Scott Dzurka

Mayor

Brad Gurski

Vice Mayor

Eric Hufnagel
Commissioner

Chris Hyzer Commissioner

Chris DeLiso
Commissioner



Chad A. Gamble, P.E. City Manager

Mindy J. Seavey
City Clerk

Kristina Kinde City Treasurer

Michael HomierCity Attorney

Justin Smith
Director of Public
Services

CITY OF ST. JOHNS CITY COMMISSION MEETING PROPOSED AGENDA

Monday, September 22, 2025, 6:00 p.m. Room 2200 – Clinton County Courthouse

*Listen to Meeting Via Telephonic Conference Dial 1 929 205 6099

> https://zoom.us/j/2050014286 Meeting ID: 205 001 4286

*Please note, you will not be able to make public comments through Zoom; only in-person attendees will be able to participate in public comments.

(Times for agenda items are estimated times)

- A. OPENING: (6:00 pm 6:05 pm)
 - 1. Invocation
 - 2. Pledge of Allegiance
 - 3. Consent Agenda (Action Item)

The staff proposes the following items for the Consent Agenda. If any Commissioner wishes to discuss any of these items, it should be placed on the regular agenda. The remaining items and recommendations may be approved en masse:

- a. Approval of Minutes
 - -Regular meeting minutes of August 25, 2025
- b. Receipt of Warrants
 - -In the amount of \$4,345,780.50
- c. Set Halloween Trick-or-Treat Hours
 - -Staff recommends the city commission set the Halloween trick-or-treat hours for Friday, October 31, 2025 between the hours of 6:00 p.m. and 8:00 p.m. with the beginning and ending of the candy-gathering period to be signaled by the fire whistle.
- d. Wolverine as Needed Professional Services Agreement Renewal
 - -Staff recommends the city commission approve the Wolverine Engineering as Needed Professional Services Agreement Two Year Extension and authorize the Mayor to sign.

e. Briggs District Library Reappointment

-Staff recommends the city commission reappoint Kimberly Skorna residing at 502 Vauconsant, St. Johns, MI 48879 to the Briggs District Library Board expiring December 31, 2029.

f. GIS Mapping and Data Integration Assistance

-Staff recommends the city commission approve the agreement with Spicer Group in the amount of \$9,000.

g. Fire Department AED Purchase and Finance Agreement

-Staff recommends the city commission authorize the Fire Department to purchase 6 new AED's from Stryker for a cost of \$11,303.80 and authorize the mayor to sign the financing agreement pending approval by City Legal Counsel.

h. Michigan DNR Mutual Aid Fire Control Agreement

-Staff recommends the city commission authorize the Mayor and Fire Chief to sign the Michigan DNR Mutual Aid Fire Control Agreement.

i. Water Department Meter Truck

-Staff recommends the city commission approve the purchase of the new water department meter truck from Young's Chevrolet in the amount of \$47,874.00.

j. MML Liability & Property Pool – Pool Director Election

-Staff recommends the city commission cast votes for the two director candidates running for the two 3-year terms.

4. Approval of Agenda: (6:05 pm – 6:07 pm) Action Item

B. PUBLIC HEARINGS:

C. PRESENTATIONS:

D. PERSONS WISHING TO PRESENT TESTIMONY:

1. Public comment - agenda & non-agenda items (6:07 pm - 6:10 pm) Discussion only

Each speaker is only entitled to one (1) three-minute time during each Public Comment period.

E. COMMUNICATIONS:

F. OLD BUSINESS:

1. Resolution #35-2025 – Resolution to Adopt Fire Code Ordinance Amendment

(6:10 pm - 6:20 pm) <u>Action Item</u>

(Presenter: Kevin Douglas, Fire Chief)

2. Resolution #39-2025 - Resolution to Adopt Zoning Ordinance Amendment – Vendor Trucks

(6:20 pm - 6:25 pm) Action Item

(Presenter: Jacob VanBoxel, McKenna)

3. BS&A Cloud Upgrade (6:25 pm – 6:30 pm) Action Item

(Presenter: Kristina Kinde, City Treasurer)

G. NEW BUSINESS:

- 1. Resolution #40-2025 Resolution to Introduce Ordinance Regarding Sidewalk Cafes and Outdoor Seating Areas (6:30 pm 6:40 pm) Action Item
 (Presenter: Jacob VanBoxel, McKenna)
- 2. Resolution #41-2025 to Distribute the Master Plan and Parks and Recreation Plan for St. Johns (6:40 pm 6:50 pm) Action Item (Presenter: Jacob VanBoxel, McKenna)
- 3. <u>SCBA Compressor and Fill Station and Financing</u> (6:50 pm 7:00 pm) <u>Action Item</u> (Presenter: Kevin Douglas, Fire Chief)
- 4. City Manager Comments (7:00 pm 7:10 pm) <u>Discussion only</u>
- 5. <u>Commissioner Comments</u> (7:10 pm 7:20 pm) <u>Discussion only</u>

H. ADJOURNMENT: (7:20 pm)

(Next Regular Meeting Scheduled for Monday, October 27, 2025, 6:00 p.m.)

NOTICE: People with disabilities needing accommodation for effective participation in this meeting should contact the city clerk 989-224-8944 at least two working days in advance of the meeting. An attempt will be made to provide reasonable accommodation.



CONSENT AGENDA

CITY OF ST. JOHNS

CITY COMMISSION MINUTES

AUGUST 25, 2025

The regular meeting of the St. Johns City Commission was called to order by Mayor Dzurka at 6:02 p.m. at the Clinton County Courthouse, 100 East State Street, 2nd Floor, Suite #2200, St. Johns, Michigan.

COMMISSIONERS PRESENT: Eric Hufnagel, Brad Gurski, Scott Dzurka, Chris

Hyzer, Chris DeLiso

COMMISSIONERS ABSENT: None

STAFF PRESENT: Chad Gamble, City Manager; Mindy J. Seavey, City

Clerk; Kristina Kinde, City Treasurer; Justin Smith, Director of Public Services; Anne Seurynck, City

Attorney; Jake VanBoxel, McKenna

Mayor Dzurka asked if any of the commissioners or persons present wished to discuss any of the items on the consent agenda.

Commissioner Hyzer asked to move items f. & g. under New Business.

Mayor Dzurka said they would be New Business items #8 & #9.

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the consent agenda be approved as amended.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

a. Approval of Minutes

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the minutes of the July 28, 2025 regular meeting and August 6, 2025 special meeting be approved as presented.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

b. Receipt of Warrants

AUGUST 25, 2025 PAGE 2

Motion by Commissioner Gurski seconded by Commissioner Hyzer that warrants be approved as presented in the amount of \$1,727,240.39.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

c. MML Property & Liability Insurance Renewal

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the city commission approve renewal of the city's insurance with the Michigan Municipal League property and liability insurance pool in the amount of \$147,133 with a policy coverage period of October 1,2025 through September 30, 2026.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

d. National Night Out Donation Summary

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the city commission accept the memo and summary of donations per the City Donation Policy.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

e. Replacement of Pickup Truck #83

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the city commission approve the bid from Lunghamer Ford of Owosso in the amount of \$71,206.00 for the replacement of the 2011 F-250.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

h. MGT Cost Allocation Plan Renewal

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the city commission extend the contract for our Cost Allocation Plan with MGT for an additional two years at a rate of \$4,800 per year and authorize the Mayor to sign the contract as approved by the City Attorney.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None

Motion carried.

<u>AGENDA</u>

Mayor Dzurka asked if there were any additions or deletions to the agenda.

Motion by Commissioner Hyzer seconded by Commissioner Hufnagel that the city commission approve the agenda as amended.

AGENDA

A. OPENING:

- 1. Invocation
- 2. Pledge of Allegiance
- Consent Agenda

The staff proposes the following items for the Consent Agenda. If any Commissioner wishes to discuss any of these items, it should be placed on the regular agenda. The remaining items and recommendations may be approved en masse:

- a. Approval of Minutes
 - -Regular meeting minutes of July 28, 2025
 - -Special meeting minutes of August 6, 2025
- b. Receipt of Warrants
 - -In the amount of \$1,727,240.39
- c. MML Property & Liability Insurance Renewal
 - -Staff recommends the city commission approve renewal of the city's insurance with the Michigan Municipal League property and liability insurance pool in the amount of \$147,133 with a policy coverage period of October 1,2025 through September 30, 2026.
- d. National Night Out Donation Summary
 - -Staff recommends the City Commission accept the memo and summary of donations per the City Donation Policy.
- e. Replacement of Pickup Truck #83
 - -Staff recommends the City Commission approve the bid from Lunghamer Ford of Owosso in the amount of \$71,206.00 for the replacement of the 2011 F-250.
- f. 2025-2027 Sanitary Sewer Lining Contract (moved to Agenda)
 - -Staff recommends the City Commission approve the services of Insituform Technology in the amount of \$433,562.15 and authorize the signing of the agreement and notice of award that have been reviewed and approved by the city attorney.
- g. Parking Lot #4 Reconstruction (moved to Agenda)
 - -Staff recommends the City Commission approve the proposal by Youngstrom Contracting to complete the reconstruction of Parking lot #4

and approve a budget adjustment of \$185,000 of surplus fund balance created by ARPA funds to fund the project.

h. MGT Cost Allocation Plan Renewal

-Staff recommends the City Commission extend the contract for our Cost Allocation Plan with MGT for an additional two years at a rate of \$4,800 per year and authorize the Mayor to sign the contract as approved by the City Attorney.

4. Approval of Agenda:

B. PUBLIC HEARINGS:

C. PRESENTATIONS:

D. PERSONS WISHING TO PRESENT TESTIMONY:

1. Public comment - agenda & non-agenda items

E. COMMUNICATIONS:

F. OLD BUSINESS:

- 1. Resolution #34-2025 Resolution to Adopt Golf Cart Ordinance
- 2. Resolution #35-2025 Resolution to Adopt Fire Code Ordinance Amendment
- 3. Resolution #36-2025 Resolution to Adopt Ordinance for Readoption of the Michigan Motor Vehicle Code
- 4. Bingham Water/Sewer Discussions
- 5. Wilson Community Center & City Offices Bid Results and Award

G. NEW BUSINESS:

- 1. Clarification of Recovery of Costs and Expenses for Fire Department Services
- 2. Wastewater Tertiary Filter Performance Evaluation
- 3. Fire Service Agreement Renewal Bengal Township
- 4. Resolution #37-2025 Resolution to Introduce Zoning Ordinance Amendment Vendor Trucks
- 5. Resolution #38-2025 Scott Road/M-21 Resolution
- 6. Wage Study RFP Responses and Recommendation
- 7. BS&A Cloud Upgrade Discussion
- 8. 2025-2027 Sanitary Sewer Lining Contract (moved from Consent Agenda)
- 9. Parking Lot #4 Reconstruction (moved from Consent Agenda)
- 10. City Manager Comments
- 11. Commissioner Comments

H. ADJOURNMENT:

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None

Motion carried.

PUBLIC HEARINGS

PRESENTATIONS

PERSONS WISHING TO PRESENT TESTIMONY

1. Public Comment

Mayor Dzurka asked if there were any public comments. He discussed the rules regarding public comment.

Ken Harris, 4417 Sailfish Lane, Palmetto, FL was present. He discussed: a need for clarification of issues regarding the housing inspection program and the interpretation of code; he served on the citizens committee; and be wary of adopting the latest updates for the fire code, it causes development to be stifled.

Bob Craig, 812 W. Park Street, was present. He said he is Vice President of Michigan Society of Sons of the American Resolution. They want to sponsor an important event, 250th anniversary of the United States, next year on Memorial Day, May 30th. They want to rent the Wilson Center and hope it will be ready. They are working on a film in cooperation with PBS and want to show a special screening. He complimented management and staff on the Wilson Center packet information.

Darrilyn Fraser, 511 W. Cass Street, was present. She thanked and complimented the city for their support of the Rotary 4th of July Fireworks display. She said it was awesome and fun. Thank you for supporting that.

COMMUNICATIONS

OLD BUSINESS

1. Resolution #34-2025 – Resolution to Adopt Golf Cart Ordinance

City Manager Gamble said this is coming back for the last time and it has been through a rigorous process.

Jacob VanBoxel, McKenna, said he would be happy to answer any questions.

There was a discussion of:

• How staff came up with the \$60 fee.

- Where the fee revenue would be directed.
- Concern regarding health & safety.

Motion by Commissioner Gurski seconded by Commissioner DeLiso that the city commission adopt Resolution #34-2025.

YEA: Gurski, Dzurka, Hyzer, DeLiso

NAY: Hufnagel Motion carried.

