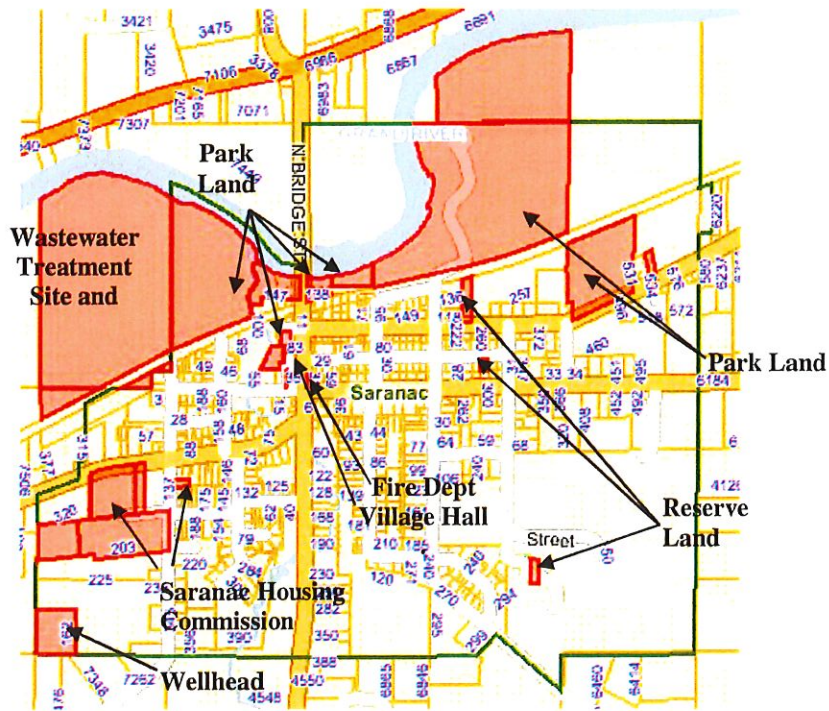
Healthcare & Emergency-The nearest hospital is in Ionia. Life EMS, a private company in Ionia, is dispatched by Ionia County Central Dispatch. The Village has two private medical clinics, a chiropractic office and two dental offices.

Utilities -The Village has a waste water treatment plant with a capacity of 250,000 gal/day. The current usage is around 150,000 gal/day. The Village also has a municipal water supply system with a capacity of 1.5 million gal/day. Virtually all residences and businesses are connected to these public utilities. Natural gas and electric service is provided by Consumers Energy throughout the Village. Telephone and internet service is also provided by private communication providers.

Governmental -The Village Offices are located in a recently renovated two story building located at 27 N. Bridge St. in downtown. The old Village offices located at the corner of Bridge

and Mill streets still houses the Fire Department. The Public Works garage is located at Riverside and Fuller next to the Village Park. The Boston Township Cemetery is located on Mill Street. The Boston Township hall is located at the southeast corner of Center and Church streets. The public library, also located on Bridge Street, is administered by the Village.

Transportation-The village is almost totally dependant upon roads and highways for the movements of goods and people. The Village is 1/8 of a mile south of M-21 and 7 miles from the nearest interchange for access to I-96. There is no longer passenger or rail service through the Village and the rail line is being converted to the Fred Meijer Grand River Valley Rail Trail. The nearest general aviation airport is in Ionia. The nearest commercial airport with scheduled flights is the Gerald R. Ford International Airport in Grand Rapids. A heliport is located at the Saranac Housing Commission off Parsonage St.



Source: Ionia County LIS

Map 4
Village Owned Land

CHAPTER 2 NEEDS, CONCERNS AND OPPORTUNITIES

Efforts Are Needed To “Grow The Village”.

Growth in Saranac and the surrounding area has in recent years been negligible and the Planning Commission recognizes that businesses in the Saranac have long suffered from a relatively stagnant, small town marketplace. Making the Village more attractive so as to capture a larger share of the more inevitable economic activity in the Grand Rapids and Lansing metropolitan areas is viewed as one way help “grow the Village”. But finding ways that maintain and expand the village as a desirable bedroom community in light of influences and trends pointing in the other direction, (loss of manufacturing base and jobs, increased energy prices and competition with similar communities) will be a challenge to the Village.

One positive example that could serve as catalyst for even more positive change, especially for downtown, is the impending conversion of the Grand Rapids Eastern /CSX railroad right of way into the “Fred Meijer Grand Valley Rail Trail”. This “Rail to Trail project is part of the Ionia County Rail Trail and is part of the Mid-West Regional Rail-Trail Network that will ultimately connect to similar rail to trail segments allowing uninterrupted, non-motorized trail travel throughout west and central Michigan. With construction beginning in 2012 the Grand Valley Rail Trail will initially connect Saranac to the City of Ionia to the east and in a few years, construction will be completed to the west, to Lowell/Grand Rapids. This facility holds the potential of drawing tourists into the community and along with them, an added dimension to the local economy.

Making the Village itself more bicycle friendly with a downtown bicycle trailhead and other bicycle and pedestrian friendly improvements was recognized as a strategy that could help further expand the bike path into a significant economic resource for the Village.

Perceived Needs, Concerns and Opportunities.

Other observations made by the Planning Commission in its early discussions are listed below and in the Appendix is an expanded listing of planning and development issues and impressions

that were identified during a joint “round robin” session of the Planning Commission and Village Council.

1. There is a need to improve local quality of life. Ideas for doing this included making the Village more walkable by providing and incorporate sidewalks, pathways, gathering places, improved streetscapes, and crosswalks and by one day eliminating overhead power lines in the older residential areas of the Village.
2. There is a need to create multiple reasons for people to come to the Village. Ideas include the creation of multiple festivals and other reasons to come here.
3. The private sector businesses should promote the Village. A downtown development authority or local Chamber of Commerce does not presently exist. A cooperative private organization or public/private partnership could better focus on the attributes and needs of downtown businesses.
4. The Village needs to make sure that the Village itself, through its policies and regulations, is not an obstacle to new forms of economic growth such as home E-trade.
5. New comers to adjacent portions of Boston Township may ultimately demand public sewer and water that is provided by the Village. The Village should position itself for this possibility and plan for potential annexations.
6. The nations long term energy needs and the transition away from the automobile may one day place Saranac along a “light rail system” route between from Grand Rapids and Lansing. This could have the long range potential of restoring the Village’s status as a bedroom community within easy reach of two major metropolitan areas.

Having first identified the major long term planning issues and ideas, the Planning Commission and Village Council developed a series of survey questions that were narrowly focused on obtaining public input on a few key issues. The survey questions were included in a larger survey format that also assessed public attitudes regarding park improvement alternatives and priorities for the Village’s Parks and Recreation Plan. The survey was posted on the Village’s internet website and was published and distributed in hard copy in a local marketing/advertisement weekly. A total of 64 Village residents and property owners responded to the questions that focused specifically on this Master Plan. The full results are included in the appendix but a summary of the results for the key “master plan” related questions are as follows:

- ✓ On the issue of downtown enhancements and the creation of a “village square environment” that would facilitate outdoor gatherings and events; 39 individuals or 61% percent of respondents favored this concept.
- ✓ On attempting to capitalize on the “Rail to Trail” pathway as an economic asset. This could be done by making the Village more bicycle friendly with

bike racks and through the creation of well marked bicycle routes to businesses and other key destinations throughout the Village; 45 individuals or 70% of respondents supported this concept and 68% of respondents said they support making a public investment in the development of a trail head for the rail to trail pathway within the Village.

- ✓ On the question of whether the Village should be involved with the creation of a wireless internet system to cover the entire Village; 55% percent of respondents said yes, 31% said no and 14% were undecided.
- ✓ On the question of whether the Village and Township should offer financial incentives such as tax breaks to businesses that commit to upgrading their buildings or to move downtown; 69% agreed, 18 % disagreed and 12% had no opinion.
- ✓ On a regulatory note, only 35% (22 individuals) favored the concept of instituting design standards that require architectural compatibility and historic continuity when downtown buildings are being remodeled or redeveloped.
- ✓ Sixty nine percent agreed with establishing a long range plan (10 to 20 years) to systematically extend sidewalks to virtually all areas of the Village. Only 20% disagreed and 11% had no opinion. On a similar note 54% favored a long range plan to systematically replace all overhead power lines with buried cable, 25% disagreed and 21% had no opinion.

CHAPTER 3 VISION AND GOALS

Overview

As communities grow and mature local government has a responsibility to actively guide and shape the physical make up of the community and through its land use and development policies can have a significant impact on an areas quality of life. Determining a “future vision” of the Village and knowing what it is that the Village is aspiring to, is therefore a critical ingredient of the Village’s Master Plan. After compiling the results of the Master Plan survey, the Planning Commission invited the general public and several key community leaders to attend a “Master Plan Vision and Goals” public workshop. The purpose of the workshop meeting was to obtain the thoughts and ideas of business owners, residents and other key individuals regarding the Village’s growth and development and how new opportunities could be used to shape the Village’s future.

To kick off the meeting there was a brief overview of the Village’s current Master Plan and its development related goals. That was followed by a summary of responses to the Master Plan Survey. A round robin visioning session was then held where attendees were asked to discuss and rank a twelve previously prepared “vision”. The vision statements had been formulated from the ideas, issues and opportunities expressed by the Planning Commission and Village Council about the Village’s future in earlier round table sessions. The top ranked visions were combined to form the following overall vision statement for the Village:

The Village and surrounding area will be walkable. Destinations and points of interest will be well marked and linked together by sidewalks, bike routes and greenways supporting multi-purpose pathways. Downtown will be a welcoming gathering place for residents and tourists. Public space will be available for local art, entertainment and cultural activities and events to occur. Saranac will still have its small town “character” and businesses will be prosperous. Tourism will be recognized as an important element of the local economy and new businesses will be created to serve them. Retail outlets such as grocery and pharmacy stores will be located here. The manufacturing sector will someday expand, providing stable, employment and tax base.

Achieving this vision means maintaining the Village’s current character and identity while finding ways to promote, create and guide changes in positive ways. This is a balancing act that

requires government and business leaders to be both proactive and sensitive to the need to preserve what is important. That will not be easy and it is a responsibility that does not end.

The following discussion helps to describe some of the key community attributes that are important to the Saranac's vision statement and to suggest actions that can help maintain it over the years. In this way, the Saranac's vision statement can function as an overall theme, serving to place the other Village goals into proper perspective.

What Is A Small Town?

When people take long trips, after a time they begin to think about home and the other places that they have visited. They imagine and visualize the places that stand out most in such places they visited. This visualization is a product of the "sense of place" that is instilled in each of us wherever we go. That place where we are most comfortable with is what we call home. When returning, people quickly identify the aggregation of streets, places and landmarks that announce that they have arrived at their "place."

In the Village of Saranac, this identity can be described in a number of ways.

History: Unlike newer suburban fringe communities, many of which were established from former townships, the Village of Saranac has a long history as a cohesive community, as a center of rail and water transportation and agricultural service industry. Although many of the original characteristics that created the Village have changed, their heritage still provides a useful and meaningful backdrop to the present.

Downtown and the Sense of Place: Normally, people will connect a physical form to the identity of a city; such as the Empire State Building in New York City, or the showboat in Lowell. That type of connection is important for both residents and visitors. But it is more than just a physical structure or object that creates an identity; it is also pride and distinctiveness. Many people in Saranac identify the central business district as a constant in their image of the Village. In part, this is due to the nature of the Village's core. But is it distinctive and attractive to visitors in a way that would make them want to come back? Unlike many strip commercial centers and new subdivisions, changes can be made to the core of a Village that create a sense of vitality and excitement and a draw for visitors.

Walkability and places to gather: One characteristic of small towns is that they are generally compact and well served by a completed sidewalk system and trails that promote walking. Parks, shopping areas, schools and other areas are typically located in or are within a reasonable distance of the Village's residential areas. Walking is further promoted by providing a secure feeling, well marked intersections and walking areas that are separated from vehicles. In addition, pedestrian areas such as parks, squares and outdoor seating where people can gather, rest or relax are kept clean and attractive.

The Natural Environment and Open Space: As with many developed communities, the landscape of the Village is dotted by mature trees within its residential neighborhoods. Many also line the various streets in and around the Village. Trees provide natural functions, such as influencing the microclimate and providing wind breaks. But the most important aspect of vegetation in an urban environment is the aesthetic benefits of shielding unfavorable views and simply providing a sense of serenity. Trees offer a buffer from the sights, sounds, and odors of civilization. Trees mute noise and along streets, trees can provide visual relief and help slow speed of traffic by limiting the sight lines of drivers. This makes the street appear narrower which actually increases safety. Parks or open spaces come in many forms and varieties, from lawns to parks to vacant fields. Some open space is formal, owned and maintained for the purpose of providing a place for recreation and enjoyment of all. Other open space adds mostly visual relief, such as landscaping for businesses and institutions. Still others are provided by private property owners for their own enjoyment.

Within the Village limits, the banks of the Grand River and its floodplain and other open spaces along Lake Creek are highly valued as places of quietude and as features that ease the view of hard surfaces like parking lots, buildings, and streets. Over time, however, such open space can be difficult to preserve and maintain. Land values can make preservation of larger open spaces difficult unless owned by a public entity. Saranac's past foresight and efforts to acquire and develop significant land areas within the floodplain are tremendously important in that regard.

Security: Finally, the neighborhoods of the Village possess a sense of safety and security. This is the result of many factors, including having responsible neighbors that know one another, having adequate street lighting and well lit public areas and simply having a stable enough neighborhood to recognize when something is "out of place." Ultimately, a sense of security depends as much on the interaction of residents and individuals as it does on ones physical surroundings.

The vision of Saranac is further expressed throughout the following series of community goals and objectives. Achievable goals are the second key to success. The goals and objectives that are stated are, in effect, a series of stepping stones placed along pathways that converge at one point. In order to get a complete vision, each pathway must be traveled and it is best that each be completed concurrently rather than sequentially. This requires a collaboration of efforts and of course, planning.