Motion by Commissioner DeLiso seconded by Commissioner Gurski that the city commission set a \$60 fee for golfcart inspection fee.

Commissioner Hyzer said that the fee would be \$60 every 3 years.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

2. Resolution #35-2025 - Resolution to Adopt Fire Code Ordinance Amendment

Fire Chief Douglas said we discussed this last month, and he would be available to answer any questions.

There was a discussion of:

- Mr. Harris' comments.
 - o For sprinkler systems, facilities like Grace Haven and Hazel Findlay would be affected and they already have those.
- Remodeling.
 - o Only affected when it changes the occupancy classification.
- If the city commission could waive anything.
 - o Fire Board of Appeals could.
 - Whether the city has a Fire Board of Appeals.
- Carbon monoxide detectors.
- Urgency to adopt code.
 - o To bring us up to a code that isn't from 1990.
 - o Find out other entities in Clinton County that have adopted this code.

There was no action taken at this meeting.

3. <u>Resolution #36-2025 – Resolution to Adopt Ordinance for Readoption of the Michigan</u> Motor Vehicle Code

Police Chief Kirk said he was available for any questions. He said this will keep us contemporary.

There was a discussion of:

• Last update of the code.

Motion by Commissioner Hufnagel seconded by Commissioner DeLiso that the city commission adopt Resolution #36-2025.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso.

NAY: None Motion carried.

4. Bingham Water/Sewer Discussions

Mayor Dzurka said the new Bingham Township Supervisor, John Weber, was present.

City Manager Gamble said we have been having discussions with Bingham Township for a couple of years now. He discussed: the city's approved use of Bendzinski and Company for a compilation of some agreements; interim agreement and moving towards consideration of an authority; there has been a lot of interest in the M-21 corridor; establishing an authority is an arduous process that can take from 1½ to 5 years; having another subcommittee meeting with two representatives or a meeting of the full board/commission.

The city commission discussed:

- Moving towards establishing an authority.
- Keeping the water authority agreement separate from other agreements (parks and recreation) although they can be developed in parallel.
- Opposing moving forward with any agreement (interim or authority) until the issue of financial incentives is seriously addressed.
 - o Additional contributions to the General Fund.
- The original intent was to create a simple interim water agreement for the M-21 corridor. The complex draft that was created turned the township away. A simple agreement to sell water is needed to meet urgent development needs while continuing to work towards a full authority.
- The city already has boilerplate agreements in place for providing water to entities like ITC and Agro Liquid.

- Propose a "water franchise agreement" for the M-21 corridor that would cap the water capacity sold to the township (e.g., 5%). This would allow development to proceed while protecting the city from being "on the hook" for rampant growth and would be simple since the township would install the necessary infrastructure.
 - o A previous sewer agreement from about 18 years ago gave the township 200,000 gpd of plant capacity and had a cap.
 - o With a franchise agreement, the city's main cost would be the incidental cost of running pumps and treating the water.
- The township is open to discussing financial arrangements as long as they are tied to the creation of an authority.
- Existing service agreements allow for rates to be set differently than city rates, which could provide a revenue stream for the township.
- Feedback from Bingham Township regarding the draft interim agreement.
 - o There was no specific formal feedback, but the informal feedback was that Bingham didn't like the proposed agreement.
 - o There was concern about a buy-in without the authority status.

City Manager Gamble said perhaps we need from the township a lined document of what they don't like in the draft.

Mayor Dzurka said he thinks it has to be incumbent on us going both barrels on an authority.

5. Wilson Community Center & City Offices Bid Results and Award

City Manager Gamble discussed:

- The special meeting on August 6th.
 - o Presentation Objectives.
- Summary of bids received.
- Value Engineering.
 - o Office portion of bid: front security, security door, carpet & paint.
 - Wilson Center changes.
- Other Project Cost Details/Summaries
- Revised Project Cost Details/Summaries
- Updated Impacts of Unanticipated Costs & Delays
- Factors for Consideration in Revised Cost Summary
- Options for Funding
- Staff recommendation on funding

There was a discussion of:

- Delays in construction.
- Federal Historic Tax Credits.
- Transfer of funds.
 - Motor pool funds.

Mayor Dzurka said we gave Chad and Kristina a large task and they got creative and came up with good ideas to hit the target.

Motion by Commissioner DeLiso seconded by Commissioner Hufnagel that the city commission move for a supplemental budget appropriations via borrowing monies from the motor vehicle pool fund in the amount of \$336,000 to complete the revised scope of the project as presented.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

Motion by Commissioner Hufnagel seconded by Commissioner DeLiso that the city commission move for the award of the modified bids as presented for Wilson Center/City Office Improvements in accordance with the 101 W. Cass St. Development Agreement to CopperRock Construction:

- Division #1: \$1,923,888
- Division #2: \$1,647,715 of which Dymaxion will provide 50% of the funding of this division costs pursuant to the Development and Condominium Association Agreements/documents.
- Division #3: \$160,572

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the city commission move to support recommendation of award of 101 W. Cass St. Condominium Association Roof Project to Superior Services RSH and to appropriate funds as presented.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

NEW BUSINESS

1. Clarification of Recovery of Costs and Expenses for Fire Department Services

City Manager Gamble discussed challenges to fire run costs and with some of these fees there is no opportunity for education.

Chief Douglas discussed the re-wording of the fee schedule; burning complaints and miscellaneous response. He said he would like to bring back an updated cost recovery ordinance.

There was a discussion of:

- The 12-month reset.
- Burning complaints where a neighbor calls it in.
 - o Can be addressed with the updated cost recovery ordinance.
- Billing for cost recovery.

Motion by Commissioner Gurski seconded by Commissioner Hufnagel that the city commission approve the suggested updates to the fee and rate schedule.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

2. Wastewater Tertiary Filter Performance Evaluation

Wastewater Supervisor Whitford said we sent an update on our NPDES permit. He discussed:

- Our NPDES permit.
 - o BOD was set to 4; permitted limit right now is 8.
 - Had meetings and negotiated with EGLE.
- Recommendation to perform an evaluation on the 3 inside and 3 outside filters.

There was a discussion of:

- Monthly average of BOD.
- Suspended Solids average.
- Fishbeck reached out to Leopold.

City Manager Gamble commended Jordan on all of his work. He discussed the negotiations with EGLE.

Motion by Commissioner Gurski seconded by Commissioner Hyzer that the city commission approve the agreement with Fishbeck in the amount of \$28,200 to perform an evaluation of the tertiary filters and approve the funds in the amount of \$28,200 be moved from fund balance to the water/sewer fund to pay for this project.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

3. Fire Service Agreement Renewal – Bengal Township

City Manager Gamble said Greenbush and Bingham approved their agreements. With Bengal we have a different structure to the agreement, and their proposed changes are shown in the track changes document.

Motion by Commissioner Hyzer seconded by Commissioner Hufnagel that the city commission approve the renewal of the Rural Fire and Rescue Run Agreement with Bengal Township.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

4. <u>Resolution #37-2025 - Resolution to Introduce Zoning Ordinance Amendment – Vendor Trucks</u>

Jacob VanBoxel, McKenna, discussed the proposed ordinance for temporary uses and the changes and the goals. He said the planning commission discussed this at their April, June & July meetings. He said the definition of vendor trucks was also added.

There was a discussion of what the ordinance allows.

Motion by Commissioner Hyzer seconded by Commissioner Gurski that the city commission adopt Resolution #37-2025 to Introduce an Ordinance to Amend Title XV: Land Usage, Chapter 155: Zoning Code of the City of St. Johns Code of Ordinances.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

5. Resolution #38-2025 - Scott Road/M-21 Resolution

Mayor Dzurka said Clinton County Chairperson DeLong came to our last meeting regarding this.

There was a discussion of:

- The resolution.
- A round about.

Commissioner Hyzer said he likes roundabouts and will be voting no.

Commissioner Hufnagel said he is not in favor of ruling out a roundabout.

Motion by Commissioner DeLiso seconded by Commissioner Gurski that the city commission adopt Resolution #38-2025.

YEA: Gurski, Dzurka, DeLiso

NAY: Hufnagel, Hyzer

Motion carried.

6. Wage Study RFP Responses and Recommendation

Mayor Dzurka said he and Commission Hyzer met with staff. He said the packet includes scoring which followed the guidelines in the RFP. He said the recommendation is for MGT.

There was a discussion of the process.

Motion by Commissioner Hyzer seconded by Commissioner Gurski that the city commission award the Wage Study to MGT and authorize the Mayor to execute the agreement following review and approval by the City Attorney.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

7. BS&A Cloud Upgrade Discussion

Treasurer Kinde said we met with a BS&A representative recently. She said during the CIP process, we talked to the commission about BS&A not making any further enhancements to the .net version. She said the quote is quite a significant amount. We would like to coordinate this Cloud upgrade with our server replacement schedule. We want to get our name on the list as more communities are starting to make this transition. Right now, it takes 6-9 months, and it could be 9-12 months by the time we sign the contract.

Commissioner Hyzer said he thinks staff will see some operational efficiencies. He discussed the safety net of having it on the Cloud. He said he is supportive of moving forward in the process.

There was a discussion of the Cloud version.

Motion by Commissioner Hyzer seconded by Commissioner Hufnagel that the city commission approve beginning the planning to upgrade to BS&A Cloud and to prepare a phased contract to present to the Commission for approval at the appropriate time.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

8. 2025-2027 Sanitary Sewer Lining Contract

Commissioner Hyzer said he is supportive of the contract. He would like to see a budget adjustment for this in our next round of budget adjustments.

Motion by Commissioner Hyzer seconded by Commissioner Gurski that the city commission approve the services of Insituform Technology in the amount of \$433,562.15 and authorize the signing of the agreement and notice of award that have been reviewed and approved by the city attorney.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

9. Parking Lot #4 Reconstruction

Commissioner Hyzer said he would like to see the city do a better job of getting proposals out to other bidders than we have used in the past. He said he also doesn't like seeing one generic price; he would like to see a breakdown of the cost.

Motion by Commissioner DeLiso seconded by Commissioner Gurski that the city commission approve the proposal by Youngstrom Contracting to complete the reconstruction of Parking lot #4 and approve a budget adjustment of \$185,000 of surplus fund balance created by ARPA funds to fund the project.

YEA: Hufnagel, Gurski, Dzurka, DeLiso

NAY: Hyzer Motion carried.

8. City Manager Comments

City Manager Gamble discussed:

- Met with LEAP and representatives of Prevail Solar Project.
 - Latest proposed development deal investors have pulled out.
 - o Looking at 3 options
 - Option for battery storage manufacturing facility and investors.

- Option for other uses for facility associated with manufacturing working with LEAP on opportunities.
- Option to sell property for other industrial use or to possibly sell the property for the facility to be raised and re-develop the property for residential use.
- Mint Festival updates and kudos.
- Fantasy Forest 2.0 update
 - o All playscape equipment has been installed.
 - o Minor grading tweaks being performed.
 - Final underground, storm sewer, lighting and camera systems being installed.
 - o Flatwork is 95% complete.
 - Hopeful that poured in place will mobilize late this week or early next week.
 - o Tentative Community Planting Day is 9/16/25.
- Very good visit with Congressman Tom Barrett at Fire Barn with Mayor as well.
- Labrinth installation is scheduled for late September/early October.
- Master Plan Schedule review and kudos to team for heavy lift to this point.
- Thanks for Wilson Center Project approval.
- Thanked Chief Douglas for the ladder truck being available before the meeting to show to the commission.
- Announcement that he will not be able to be here for September meeting as he will be in flight back from vacation.

9. Commissioner Comments

Commissioner Hufnagel discussed the golf cart ordinance. He said in good conscience he could not vote in favor of it. He acknowledged the great work on the street projects. Kudos to staff. He said the Mint Festival was terrific, but the weather was pretty hot and discussed less traffic during that time. He said it was good seeing Mr. Craig back in the chambers today. He acknowledged the social media post with respect to the carnival not returning next year and getting information out ahead of people spreading rumors.

City Manager Gamble said we are set to re-do Cass Street from Lansing to Church. We have been waiting for a water main permit approval from EGLE for over 7 months and still don't have it. We have a choice of redoing the street as scheduled and then in a couple of years cut water services or postpone the project until the springtime. We are

going to get complaints either way. He said our position now is to wait; the street will hold through the winter.

Commissioner DeLiso said he was in Alaska and there was a roundabout in a small town that made no sense at all. He said he was glad to see progress for the Wilson Center and people will hopefully be happy with the final product. He said he is happy to get that going.