The nature of planning (and of democracy) is that not everyone will agree on every idea. Consensus of a majority of participants on a majority of issues does, however, result in plans that are supported by the majority of people. Such plans can and will, over time be implemented but an ongoing planning process that continually makes attempts to maintain a consensus is another key to a successful plan.

GOALS AND OBJECTIVES

Through the planning process, the Village of Saranac has incorporated the following goals and strategies into its Master Plan and in the Future Land Use Map and in its efforts to achieve its overall vision, intends to implement measures that will achieve each of the various goals.

Residential Development

Goal 1:

Residential growth should be managed so as not to require excessive taxes to support public services such as street, sewer, water, fire, etc.

Goal 2:

Make sure all neighborhoods are walkable and maintain and develop adequate, sound and decent housing in a desirable environment, for a variety of social and economic groups.

Objectives:

1. Encourage lot owners and homebuilders to fill existing available lots by removing regulatory obstacles that unreasonably restrict infill.

2. Recognize that the economy and residential growth may ultimately warrant the expansion of public utilities and the Village boundaries but to help maintain the demand and value of the existing village housing stock, avoid the “premature expansion” of Village utilities into unincorporated portions of the surrounding Township.
3. Encourage a diversity of family housing units which will satisfy the varying social and economic needs of the community by allocating adequate land area for new subdivisions as well as multi-family dwellings.
4. Protect residential areas from incompatible uses, including the elimination of non-conforming uses, but recognize that the rehabilitation and adaptive re-use of old structures may be a positive alternative to demolition and redevelopment.
5. Facilitate the preservation of homes and neighborhoods of historical and/or architectural significance.
6. Maintain areas of distinct housing densities so that higher densities do not weaken the integrity of low density areas.
7. Utilize existing inventory of codes and ordinances to eliminate blighting influences from residential areas.
8. Facilitate the upgrade of the existing housing stock. This should be done by encouraging rehabilitation and conservation. Code enforcement could also be used.
9. Limit medium-high density housing to areas where major utilities can be made available (i.e. gas, sewer, water, etc.).
10. Discourage residential development in flood plain areas and regulate residential development in natural areas which would be severely changed by uncontrolled development.

Commercial Development

Goal 1:

The Village of Saranac recognizes the social and economic value of the central business district. Public improvements will be undertaken and private investment encouraged to complement the central business district and to create an environment that will attract nearby residents and consumers as well as tourists.

Goal 2:

Through zoning regulations provide for a variety of commercial developments appropriately located to serve the needs of the population.

Objectives:

1. Work with business owners to develop a “Downtown Strategic Plan” that recognizes the growing significance of pedestrians and bicyclists in the downtown and which focuses on the appearance, streetscape and commercial/service mix of businesses. The strategic plan should be designed to best capitalize on the tourism dollars of “festival goers”, the non-motorized trail users and Grand River boaters and fisherman.
2. Address signage problems with appropriate sign regulations.

3. Install kiosks, bicycle racks and way finding signs to encourage trail and boat launch users to utilize downtown businesses.
4. Make improvements to street signs, street crossings and street markings to make the downtown more pedestrian and bicycle friendly.
5. Facilitate and encourage the rehabilitation of existing downtown buildings to their original architecture style and new buildings and building additions to emulate that style.
6. Plan for commercial activity to expand proportionately with residential development.
7. Identify eligible redevelopment properties and implement adaptive reuse policies and standards that would allow flexibility and enable the conversion of obsolete institutional or industrial buildings into mixed used buildings supporting a variety of retail, residential, office and services uses.
8. Anticipate that downtown traffic and commercial activity will expand proportionately with an economic resurgence. Monitor parking needs and as needed, acquire and/or improve properties in the downtown area for increased parking and community gathering space.

Industrial Development

Goal 1:

The Village of Saranac recognizes that industry is important to a healthy and viable community and will plan to reflect the needs and desires of industry for expansion while providing for more compatible relationships between industry and residential areas.

Goal 2:

Facilitate industries only where a full range of infrastructure and utilities are available or capable but ready extension.

Objectives:

1. Keep appropriate parcels of land available to meet the future needs of expanding existing industry and to encourage new industry.
2. Discourage expansions of existing industry in the direction of stable residential development.
3. Discourage housing development in areas designated for industrial development.
4. Discourage nuisance creating industrial uses in the Central Business District.
5. Utilize highway whenever possible in planning for industrial development.
6. Assess impacts of proposed industrial expansion, particularly in terms of service needs.
7. Maintain and enforce reasonable zoning and environmental standards to ensure environmentally compatible industrial development and to protect water and air quality.

Open Space And Recreational Development

Goal 1:

Provide recreation facilities and programs that are safe, convenient and accessible to all the residents of the community and recognize the indispensable part that open space and recreational facilities play in supporting each individual's health and quality of life.

Goal 2:

Protect the community's natural features.

Objectives:

1. Promote quality facilities through cooperation with the local school system and by maintaining the recreation plan.
2. Preserve and protect passive recreation facilities (woodlands, flood plains) from development.
3. Maintain requirements for open space and landscaping in new housing developments.
4. Adopt the complete streets concept extend sidewalks throughout the Village and where feasible incorporate bicycle routes and trails as part of the community's street system.
5. Take full advantage of Federal and State grants-in-aid for the acquisition and development of open space.
6. Preserve and protect present marshlands and woods.
7. Maintain access to rivers and streams.

Transportation**Goal:**

Promote an effective transportation and circulation network within and through the community with an emphasis on safety and which recognizes the needs of all users.

Objectives:

1. Adopt the "complete streets" concept and provide a functional system of streets consistent with sound transportation design principles to accommodate pedestrians and all other modes of travel that are expected to be present in the future. Review the existing road classifications to determine the primary function of each road and establish an appropriate "road diet" for each street.
2. Review all streets corners for proper signs and surface striping.
3. Extend sidewalks throughout the Village and where feasible incorporate bicycle routes and trails as part of the community's street system.
4. Minimize through traffic in residential neighborhoods.
5. Provide adequate, effective and aesthetically attractive off street auto and bicycle parking areas to each of the identifiable commercial, industrial, educational and recreational centers in the community.

6. Provide access for handicapped and elderly persons when constructing new sidewalks.
7. Identify the transportation needs of those residents without automobiles and encourage some form of public transportation to meet their needs.
8. Review the existing road classifications to determine the primary function of each road.
9. Regulate land development to ensure the road system serves as designed.
10. Recognize the need for helicopter access to the community.

Utilities

Goal:

Provide necessary services in accordance with the present and planned future needs of the community.

Objectives:

1. Provide for timely upgrades to the public water supply system.
2. Provide for timely upgrades to the sewage treatment facilities.
3. Carefully assess future needs.
4. Make only timely and strategic utility extensions to outlying areas. Such extensions should have an overall benefit to the Village and should not result in a negative impact on the value of properties within the current Village boundaries.
5. Facilitate and as appropriate participate in the creation of wireless internet access throughout the Village.

Community Facilities

Goal:

Provide a range of community facilities and services to satisfy the present and future needs of community residents and businesses.

Objectives:

1. Review, update and enforce all community ordinances paying special attention to the regulations of trash, rubbish, inoperable vehicles, building materials and the maintenance of vacant buildings.
2. Maintain fire protection.
3. Maintain the public library.
4. Annually prepare six year capital improvements program and identify funding sources or mechanisms.
5. Maintain public rights-of-way and public property in a clean and orderly manner, and encourage private property owners to do the same.
6. Encourage appropriate open space and landscaping standards in all residential, industrial

and commercial areas.

7. Enforce existing codes and ordinances pursuant to lot and building appearance.
8. Support and encourage private sector efforts in meeting beautification goals.
9. Continue to work with the area's historical society to identify and preserve the area's important historical resources.
10. Discourage incompatible remodeling of older buildings in the community in order to maintain and enhance the architectural character of the Village.

CHAPTER 4

FUTURE LAND USE PLAN

THE RELATIONSHIP OF PLANNING TO ZONING

This chapter contains the recommendations and descriptions for future land use in the Village of Saranac. These recommendations will provide an overall framework for land use management and the integration of future development. It is also intended to serve as the basis for evaluating zoning requests. Because of the constant change in our social and economic structure and activities, the Master Plan must be maintained through periodic review and revision so that it reflects contemporary trends while maintaining continuity with Village's overall vision and its long-range goals.

The Michigan Planning Enabling Act, (MCL 125.3801 et. seq.) Public Act 33 of 2008, as amended, specifically gives Village Planning Commissions the authority to prepare and officially adopt a Future Land Use Plan, or "Master Plan" as it is often called.

The Master Plan is the principal official policy statement on land use and redevelopment for the Village of Saranac. Combined with supporting tools such as a workable and effective zoning ordinance, land division and subdivision regulations, utility plans, and other capital improvement plans, the Master Plan and the "Future Land Use Map" that is a part of the Master Plan, serves as an important guide to decision making. The Plan strives to create compatible land arrangements which can preserve or enhance property values, advance economic development, guide capital improvement expenditures, and to ultimately help to define the quality of life to be enjoyed by residents of the Village.

The Planning Enabling Act also empowers the Village to include "any areas outside of its boundaries which, in the Planning Commission's "judgment", bear relation to the planning of the municipality," The Village of Saranac's Future Land Use Map therefore illustrates areas immediately adjacent to the Village which, if developed intensively could have an impact on Village services and residents. The future land uses recommended for these areas are not meant to indicate an overt intent or a direct desire for future annexation, but rather a desire to cooperate with adjacent townships to coordinate planning along common boundaries for the benefit of each municipality. In most cases, this plan reflects a direction already apparent by development trends in the adjacent Townships.

The Master Plan and Future Land Use Map are general in scope. In particular, the Future Land Use Map is not always to be relied upon to establish precise boundaries of land use or exact locations of future uses. It is also important to note that there is no precise schedule to implement the recommendations contained here. For example, the timing of a particular rezoning to allow for commercial development may be dependent upon a number of factors such as availability of public utilities, provisions for adequate roadways, effect on public services, environmental impact and the demand for a particular land use versus the available land zoned for this use. Those, plus other factors, must be considered when reviewing a request for rezoning a particular parcel of land.

The following narrative provides an explanation of the important, but sometimes confusing, relationship between land use planning and zoning.

The laws of the State of Michigan require that a community engage in land use planning activities, including the preparation of a "zoning" plan prior to the initiation of a zoning ordinance in a community. The following provides basic definitions of the terms "planning" and "zoning."

Planning: *Planning is the process of guiding the future growth and development of a community. The process includes preparation of a document known as the Comprehensive Plan, Future Land Use Plan or Master Plan which addresses the various factors relating to the growth of a community. Through the process of land use planning, it is intended that a community can identify those measures needed to preserve, promote, protect and improve the public health, safety and general welfare. Additional considerations include: comfort, good order, appearance, convenience, law enforcement and fire protection, prevention of overcrowding and avoidance of undue concentrations of population, the facilitation of adequate and efficient provision of transportation, water, sewage and services, and the conservation, utilization and protection of natural resources within the community. A Plan is a guide to development but it is not a legally enforceable document.*

Zoning: *The enactment and administration of the zoning ordinance are legislative and administrative processes used by local units of government to achieve or implement the goals and policies of the Master Plan. Zoning is only one of several such instruments. Other instruments include capital improvements programming, downtown development plans (administered by downtown development authorities) and the enactment and administration of local subdivision regulations. Zoning and*

subdivision regulations are typically, however, the only major implementation tools having the force of law.

OVERVIEW OF THE MASTER PLAN AND FUTURE LAND USE MAP

The basic principle guiding the formulation of the Master Plan was the adherence to the series of goals and objectives developed by the Planning Commission. These were developed with the input of citizens obtained through a citizen questionnaire and through face to face discussions. The ultimate decisions made by the Planning Commission were also based on several physical factors including:

- **Community Character-** Within the plan, strong emphasis is placed on enhancing the Village's small town atmosphere and maintaining environmental quality.
- **Adaptability of Land-** Important considerations are the environmental constraints of the land and other physical limitations.
- **Community Needs-** Decisions regarding the future use of land requires consideration of trends and opportunities and what uses might be needed in the Village. What types of retail and service businesses are viable here and is industrial development still going to play a role in the Village's makeup and economy? To what extent should the downtown be developed or redeveloped? These and other crucial questions are part of the planning process.
- **Available Services-** The status of community services and their ability to accommodate additional development are critical issues. Are utility systems able to accommodate the intensity and type of development desired or contemplated?
- **Existing Development-** By necessity any discussion of future land use requires consideration of current uses. Since much of the Village is already developed, ensuring that existing homes and businesses are not adversely affected or recognizing where or when redevelopment is a more positive alternative are both critical factors to consider.

The Plan unquestionably retains the single family character of the Village while making some alternate housing types possible to meet the changing economic and demographic needs of the Village's population. The Plan also emphasizes natural features preservation and open space. The Plan does not promote unrealistic and scattered growth that could lead to inefficient

infrastructure decisions and expenditures. Conversely, the Plan seeks to avoid unnecessary constraints on legitimate development that the Village may experience and in some cases suggests one or more alternative future uses.

FUTURE LAND USE DESIGNATIONS AND ZONING PLAN

A number of distinct land use classifications are defined. The following descriptions of the future land use classifications explain the type, intensity and location of the proposed uses. In recognition of the statutory obligation requiring each “zoned” community to have a “zoning plan”, each of the future land use designations include an explanation of how it is related to the Village’s zoning map and zoning ordinance. The Future Land Use Plan map presented on Map 4 graphically illustrates these designations

Low Density Single Family Residential (LDR)

Purpose: To allow the development of low density neighborhoods near the outskirts of the Village and to recognize existing areas of the Village where larger lots are the norm. Reclassification of existing Village area north and west of the school campus from its earlier medium density zoning designation was in recognition of the intent to protect the larger lot neighborhoods from haphazard infill.

With a few minor exceptions the LDR planning District closely matches the current Low Density Residential Zoning (LDR) District. Residential developments areas that are in the adjacent unincorporated portions of Berlin Township are also illustrated as LDR. The use of the Village's sanitary sewer system outside of the Village to support lots of less than 30,000 square feet is advisable and should be required for all developments if soils dictate.

Density: 1.5 to 2 units per acre

Lot Size; 20,000 to 30,000 square feet

Within the LDR Zoning District provisions, certain other residential and non-residential uses may be permitted as special land uses where such uses are deemed to be compatible with single family development. Among the potential “special land uses” that may be permitted are two-family dwellings, non-commercial kennels, licensed group day-care homes, State licensed foster-family and adult foster small group homes (care for 12 or fewer individuals), bed and breakfast establishments,

places of religious assembly, schools and colleges, parks and playgrounds, utility and service buildings, communications towers, home occupations, cemeteries and crematories, sand and gravel mining and residential planned unit developments.

Medium Density Single Family Residential (MDR)

Purpose: To maintain the traditional single family neighborhood areas within the Village. This classification is comprised of the MDR-1 and MDR-2 (formerly R-1 and R-2) Zoning Districts of the Village. The large majority of the Village's existing neighborhoods are included in the MDR designation. Neighborhoods within the MDR planning designation consist mainly of older affordable homes. They lend vibrancy to the community and encourage interaction among neighbors.

There are several undeveloped areas within the Village that are included within this designation. Collectively they represent about 45 acres of land. The largest undeveloped area of MDR is located off South Street between Vosper and Bridge Streets; the second largest is east of Parsonage at the end of Shawnee. Another area is on the north side of Summit, across from the Housing Commission Complex. Connection to public sewer and water systems would be required. Vacant areas of MDR that experience new development would be encouraged to develop at MDR-1 densities (3.5 du/acre). Consideration of somewhat higher single family densities (5 du/acre) would be given if the development were to occur in a controlled, planned unit development concept that offers unique open space or a neo-traditional design.

Density: 3.5 to 5 units per acre

Lot Size: 7,000 to 10,000 square feet

Within the MDR Zoning District provisions, other residential and non-residential uses may be permitted as special land uses where such uses are deemed to be compatible with single family development. The list of uses is essentially the same as listed above for the LDR designation and is similar to the list of special land uses that may be permitted in all of the Village's residential planning and zoning districts.

High Density Residential (HDR)

Purpose: To provide for alternative housing opportunities that will satisfy the needs of lower income individuals, two person households, senior citizens and young

families. Areas of higher densities should incorporate the preservation of open space and natural features. Sound design practices should be used to provide a quality living environment to residents. There are no new HDR areas designated on the Future Land Use Map. The HDR designation coincides with the current HDR High Density Residential zoning classification and recognizes existing apartment developments. The HDR areas illustrated on the Future Land Use Map match the existing HDR zoned areas. Given the current inventory of high density housing units and the availability of sufficient vacant area within the current HDR zoning district, an allocation of additional land as HDR land is not justified. If justified, the Saranac Housing Commission will expand in the area west of Parsonage Street and South of Summit Street and through the agency's informal long range objectives, has indicated its intent to keep all future expansion of high density projects within the current property in the southwest quarter of the Village.

- Density:* 8 units per acre
- Lot Size:* 5,000 square feet per unit

Central Business District (CBD)

Purpose: To build a stronger, vital downtown. The Central Business District classification is confined to the present area considered to be downtown Saranac. Mixed use (residential and business) development of the CBD is encouraged, and redevelopment of particular areas should be a consideration. The focus of commercial uses should be personal services, restaurants, apparel, convenience retail, specialty retail and government buildings. Encroachment into existing, stable residential neighborhoods will be discouraged. The boundaries of the CBD Planning District are commensurate with the CBD Central Business Zoning District as is its intent and purpose.

Efforts that have generally been found to promote healthier small downtown areas and which will be encouraged here are:

1. Retail mix, i.e. encourage uses which will capitalize on "the potential for increased tourist dollars brought in by the Grand River Rail trail. In general promote "browse shopping", such as gift shops, candy and ice cream stores, jewelers, florist, bookstores and home furnishing shops.

2. Retailer attitude, i.e. foster the enthusiasm of the business owner. A willingness to promote the community and attract other businesses. The creation of a strong Chamber of Commerce or a Downtown Development Authority and participating with businesses to develop a downtown strategic plan for the downtown can be a catalyst for such enthusiasm.
3. Special events, i.e. festivities. Multiple, reoccurring civic and tourist activities such as art fairs, concerts, flea markets and other weekend or week long events can be successful in drawing residents and outsiders to the downtown area. The increased activity brought in by these types of events can have significant positive effects on businesses.
4. Pedestrian friendly atmosphere. Pedestrian linkages to key destinations in the downtown and elsewhere throughout the Village. Augmenting the pedestrian ways with way finding signs, convenient parking, outdoor eating and gathering places and rest stops will create a walkable community that attracts additional people and will add to the downtown's vibrancy.

Neighborhood Service Areas (NS)

Purpose: To recognize the service needs of neighborhoods and to accommodate a limited and controlled degree of commercial services within neighborhoods otherwise planned and zoned exclusively for residential use. Services such as doctors and dentist offices, beauty salons and other similar professional service providers may be desirable within residential areas. If properly located and sited, such neighborhood services may be accomplished with minimal disruptions to adjacent uses.

This designation is included on the future land use map and corresponds directly to the "NS" Neighborhood Service District zoning classification. The NS designation on the Future Land Use Map is used only to recognize the several existing NS zoned areas and uses in Saranac that meet the above criteria. They are well integrated components of their respective neighborhoods. New neighborhood services in unplanned locations should be generally discouraged as it is important to minimize the risks of creating new incompatible situations. This risk can be further minimized through zoning provisions that control the uses that are eligible for consideration as

well as location and operational aspects. The special land use permit process should be utilized as the procedure for reviewing requests for neighborhood service uses.

Adaptive Reuse Of Old Buildings And Structures (AR)

Purpose

Historically significant structures such as school buildings and factories are sometimes abandoned or demolished because it is too difficult to meet current zoning standards and building code requirements. When located within a single-family neighborhood the reuse of such buildings in terms of what the allowable uses be can be problematic, but for the overall benefit of the community, it may be necessary to grant flexibility in the sometimes rigid zoning that applies in residential neighborhoods.

This plan recognizes the historic, importance of these significant landmarks and suggests that their reuse be facilitated through the adoption and use of flexible zoning tools such as specialized PUD or overlay zoning district provisions. Such provisions should be tailored specifically to fit the narrow range of existing properties and be designed to minimize potential secondary impacts to the surrounding properties while enabling the properties to be utilized in a number of alternative ways that benefit the Village as a whole. **The old school building located at the corner of Vosper and Church Streets is the only such property presently recognized by this plan.** The range of potential uses that might be considered include multifamily residential, offices, service and retail uses and any combination of uses in a multi-use configuration.

Industrial (I)

Purpose: To provide areas within the Village where existing industry can continue and expand and to provide additional areas where new industry can locate. Such areas demand the full range of utilities and must be compatible with residential areas. Apart from areas presently zoned I Industrial, no new or undeveloped areas within the Village are identified for future manufacturing or processing. This is a reflection of there being poor accessibility to the Village's vacant land areas and the adverse effects that increased truck volumes and commuter traffic would have on the neighborhoods

through which such traffic is now routed. The Plan does recognize that industrial expansion in the unincorporated and un-zoned portion of the Berlin Township, east of the present Village limits may occur.

Industrial/Commercial/Mixed Use (I/C)

Purpose: This planning designation corresponds directly with the "IS" Industrial Service zoning district and is primarily intended for light industrial uses and heavy commercial uses such as self-serve storage, contractors yards, equipment rental and car repair. Such uses typically have low utility demands and somewhat lower demands for direct highway access.

This designation has been given to the property north of Riverside Drive, east of Vosper next to the railroad. Care will be needed to buffer adjacent residents.

Recreation and Open Space (OS) and Special District A (SDa)

Purpose: The purpose of the OS planning designation is to designate existing and proposed public parks and other large public land holdings such as undeveloped school district land. The OS designation also is also applied to some public and private areas where environmentally sensitive features and land areas are intended to be preserved. Included in this designation are the existing Village parks and athletic complexes of the schools. A sub category of this category are the open space elements described within the Special Development District A (SDa map designation).

The purpose of the special development district is to outline areas along Lake Creek where residential development may be acceptable under limited conditions. It is similar in intent and function as OS District in the sense that it is an open space designation but dissimilar from the standpoint that the SDa has a recognizable residential element whereby consideration is given to the allowance of two, three and four unit attached dwellings where they are designed to preserve and conserve key features. The feature of concern are flood ways, wetlands and wooded steep slopes. From a zoning perspective, OS and SDa Future Land Use designations are intended to be governed by the "OSP Open Space Preservation/Flood Plain District" provisions of the Zoning ordinance. Under those provisions land owners may seek development

approval of residential projects under the “Residential Planned Unit Development” provisions of Chapter 15 of the zoning ordinance.

Special Development District B (SDB) - Highway Commercial Planned Unit Development Area.

Purpose: The purpose of this district is to outline the areas of the Grand River floodplain where new general commercial development may be acceptable under certain conditions. This designation corresponds to the “CPUD” Highway Commercial Planned Unit Development District outlined in the Zoning Ordinance and included on the zoning map.

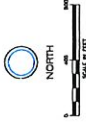
In this area north of the Grand River and extending into Berlin Township to M-21, it is recognized that many physical obstacles to development exist but if development does occur it is important that commercial development be designed to achieve a positive gateway image to the Village. Preservation of the floodway is paramount and the need for extensive filling and floodway balancing will limit the extent of the development. The difficulty and expense of extending public utilities to the area will also mean that development is a long range proposition at best. It is recommended however, that the zoning ordinance maintain the inclusion of a commercial floodway planned unit development provisions capable of achieving the following:

1. Building and parking lot locations designed to create circulation and landscaping opportunities that build upon the visual appeal of the river. Variable setbacks should be considered in order for parking to be placed behind buildings.
2. Joint access and interior circulation designed so that traffic circulates with a minimum of conflict between various uses.
3. Public water and sanitary sewer.
4. Bicycle access, landscaped walkways to and from parking areas and to the downtown. Protection should be given to pedestrians by limiting vehicle access in front of building entrances and exits.
5. Landscaping around buildings to soften visual impacts of larger buildings.
6. Signs that are unified, attractive and understated.
7. Outdoor lighting designed to reduce glare off-site and be positioned to reflect light downward to minimize reflection into the night sky.

8. Buildings with an attractive exterior reflective of the original/traditional one and two story architectural style of existing downtown buildings.

Public/Quasi-Public (P/QP)

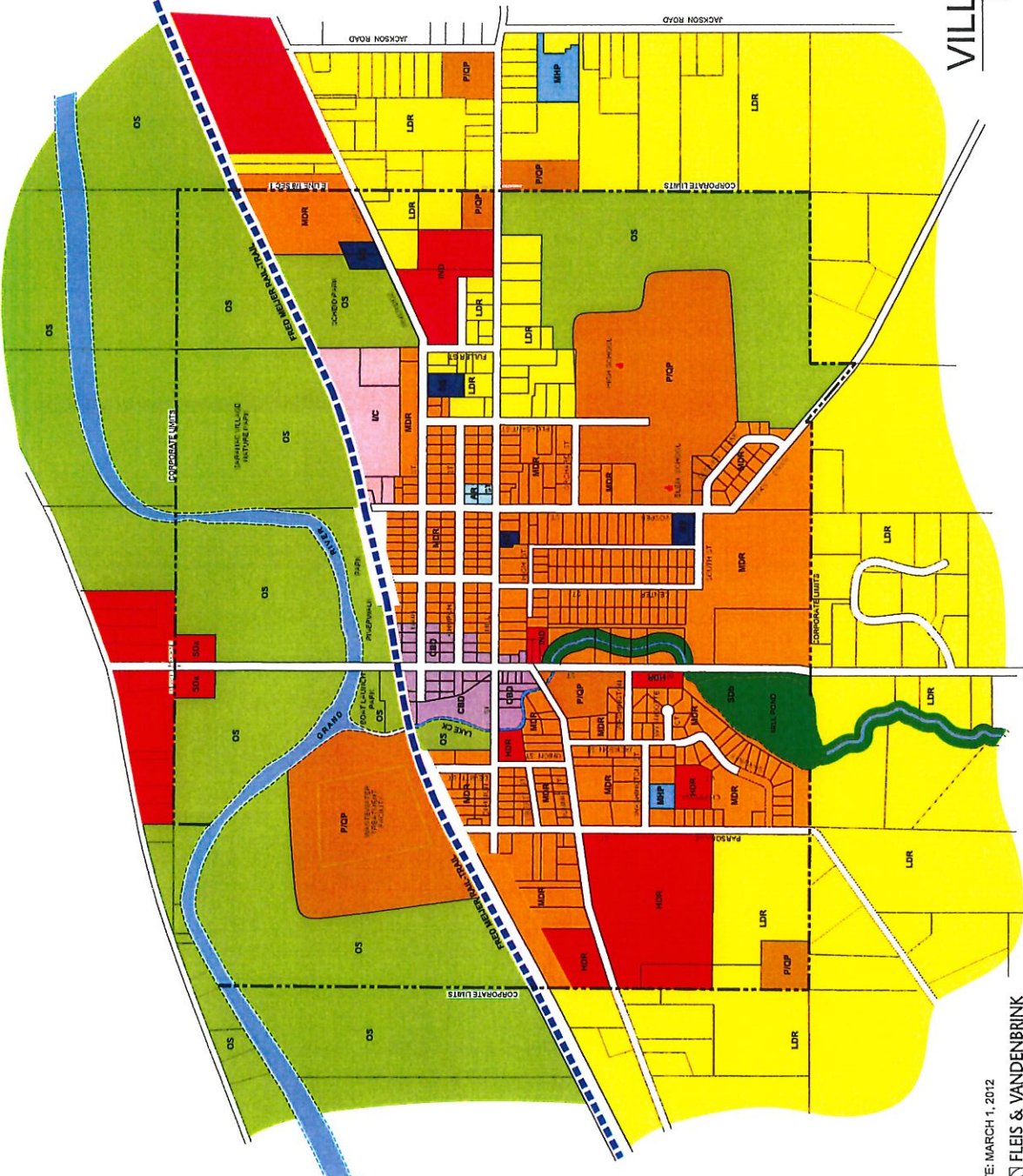
Purpose: To recognize existing government, schools, religious and similar institutional land uses and facilities. The Plan has applied this designation to existing school sites and the wastewater treatment plant. Most existing sites now appear to be of adequate size to allow for expansions. Two areas of expansion include the wastewater treatment facility expansion in the west and wellhead area in the southeast. No other major expansions are planned for this category. Public and institutional uses are anticipated within the development regulations of each of the various residential and open space zoning districts and the Public/Quasi Public land use designations illustrated on the Future Land Use Map are not independently zoned but are encompassed by the mapped LDR, MDR and OSP Zoning Districts.