Commissioner Gurski said Clinton Area Ambulance will be staying with their current billing provider. He said the by-laws should be coming around shortly to review.

Ed Thelen said their audit came back as well and it looks pretty clean. He said it will come to their September meeting, and the by-laws should be ready to go in October.

Commissioner Gurski said this Thursday is opening night for high school football at home. Hopefully, we will have a great team this year.

Mayor Dzurka thanked everyone for their work at the city on the Wilson Center. We gave you a pretty hefty task and he is excited we are taking that next major step to get it open. He is thankful they moved on the golf cart approval and discussed the waiting period. He said we will need time to implement that ordinance. Thank you to Congressman Barrett for touring the fire department. Kudos to the Mint Fest and thank you to all the volunteers. He said the City puts a ton of time in as well and the DDA & Chamber.

ADJOURNMENT

Motion by Commissioner Hyzer seconded by Commissioner Gurski that the meeting be adjourned.

YEA: Hufnagel, Gurski, Dzurka, Hyzer, DeLiso

NAY: None Motion carried.

The meeting was adjourned at 8:53 p.m.

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22, 2025

Department: Public Services	Attachments:	Submitted to CA for Review
Subject: Wolverine as needed Professional Services Agreement Renewal	[X] Wolverine as needed Professional Services Agreement Renewal [X] May 20 th 2024 Commission meeting minutes [X] Hourly Rates	N/A N/A
Prepared by: Justin Smith, Director of Public Services	Approved by: Chad A. Gamble, P City Manager	?.E.,

SUMMARY/HIGHLIGHT: In 2022 the City of St Johns entered into an As Needed Professional Services Agreement with Wolverine Engineering for projects falling below the bidding threshold within our purchasing policy. This has proven to be an invaluable asset to the entire Department of Public Services with services utilized in each respective department. The renewal of this RCA will be the third renewal of this contract.

BACKGROUND/DISCUSSION: The Wolverine Professional Services Agreement was originally approved by the commission in 2022 and renewed each year after. This year we will be presenting a two-year extension.

STRATEGIC PLAN OBJECTIVE: N/A

FISCAL IMPACT: One advantage to this contract is the ability to keep the increase to costs of services at a minimum or no increases at all on several services. Additionally, as Wolverine completes projects they add to the data points collection which often negates the need to dispatch a crew saving the City a considerable amount of money.

RECOMMENDATION: Approval of the Wolverine Engineering As Needed Professional Services Agreement Two Year Extension and authorize Mayor to sign. Our attorneys have reviewed and approved the contract.

AS-NEEDED PROFESSIONAL SERVICES AGREEMENT <u>EXTENSION</u>

Pursuant to the As Needed Engineering Services Agreement dated March 17, 2022, Wolverine Engineers & Surveyors, Inc. proposes to extend the As-Needed Professional Services Agreement until June 30, 2027, with the following mutually agreed upon modification:

ARTICLE II - COMPENSATION
Upon completion of the as needed professional services and submission of proper invoices, the City will pay the Consultant, in accordance with the hourly rates as shown on Attachment A.
*Rates would become effective July 1, 2025. Signature:
Printed Name: Donald B. Heck, P.E.
Title: President
Date: August 18, 2025
WOLVERINE ENGINEERS & SURVEYORS, INC. 312 North Street Mason, MI 48854 517-676-9200 517-676-9396 donh@wolveng.com
Acceptance: This proposal is accepted by the City of St. Johns.
Date:
City of St. Johns

c. Agreement between City of St. Johns and Clinton County Arts Council/Music in the Park 2024 season

Motion by Commissioner Hyzer seconded by Commissioner Ruestman that the city commission ratify the agreement for the concert in the park series and authorize the mayor and clerk to sign.

YEA: Hufnagel, Ruestman, Dzurka, Hyzer

NAY: None Motion carried.

d. Permit for Fireworks – Night Magic Displays

Motion by Commissioner Hyzer seconded by Commissioner Ruestman that the city commission approve the permit for fireworks other than consumer or low impact for Night Magic Displays for the July 4, 2024 Rotary Club Fireworks Display and authorize the mayor to sign.

YEA: Hufnagel, Ruestman, Dzurka, Hyzer

NAY: None Motion carried.

e. Wolverine Engineering As Needed Professional Services Agreement Extension

Motion by Commissioner Hyzer seconded by Commissioner Ruestman that the city commission approve the Wolverine Engineering As Needed Professional Services Agreement Extension and authorize mayor to sign.

YEA: Hufnagel, Ruestman, Dzurka, Hyzer

NAY: None Motion carried.

f. National Night Out Donation Request

Motion by Commissioner Hyzer seconded by Commissioner Ruestman that the city commission approve the solicitation of donations to help fund the Police Department's National Night Out event, per the City Donation Policy.

YEA: Hufnagel, Ruestman, Dzurka, Hyzer

NAY: None Motion carried.

g. <u>Traffic Control Order - #392-24 - Rescind TCO #302-00 and direct that all parking spaces in the 100 block of W. Walker Street be 2-hour parking</u>

2025				
Effective January 1, 2025				
Wolverine Engineers & Surveyors, Inc.				
Hourly Rates				
Professional Engineer \$17				
Project Manager/Professional Surveyor	\$140.00			
Engineer III	\$115.00			
Engineer II	\$100.00			
Engineer I	\$80.00			
GIS Technician	\$100.00			
Landscape Architect	\$95.00			
Senior Technician	\$115.00			
Technician III	\$105.00			
Technician II	\$95.00			
Technician I	\$85.00			
Administrative Technician	\$75.00			
Storm Water Operator	\$105.00			
One-Man Field Surveyor	\$120.00			
Two-Man Survey Crew	\$160.00			
Three-Man Survey Crew	\$200.00			
Mileage: per mile	\$0.67			
Aerial Survey Two-Man Crew	\$275.00			
Aerial Survey Office Technician	\$100.00			
Rodman	\$0.00			
Expert Witness	\$275.00			

For expenses incurred in the work for travel, subsistence, long distance telephone calls, printing, etc., the actual cost thereof. For miscellaneous services or supplies furnished by others at the expense of the Engineer, the actual cost, plus 10 percent (10%) thereof. Rates subject to revision.



September 2, 2025

St. Johns City Commission 100 East State Street St. Johns, Michigan 48879

Dear City Commissioners,

Kimberly Skorna's term on the Briggs District Library Board expires December 31, 2025. Mrs. Skorna would like to continue to serve on the Library Board. At their August 14, 2025 meeting, the Library Board decided to recommend Mrs. Skorna to the St. Johns City Commission for reappointment:

Kimberly Skorna residing at 502 Vauconsant, St. Johns, MI 48879 to the Briggs District Library Board expiring December 31, 2029.

The reappointment of Mrs. Skorna to the Library Board will allow the Library to maintain a seven-member Board as established the under the District Library Agreement.

Thank you for your consideration of the Briggs District Library Board's recommendation.

Sincerely,

Sara B. Morrison

Director

Briggs District Library

Motion: I, Kendel Darragh, move to recommend to the St. Johns City Commission that they reappoint Kimberly Skorna residing 502 Vauconsant, St. Johns, MI 48879 to the Briggs District Library Board expiring December 31, 2029.

Second by Brad Jorae

All in Favor

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22nd, 2025

Department: Wastewater	Attachments:	Submitted to CA for Review
Subject: GIS Mapping and Data Integration Assistance	[X] 2025 Sanitary GIS Assistance, Spicer Group	[X]
Prepared by: Jordan Whitford, Wastewater Supervisor	Approved by: Chad A. Gambl City Manager	e, P.E.,

SUMMARY/HIGHLIGHT: Each year, staff budgets funds to assess sanitary sewers and manholes and to rehabilitate sanitary sewer lines through cured-in-place pipe lining. Upon completion, the resulting data is uploaded into the City's GIS system, where it is easily accessible and plays a key role in budgeting, prioritizing repairs, and planning future rehabilitation projects.

Because a GIS database is only as effective as the accuracy of its data, additional annual tasks are required to maintain and improve the system. These include correcting inaccuracies identified during the year, uploading reports and footage from pipe lining projects, and updating field maps for staff use.

BACKGROUND/DISCUSSION: The City's GIS database was developed in 2018 by Spicer Group, following a lidar scan of all public utilities. Spicer organized the data and built the GIS framework. Since that time, Spicer has been contracted annually to provide updates and enhancements, not only for sanitary sewer data, but also for water and stormwater systems.

STRATEGIC PLAN OBJECTIVE: Public Facilities – Goal #1: Continue to offer High Quality Services and Facilities for Residents

FISCAL IMPACT: This is a budgeted project within the 25-26 FY budget in the amount of \$9,000.

RECOMMENDATION: Staff recommends that the City Commission approve the agreement with Spicer Group in the amount of \$9,000. This contract has been reviewed by the City Attorney and determined to be legally sufficient.



August 18, 2025

Mr. Jordan Whitford Wastewater Treatment Facility Supervisor City of St. Johns 100 E. State St., Suite 1100 St. Johns, MI 48879 Spicer Group

RE: 2026 Sanitary GIS Assistance

City of St. Johns, Clinton County, Michigan

Jordan:

Per your request, we are furnishing you with this letter agreement to provide as-needed GIS assistance.

SCOPE OF WORK

Spicer Group will:

- Provide improvements to the existing GIS base map per the direction of the City. Items discussed include the following:
 - o Add sanitary sewer construction from previous projects recently completed in the City. City to provide surveyed data points of new construction.
 - o Revise portions of existing sanitary sewer system based on City investigations. City to provide surveyed data points and connectivity configuration.
- Integrate 16,000 feet of televising videos and assessment information performed by PES into GIS.
- Integrate 9,000 feet of CIPP lining into the rehab GIS layer.
- Updated sewer layers to include updated consequences of failure and likelihood of failure scores from sewer investigations and CIPP lining.
- Map sewer leads from sewer mains to homes from past CCTV inspection observation data.
- Incorporate recent MACP level 2 inspection data into sanitary manhole layer.
- Perform various map updates and changes as directed by the City.
- Provide onsite and virtual meetings for progress, coordination, and implementation of data into City's GIS.

We would perform additional services only after you authorize the work via a Work Directive Change. Our fee for those additional services will be determined at the time they are rendered.

FEE SCHEDULE

Our proposed fee schedule follows. We will submit monthly invoices to you for our basic professional services, additional authorized services, and any reimbursable expenses. The invoice amount will be based on the actual hours spent by our staff on your project billed at the hourly rate of each staff member Standard hourly rates with the total amount estimated to be:

\$9,000

Charged hourly, not to exceed.

We have calculated the fee based on our understanding of the scope of the project. If the scope changes or our understanding was incorrect, we can discuss the option of adjusting the fee or the scope of services.

Attached to this letter is a copy of our general conditions for our services which are part of this agreement. Any changes to this agreement must be agreed to by both parties.

If this proposal meets with your approval, please sign and return via email, and we will proceed with the work.

We deeply appreciate your confidence in Spicer, and we look forward to working with you and for you on your project.

Sincerely,

Sam Bialorucki Project Manager

SPICER GROUP, INC.

1400 Zeeb Drive St. Johns, MI 48879 Phone: (989) 227-5005 Cell: (847) 754-5758

Email: samb@spicergroup.com

Above proposal accepted and approved by Owner.

CITY OF ST. JOHNS

By:_______Authorized Signature

Date:

GENERAL CONDITIONS ATTACHED TO LETTER AGREEMENT ("AGREEMENT")

SECTION 1

1.1 **Preamble.** This AGREEMENT is based upon a mutual obligation of good faith and fair dealing between the parties in its performance and enforcement. Accordingly, the OWNER (defined below) and the PROFESSIONAL (defined below), with a positive commitment to honesty and integrity, agree to the following:

That each will function within the laws and statutes that apply to its duties and responsibilities; that each will assist in the other's performance; that each will avoid hindering the other's performance; that each will work diligently to fulfill its obligations; and that each will cooperate in the common endeavor of the AGREEMENT.