MAP 5

FUTURE LAND USE PLAN

- LOW DENSITY SINGLE FAMILY RESIDENTIAL
- MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- CENTRAL BUSINESS DISTRICT
- INDUSTRIAL
- INDUSTRIAL/COMMERCIAL
- PUBLIC/QUASIPUBLIC
- RECREATION & OPEN SPACE
- SPECIAL DISTRICT A
- SPECIAL DISTRICT B
- MANUFACTURED HOME PARK
- ADAPTIVE REUSE
- NEIGHBORHOOD SERVICE



VILLAGE OF SARANAC
 IONIA COUNTY, MICHIGAN

DATE: MARCH 1, 2012
FLEIS & VANDENBRINK
 ENGINEERS, INC.

LandMark Strategies

CHAPTER 5

COMMUNITY CIRCULATION

TRANSPORTATION FUNCTION

As in all communities, there is a direct functional relationship between Saranac's land use patterns and its transportation patterns. This relationship should be coordinated as part of the Future Land Use Plan. Similar to land use, traffic volumes in the Village are influenced by development patterns in the region and the amount of through traffic. Thus, the Village must look beyond its boundaries and jurisdiction in order to ensure responsible planning. This involves cooperation with Ionia County Road Commission (ICRC), Michigan Department of Transportation (MDOT) and surrounding communities. "Transportation" is no longer synonymous only with the automobile, but refers to the movement of people by whatever means of transportation people choose to use, including walking, public transit, biking, and other non-motorized means. When more transportation alternatives are available, it is less likely that any one form will become over loaded or slowed by congestion, fossil fuels are conserved and public health is improved.

A term that has recently become popular to convey the concept of a multi-modal transportation system is "complete streets". Complete streets entails making a transportation network that serves the entire community, leads to improved transportation choices that includes walking and bicycling. Developing sidewalk and/or shared path networks linking residential areas to community areas, shopping and places of employment and enjoyment benefits senior citizens, children, teens and adults of all ages by giving them safe and pleasant alternatives to driving everywhere. Complete streets strategies promote public health by allowing people to incorporate activity into their daily routines, while at the same time making vehicular transportation more efficient by reducing short trip travel within the community.

Since each complete street is unique, it is impossible to give a single description but the ingredients that may be found on a complete street in Saranac include sidewalks, bike lanes (or wide paved shoulders), frequent crossing opportunities, pedestrian signals, curb extensions, and perhaps ultimately, comfortable and accessible bus stops.

Street Patterns

Saranac has two types of street systems that typify the time period of their construction. The "grid pattern" found in the village developed from around the time the village was first settled. New developments tend to have a curvilinear, or wrap grid system. In general, street right-of-way widths and building setbacks have become wider over time. This development trend has created some distinct characteristics in various neighborhoods - more compact development with narrow streets in the more mature neighborhoods, larger lots and setbacks along wider curved streets in the newer subdivisions.

The steep slopes along Lake Creek have been a barrier to the completion of the customary grid street pattern. This is especially true in the southern portion of the Village. As a result, there is no continuous east/west route of travel through the Village. Compounding this weakness is the fact that Weeks Drive, Mill Street, Main Street, Summit and Parsonage are all collector streets that extend well beyond the Village limit and into the developing rural areas. The funneling effect of these streets results in a high traffic burden on the three key intersections in the downtown area. This burden is also felt in the residential areas located in the southeast side of town. Here residential traffic must mix with through traffic and high peak volumes of school bus and commuter and truck traffic. In the foreseeable future, there does not appear to be a feasible and cost effective bypass solution to this areas traffic increases and conflicts. In the long range, a new street connection, between Weeks Dr. and Morris Lake Rd. south of the Village, could help relieve some of the congestion created by morning and afternoon school bus traffic. Long range planning on the part of Berlin Township, Ionia County Road Commission and the Village will be needed to make that type of new street connection a reality.

Jurisdiction

Planning for streets is complicated by the involvement of various governmental units that control decisions on access permits, improvements and maintenance. Though the Village has jurisdiction over most of the streets within the village limits, the main thoroughfares such as Bridge, Summit, and Riverside Drive are under Ionia County jurisdiction once they leave the village boundaries.

Street Maintenance

Street maintenance is generally the most significant cost to maintaining and improving the Village infrastructure. Over time, many streets will be in need of repair and/or resurfacing. The Saranac Department of Public Works has the responsibility of selecting certain streets each year for patches and resurfacing (if need be) based on budget constraints and the condition of the streets. When water and sewer repairs are required, attempts are made to coordinate street and water/sewer repairs in an effort to reduce costs.

NEIGHBORHOOD AND PEDESTRIAN SAFETY AND COMFORT

The small town character of Saranac makes it very inviting to those who live on side streets and those who choose to walk or ride a bike in the Village. Heavy car traffic, along with truck and bus traffic along certain streets and at certain street crossings is, however, less than inviting for pedestrians and is deteriorating the residential character of certain areas. A lack of streetscape treatments, an incomplete network of sidewalks or a few areas of dilapidated sidewalk can also make it less than comfortable for pedestrians in residential areas as well as in the downtown or other commercial areas. Street amenities and safety provisions can be used to help offset some of these negatives and protect neighborhoods and pedestrians from excessive traffic noise and hazards. The following types of improvements can greatly enhance pedestrian comfort and safety.

- Site amenities such as bench seating, bike racks and trash receptacles could encourage more pedestrian activity and bicycling.
- On-street bike lanes could improve safety.
- Sidewalks could be added or improved in some locations.
- Street buffers could be created parallel to sidewalks by adding decorative berms, street trees and dense shrubs.
- Parking lot screening and landscaping could improve aesthetic character.
- A consistent use of signs, building materials, and architectural character.
- Overhead utility lines could be placed under ground and street lighting fixtures could be added to further improve aesthetics.

INTEGRATED SIDEWALKS AND TRAIL SYSTEM

Pedestrian and non-motorized circulation provides enormous benefits to residents from a social, economic and environmental perspective that improve the quality of life within the community. Several of these benefits have been previously introduced but include:

- An alternative to automobiles so traffic volumes can be reduced.

- Improved accessibility to schools, churches, the library, parks and other public or institutional uses.
- Designation of specific areas for non-motorized travel can improve safety since it separates bicyclists (especially the younger and casual bicyclists) from vehicular travel lanes.
- Increased public access to natural features such as the Grand River, woodlands and wetlands.
- A heightened awareness and preservation of sensitive resources.
- Increased access to the river and parks improves opportunities for recreation.
- Affordable, year round active recreation available to all age groups that improves community health, family togetherness and neighborhood cohesion.
- New business and economic development opportunities in the downtown.
- Increase in the value of property situated along the pathway.

Interconnected Bicycle and Multi Use Trail System

The Village should continue to strive to improve and expand its pedestrian system to help maintain community cohesiveness. This can be done by the creation of an integrated sidewalk and trail system that connects significant parks and open spaces, neighborhoods, schools and the business district. The proposed “Walkway/Non-motorized Trail and Street Interconnection Plan” is illustrated on Map 5.

The back bone of the Saranac sidewalk and trail system will be the Fred Meijer Grand River Valley Rail Trail. It will be built in the abandoned railroad corridor and will be separated from vehicular traffic. This non-motorized greenway trail is an east-west trail system following the Grand River and interconnecting Saranac with Lowell and Ionia. It will be connected to several walking and nature trails developed within the Village along both the Fred Meijer Trail and the Grand River. They include Sheid Park, Riverwalk Park, Saranac Nature Park and westward trail extensions from the Boat Launch Park.

In order to integrate these “off-street trails” and create walkable and bikeable streets throughout the Village, it desirable to make logical interconnections of the pathways with the existing and future sidewalks and the existing street system. Under this approach a network of sidewalks, off street pathways and designated bike routes will make the entire Village (residential neighborhoods, commercial areas, schools and parks and open space) accessible to pedestrians under the concept of “complete streets”. This will require the eventual completion of the Village’s sidewalk system and the designation of certain street segments as “bicycle routes”.

Designated Bicycle Routes

From a bicycle trail design and engineering point of view, cyclists fall into two broad categories.

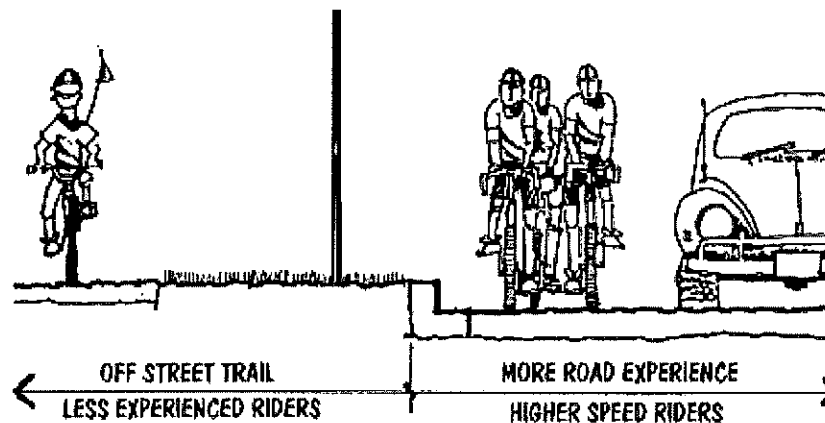
Type I-Recreational Cyclists: Novice or occasional riders

These cyclists tend to ride at slower speeds. Generally, they have less road experience and avoid automobile traffic because of a fear of being hit by a car. Slower speed riders prefer residential streets and off-street trails.

Type II- Serious Cyclists: Experienced and frequent riders

The second category of cyclists is typically the higher speed riders. They generally have more road experience and thus, are more willing to ride on most streets in heavier vehicular traffic. The higher speed riders, like the first group, choose the roads less traveled when they have a choice, but will use the major roads when necessary to get where they want to go.

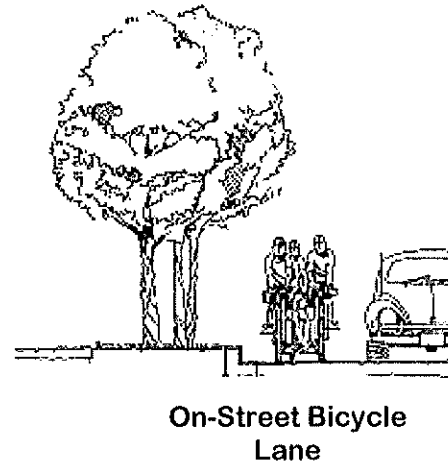
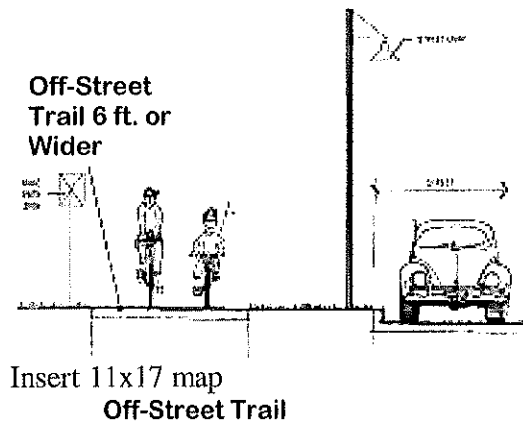
Routes for the faster riders require stricter design criteria but those criteria also meet the needs of the slower riders. With a goal of improving the riding and trail conditions for all cyclists, using the more experienced cyclists as the prototypical rider for the design guidelines whenever possible accomplishes this objective. One can see that the opposite is not true by picturing a high speed rider on an Off-Street trail which, at least when compared to roads, is relatively narrow and winding. Riders traveling at higher speeds under these conditions will increase the trail's accident potential.



Bicyclists Types

The off-street trail is still within the street right-of-way and is basically an extra wide sidewalk designed to accommodate the higher travel speeds of cyclists and skaters. These trails are, typically, 6'-12' wide and are separated from the vehicular traffic by at least 6 feet of the right-of-way when available. They are not always parallel to the curb but can meander around existing trees and landforms to give interest and variety to the walking or riding

experience. These trails usually connect residential neighborhoods to neighborhood centers, retail, schools and parks.



On Street Bicycle route Criteria

The selection of routes to be used as designated bicycle routes should be based on the following criteria:

- Location of governmental and educational centers schools, Village and Township Halls, Public Library, Post Office, Museum, etc.
- Locations of local churches
- Locations of existing and future Village parks and regional parks
- Location of retail (CBD)
- The condition and design of existing streets
- Truck routes
- Avoiding dead end routes, loops are the optimum configuration
- Connections to the Rail to Trail Pathway.

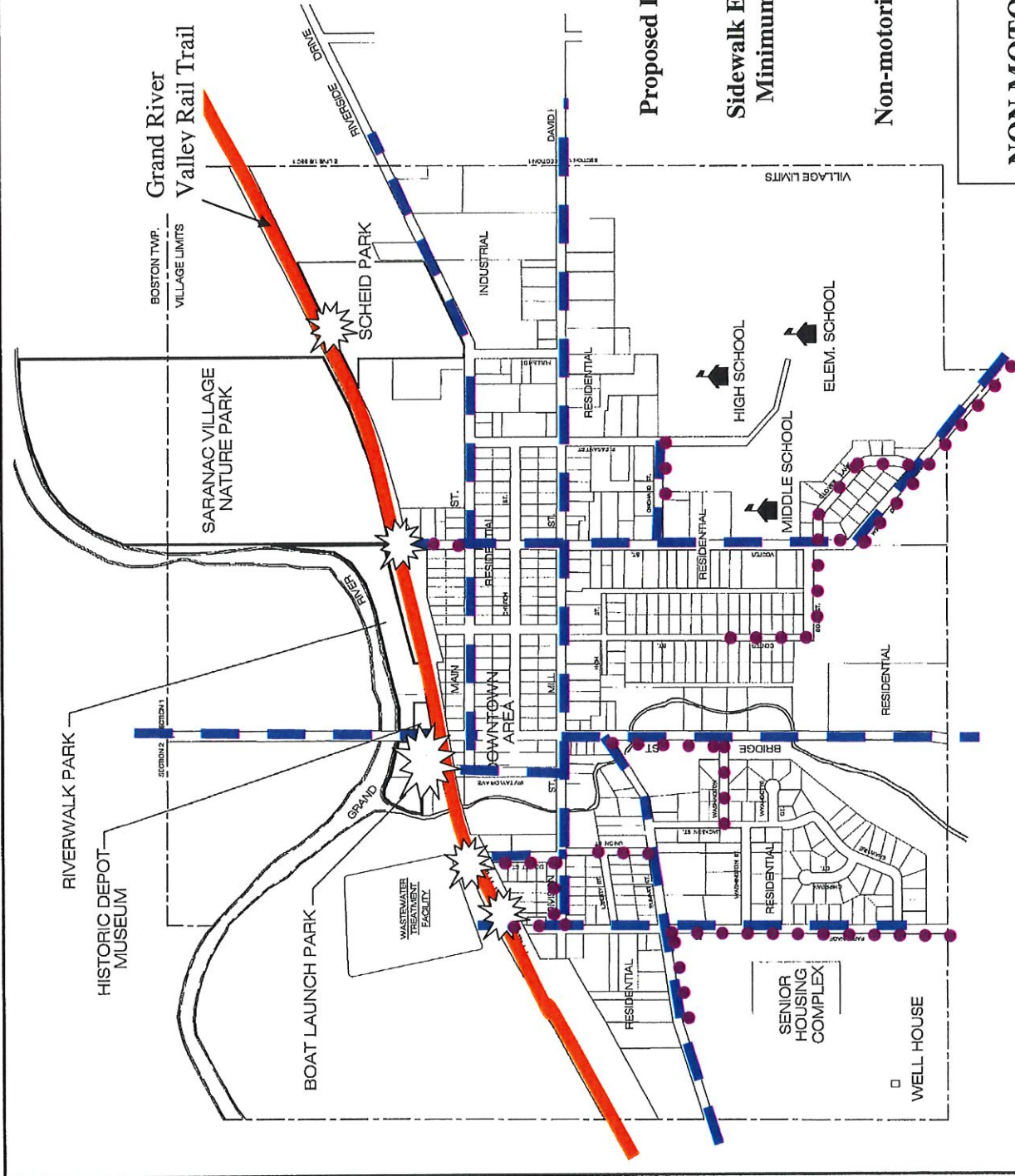
Implementation considerations

1. Bike route signage will be used to identify bike routes.
2. The roadway will be restriped to provide a wider outside lane for bicycle traffic. The restriping should take place if the restriped traffic lanes are at least 11' wide and restriping will allow for at least 1.5' of additional lane width in the outside lane.
3. Prohibition of on-street parking may be necessary in order to complete certain on street bike route segments.
4. Where street width is too narrow to accommodate two on-street bicycle lanes on the route, consideration should be given to the widening of sidewalks to at least 6 feet to create an off-street trail segment on at least one side of the street



NORTH

0 500 1000
SCALE IN FEET



Map 6
NON MOTORIZED TRAIL AND BICYCLE ROUTE INTERCONNECTION

Prepared by: I andMark Strategies

CHAPTER 6

IMPLEMENTATION

The primary purpose of the Village Master Plan is to provide a series of meaningful guidelines on which to base ongoing efforts and future decisions. The plan is of little value unless it is used and is given the opportunity to be put in place. The implementation of the various plan elements requires the development of new development regulations, administrative procedures and long term capital programs. This in turn requires a public information program to inform and solicit the support of citizens for the resulting programs and expenditures. The primary responsibility for implementing the plan rests with the Village Council, the Planning Commission and Village Staff.

It is important to note that the Master Plan itself is not an enforceable document in the same manner as a zoning ordinance. It cannot, therefore, be directly implemented. Its' implementation must come from subsequent actions and decisions of the Village Council, Planning Commission, developers and private citizens. It is also important to recognize that adoption of the Master Plan should not end the planning process. The planning process must be tailored to include periodic assessment of data and ongoing review of the plan's elements.

In addition to many important tasks specifically outlined in the goals and objectives section of this document, the following discussions outline the other measures that need to be taken to fully implement the plan.

DOWNTOWN STRATEGIC PLAN

It is recommended that Village Council and Planning Commission work hard to organize downtown business owners to develop a strategic blueprint for capitalizing on the economic opportunities created by the Fred Meijer Grand Valley Rail Trail. By capitalizing on the downtown's location relative to the proposed trailhead at the Bridge Street bridge, an inviting atmosphere can be created through attractive window displays, professional signage, well-maintained sidewalks, accessible parking areas, appropriate streetlights, and inviting landscape. This may form the catalyst that allows existing downtown businesses to thrive and expand as well as result in the recruitment of new businesses eager to respond to the changing market. The basic elements of a "Trail Town" strategy include:

- ✓ Enticing trail users to get off the trail and into the downtown and elsewhere.
- ✓ Welcoming trail users to Saranac by making information about the community readily available along the trail and at the trail head.
- ✓ Making strong and safe connections between the Village and the trail with signage and well marked pathway linkages.
- ✓ Educating local businesses on the economic benefits of meeting trail tourists' needs.
- ✓ Recruiting new businesses or expanding existing ones to fill gaps in the goods or services that trail users need.
- ✓ Promoting the "trail-friendly" character of the Village by moving forward with the integrated sidewalk and trail plan.
- ✓ Working with neighboring communities to promote the entire trail corridor as a tourist destination.

NATURAL FEATURES AND ENVIRONMENT.

1. Maintain and enhance local policies and regulations intended to protect sensitive natural features of the Village including:
 - ✓ Flexible zoning techniques to be applied within the special development districts. These will allow the clustering and density bonuses of development in exchange for open space preservation and the avoidance of significant floodplain, wetland, woodlot, slope or habitat destruction.
 - ✓ The use of overlay districts in the Zoning Ordinance as a means of highlighting and controlling environmental impacts in the flood plain, steep slopes and forested areas of the Village.
 - ✓ Consider conducting a natural features and "monument tree" and tree stands inventory to identify the Village's most significant and desirable natural landmarks and habitats. As appropriate, implement necessary protective measures.

ZONING ORDINANCE AND ZONING MAP AMENDMENTS

Zoning represents a legal means for the Village to regulate private property to achieve orderly land use relationships. It is the process most commonly used to implement Future Land Use plans. The zoning process consists of an official zoning map and zoning ordinance text. The

official zoning map divides the community into different zones or districts within which certain uses are permitted and others are not. The zoning ordinance text notes the uses which are permitted and establishes regulations to control densities, height, bulk, setbacks, lot sizes, and accessory uses. The zoning ordinance also sets forth procedures for special approval regulations and controls over signs. These measures permit the Village to control the quality as well as the type of development.

The following specific plan implementation recommendations call for amending the Zoning Ordinance and Map:

- ✓ Amend the zoning ordinance to include “Adaptive Reuse” provisions that would allow certain existing buildings to be used in a variety of ways or to support a mix of uses rather than limiting them to only the uses that are allowed currently in their zoned district. The added bit of flexibility might, for example, allow a vacant institutional building to be converted to mixed uses that might include retail and offices as well as apartments or condominiums. The provisions could be instituted either as an overlay district that would be applied to selected sites or as a special use provision if multiple sites are identified.

Other recommendations include:

- ✓ Incorporation of provisions addressing the siting and scale of alternative energy technology used by businesses and residences such as small scale solar and wind energy facilities.

PARKS, RECREATION AND OPEN SPACE

The recommendations of the Future Land Use Plan contain several aspects relating to the preservation of open space and the creation of an integrated trail system. As part of the Village’s practice of keeping the Parks and Recreation Plan current, it is important that the Village’s Parks and Recreation Plan continue to address these elements and that the plan continue to establish priorities for future development and land acquisition.

CAPITAL IMPROVEMENTS PROGRAM

Capital Improvements Programming (CIP) is the first step in a comprehensive management system designed to relate priorities and programs to community goals and objectives. It is a means of planning ahead for the funding and implementation of major construction and land acquisition activities. The typical CIP is six years in length and updated yearly. The first year in each CIP contains the capital improvement budget. The program generally includes a survey of

the long range needs of the entire governmental unit covering major planned projects along with their expected cost and priority. The Village Council then analyzes the projects, financing options and the interrelationship between projects. Finally, a project schedule is developed. Priority projects are included in the Capital Improvements Program. Low priority projects may be retained in a Capital Improvements Schedule which may cover as long as 20 years.

The CIP is useful to the Village, private utilities, citizens and investors, since it allows coordination in activities and provides the general public with a view of future expectations.

As allowed by the Planning Enabling Act, the Planning Commission has been excused from formal participation in the CIP development process. The elected Village officials currently develop and follow a capital improvements program, nonetheless.

PLANNING COMMISSION WORK PROGRAM

The Planning Enabling Act requires that the Planning Commission prepare an annual report of the prior year's activities and work program for each coming year. This report and work program is to be made available to the Village Council and should set forth the tasks or goals which the Planning Commission determines to accomplish for the upcoming year. This will allow the Commission to stay focused on the important tasks of implementing the goals and strategies identified within this Plan.

PLANNING EDUCATION

Planning Commissioners should be kept informed of planning seminars to learn how to better carry out their duties and responsibilities as Planning Commissioners. These seminars are regularly sponsored by the Michigan Association of Planners (MAP) and the Michigan Municipal League (MML) and are a valuable resource for Planning Commissions. There are also several planning publications which are a useful information tool for Planning Commissioners. The main publications are Planning and Zoning News and Michigan Planner Magazine.

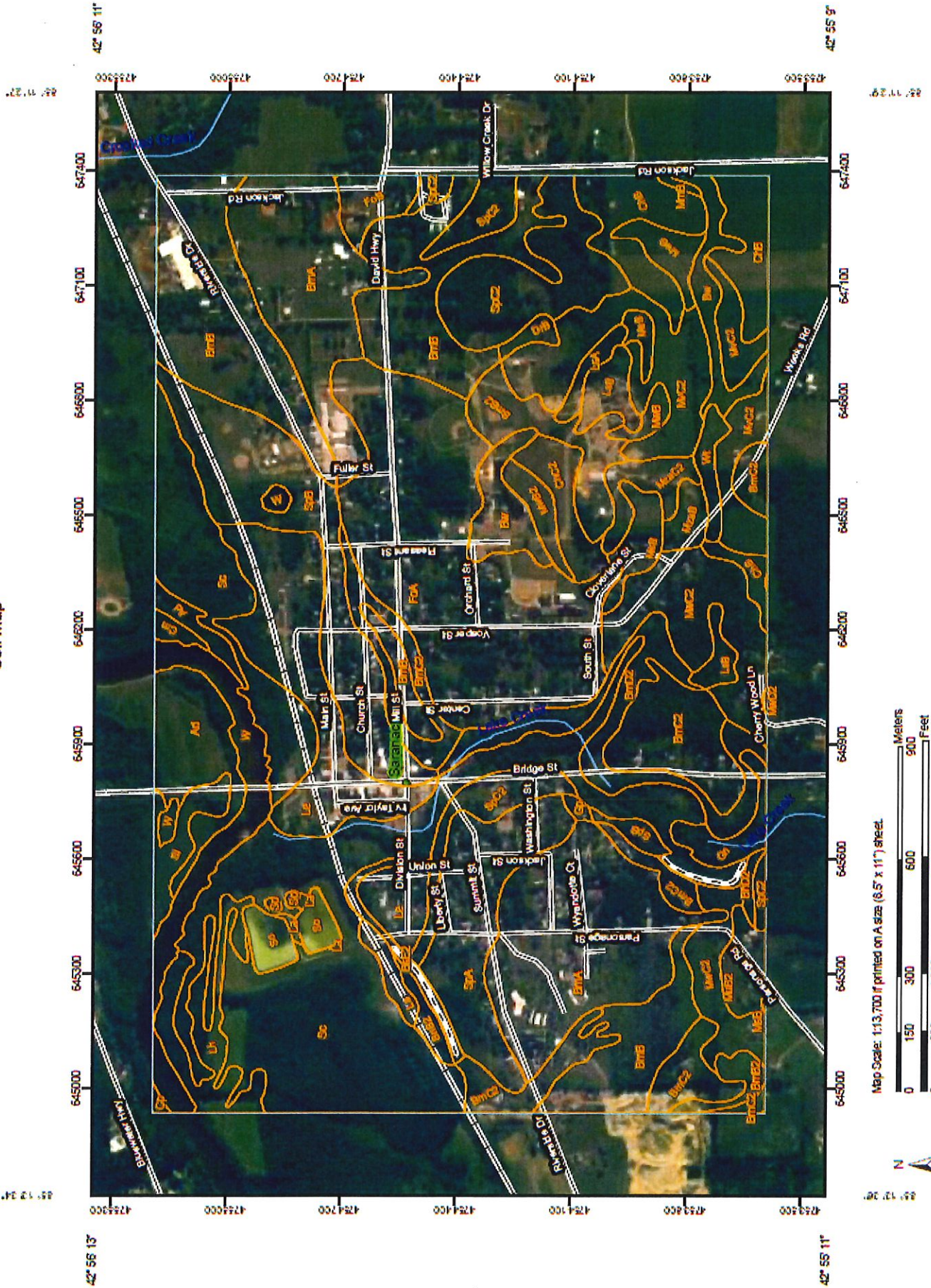
REVISIONS TO THE MASTER PLAN

The Future Land Use Plan and other aspects of the master plan should be reviewed annually and must be updated every five years in order to be responsive to new growth trends and current attitudes. As growth occurs over the years, the Plan's goals, land use information, population projections, and other pertinent data should be reviewed and revised as necessary so the Plan can continue to serve as a valid guide to the growth of the Village.