- 12 **Covenant not to Hire.** OWNER agrees that during the term of this AGREEMENT and for a period of one (1) year thereafter that it will not hire for its own employment any person employed by the PROFESSIONAL in the performance of this AGREEMENT.
- 13 **Standard of Care.** Service performed by PROFESSIONAL under this AGREEMENT will be conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. No other representation, express or implied, and no warranty or guarantee is included or intended in this AGREEMENT, or in any report, opinion, document or otherwise.
- 1.4 **Defects in Service.** OWNER and OWNER's personnel, contractors and subcontractors shall upon discovery promptly report to PROFESSIONAL any defects or suspected defects in PROFESSIONAL's work, in order that PROFESSIONAL may take prompt, effective measures which in PROFESSIONAL's opinion will minimize the consequences of a defect in service. PROFESSIONAL shall not be responsible for additional costs due to any tardiness in reporting defects in service.
- 15 **Reimbursable Expenses** means the actual expenses incurred by PROFESSIONAL or PROFESSIONAL's independent professional associates or consultants, directly or indirectly in connection with the Project, such as expenses for; transportation and subsistence incidental thereto; obtaining bids or proposals from Contractor(s); providing and maintaining field office facilities including furnishings and utilities; subsistence and transportation of Resident Project Representatives and their assistants; toll telephone calls and courier services; reproduction of reports, drawings, specifications, bidding documents, and similar project-related items; and, if authorized in advance by OWNER, overtime work requiring higher than regular rates.

- 1.6 **Standard Hourly Rates** used as a basis for payment mean those rates in effect at the time that the work is performed, for all PROFESSIONAL's personnel engaged directly on the Project, including, but not limited to, architects, engineers, surveyors, designers, planners, drafters, specification writers, estimators, other technical and business personnel. Standard Hourly Rates include salaries and wages, direct and indirect payroll costs and fringe benefits. The Standard Hourly Rates of personnel of PROFESSIONAL will be adjusted periodically to reflect changes in personnel and in PROFESSIONAL's overall compensation procedures and practices.
- 1.7 **Limitation of Liability.** To the fullest extent permitted by law, and not withstanding any other provision of this Agreement, the total liability, in the aggregate, of the PROFESSIONAL and the PROFESSIONAL's officers, directors, partners, employees and subconsultants, and any of them, to the OWNER and anyone claiming by or through the OWNER, for any and all claims, losses, costs or damages, including attorneys' fees and costs and expertwitness fees and costs of any nature whatsoever or claims expenses resulting from or in any way related to the Project or the Agreement from any cause or causes shall not exceed the total compensation received by the PROFESSIONAL under this Agreement, or the total amount of \$100,000.00, whichever is greater. It is intended that this limitation apply to all liability or cause of action however alleged or arising, unless otherwise prohibited by law.
- 18 **Indemnification.** The PROFESSIONAL agrees, to the fullest extent permitted by law, to indemnify and hold harmless the OWNER, its officers, directors and employees (collectively, OWNER) against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, to the extent caused by the PROFESSIONAL's negligent performance of professional services under this Agreement.

The OWNER agrees, to the fullest extent permitted by law, and without waiving governmental immunity, to indemnify and hold harmless the PROFESSIONAL, its officers, directors, employees and subconsultants (collectively, PROFESSIONAL) against all damages, liabilities or costs, to the extent caused by the OWNER's negligent acts in connection with the Project.

Neither the OWNER nor the PROFESSIONAL shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.

- 19 **Severability.** Any term or provision of this Agreement found to be invalid under any applicable statute or rule of law shall be deemed omitted and the remainder of this Agreement shall remain in full force and effect.
- 1.10 **Survival.** Notwithstanding completion or termination of this Agreement for any reason, all rights, duties and obligations of the parties to this Agreement shall survive such completion or termination and remain in full force and effect until fulfilled.

- 1.11 **Betterment.** If, due to the PROFESSIONAL's negligence, a required item or component of the Project is omitted from the PROFESSIONAL's construction documents, the PROFESSIONAL shall be responsible for paying the cost required to add such item or component to the extent that such item or component would have been required and included in the original construction documents. In no event will the PROFESSIONAL be responsible for any cost or expense that provides betterment or upgrades or enhances the value of the Project.
- 1.12 **Mediation.** In an effort to resolve any conflicts that arise during the design and construction of the Project or following the completion of the Project, the OWNER and the PROFESSIONAL agree that all disputes between them arising out of or relating to the Agreement or the Project shall be submitted to nonbinding mediation unless the parties mutually agree in writing otherwise.
- 1.13 Changed Conditions. If, during the term of this Agreement, circumstances or conditions that were not originally contemplated by or known to the PROFESSIONAL are revealed, to the extent that they affect the scope of services, compensation, schedule, allocation of risks or other material terms of this Agreement, the PROFESSIONAL may call for renegotiation of appropriate portions of this Agreement. The PROFESSIONAL shall notify the OWNER in writing of the changed conditions necessitating renegotiation, and the PROFESSIONAL and the OWNER shall promptly and in good faith enter into renegotiation of this Agreement to address the changed conditions.
- 1.14 **Hazardous Materials.** Both parties acknowledge that the PROFESSIONAL's scope of services does not include any services related to the presence of any hazardous or toxic materials. In the event the PROFESSIONAL or any other party encounters any hazardous or toxic materials, or should it become known to the PROFESSIONAL that such materials may be present on or about the job site or any adjacent areas that may affect the performance of the PROFESSIONAL's services, the PROFESSIONAL may, at its option and without liability for consequential or any other damages, suspend performance of its services under this Agreement until the OWNER retains appropriate PROFESSIONAL's or contractors to identify and abate or remove the hazardous or toxic materials and warrants that the job site is in full compliance with all applicable laws and regulations.

SECTION 2

2.1 **Assignment.** Neither party to this Agreement shall transfer, sublet or assign any rights under or interest in this Agreement (including but not limited to monies that are due or monies that may be due) without the prior written consent of the other party. Subcontracting to subconsultants normally contemplated by the PROFESSIONAL shall not be considered an assignment for purposes of this Agreement.

- 2.2 **Governing Law & Jurisdiction.** The OWNER and the PROFESSIONAL agree that this Agreement and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the State of Michigan.
- 2.3 **Billing and Payment Terms.** Payment Due: Invoices shall be submitted by the PROFESSIONAL (monthly) are due within (30) days of receipt by the OWNER. Invoices shall be considered past due if not paid within thirty (30) calendar days of the due date. Interest: If payment in full is not received by the PROFESSIONAL within thirty (30) calendar days of the due date, invoices shall bear interest at one-and one-half (1.5) percent of the past due amount per month, which shall be calculated from the invoice due date. Payment thereafter shall first be applied to accrued interest and then to the unpaid principal.
- Suspension of Services. If the OWNER fails to make payments when due or otherwise is in breach of this Agreement, the PROFESSIONAL may suspend performance of service upon ten (10) calendar days' written notice to the OWNER. The PROFESSIONAL shall have no liability whatsoever to the OWNER for any costs or damages as a result of such suspension caused by any breach of this Agreement by the OWNER. Upon payment in full by the OWNER the PROFESSIONAL shall resume services under this Agreement, and the time scheduled and compensation shall be equitably adjusted to compensate for the period of suspension plus any other reasonable time and expenses necessary for the PROFESSIONAL to resume performance. Termination of Services: If the OWNER fails to make payment to the PROFESSIONAL in accordance with the payment terms herein, this shall constitute a material breach of this Agreement and shall be cause for termination of this Agreement by the PROFESSIONAL. Set-off, Backcharges, Discounts: Payment of invoices shall not be subject to any discounts or set-off's by the OWNER unless agreed to in writing by the PROFESSIONAL. Payment to the PROFESSIONAL for services rendered and expenses incurred shall be due and payable regardless of any subsequent suspension or termination of this Agreement by either party.
- 2.5 Collection of Costs. In the event legal action becomes necessary to enforce the payment terms of this Agreement, the PROFESSIONAL shall be entitled to collect from the OWNER any judgement or settlement sums due, plus other expenses incurred by the PROFESSIONAL in connection therewith and, in addition, the reasonable value of the PROFESSIONAL's time and expenses spent in connection with such collection action, computed according to the PROFESSIONAL's prevailing fee schedule and expense policies.
- 2.6 **Delays.** The OWNER agrees that the PROFESSIONAL is not responsible for damages arising directly or indirectly from any delays for causes beyond the PROFESSIONAL's control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters; fires, riots, war or other emergencies or acts of God; failure of any government agency to act in timely manner; failure of performance by the OWNER or the OWNER's contractors or consultants; or discovery of any hazardous substances or differing site conditions. If the PROFESSIONAL suffers a force majeure event, the PROFESSIONAL shall give prompt written notice to the OWNER, but no later than five (5) days after the discovery of the event. The PROFESSIONAL shall use diligent efforts to end the failure or delay and to mitigate the effects for the force majeure event.

If the delays resulting from any such causes increasethe cost or time required by the PROFESSIONAL to perform its services in an orderly and efficient manner, the PROFESSIONAL shall be entitled to an equitable adjustment in schedule and/or compensation provided such adjustment is mutually agreed to in writing by and between the parties

2.7 **Delivery and Use of Electronic Files.** In accepting and utilizing any drawings, reports and data on any form of electronic media generated and furnished by the PROFESSIONAL, the OWNER agrees that all such electronic files are instruments of service of the PROFESSIONAL, who shall be deemed the author, and shall retain all common law, statutory law and other rights, including copyrights.

The OWNER agrees not to reuse these electronic files, in whole or in part, for any purpose other than for the Project. The OWNER agrees not to transfer these electronic files to others without the prior written consent of the PROFESSIONAL. The OWNER further agrees to waive all claims against the PROFESSIONAL resulting in any way from any unauthorized changes to or reuse of the electronic files for any other project by anyone other than the PROFESSIONAL unless caused by the PROFESSIONAL's negligent performance of professional services under this Agreement.

The OWNER and the PROFESSIONAL agree that any electronic files furnished by either party shall conform to the original specifications. Any changes to the original electronic specifications by either the OWNER or the PROFESSIONAL are subject to review and acceptance by the other party. Additional services by the PROFESSIONAL made necessary by changes to the electronic file specifications shall be compensated for as Additional Services.

Electronic files furnished by either party shall be subject to an acceptance period of fourteen (14) days during which the receiving party agrees to perform appropriate acceptance tests. The party furnishing the electronic file shall correct any discrepancies or errors detected and reported within the acceptance period. After the acceptance period, the electronic files shall be deemed to be accepted and neither party shall have any obligation to correct errors or maintain electronic files.

The OWNER is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by the PROFESSIONAL and electronic files, the signed or sealed hard-copy construction documents shall govern.

In addition, the OWNER agrees, to the fullest extent permitted by law, and without waiving governmental immunity, to indemnify and hold harmless the PROFESSIONAL against all damages, liabilities or costs, arising from any changes made by anyone other than the PROFESSIONAL or from any reuse of the electronic files without the prior written consent of the PROFESSIONAL.

Under no circumstances shall delivery of electronic files for use by the OWNER be deemed a sale by the PROFESSIONAL, and the PROFESSIONAL makes no warranties, either expressed or implied, or merchantability and fitness for any particular purpose. In no event shall the PROFESSIONAL be liable for indirect or consequential damages as a result of the OWNER's use or reuse of the electronic files.

2.8 Opinions of Probable Construction Costs. In providing opinions of probable construction cost, the OWNER understands that the PROFESSIONAL has no control over the cost or availability of labor, equipment, or materials, or over market conditions or the Contractor's method of pricing, and that the PROFESSIONAL's opinions of probable construction costs are made on the basis of the PROFESSIONAL's judgement and experience. The PROFESSIONAL makes no warranty, express or implied that the bids or the negotiated cost of the Work will not vary from the PROFESSIONAL's opinion of probable construction costs.

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22nd, 2025 Commission Meeting

Department: Fire Department	Attachments:	Submitted to CA for Review
Subject: Fire Department AED Purchase and Finance Agreement	[X] AED Quote [X] Finance Proposal	[X] [X]
Prepared by: Kevin Douglas, Fire Chief	Approved by: Chad A. Gamble, P City Manager	.E.,

SUMMARY/HIGHLIGHT: The St. Johns Fire Department requests approval from the City Commission for the purchase and finance of six (6) new Stryker CR2 Automated External Defibrillators (AEDs). This acquisition, which includes the trade-in of two existing outdated units, is a critical step to modernizing our equipment, improving firefighter safety, and enhancing our capacity to serve the community.

BACKGROUND/DISCUSSION: The St. Johns Fire Department currently operates with three AEDs, two of which are now considered outdated. These two units, a Stryker Lifepak 1000 and a Stryker Lifepak 500, are no longer supported with modern updates and are recommended for trade-in. The third unit, a Stryker Lifepak CR2, will remain in service.

The need for updated AEDs is paramount to firefighter safety and public service. Sudden cardiac arrest is the leading cause of line-of-duty deaths among firefighters, accounting for approximately 45% of all fatalities. As emergency first responders, our personnel are exposed to high-stress, physically demanding situations that significantly increase the risk of a cardiac event. The updated NFPA 1901 standard for fire apparatus now requires vehicles to be equipped with an AED, a standard that has been adopted by MIOSHA Part 74. This proposal ensures our department remains compliant with modern safety and equipment standards.