Appendices

Appendix A-Soils Report

Custom Soil Resource Report Soil Map



ENVIRONMENTAL LIMITATIONS AND NATURAL FEATURES VILLAGE OF SARANAC AND ENVIRONS

Environmental Limitations

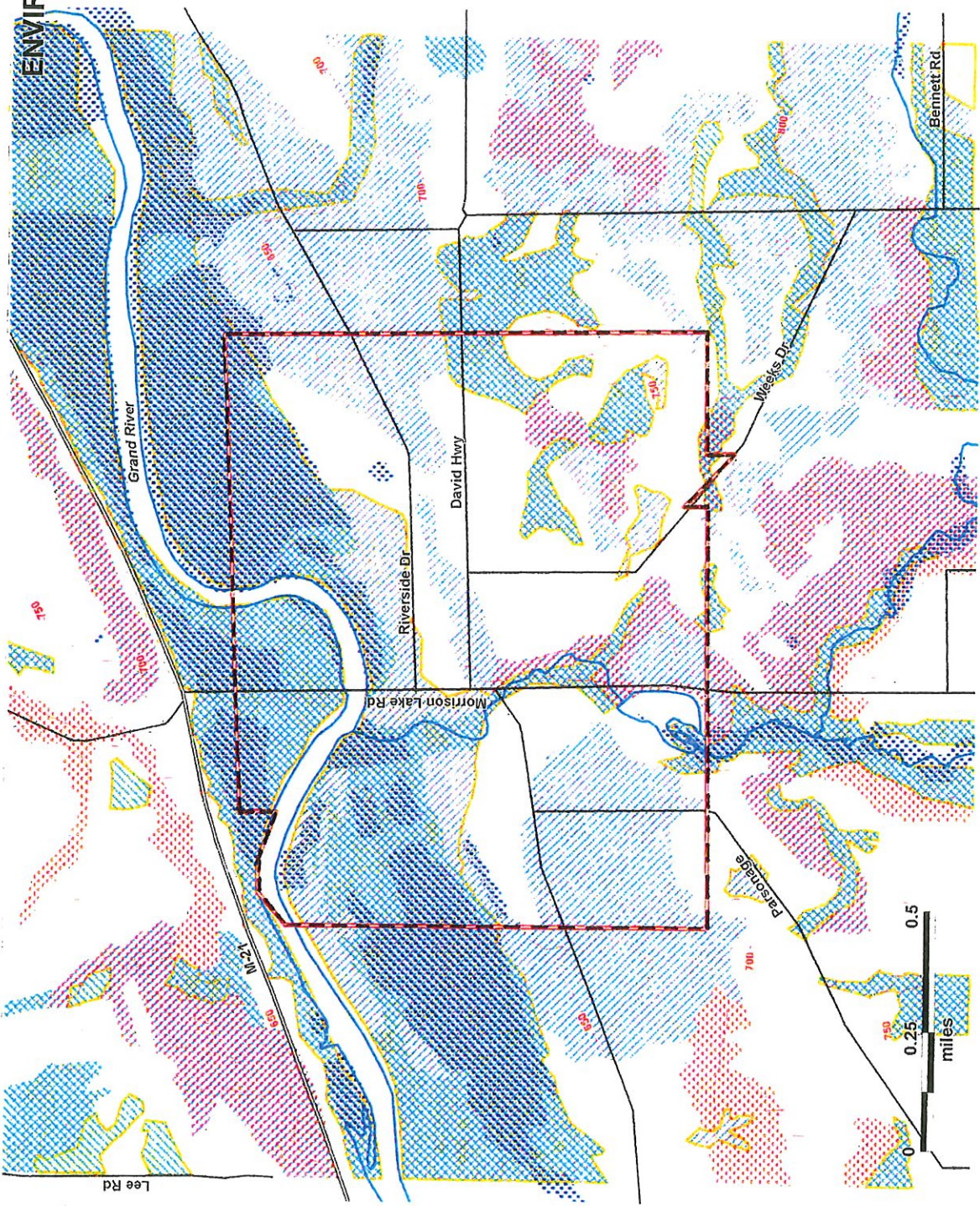
-  PRONE TO FLOODING
-  STEEP SLOPE
slope is 12% or greater
-  SEVERE LIMITATIONS ON
SUITABILITY FOR SEPTIC TANKS
bedrock, permeability, percolation rate,
and other factors taken into consideration
-  HIGH WATER TABLE
water table is less than
6 feet below soil surface

Natural Features

























-  TOPOGRAPHY (FEET)
-  WETLAND
-  SARANAC VILLAGE LIMITS



October 2000
Data Source: USGS Digital
Raster Graphic, Ionia County Soil
Survey, National Wetland Inventory



MAP LEGEND

 Area of Interest (AOI)	 Very Stony Spot
 Soils	 Wet Spot
 Soil Map Units	 Other
Special Point Features	Special Line Features
 Blowout	 Gully
 Borrow Pit	 Short Steep Slope
 Clay Spot	 Other
 Closed Depression	Political Features
 Gravel Pit	 Cities
 Gravelly Spot	Water Features
 Landfill	 Streams and Canals
 Lava Flow	Transportation
 Marsh or swamp	 Rails
 Mine or Quarry	 Interstate Highways
 Miscellaneous Water	 US Routes
 Perennial Water	 Major Roads
 Rock Outcrop	 Local Roads
 Saline Spot	
 Sandy Spot	
 Severely Eroded Spot	
 Sinkhole	
 Slide or Slip	
 Sodic Spot	
 Spoil Area	
 Stony Spot	

Map Unit Legend

Ionia County, Michigan (M1067)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ad	Abasco sandy loam	21.9	2.3%
Bm1A	Boyer loamy sand, 0 to 2 percent slopes	94.1	9.7%
Bm1B	Boyer loamy sand, 2 to 6 percent slopes	97.3	10.1%
Bm1B2	Boyer loamy sand, 2 to 6 percent slopes, moderately eroded	18.6	1.9%
Bm1C2	Boyer loamy sand, 6 to 12 percent slopes, moderately eroded	52.8	5.5%
Bm1D2	Boyer loamy sand, 12 to 18 percent slopes, moderately eroded	21.9	2.3%
Bm1E2	Boyer sandy loam, 2 to 6 percent slopes, moderately eroded	2.7	0.3%
Bm1D2	Boyer sandy loam, 12 to 18 percent slopes, moderately eroded	1.3	0.1%
Bs1E2	Boyer and Spinks loamy sands, 13 to 25 percent slopes, moderately eroded	4.5	0.5%
Bw	Brookston loam	19.2	1.9%
Ch1B	Celina loam, 2 to 6 percent slopes	29.1	3.0%
Ch1C2	Celina loam, 6 to 12 percent slopes, moderately eroded	9.9	0.9%
Cm	Ceresco-Shoals sandy loams	1.7	0.2%
Cp	Cohodah-Sloan loams	0.5	0.0%
Df1B	Dryden sandy loam, 2 to 6 percent slopes	2.0	0.2%
Fo1A	Fox sandy loam, 0 to 2 percent slopes	91.7	9.5%
Fo1B	Fox sandy loam, 2 to 6 percent slopes	6.6	0.7%
Gn	Glendora sandy loam	6.0	0.6%
Gp	Gravel, pts	0.8	0.1%
La	Landes-Eal loams	4.1	0.4%
Le	Landes-Eal sandy loams	44.9	4.6%
Lh	Landes-Genesee sandy loams	15.5	1.6%
Ls1A	Locke sandy loam, 0 to 2 percent slopes	2.9	0.3%
Ls1B	Locke sandy loam, 2 to 6 percent slopes	8.4	0.9%
Md1B2	Manoslonia-Chelsea loamy sands, 2 to 6 percent slopes, moderately eroded	0.0	0.0%
Mm1B	Matheron sandy loam, 2 to 6 percent slopes	0.9	0.1%
Ms1B	Metamora sandy loam, 2 to 6 percent slopes	8.2	0.9%
Mu1B2	Miami loam, 2 to 6 percent slopes, moderately eroded	6.2	0.6%
Mv1C2	Miami sandy loam, 6 to 12 percent slopes, moderately eroded	40.5	4.2%

Appendix A-Soils Report

Ionia County, Michigan (M1067)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
MwB	Miami-Owosso sandy loams, 2 to 6 percent slopes	7.5	0.8%
MwB2	Miami-Owosso sandy loams, 2 to 6 percent slopes, moderately eroded	4.5	0.5%
MwC2	Miami-Owosso sandy loams, 6 to 12 percent slopes, moderately eroded	38.4	3.8%
MwD2	Miami-Owosso sandy loams, 12 to 18 percent slopes, moderately eroded	0.1	0.0%
MzAB	Morley loam, 2 to 6 percent slopes	3.8	0.4%
MzAC2	Morley loam, 6 to 12 percent slopes, moderately eroded	6.9	0.7%
Sc	Saranac silt loam	132.3	13.7%
Sl	Shoals sandy loam, heavy subsoil variant	7.0	0.7%
So	Sewage lagoons	7.8	0.8%
SpA	Spinks loamy sand, 0 to 2 percent slopes	30.9	3.2%
SpB	Spinks loamy sand, 2 to 6 percent slopes	45.8	4.7%
SpC2	Spinks loamy sand, 6 to 12 percent slopes, moderately eroded	44.9	4.6%
W	Water	21.8	2.3%
Wt	Washtenaw soils	3.9	0.4%
Totals for Area of Interest		966.2	100.0%

Appendix B- Public Input

**Highlights from July, 2011
Planning Commission Meeting
Efforts need to be made to “grow the Village”.**

How can the Village be made attractive in order to capture some of the inevitable growth in the Grand Rapids and Lansing metropolitan areas?

How to maintain and expand the Village as a desirable bedroom community in light of influences that are creating trends pointing in the other direction, (loss of manufacturing base and jobs, increased energy prices and competition with similar communities)?

Observations/possible strategies

New comers will demand public sewer and water that is provided by the Village. Portions of Boston Township will be annexed as a result.

Work toward (long range) bringing “light rail to the village from G.R. and Lansing. This can help overcome negative impacts high gas prices.

Need to improve local quality of life:

Make it walkable (provide/incorporate sidewalks, pathways, gathering places, streetscapes, crosswalks, traffic circles).

Eliminate overhead power lines

Make it bicycle friendly and a bicycle destination (trailhead) that builds on the bike path as a major resource.

Create multiple festivals and reasons to come here.

Create a DDA or Chamber- some entity to promote the Village.

Make sure that the Village is not an obstacle to new forms of economic growth (home occupations, E-trade etc.

**SUMMARY OF ROUND ROBIN IDEAS AND COMMENTS
EXPRESSED BY ATTENDEES AT THE
JOINT MEETING PLANNING COMMISSION/VILLAGE COUNCIL MEETING
AUGUST 3, 2011**

1. Maintain School/Community Relationships.
2. Like the Village the way it is now and it's small Town character. Would not like to see it change that much. Like bike path and trail head ideas expressed by the Planning Commission in their first meeting. Light rail does not seem realistic.
3. Would like to see improvements for the people that live here- such as sidewalks, better circulation. Circulation is key.
 - How to get to school better? (Cemetery Rd. expansion? other ideas?)
 - Rebuild Pleasant Street in a few years.
4. Opportunities to attract people to the Village.
 - Trailhead development.
 - Provide WI FI- to make Village E-commerce friendly.
 - locate a grocery store/basic retail destination here.
5. Help/get businesses to capitalize on Grand Rapids Triathlon and other special events in the area.
6. Look at the outskirts of the Village for future growth potential and it implications.
7. Incentive/foster/look for ways to make appealing the idea that current and future home owners should invest in and expand the Village's current compact housing stock/and neighborhoods character versus a transition to newer suburban development at outskirts at the expense of the current housing and neighborhoods.
8. Expand the walkability of the Village.
9. The Village lacks a focal point. Ideas include:
 - Trial head park including a play structure and parking. Perhaps at boat launch location. First phase of trail east to Ionia is for 2012 then Pewamo; then west to Lowell.
10. Provide uniform street and way finding signage in downtown (or where needed).
11. Keep, enlist business representation in the planning process.
12. Incorporate "complete streets concept" into planning.
13. Bury all overhead utilities.

Appendix B- Public Input

14. Use thematic/uniform street fixtures
15. Add Emergency Plan to Zoning and Village Codes (disaster response instructions, time limits on redevelopment after disasters).
16. Utilize /broaden the role of Planning Commission in an annual systematic/strategic capital improvements plan and implementation program.

OBSERVATIONS AND OPPORTUNITIES FROM SEPTEMBER 7, 2011 VILLAGE TOUR

1. Condition/ need to upgrade of traffic control striping, signage and pavement markings.
2. Opportunities to employ downtown building rehabilitation guidelines.
3. Bicycle Trailhead considerations such as "at grade" versus tunnel crossing (pros and cons from safety and user standpoints) and need to explore land use options with trail authorities to see if alternative trailhead and street crossing designs might benefit the Village as a destination.
4. Identify additional access points to the bike trail from other street ends in the Village. This could encourage riders to get off the beaten track inside the Village and take better advantage of its "offerings"(e.g. Dewitt and or Parsonage St. ends).
5. Explore Old School land use options.
6. To improve traffic conditions, discuss with school officials the advantages of adding a turn to the east driveway serving the school at the east end of Division.
7. Discuss value and importance of having an established designated (and improved) bicycle connectors between major focal points (Schools, parks, downtown, and rail to trail path).
8. Side walk system is very intermittent and incomplete. There is a need to discuss and possibly establish a sidewalk extension policy that ultimately results in a future interconnected system for all neighborhoods as part of the complete street initiative (long term).
9. Explore goal of creating a "town square environment midway along Erv Taylor Ave. overlooking the stream and connecting with the mid block pedestrian walk to Bridge St.
10. Explore/plan /create a road extension connecting Morris Lake/Cherry Wood Lane to Weeks as a second south entrance exit to SW quadrant.
11. Bury overhead utility lines.

Public Workshop Output

**Summary of
Round Robin Discussion of Various “Futures”**

1. ***Saranac will still have its small town “character”***
 - *History tells us that it will still be.*
 - *Won't be quite the same, change will be gradual*
 - *May lose health care.*
 - *Boundary changes would allow more change to occur.*
 - *Rail to trail will bring about change.*
 - *Need to look at needs caused by demographic changes.*
 - *Economy needs to turn around*
 - *Need to retain young people.*
 - *Need to keep downtown viable*
2. ***Street connectivity will be improved and all areas of the Village will be easily accessible by emergency vehicles. Traffic conflicts created by buses and parent pick up and drop off traffic will be minimized.***
 - *It will come in time, if need is demonstrated.*
 - *Depends on school district plans. Need to coordinate and plan with them.*
 - *Extension of Weeks Road to Page is seen as most viable in the south east.*
3. ***The Village and surrounding area will be walkable: Destinations and points of interest will be well marked and linked together by sidewalks, bike routes and greenways supporting multi-purpose pathways.***
 - *Paint crosswalks/ install crossing lights*
 - *Connect senior housing to sidewalks*
 - *Make complete sidewalk connections to the schools.*
4. ***Local parks and schools will provide a wide range of recreational opportunities for all age groups.***
 - *Agree.*
 - *Need restrooms near depot*
 - *Businesses need direction as relates to Rail to Trail opportunities.*
5. ***Downtown will be a welcoming gathering place for residents and tourists. Public space will be available for local art, entertainment and cultural activities and events to occur.***
 - *Needs to be good signage and way finding directory (for downtown, trail and trailhead).*
 - *Business and government need to collaborate*
 - *Opportunities for a wide variety of new things and activities are seen for downtown.*
 - *Multi-modal recreation/transportation center: biking, canoeing/kayaking, fishing, nature walks, boating*
 - *Bring in WiFi*
 - *outdoor cafes*

Appendix B- Public Input

- *Laundromat*
 - *Bike racks*
 - *Special events/festival*
6. *A cluster of care and support services and a variety of accessible leisure time and cultural resources makes the Village stand out as a “livable community” for senior citizens.*
- *Sidewalks*
 - *Pharmacy*
 - *Grocery*
7. *Existing homes will be well maintained and neighborhoods will be safe and attractive. The Villages affordable housing stock will enable people from all income groups to locate here. Saranac will be recognized as a place to raise a family and for young professionals to live and work.*
- *Many already here but need more services to attract them*
 - *Need to maintain schools*
 - *Driving distance /energy consumption is a negative*
 - *Trail will help*
8. *Residential growth and open space at the outskirts of the Village will be well planned and connected to the Village’s utility, street and pathway networks. New neighborhoods will be served by the full range of utilities*
- *Village is landlocked to a degree and does not control outlying areas*
 - *Growth/expansion (of utilities) will happen if economy and need warrants it.*
9. *Businesses will be prosperous. Retail outlets such as grocery and pharmacy stores will be located here. Tourism will be recognized as an import element of the local economy and new businesses will be created to serve them.*
- *Businesses need to capitalize on the trail and river. Soon!*
 - *People need to shop local*
10. *The manufacturing sector will expand, providing stable, employment and tax base.*
- *Much depends on outside to market and use U.S. products*
 - *Positive environment(taxes, work force, wages) must be created(local, state and national)*
 - *Not seen as a “major” player here because of location*
11. *Public safety and emergency services will be improved and expanded.*
- *Dependant upon funding and need.*

Other

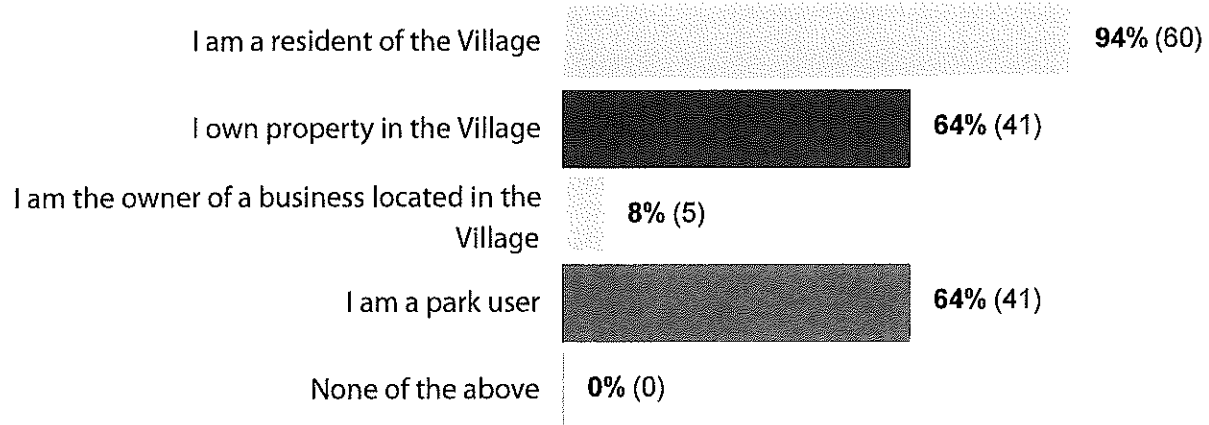
Public Workshop Output Results Of “Futures” Ranking Exercise

1. *The Village and surrounding area will be walkable: Destinations and points of interest will be well marked and linked together by sidewalks, bike routes and greenways supporting multi-purpose pathways.*
2. *Downtown will be a welcoming gathering place for residents and tourists. Public space will be available for local art, entertainment and cultural activities and events to occur.*
3. *Saranac will still have its small town “character”*
4. *Businesses will be prosperous. Retail outlets such as grocery and pharmacy stores will be located here. Tourism will be recognized as an import element of the local economy and new businesses will be created to serve them.*
5. *The manufacturing sector will expand, providing stable, employment and tax base.*
6. *Local parks and schools will provide a wide range of recreational opportunities for all age groups.*
7. *Street connectivity will be improved and all areas of the Village will be easily accessible by emergency vehicles. Traffic conflicts created by buses and parent pick up and drop off traffic will be minimized.*
8. *A cluster of care and support services and a variety of accessible leisure time and cultural resources makes the Village stand out as a “livable community” for senior citizens.*
9. *Residential growth and open space at the outskirts of the Village will be well planned and connected to the Village’s utility, street and pathway networks. New neighborhoods will be served by the full range of utilities*
10. *Public safety and emergency services will be improved and expanded*
11. *Existing homes will be well maintained and neighborhoods will be safe and attractive. The Villages affordable housing stock will enable people from all income groups to locate here. Saranac will be recognized as a place to raise a family and for young professionals to live and work.*
12. *Other*

Vision statement derived from the top six ranked “Futures”

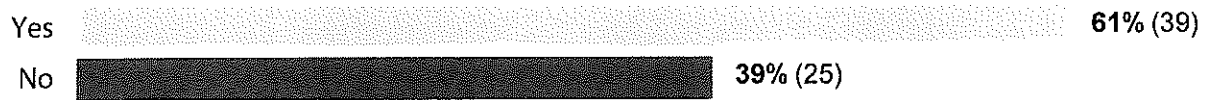
The Village and surrounding area will be walkable. Destinations and points of interest will be well marked and linked together by sidewalks, bike routes and greenways supporting multi-purpose pathways. Downtown will be a welcoming gathering place for residents and tourists. Public space will be available for local art, entertainment and cultural activities and events to occur. Saranac will still have its small town “character” and businesses will be prosperous. Tourism will be recognized as an important element of the local economy and new businesses will be created to serve them. Retail outlets such as grocery and pharmacy stores will be located here. The manufacturing sector will someday expand, providing stable, employment and tax base.

Please Check each of the boxes that applies to you



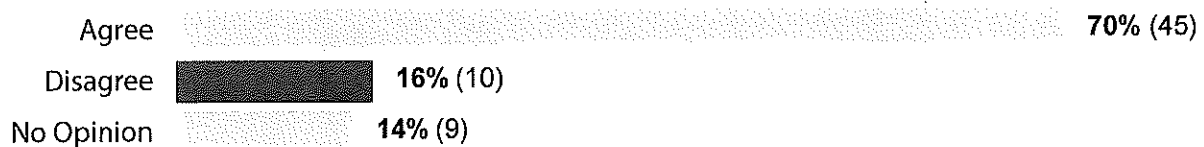
* Total Responses: 64, 94% of submissions

1) Do you think the Village should create a plan for developing a "village square" environment for outdoor gatherings and events?



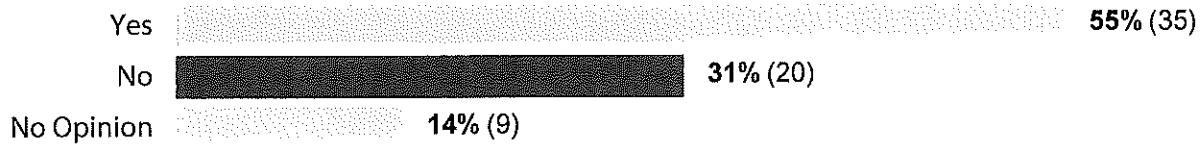
* Total Responses: 64, 94% of submissions

2) In order to optimize the potential economic benefits created by the rail to trail pathway, the entire Village should be made more bicycle friendly by providing bicycle racks downtown and creating well marked bicycle routes to businesses and other key destinations?



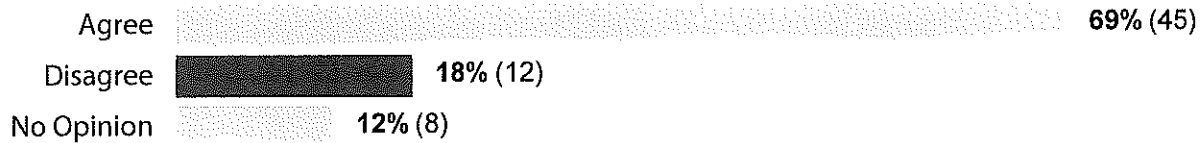
* Total Responses: 64, 94% of submissions

3) Should the Village get involved in the creation of WiFi system (wireless internet) throughout the Village?



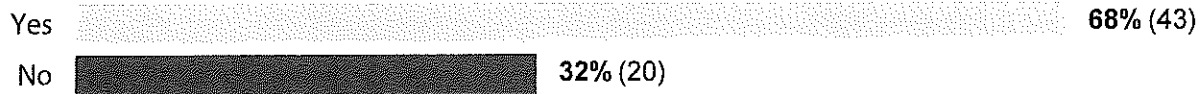
* Total Responses: 64, 94% of submissions

4) To help revitalize the downtown area, the Village and Township should offer financial incentives such as tax breaks to businesses that commit to upgrading their buildings or to moving downtown.



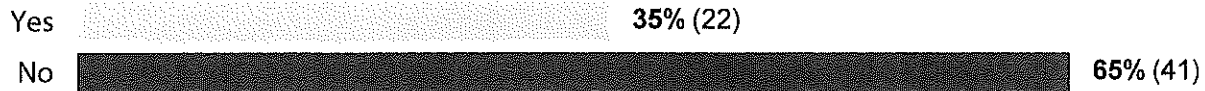
* Total Responses: 65, 96% of submissions

5) Do you support making a public investment in the development of a designated "trail head" for the rail to trail pathway within the Village?



* Total Responses: 63, 93% of submissions

6) Many communities adopt design standards to promote architectural compatibility and historic continuity when buildings are remodeled or redeveloped. In your opinion, is preserving and enhancing the historical character of Saranac's downtown area important enough to warrant the adoption and enforcement of design standards?



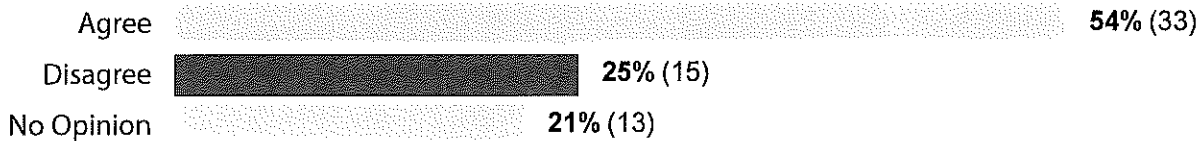
* Total Responses: 63, 93% of submissions

7) The Village should establish a goal and a 10 to 20 year plan to systematically extend the sidewalk system to virtually all areas of the Village.