STRATEGIC PLAN OBJECTIVE: This request falls in line with Public Facilities Goal #1 "Continue to offer high quality services and facilities." With having an AED on every fire apparatus, in the event of a resident or visitor going into cardiac arrest, any Fire Department apparatus can respond with an AED.

FISCAL IMPACT: The total cost for the acquisition of six (6) Stryker CR2 AEDs is \$10,101.00 and includes a three-year remote management data plan totaling \$1,702.80. The department will receive a trade-in credit of \$500.00 for the two outdated units, and an additional discount of \$986.20, bringing the total proposal cost to \$11,303.80 with zero percent financing over the 3 years. Stryker is currently offering a 50% discount on the AED's as noted on the quote. They normally cost \$3,367.00 and the price they are offered to us is \$1,683.50.

The proposed finance structure consists of three annual payments of \$3,767.93. This is an interest free loan for the next 3 years. This plan requires no down payment, allowing the city to spread the

cost over three years and avoid a single large expenditure. With the trade-in credit and discount, the total cost of the new units and data plan is below the initial equipment cost. The city will be saving money even with the finance payments.

There are currently funds available in #136-336-880.001 Grant-Related Expenses for the initial payment this year and then the payments will be budgeted for the next two fiscal years. The suggested funding source is from residual funds that were budgeted for a DNR grant that was funded in the previous fiscal year.

RECOMMENDATION: Staff recommends a motion to authorize the Fire Department to Purchase 6 new AEDs from Stryker for a cost of \$11,303.80 and authorize the mayor to sign the financing agreement pending approval by City Legal Counsel.

stryker

6 CR2 AEDs with 2 Trade Ins

Quote Number: 11167565 Remit to: Stryker Sales, LLC

> 21343 NETWORK PLACE CHICAGO IL 60673-1213

USA

Version:

ST JOHNS FIRE DEPT Prepared For: Rep: Rebecca McKim

> Attn: Email: rebecca.mckim@stryker.com

> > (616) 202-8449 Phone Number: Mobile: (616) 202-8449

Quote Date: 09/05/2025 **Expiration Date:** 12/04/2025 08/21/2025 Contract Start:

08/20/2026

Contract End:

Delivery Add	Iress	Sold To - Shipping		Bill To Acco	Bill To Account		
Name:	ST JOHNS FIRE DEPT	Name:	ST JOHNS FIRE DEPT		ST JOHNS FIRE DEPT		
Account #:	20121833	Account #:	20121833	Account #:	20121833		
Address:	109 E STATE ST	Address:	109 E STATE ST	Address:			
	SAINT JOHNS		SAINT JOHNS				
	Michigan 48879-1549		Michigan 48879-1549				

Equipment Products:

#	Product	Description	Qty	List Price	Discount %	Sell Price	Total
1.0	99512-000970	LIFEPAK CR2 Cellular Defibrillator, Semi- Automatic, English, carrying case	6	\$3,367.00	50.0%	\$1,683.50	\$10,101.00
					Equipment Total:		\$10,101.00

Trade In Credit:

Product	Description	Qty	Credit Ea.	Total Credit
TR-LP1K-LPCR2	TRADE-IN-STRYKER LIFEPAK 1000 TOWARDS PURCHASE OF LIFEPAK CR2	1	-\$400.00	-\$400.00
TR-LP500B-LPCR2	TRADE-IN-STRYKER LIFEPAK 500 BIPHASIC TOWARDS PURCHASE OF LIFEPAK CR2	1	-\$100.00	-\$100.00

Data Solutions:

#	Product	Description	Qty	List Price	Discount %	Sell Price	Total
2.0	50998-000027	LIFEPAK CR2 Data Plan 8yr	6	\$516.00	45.0%	\$283.80	\$1,702.80
					Data Solutions Tota	l:	\$1,702.80

stryker

6 CR2 AEDs with 2 Trade Ins.

Quote Number: 11167565 Remit to: Stryker Sales, LLC

21343 NETWORK PLACE CHICAGO IL 60673-1213

USA

Version: 1

Prepared For: ST JOHNS FIRE DEPT Rep: Rebecca McKim

Attn: Email: rebecca.mckim@stryker.com

Phone Number: (616) 202-8449 Mobile: (616) 202-8449

 Quote Date:
 09/05/2025

 Expiration Date:
 12/04/2025

Contract Start: 08/21/2025 Contract End: 08/20/2026

Price Totals:

Estimated Sales Tax (0.000%): \$0.00

Shipping and Handling: \$0.00

Grand Total: \$11,303.80

Prices: In effect for 30 days

Terms: Net 30 Days

Terms and Conditions:

Deal Consummation: This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule. Confidentiality Notice: Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency. A copy of Stryker Medical's terms and conditions can be found at https://techweb.stryker.com/Terms Conditions/index.html.



09/05/2025

ST JOHNS FIRE DEPT

109 E STATE ST

SAINT JOHNS, Michigan 48879-1549

Equipment: See proposal for detailed equipment descriptions and pricing.

Finance structure: Conditional Sale

Payment terms:

	3 annual payments
Proposal total	\$11,303.80
Total payment	\$3,767.93

Payments are exclusive of all applicable taxes and freight unless otherwise noted.

Contract commencement: Upon delivery, installation, and acceptance.

Transfer of title: At contract commencement.

Down payment: No down payment required.

First payment due: Net 30 following installation.

Interim rent: Stryker does not charge interim rent.

Documentation fees: Stryker does not charge documentation fees.

Payment adjustment:

The payments quoted herein were calculated based, in part, on an interest rate equivalent as quoted on Bloomberg under the SOFR Swap Rate that would have a repayment term equivalent to the initial term (or an interpolated rate if a like-term is not available) as reasonably determined by Stryker's Flex Financial division. Flex Financial reserves the right to adjust the payments prior to contract commencement to maintain current economics of this proposed transaction. "SOFR" with respect to any day means the

secured overnight financing rate published for such day by the Federal Reserve Bank of New York, as the administrator of the benchmark (or a successor administrator) on the Federal Reserve Bank of New York's

Website as quoted by Bloomberg.

Deal consummation: This proposal is subject to final credit, pricing, and documentation approval. Legal documents must be

signed before your equipment can be delivered.

Please note that this proposal is subject to change if documents are not signed prior to 09/30/2025.

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22nd, 2025 Commission Meeting

Department: Fire Department	Attachments:	Submitted to CA for Review
Subject: Michigan DNR Mutual Aid Fire Control Agreement	[X] DNR Mutual Aid Agreement []	[X] [] []
Prepared by: Kevin Douglas, Fire Chief	Approved by: Chad A. Gamble, P City Manager	.E.,

SUMMARY/HIGHLIGHT: The St. Johns Fire Department is requesting Commission approval to renew the Cooperative Mutual Aid Fire Control Agreement with the Michigan Department of Natural Resources (DNR). This renewal is a routine, no-cost action required every five years to maintain a critical mutual aid partnership. The agreement provides the department with the ability to request DNR assistance for large-scale fire incidents, and it grants us continued access to the valuable Federal Excess Property Program (FEPP). This program has a proven track record of providing significant financial savings, most recently demonstrated by the acquisition of a free pickup truck earlier this year.

BACKGROUND/DISCUSSION: The current Mutual Aid Fire Control Agreement between the St. Johns Fire Department and the Michigan DNR was originally signed in 2018. This agreement is essential for ensuring inter-agency cooperation and bolstering our capabilities to respond to fires, particularly those involving natural fuels and wildland-urban interfaces. The DNR requires that all participating fire departments renew their agreements every five years to ensure current contact information and compliance. By renewing this agreement, the department maintains its official status as a cooperative partner, ensuring we have a reliable resource to call upon for manpower and equipment should a fire exceed our local capacity.

STRATEGIC PLAN OBJECTIVE: This aligns with Public Facilities Goal #1 "Continue to offer high quality services and facilities for residents." With this agreement we can continue to provide our citizens with high quality fire service.

FISCAL IMPACT: There is no direct fiscal cost associated with the renewal of this agreement. The process is administrative and serves to update the existing partnership. However, the agreement provides a significant positive fiscal impact by allowing the department to continue its participation in the Federal Excess Property Program (FEPP). This program makes surplus federal equipment, often from the Department of Defense, available to local fire departments at no cost. Earlier this year, the St. Johns Fire Department was able to procure a pickup truck through FEPP, saving the City a substantial capital expenditure. Continued participation in this program ensures that we have the opportunity to acquire future equipment at zero cost to the city.

RECOMMENDATION: Staff recommends City Commission to authorize the Mayor and Fire Chief to sign the Michigan DNR Mutual Aid Fire Control Agreement.

Michigan Department of Natural Resources - Forest Resources Division



COOPERATIVE MUTUAL AID FIRE CONTROL AGREEMENT

This Agreement is authorized 1967 PA 7, and Part 515 of Act 451 of 1994, as amended

Name of Fire	Organization	Federal ID #	
Address		Governing Unit or Board	
City, State ar	nd Zip Code	Telephone	
County		Fire Department Number	
E-mail Addre	SS		
This Coope	erative Agreement made this	day of	by and between
			. (Governing Agency Unit or Board),
	referred to as the Cooperator; and the Mick referred to as the DNR, is entered into for t	nigan Department of Natural Resources (DNI he purpose of:	R), Forest Resources Division (FRD),
(1)	Placing Federal Excess Personal Proper	ty (FEPP) for local fire department's use.	
(2)	Placing Department of Defense (DoD) Fi	refighter Program Property for local fire depa	artment's use.
(3)	Providing the closest possible cooperation	on on mutual objectives.	
(4)	Lending effective support when either or	ganization is committed to or beyond its capa	acity.

WITNESSETH:

(5)

(6)

catalog.

WHEREAS: The control of timber, grass, and wildland fires is essential to an effective wildland fire control program.

WHEREAS: The Cooperator is actively engaged in the prevention and suppression of all fires.

Defining purposes and responsibilities of the respective organization.

WHEREAS: It has been determined to be advantageous to the DNR, in the proper discharge of its responsibilities, to make certain equipment available to the Cooperator for rural fire control.

Providing purchase authority to the Cooperator through the Federal Defense Logistics Agency (DLA) Fire Equipment

PART I - FEDERAL EXCESS PERSONNEL PROPERTY

NOW THEREFORE, the parties to this Agreement do hereby agree as follows:

THE DNR AGREES:

- (1) To assist the Cooperator in providing reasonable basic protection from uncontrolled fires occurring in natural cover fuels and to conduct a prevention program to reduce the number of such fires.
- (2) To dispatch equipment and personnel to fires when available, and upon request from the Cooperator.
- (3) To immediately advise the Cooperator when the DNR becomes aware of any burning or threatened structure within the Cooperator's protection area.
- (4) The title to all accessories, tools, equipment, and sirens provided by the Cooperator which are added to FEPP equipment provided by the DNR will remain with the Cooperator and the Cooperator may remove same prior to returning the equipment to the DNR.
- (5) To extend benefits of the Federal-State "Cooperative Fire Control Agreement" to enable the Cooperator to purchase firefighting equipment and supplies through the DLA Fire Equipment Catalog.

THE COOPERATOR AGREES:

- (1) To dispatch a crew with equipment when available, and upon request of the DNR, to any fire within their protection area, defined as the area within which the Cooperator is responsible for providing fire protection services, not to include mutual aid response to other fire departments.
- (2) Pay all invoices for equipment purchased through DLA. The DNR may require the Cooperator to send a copy of purchase orders for audit purposes.