* Total Responses: 65, 96% of submissions

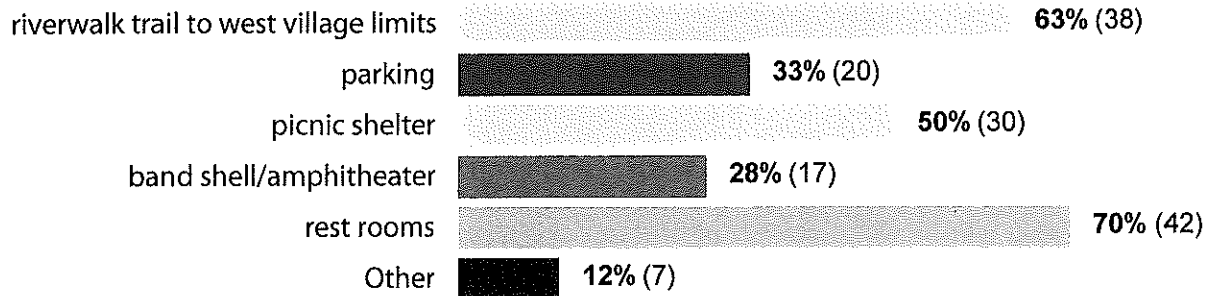
8) The Village should establish a goal and a 20 year plan to systematically replace all overhead utility lines throughout the Village with buried cable.



* Total Responses: 61, 90% of submissions

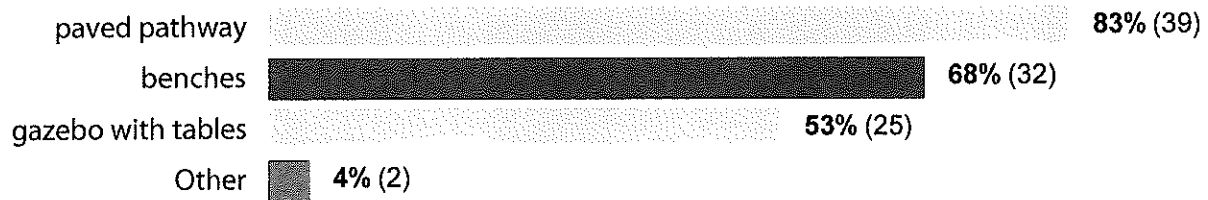
Village of Saranac 2011 Master Plan and Parks and Recreation Survey Results

Feedback



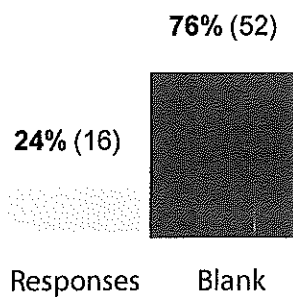
* Total Responses: 60, 88% of submissions

Feedback



* Total Responses: 47, 69% of submissions

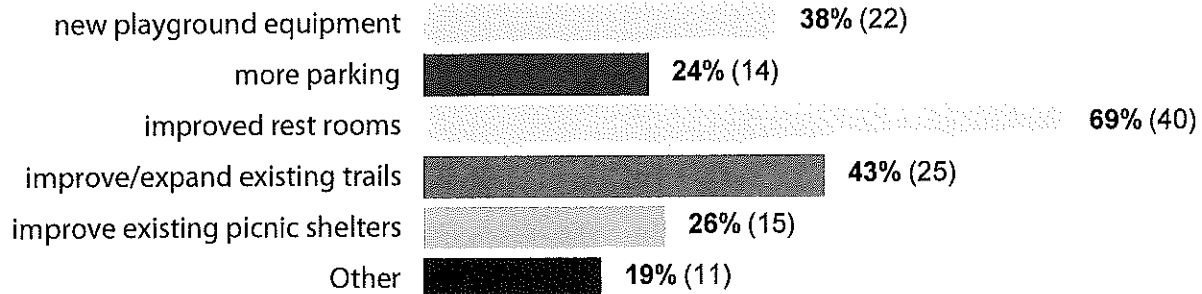
OTHER GENERAL COMMENTS RELATED TO PARKS AND RECREATION



* Total Responses: 16, 24% of submissions

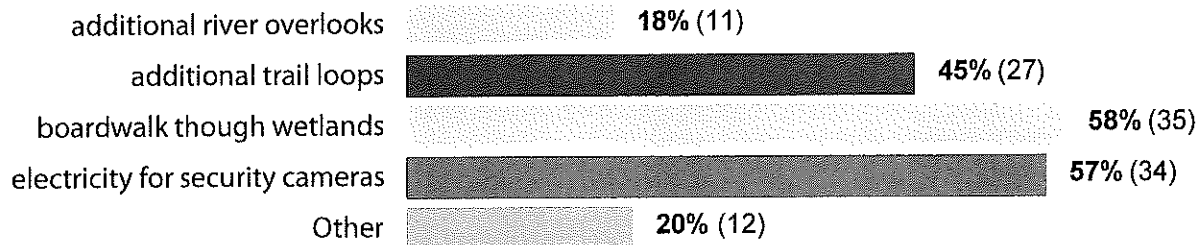
Village of Saranac 2011 Master Plan and Parks and Recreation Survey Results

Feedback



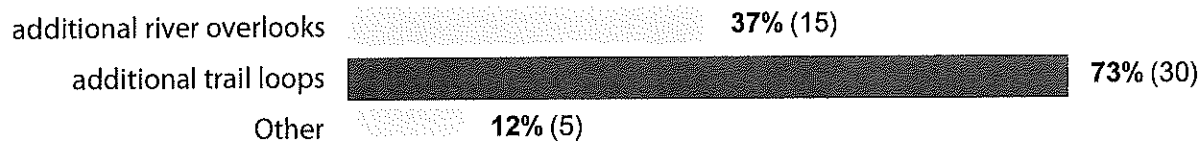
* Total Responses: 58, 85% of submissions

Feedback



* Total Responses: 60, 88% of submissions

Feedback



* Total Responses: 41, 60% of submissions

VILLAGE OF SARANAC
PLANNING COMMISSION MINUTES
December 4, 2012

The Planning Commission meeting was called to order at 7:00 p.m. on December 4, 2012.

Present: Hackett, Kauffman, Ricket, Talcott, Vreeland
Absent: Goss, Klutman
Guests: Mark Sisson – LandMark Strategies

Talcott opened the Public Hearing to receive comments regarding proposed updates to the Village of Saranac Master Plan.

Sisson provided a brief overview of the Master Plan.

No public was present to comment.

Talcott closed the Public Hearing at 7:10 p.m.

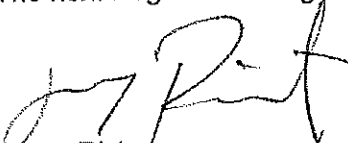
Motion was made by Hackett, supported by Kauffman, to approve the December 4, 2012 Regular Agenda and the August 1, 2012 Regular Meeting minutes. All yeas.

Planning Commission members reviewed a proposed Resolution to amend the Master Plan.

Motion was made by Hackett, supported by Vreeland, to approve the Resolution as read (copy attached). All yeas.

Motion was made by Hackett, supported by Vreeland, to adjourn the Planning Commission meeting at 7:30 p.m. All yeas.

The next Regular Meeting of the Planning Commission will be held upon call from the chair.



Jason Ricket,
Secretary

PLANNING COMMISSION
VILLAGE OF SARANAC
COUNTY OF IONIA, MICHIGAN

Minutes of a regular meeting of the Planning Commission of the Village of Saranac, held at the Village Office, 27 N. Bridge Street, Saranac, Michigan, on the 4th day of December, 2012, at 7:00 p.m.

PRESENT:

Members:

Hackett, Kauffman, Hines, Talbot,
Vreeland

ABSENT:

Members:

Goss, Klutman

The following preamble and resolution were offered by Hackett and seconded by Vreeland.

RESOLUTION NO. 120412
RESOLUTION APPROVING AMENDMENT TO VILLAGE MASTER PLAN

WHEREAS, the Village Planning Commission has prepared a proposed amended Village Master Plan for the future use, development and preservation of lands within the Village, in accordance with procedures set forth in Michigan Planning Enabling Act, Public Act 33 of 2008, MCL 125.3839;

WHEREAS, on December 4, 2012, the Planning Commission held a public hearing to consider approval of the proposed amended plan, following the publication of notice and after expiration of the statutory comment period, in accordance with the Municipal Planning Enabling Act;

WHEREAS, the Planning Commission now desires to approve the proposed amended Master Plan in accordance with the provisions of the Municipal Planning Enabling Act; and

WHEREAS, pursuant to Section 43(3) of the Municipal Planning Enabling Act, the Village Council may adopted a resolution asserting its right to approve or reject the Village Master Plan, after approval thereof by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The Village Planning Commission hereby approves the amended Village Master Plan attached hereto as Exhibit A.

2. Pursuant to Section 43(3) of the Michigan Planning Enabling Act, the amended Master Plan is hereby referred to the Village Council for its consideration. The Village Planning Commission recommends that should the Village Council assert its right to approve or reject the Master Plan, that the Master Plan be adopted as proposed, pursuant to the provisions of the Michigan Planning Enabling Planning Act.

AYES: Members:

Hackett, Kauffman, Rickett, Talcott,
Wickland

NAYS: Members: None

RESOLUTION DECLARED ADOPTED.

Jay Ritt
Secretary

I hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the Planning Commission of the Village of Saranac at a regular meeting thereof held on the date first stated above, and I further certify that public notice of such meeting was given as provided by law.

Jay Ritt
Secretary

VILLAGE OF SARANAC
COUNTY OF IONIA, MICHIGAN

Minutes of a regular meeting of the Village Council of the Village of Saranac, held at the Village Office, 27 N. Bridge Street, Saranac, Michigan, on the 10th day of December, 2012, at 7:00 p.m.

PRESENT: Members: Hendrick, Klutman, Mackey, Simmons, Wharley, Parby
ABSENT: Members: None

The following preamble and resolution were offered by Wharley and seconded by Hendrick:

RESOLUTION NO. 121012 B
RESOLUTION APPROVING AND ADOPTING VILLAGE MASTER PLAN

WHEREAS, the Saranac Village Planning Commission has prepared a proposed amended Village Master Plan for the future use, development and preservation of lands within the Village, in accordance with procedures set forth in the Michigan Planning Enabling Act, Public Act 33 of 2008, MCL 125.3839;

WHEREAS, on December 4, 2012, the Planning Commission held a public hearing to consider approval of the proposed amended plan, following the publication of notice and after expiration of the statutory comment period, in accordance with the Michigan Planning Enabling Act;

WHEREAS, on December 4, 2012, the Planning Commission approved the proposed Master Plan by a 2/3 vote of its members; and

WHEREAS, pursuant to Section 43(3) of the Michigan Planning Enabling Act, the Village Council has adopted a resolution asserting its right to approve or reject the Village Master Plan, after approval thereof by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

3. The Village Council hereby approves and adopts the Village Master Plan approved by the Village Planning Commission on December 4, 2012 and attached hereto as Exhibit A.

4. Pursuant to Section 43(3) of the Michigan Planning Enabling Act, the Saranac Village Master Plan is effective as of the date of this resolution. The Village Council hereby directs that copies of the plan be distributed to the Township of Boston, the Ionia County Planning Commission and other public bodies as required by the Act.

5. The Village Council thanks the members of the Planning Commission for their work in the preparation of the Master Plan. The Village Council expects that the Master Plan will be a valuable tool for addressing future needs regarding land use, development and preservation of the Village. The Council believes that the Master Plan, with revisions from time to time, will serve the Village well for many years to come.

AYES: Members: Hendrick, Klutman, Mackey, Simmons, Worley, Darby

NAYS: Members: None.

RESOLUTION DECLARED ADOPTED.

Roberta Jo Smith
Roberta Jo Smith, Village Clerk

I hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the Village Council of the Village of Saranac at a regular meeting thereof held on the date first stated above, and I further certify that public notice of such meeting was given as provided by law.

Roberta Jo Smith
Roberta Jo Smith, Village Clerk

**VILLAGE OF SARANAC
COUNTY OF IONIA, MICHIGAN**

Minutes of a regular meeting of the Village Council of the Village of Saranac, held at the Village Office, 27 N. Bridge Street, Saranac, Michigan, on the 10th day of December, 2012, at 7:00 p.m.

PRESENT: Members: Hendrick, Klutman, Mackey, Wharley, Simmons, Darby

ABSENT: Members: None

The following preamble and resolution were offered by Klutman and seconded by

Simmons:

**RESOLUTION NO. 121012A
RESOLUTION TO RETAIN FINAL AUTHORITY
FOR ADOPTION OF THE VILLAGE MASTER PLAN**

WHEREAS, the Planning Commission of the Village of Saranac has prepared a proposed amended Village Master Plan and has submitted the plan to the Village Council for its consideration; and

WHEREAS, the Village Council has reviewed a draft of the amended Village Master Plan and previously authorized the distribution of said Master Plan for review and comment by the various adjoining units of government, and by the county review agencies and by the public; and

WHEREAS, Michigan Planning Enabling Act allows the Village Council, after agency comments and public hearing and approval by the Planning Commission, to exercise its authority to officially adopt said Master Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Saranac Village Council, upon completion of the long range planning process, retains the final authority to adopt or reject the proposed Master plan.

ON ROLL CALL, the vote this 10th day of December, 2012 was as follows:

AYES: Members: Hendrick, Klutman, Mackey, Wharley, Simmons, Darby

NAYS: Members: None

RESOLUTION DECLARED ADOPTED.

Roberta Jo Smith
Roberta Jo Smith, Village Clerk

I hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the Village Council of the Village of Saranac at a regular meeting thereof held on the date first stated above, and I further certify that public notice of such meeting was given as provided by law.

Roberta Jo Smith
Roberta Jo Smith, Village Clerk