- (3) The Cooperator, having equipment under the Federal Excess Personnel Property Program, must provide **personal liability** and property damage insurance covering vehicles on loan to the Cooperator (required under the agreement with the federal government). Insurance coverage by the Cooperator will begin on the date the vehicle is received by the Cooperator. A copy of the current insurance certificate must be kept in the vehicle for inspection purposes. The Cooperator must notify the DNR immediately, in writing, of all damages, vandalism or theft of the federal excess property vehicle on loan under this agreement. The Cooperator must also report stolen federal excess property upon discovery to the DNR in writing and to local Law Enforcement authorities. If the Cooperator does not provide insurance on the vehicle, the vehicle MUST be returned to the DNR within thirty (30) days.
- (4) To make the equipment available for inspection, when requested, by a representative of the DNR.
- (5) The Cooperator cannot remove parts without written permission from the DNR.
- (6) The equipment may not be sold, junked, traded, or otherwise disposed of, but must be returned BY THE COOPERATOR to one of the DNR, FRD Repair Shops (Marquette in the Upper Peninsula, Gaylord in the Northern Lower Peninsula, or Rose Lake in the Southern Lower Peninsula), when a vehicle becomes surplus to the fire department's needs. Written notice is to be given to the local forest fire officer before the vehicle is returned.
- (7) Any vehicle provided will not be loaded beyond the manufacturer's recommended load capacity, and comply with the Michigan vehicle code.
- (8) All vehicles provided will be equipped and operated in compliance with the Michigan Vehicle Code and Occupational Standards applicable to their use.
- (9) All vehicles provided will be housed and under the direct control of the fire department, and used for rural and wildland fire protection.
- (10) The Cooperator will notify the DNR immediately in writing in the event of an accident or death involving a vehicle on loan to the Cooperator.
- (11) A State of Michigan license plate will continue to be used on the equipment requiring a license.
- (12) The equipment will be painted DNR red to correspond with the Cooperator's fire equipment and marked with both the Cooperator's identifying decals, and a decal furnished by the DNR.
- (13) The equipment must be converted for use for fire control and placed in fire service within twelve (12) months from date of issue to the Cooperator.
- (14) To train their personnel in proper operation of any equipment provided.

IT IS MUTUALLY AGREED:

- (1) Suppression. When both agencies are represented at the same fire, the over-all supervisory responsibility shall lie with the agency concerned most directly with the object **actually on fire**. If both types of objects, i.e., structures and vegetation, are on fire simultaneously, each agency shall attend its normal responsibility, and/or play a supporting role to the other, based on a judgment decision as to the values involved or threatened. If immediate action is required, neither agency shall be limited because of the type of object which is burning.
- (2) Training. Each agency agrees to attend/participate/assist. in those portions of the other agency's training programs which have a bearing on the individual agency's efficiency to the extent personnel are available.
- (3) Personal Protection. DNR employees are not trained nor certified to wear self-contained breathing apparatus. DNR personnel must be advised by the Cooperator when atmospheric conditions are unsafe. DNR employees may work in support of the Cooperator under restricted conditions such as, but not limited to, up wind from the incident or in supply and transport.
- (4) DNR tractors are not intended to be used for purposes other than wildland fire suppressions.
- (5) Other. Each agency agrees to lend its support to programs of the other agency which will increase the public awareness of the hazard and destruction of fire and/or make the objectives of this Agreement possible.
- (6) Employee Compensation. Each entity is responsible for the compensation of its own employees.
- (7) This agreement constitutes the complete and exclusive agreement and understanding of the parties as it relates to this transaction. This agreement supersedes all other prior agreements, and all other communications between the parties relating to this transaction.
- (8) Each provision of this agreement is severable from all other provisions of this agreement and if one or more provisions of this agreement are declared invalid, the remaining provisions of this agreement remain in full force and effect.

Failure to comply with any part of the Agreement will result in the forfeiture of said equipment.

This Agreement is authorized under 1967 PA 7, Part 515 of Act 451 of 1994, as amended; the Federal Cooperative Forestry Assistance Act of 1978; and the Federal Property and Administrative Services Act of 1949.

PART II - DEPARTMENT of DEFENSE FIREFIGHTER PROGRAM PROPERTY

NOW THEREFORE, the parties to this agreement, in reference to DEPARTMENT of DEFENSE FIREFIGHTER PROGRAM PROPERTY TRANSFERRED UNDER 10 U.S.C §2576(b), ADMINISTERED BY THE UNITED STATES DEPARTMENT OF AGRICULTURE (USDA) - FOREST SERVICE.

THE COOPERATOR AGREES TO:

- (1) Request for transfer only DoD firefighting property that can be effectively made usable and put into service for fire fighting or emergency services.
- (2) Convert the equipment into acceptable fire control or emergency response unit within twelve (12) months from the time of acquisition.
- (3) Use the aforementioned equipment only for the suppression of wildfire and/or for other emergencies which threaten the loss of life or property.
- (4) Provide adequate storage and maintenance for the equipment and responsible for all operational cost and repairs.
- (5) Provide access to and the right to examine all records, books papers, or documents relating to the DoD Firefighting Property to the Forest Service, DoD Office of Inspector General, the Comptroller General of the United States, or his authorized representative, and the USDA, including its Office of Inspector General, or authorized representatives.
- (6) Maintain the equipment in the Cooperator's inventory, as well as maintain property records on the equipment for a minimum of five (5) years after acquisition of said property (i.e. registration, insurance, final disposal). Written permission from the DNR is required to dispose of property retained for less than five (5) years.
- (7) Make available the said equipment for periodic inspection by a duly authorized representative of the DNR until title has been transferred to the Cooperator.
- (8) Maintain the equipment in full readiness at all times.
- (9) Obtain and maintain liability insurance coverage for any vehicles in this agreement.
- (10) The equipment will be painted DNR Red, or to correspond with the Cooperator's fire equipment, and will have all of the Cooperator's identifying decals.
- (11) All vehicles must comply with all State and Federal regulations, as well as vehicle manufacturers loading restrictions.
- (12) Owners of Firefighter Program property will cooperate with Federal and State parties to ensure compliance in State and Federal regulations and program and property management requirements.
- (13) Accept title of said property in the Agency name, not an individual member of the agency.
- (14) Properly register the vehicle to the Cooperator, and provide appropriate license plate, once title has been transferred to the Cooperator.

THE DNR AGREES TO:

The State of Michigan will provide the Cooperator with documentation to transfer title of the above equipment, upon completion of conversion, with proof that the equipment has been placed into emergency service, and is properly insured.

This Agreement will be effective from the date of execution by the DNR – FRD, and will continue in force unless terminated by either party by thirty days (30) written notice to the other, provided, however, all of the provisions herein are complied with.

IN WITNESS WHEREOF, the parties by and through their duly qualified and acting officials have hereunto set their hands.

Cooperator – Governing Unit Signature	Date
Cooperator – Governing Unit (Print Name)	
Fire Chief Signature	Date
Fire Chief (Print Name)	
Michigan Department of Natural Resources Forest Resources Division	Date



Federal Excess Property Program rules (FEPP)

DNR Summary and Rules for the Federal Excess Property Program (FEPP)

Introduction:

The Federal Excess Personal Property program refers to U.S. Forest Service-owned property that is on loan to state foresters for the purpose of wildland and rural firefighting. Most of the property originally belonged to the Department of Defense. Once acquired by the Forest Service, it is loaned to state cooperators for firefighting purposes. The property is then loaned to the state forester, who may then place it with local departments to improve local fire programs. State foresters and the Forest Service have participated in the FEPP since 1956.

The DNR does all it can to make equipment available to all fire departments in Michigan. Sometimes there are multiple requests for the same type of equipment. To keep the request process fair, and to give everyone an equal chance to get equipment, the following conditions must be followed:

- Fire departments are required to keep an up-to-date Cooperative Mutual Aid Fire Control Agreement on file with the DNR.
- Fire protection is the only authorized use of property acquired through these programs. Non-fire use must be limited to 10 percent or less.
- Equipment must be restored and ready for use within one year.
- Property acquired under this program is on loan to the department; we do not own it. When we no longer need the property, it is disposed of and any proceeds return to the federal government.
- Personal transportation vehicles (pickups, sport-utility vehicles, etc.) are almost exclusively acquired through this program.
- FRD must retain control of property acquired through the FEPP program.

General guidelines:

- All Forest Service FEPP is on loan from the Federal Government to State cooperators; the title stays with the Federal Government and property must be either returned to
 the Government following use or disposed of with Forest Service approval following Federal procedures.
- FEPP Inventory property must be accounted for from acquisition until it is consumed, returned, or properly disposed of.
- FEPP property must be verified and a 100% physical inventory must be completed every two years.
- Before FEPP may be sub loaned or transferred by the State Agency, a current FEPP cooperative agreement must be in effect between the State and the cooperating fire department/district. A fire department or district must meet certain eligibility requirements to have FEPP property.
- The local State district or region may administer FEPP property for local fire departments/districts.

Acquisition:

- Fire districts/departments cannot acquire FEPP property without prior approval of the State and Forest Service.
- Certain types of equipment may not be acquired, as outlined in the FEPP Desk Guide.
- All FEPP equipment will be acquired for the intent of using the equipment for a fire protection program.

Use:

- Except in emergencies (when life or property are threatened), FEPP must be used for direct fire protection program purposes a minimum of 90%.
- State cooperators are permitted to plan 10% usage of FEPP for non-fire use.
- No personal use of FEPP is allowed NO EXCEPTIONS.

- FEPP must be maintained and stored to avoid excessive deterioration.
- FEPP rolling stock must be painted in accordance with the State Handbook.
- FEPP inventory tags must be attached in a visible location on all inventoried items (with the exception of installed component parts).
- · Serial numbers and property data plates must remain on FEPP property.
- FEPP property cannot be sold, loaned, disposed of, or transferred without Forest Service permission.
- FEPP equipment that is uneconomical to repair will be reported to the Forest Service as excess or as an item for parts only within 2 years of acquisition. Parts items will retain their identify as a part.
- Excess items must be reported for final disposal in a timely manner.
- Parts items with an acquisition cost of \$5,000.00 or greater will be placed on the Federal inventory.
- FEPP aircraft that is acquired to be put into use must be restored and ready for use within 4 years of acquisition. If after 4 years the aircraft has not been put into service, the State Forester will prepare a Plan of Work to be kept on file with the Forest Service regional PMO and the Washington Office Program Manager, identifying the progress on the refurbishment and note the expected date of completion. A 1-year extension can be approved by the Regional PMO, after that time the aircraft will need to be reported for excess if not put into service.
- FEPP aircraft that are acquired for parts will be placed on the Federal Inventory as aircraft component parts and will not be identified as an aircraft.

Accountability:

- · All FEPP must be accountable.
- Federal property items (with the exception of component part and consumable items) must have a FEPP property sticker or FEPP plate in a visible location.
- Federal inventoried property must be marked with a serial number and/or NFC ID number.
- 100% physical inventories will be done a minimum of every 2 years verifying all pertinent information; including serial number, manufacturer, model, year, physical location, fuel type, and condition.
- Inventory "Certification" will be done in FEPMIS and PROP at a minimum of once every two years.
- Anytime Federal inventoried FEPP property changes physical location, a reissue of property must be done in FEPMIS.

Disposal:

- The State FEPP Handbook disposal procedures must be followed.
- All disposal of FEPP property must be approved in advance by the State and the Forest Service

Reviews:

- Fire district cooperator FEPP programs will be reviewed a minimum of once every two years by the State agency. Any violations of FEPP program rules and regulations must be immediately corrected.
- Forest Service reviews will be conducted at a minimum of once every five years or as needed.
- Forest Service reviews that result in 3 or more "NO's" in the "Critical Items" of the "Review Summary" will require a follow-up review within 18 months.
- Repeated or major violations of the program rules can result in loss of acquisition privileges or complete program termination, including the return of existing equipment.



Federal Excess Property Program rules (FEPP)

Copyright State of Michigan

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION

September 22,2025

Department: Water Department	Attachments:	Submitted to
		CA for Review
Subject: Water Department Meter Truck	[X] Quote from Young Chevrolet [X] Quote from Lunghamer Ford	[] N/A
Prepared by: Calvin Galecka, Water Division Supervisor	Approved by: Chad A. Gamble, P City Manager	.E.,

SUMMARY/HIGHLIGHT: Budgeted in the 25/26 budget and approved as a part of the 25/26 CIP plan, the Water Department is set to replace Water Departments meter truck 55, in accordance with the equipment replacement schedule. This new vehicle will provide improved efficiency and safety for the department's daily operations, which include responding to water service issues, performing maintenance tasks, and ensuring that infrastructure is properly maintained. The upgraded truck will feature modern equipment, better fuel efficiency, and enhanced durability to handle the demanding work in a timely manner. This replacement is an essential step in maintaining the high standards of service and ensuring the continued effectiveness of the department's response capabilities.

I solicited three quotes for a ½ ton double cab service truck for Water Departments truck 55:

- 1. Lunghamer Ford \$47,297.00
- 2. Youngs Chevrolet -\$47,874.00
- 3. Berger Chevrolet N/A

BACKGROUND/DISCUSSION: Water Department meter truck 55 replacement is following the City's vehicle replacement plan scheduled in the CIP.

STRATEGIC PLAN OBJECTIVE: Public Facilities – Goal #1: Continue to offer High Quality Services and Facilities for Residents

FISCAL IMPACT: The replacement of the water department service truck was budgeted for in the 25/26 budget in the amount of \$70,000. Additional equipment and accessories will be taken out of the remaining budgeted programming.

RECOMMENDATION: Per the city purchasing policy, if the City receives a bid from a local taxpaying bidder in the city in an amount from \$5,000 to \$250,000 and the amount of the bid is no more than five percent greater than that of a non-resident, non-taxpaying bidder, the City Commission in its discretion may consider the bids equal, and permit the local bidder to be awarded the bid at the low bid price. Young Chevrolet is within the 5% making them the lowest bidder.

Therefore, staff recommends the City Commission approve the purchase of the new water department meter truck from Young's Chevrolet in the amount of \$47,874.00.

I have included all options and truck specifications.

If this vehicle build includes a quote the pricing will be on page 3.

Quote includes tax but may not include title, and plate fees. If you are tax exempt just disregard the tax.

Due to market volatility quotes are good for 30 days.

If you need more info or have any questions please let me know.

Thank you for the opportunity to quote this for you and I look forward to working with you.

Michael Humble Young Chevrolet St. Johns Medium Duty & Commercial Truck Manager Cell 517-490-7776 Call or Text Fax 989-224-2594 mhumble@youngchevystjohns.com

Table of Contents

- Quote Worksheet
- Weight Rating
- Technical Specifications
- Selected Model and Options
- Standard Equipment
- Window Sticker

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Quote Worksheet

		MSRP
Base Price		\$43,500.00
Dest Charge		\$2,595.00
Total Options		\$6,260.00
	Subtotal	\$52,355.00
Doc Fee		\$280.00
State Filing Fee		\$24.00
	Subtotal Pre-Tax Adjustments	\$304.00
Less Customer Discount		(\$4,800.00)
	Subtotal Discount	(\$4,800.00)
Trade-In		\$0.00
Excluded from Sales Tax	Subtotal Trade-In	\$0.00
	Taxable Price	\$47,859.00
Sales Tax	6.00%	\$2,871.54
Tax exempt		(\$2,871.54)
Title or In-Transit Plate		\$15.00
	Subtotal Taxes	\$15.00
	Subtotal Post-Tax Adjustments	\$0.00
	Total Sales Price	\$47,874.00
Dealer Signature / Date	Customer Signature / Dat	e

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Weight Ratings

WEIGHT RATINGS	
Front Gross Axle Weight Rating:	3800 lbs
Rear Gross Axle Weight Rating:	3800 lbs
Gross Vehicle Weight Rating:	7000.00 lbs

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Technical Specifications

Powertrain Transmission Drivetrain Four Wheel Drive Trans Order Code MHT Trans Type 10 Trans Description Cont. Automatic First Gear Ratio (:1) Trans Description Cont. Again N/A 4.70 Second Gear Ratio (:1) 2.99 Third Gear Ratio (:1) 2.15 Fourth Gear Ratio (:1) 1.77 Fifth Gear Ratio (:1) 1.52 Sixth Gear Ratio (:1) 1.28 Reverse Ratio (:1) 4.87 Clutch Size Trans Power Take Off N/A N/A Final Drive Axle Ratio (:1) Transfer Case Model N/A N/A Transfer Case Gear Ratio (:1), High N/A Transfer Case Gear Ratio (:1), Low N/A Transfer Case Power Take Off N/A Seventh Gear Ratio (:1) 1.00 0.69 Eighth Gear Ratio (:1) 0.85 Ninth Gear Ratio (:1) Tenth Gear Ratio (:1) 0.64 Mileage EPA Fuel Economy Est - Hwy 19 (2025) MPG Cruising Range - City 384.00 mi EPA Fuel Economy Est - City 16 (2025) MPG Fuel Economy Est-Combined 17 (2025) MPG Cruising Range - Hwy 456.00 mi **Estimated Battery Range** N/A **Engine** Gas V8 **Engine Order Code** L84 **Engine Type** 5.3L/325 **Direct Injection** Displacement Fuel System SAE Net Horsepower @ RPM 355 @ 5600 SAE Net Torque @ RPM 383 @ 4100 **Engine Oil Cooler** N/A **Electrical** Cold Cranking Amps @ 0° F (Primary) 730 Cold Cranking Amps @ 0° F (2nd) N/A Cold Cranking Amps @ 0° F (3rd) N/A Maximum Alternator Capacity (amps) 170

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Powertrain			
Cooling System			
Total Cooling System Capacity	N/A		
Vehicle			
Emissions			
Tons/yr of CO2 Emissions @ 15K mi/year	8.7 (2025)	EPA Greenhouse Gas Score	3 (2025)
Chassis			
Weight Information			
Standard Weight - Front	0.00 lbs	Standard Weight - Rear	0.00 lbs
Base Curb Weight	N/A	Gross Axle Wt Rating - Front	3800 lbs
Gross Axle Wt Rating - Rear	3800 lbs	Curb Weight - Front	2878 lbs
Curb Weight - Rear	1939 lbs	Option Weight - Front	0.00 lbs
Option Weight - Rear	0.00 lbs	Reserve Axle Capacity - Front	922.00 lbs
Reserve Axle Capacity - Rear	1861.00 lbs	As Spec'd Curb Weight	4817.00 lbs
As Spec'd Payload	2183.00 lbs	Maximum Payload Capacity	2183.00 lbs
Gross Combined Wt Rating	15000 lbs	Gross Axle Weight Rating	7600.00 lbs
Curb Weight	4817.00 lbs	Reserve Axle Capacity	2783.00 lbs
Total Option Weight	0.00 lbs	Payload Weight Front	0 lbs
Payload Weight Rear	0 lbs	Gross Vehicle Weight Rating	7000.00 lbs
Trailering			
Dead Weight Hitch - Max Trailer Wt.	5000 lbs	Dead Weight Hitch - Max Tongue Wt.	500 lbs
Wt Distributing Hitch - Max Trailer Wt.	9300 lbs	Wt Distributing Hitch - Max Tongue Wt.	930 lbs
Fifth Wheel Hitch - Max Trailer Wt.	8600 lbs	Fifth Wheel Hitch - Max Tongue Wt.	2150 lbs
Maximum Trailering Capacity	9300 lbs		
Frame			
Frame Type	Box Ladder	Sect Modulus Rails Only	N/A
Frame RBM	N/A	Frame Strength	N/A
Frame Thickness	N/A		

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Ch	assis			
S	uspension			
	Suspension Type - Front	Independent coil- over-shock	Suspension Type - Rear	Solid Axle
	Spring Capacity - Front	N/A	Spring Capacity - Rear	N/A
	Axle Type - Front	N/A	Axle Type - Rear	N/A
	Axle Capacity - Front	N/A	Axle Capacity - Rear	N/A
	Axle Ratio (:1) - Front	3.23	Axle Ratio (:1) - Rear	3.23
	Shock Absorber Diameter - Front	N/A	Shock Absorber Diameter - Rear	N/A
	Stabilizer Bar Diameter - Front	1.30 in	Stabilizer Bar Diameter - Rear	N/A
Ti	res			
	Front Tire Order Code	RC5	Rear Tire Order Code	RC5
	Spare Tire Order Code	RHM	Front Tire Size	LT265/70R17C
	Rear Tire Size	LT265/70R17C	Spare Tire Size	LT265/70R17
	Front Tire Capacity	N/A	Rear Tire Capacity	N/A
	Spare Tire Capacity	N/A	Revolutions/Mile @ 45 mph - Front	N/A
	Revolutions/Mile @ 45 mph - Rear	N/A	Revolutions/Mile @ 45 mph - Spare	N/A
W	heels			
	Front Wheel Size	17 x 8 in	Rear Wheel Size	17 x 8 in
	Spare Wheel Size	17 x 8 in	Front Wheel Material	Aluminum
	Rear Wheel Material	Aluminum	Spare Wheel Material	Steel
Si	teering			
	Steering Type	Electric Rack & Pinion	Steering Ratio (:1), Overall	N/A
	Steering Ratio (:1), On Center	N/A	Steering Ratio (:1), At Lock	N/A
	Turning Diameter - Curb to Curb	46.3 ft	Turning Diameter - Wall to Wall	N/A
В	rakes			
	Brake Type	Pwr	Brake ABS System	4-Wheel
	Brake ABS System (Second Line)	N/A	Disc - Front (Yes or)	Yes

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rakes			
Disc - Rear (Yes or)	Yes	Front Brake Rotor Diam x Thickness	13 x 1.18 in
Rear Brake Rotor Diam x Thickness	13.6 x 0.79 in	Drum - Rear (Yes or)	N/A
Rear Drum Diam x Width	N/A		
uel Tank			
Fuel Tank Capacity, Approx	24 gal	Aux Fuel Tank Capacity, Approx	N/A
Fuel Tank Location	N/A	Aux Fuel Tank Location	N/A
nensions			
terior Dimensions			
Passenger Capacity	6	Front Head Room	43.03 in
Front Leg Room	44.53 in	Front Shoulder Room	66.02 in
Front Hip Room	61.18 in	Second Head Room	39.88 in
Second Leg Room	35.24 in	Second Shoulder Room	64.88 in
Second Hip Room	60.24 in		
xterior Dimensions			
Wheelbase	147.4 in	Length, Overall w/o rear bumper	N/A
Length, Overall w/rear bumper	N/A	Length, Overall	231.88 in
Width, Max w/o mirrors	81.24 in	Height, Overall	75.63 in
Overhang, Front	N/A	Overhang, Rear w/o bumper	N/A
Front Bumper to Back of Cab	N/A	Cab to Axle	N/A
Cab to End of Frame	N/A	Ground to Top of Load Floor	N/A
Ground to Top of Frame	N/A	Frame Width, Rear	N/A
Ground Clearance, Front	8.08 in	Ground Clearance, Rear	8.08 in
Body Length	0.00 ft	Cab to Body	N/A
argo Area Dimensions			
argo Area Dimensions Cargo Box Length @ Floor	79.44 in	Cargo Box Width @ Top, Rear	N/A

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Cargo Area Dimensions Cargo Rev (Area) Height 23.4 in Tailgate Width

Cargo Box (Area) Height 22.4 in Tailgate Width N/A

Cargo Volume 71.7 ft³ Ext'd Cab Cargo Volume N/A

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Selected Model	and Options	
MODEL		
CODE	MODEL	MSRP
CK10753	2026 Chevrolet Silverado 1500 4WD Double Cab 147" Work Truck	\$43,500.00

CK10753	2026 Chevrolet Silverado 1500 4WD Double Cab 147" Work Truck	\$43,500.00
COLORS		
CODE	DESCRIPTION	
GAZ	Summit White	

EMISSIONS				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
FE9	Emissions, Federal requirements	0.00 lbs	0.00 lbs	\$0.00

ENGINE				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
L84	Engine, 5.3L EcoTec3 V8 (355 hp [265 kW] @ 5600 rpm, 383 lb-ft of torque [518 Nm] @ 4100 rpm); featuring available Dynamic Fuel Management that enables the engine to operate in 17 different patterns between 2 and 8 cylinders, depending on demand, to optimize power delivery and efficiency (Not available with C*10703 Regular Cab model. Retail orders require (G80) auto-locking differential. Fleet or Government order types require (G80) auto-locking differential on CC10543 Crew Cab models or with (PEB) WT Value Package.)	0.00 lbs	0.00 lbs	\$1,595.00

TRANSMISSION				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
MHT	Transmission, 10-speed automatic, electronically controlled with overdrive and tow/haul mode. Includes Cruise Grade Braking and Powertrain Grade Braking (Included and only available with (L84) 5.3L EcoTec3 V8 engine.)	0.00 lbs	0.00 lbs	Inc.

AXLE				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
GU5	Rear axle, 3.23 ratio (Included and only available with (L84) 5.3L EcoTec3 V8 engine.)	0.00 lbs	0.00 lbs	Inc.

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PREFERRED EQ	UIPMENT GROUP			
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
1WT	Work Truck Preferred Equipment Group includes standard equipment	0.00 lbs	0.00 lbs	\$0.00
WHEELS				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
Q5U	Wheels, 17" x 8" (43.2 cm x 20.3 cm) Bright Silver painted aluminum (Not available with (VYU) Snow Plow Prep Package.)	0.00 lbs	0.00 lbs	\$350.00
TIRES				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
RC5	Tires, LT265/70R17C all-terrain, blackwall	0.00 lbs	0.00 lbs	\$395.00
SPARE TIRE				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
RHM	Tire, spare, LT265/70R17, all-terrain, blackwall (When equipped with (E63) Durabed, pickup bed, included and only available with (RC5) LT265/70R17C all-terrain, blackwall tires. Available with (ZW9) pickup bed delete and requires (RC5) LT265/70R17C all-terrain, blackwall tires.)	0.00 lbs	0.00 lbs	Inc.
PAINT				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
GAZ	Summit White	0.00 lbs	0.00 lbs	\$0.00
SEAT TYPE				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
AZ3	Seats, front 40/20/40 split-bench with covered armrest storage and	0.00 lbs	0.00 lbs	\$0.00

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under-seat storage (lockable) (STD)

(PEB) WT Value Package.) *DISCOUNT*

[Fleet] 2026 Chevrolet Silverado 1500 (CK10753) 4WD Double Cab 147" Work Truck (✓ Complete)

SEAT TRIM				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
H0U	Jet Black, Cloth seat trim (On 1WT models requires (A2X) 10-way power driver seat adjuster. Not available with (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	\$0.00
RADIO				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
IOR	Audio system, Chevrolet Infotainment 3 system 7" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)	0.00 lbs	0.00 lbs	\$0.00
OPTION DISCOUNT	т			
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
	Option/package discount (Requires (L3B) TurboMax engine or	0.00 lbs	0.00 lbs	(\$500.00)

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ADDITIONAL EQUIPMENT - PACKAGE				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
BAQ	Work Truck Package Includes (NZZ) skid plates and (K47) heavy-duty air filter (Requires (QDV) 265/70R17 blackwall all-terrain tires or (RC5) LT265/70R17C all-terrain tires. Not available with (Z71) Z71 Off-Road Package or (VYU) Snow Plow Prep Package.)	0.00 lbs	0.00 lbs	\$175.00
PCV	WT Convenience Package includes (AKO) tinted windows, (C49) rear-window defogger and (DLF) power mirrors (Upgradeable to (DPO) trailer mirrors and includes (DD8) auto dimming rearview mirror.)	0.00 lbs	0.00 lbs	Inc.
PEB	WT Value Package includes (PCV) WT Convenience Package and (Z82) Trailering Package (Not available with (ZW9) pickup bed delete. Fleet or Government order types require (G80) auto-locking differential when (L84) 5.3L EcoTec3 V8 engine is ordered.) *GROSS*	0.00 lbs	0.00 lbs	\$960.00
PQA	WT Safety Package includes (UD5) Front and Rear Park Assist, (UKC) Lane Change Alert with Side Blind Zone Alert, (UFB) Rear Cross Traffic Braking, (V46) Chrome front bumper, (VJH) Chrome rear bumper, (UKK) Rear Pedestrian Alert and (DP6) high gloss Black mirror caps (Includes (U12) Perimeter Lighting. Requires (PCV) WT Convenience Package or (PEB) WT Value Package and (KI4) 120-volt power outlet. Not available with (DPO) trailer mirrors or (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	\$940.00
Z82	Trailering Package includes trailer hitch, 7-pin and 4-pin connectors and (CTT) Hitch Guidance (With (L84) 5.3L EcoTec3 V8 engine requires (G80) locking differential. Included with (PEB) WT Value Package.)	0.00 lbs	0.00 lbs	Inc.

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ADDITIONAL EQUIPMENT - MECHANICAL				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
G80	Auto-locking rear differential (Required with (L84) 5.3L EcoTec3 V8 engine when (Z82) Trailering Package is ordered. Included with (Z71) Z71 Off-Road Package or (9C1) Police Pursuit Package.)	0.00 lbs	0.00 lbs	\$395.00
JL1	Trailer brake controller, integrated (Requires (Z82) Trailering Package.)	0.00 lbs	0.00 lbs	\$275.00
K47	Air filter, heavy-duty (Included and only available with (BAQ) Work Truck Package, (Z71) Z71 Off-Road Package, (VYU) Snow Plow Prep Package, (5W4) Special Service Package or (9C1) Police Pursuit Package. Available free flow as a SEO.)	0.00 lbs	0.00 lbs	Inc.
KC4	Cooling, external engine oil cooler (Included and only available with V8 engines.)	0.00 lbs	0.00 lbs	Inc.
KNP	Cooling, auxiliary external transmission oil cooler (Included and only available with V8 engines.)	0.00 lbs	0.00 lbs	Inc.
KW7	Alternator, 170 amps (Included and only available with (L84) 5.3L EcoTec3 V8 engine. Not available with (L3B) TurboMax engine or (VYU) Snow Plow Prep Package.)	0.00 lbs	0.00 lbs	\$0.00
NZZ	Skid Plates (Included and only available with (BAQ) Work Truck Package, (Z71) Z71 Off-Road Package, (VYU) Snow Plow Prep Package or (9C1) Police Pursuit Package. Available free flow with Fleet or Government order type.)	0.00 lbs	0.00 lbs	Inc.

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ADDITIONAL EQUIPMENT - EXTERIOR				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
AKO	Glass, deep-tinted (Included with (PCV) WT Convenience Package.)	0.00 lbs	0.00 lbs	Inc.
B1J	Wheelhouse liners, rear (Not available on Regular Cab models, 2WD Crew Cab or Double Cab models, or with (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	\$140.00
CGN	Chevytec spray-on bedliner, Black (does not include spray-on liner on tailgate due to Black composite inner panel) (Not available with (ZW9) pickup bed delete. Double Cab and Crew Cab models are available with Ship Thru codes (VCO), (VDT), (VYC) or (VYS). Crew Cab and Regular Cab models are available with Ship Thru codes (A6T), (TW3), (VI1), (VDJ), (VKZ), (VUH) or (WEZ). Crew Cab models are available with Ship Thru code (TFA).)	0.00 lbs	0.00 lbs	\$545.00
DLF	Mirrors, outside heated power-adjustable (Standard on Regular Cab models. Included and only available with (PCV) WT Convenience Package on Crew Cab and Double Cab models. When (PQA) WT Safety Package is ordered, includes (DP6) high gloss Black mirror caps.)	0.00 lbs	0.00 lbs	Inc.
DP6	Mirror caps, painted (High gloss Black. Included and only available with (PQA) WT Safety Package. Not available with (DPO) trailering mirrors.)	0.00 lbs	0.00 lbs	Inc.
QT5	Tailgate, gate function manual with EZ Lift includes power lock and release	0.00 lbs	0.00 lbs	\$150.00
U12	Lighting, perimeter (Included and only available with (PQA) WT Safety Package.)	0.00 lbs	0.00 lbs	Inc.
UF2	LED Cargo Area Lighting located in pickup bed, activated with switch on center switch bank or key fob	0.00 lbs	0.00 lbs	\$125.00
V46	Bumper, front chrome (Requires (VJH) Chrome rear bumper and (E63) Durabed, pickup bed. Included with (PQA) WT Safety Package.)	0.00 lbs	0.00 lbs	Inc.
VJH	Bumper, rear chrome (Requires (V46) Chrome front bumper. Included with (PQA) WT Safety Package.)	0.00 lbs	0.00 lbs	Inc.

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ADDITIONAL EQUIPMENT - INTERIOR					
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP	
9L7	Upfitter switch kit, (5) Provides 3-30 amp and 2-20 amp configurable circuits to facilitate installation of aftermarket electrical accessories. Kit with all required parts will be shipped loose with the truck for installation by the dealer or upfitter at customer expense. Installation instructions and technical assistance available at www.gmupfitter.com.	0.00 lbs	0.00 lbs	\$150.00	
A2X	Seat adjuster, driver 10-way power including lumbar (Requires (H0U) Jet Black interior and (KI4) 120-volt power outlet.)	0.00 lbs	0.00 lbs	\$290.00	
C49	Defogger, rear-window electric (Included with (PCV) WT Convenience Package.)	0.00 lbs	0.00 lbs	Inc.	
KC9	Power outlet, bed mounted, 120-volt (400 watts shared with (KI4) interior power outlet) (Included and only available with (KI4) Power outlet. Not available with (ZW9) pickup bed delete.)	0.00 lbs	0.00 lbs	Inc.	
KI4	Power outlet, interior power outlet, 120-volt (400 watts shared with (KC9) bed mounted power outlet) (Requires (QT5) EZ Lift power lock and release tailgate. Included with (5W4) Special Service Package and (9C1) Police Pursuit Package. Includes (UBI) USB ports.)	0.00 lbs	0.00 lbs	\$225.00	
SFW	Back-up alarm calibration This calibration will allow installation of an aftermarket back-up alarm by disabling rear perimeter lighting	0.00 lbs	0.00 lbs	\$50.00	
UBI	USB ports, rear, dual, charge-only (Included and only available with (KI4) 120-volt power outlet on Crew and Double Cab models only.)	0.00 lbs	0.00 lbs	Inc.	
ADDITIONAL E	DDITIONAL EQUIPMENT - SAFETY-MECHANICAL				
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP	

0052	DESCRIPTION	WEIGHT	WEIGHT	Orti
UFB	Rear Cross Traffic Braking (Included and only available with (PQA) WT Safety Package.)	0.00 lbs	0.00 lbs	Inc.

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ADDITIONAL E	QUIPMENT - SAFETY-INTERIOR			
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
СТТ	Hitch Guidance dynamic single line to aid in trailer alignment for hitching (Included and only available with (Z82) Trailering Package.)	0.00 lbs	0.00 lbs	Inc.
UD5	Front and Rear Park Assist, ultrasonic (Included and only available with (PQA) WT Safety Package. Requires (KI4) Power Outlet.)	0.00 lbs	0.00 lbs	Inc.
UKC	Lane Change Alert with Side Blind Zone Alert (Included and only available with (PQA) WT Safety Package.)	0.00 lbs	0.00 lbs	Inc.
UKK	Rear Pedestrian Alert (Included and only available with (PQA) WT Safety Package.)	0.00 lbs	0.00 lbs	Inc.
ADDITIONAL E	QUIPMENT - OTHER			
CODE	DESCRIPTION	FRONT WEIGHT	REAR WEIGHT	MSRP
VQ2	Fleet Processing Option	0.00 lbs	0.00 lbs	\$0.00
	Options Total	0.00 lbs	0.00 lbs	\$6,260.00

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Standard Equipment

Package	
	Chevy Safety Assist includes (UHY) Automatic Emergency Braking, (UKJ) Front Pedestrian Braking, (UHX) Lane Keep Assist with Lane Departure Warning, (UE4) Following Distance Indicator, (UEU) Forward Collision Alert and (TQ5) IntelliBeam
Mechanical	
	Durabed, pickup bed
	Engine, TurboMax (310 hp [231 kW] @ 5600 rpm, 430 lb-ft of torque [583 Nm] @ 3000 rpm) (STD) (Not available with (Z71) Z71 Off-Road Package, (VYU) Snow Plow Prep Package or (ZW9) pickup bed delete.)
	Transmission, 8-speed automatic, electronically controlled with overdrive and tow/haul mode. Includes Cruise Grade Braking and Powertrain Grade Braking (STD) (Included and only available with (L3B) TurboMax engine. Requires (AZ3) front 40/20/40 split-bench seats.)
	GVWR, 7000 lbs. (3175 kg) (Requires Crew Cab or Double Cab 4WD model and (L3B) TurboMax engine. Requires Double Cab 4WD model and (L84) 5.3L EcoTec3 V8 engine.)
	Rear axle, 3.42 ratio
	Push Button Start
	Automatic Stop/Start (Not available with (5W4) Special Services Package, (9C1) Police Pursuit Package or (FHS) E85 FlexFuel capability.)
	Transfer case, single speed electronic Autotrac with push button control (4WD models only)
	Four wheel drive
	Battery, heavy-duty 730 cold-cranking amps/80 Amp-hr, maintenance-free with rundown protection and retained accessory power
	Alternator, 220 amps (Included with (L3B) TurboMax engine, (VYU) Snow Plow Prep Package, (5W4) Special Service Package or (9C1) Police Pursuit Package.)
	Recovery hooks, front, frame-mounted, Black
	Frame, fully-boxed, hydroformed front section
	Suspension Package, Standard
	Steering, Electric Power Steering (EPS) assist, rack-and-pinion
	Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors
	Brake lining wear indicator
	Capless Fuel Fill
	Exhaust, single outlet
Exterior	

Wheels, 17" x 8" (43.2 cm x 20.3 cm) Ultra Silver painted steel (STD)

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Exterior	
	Tires, 255/70R17 all-season, blackwall (STD)
	Tire, spare 255/70R17 all-season, blackwall (STD) (Included with (QBN) 255/70R17 all-season, blackwall tires.)
	Wheel, 17" x 8" (43.2 cm x 20.3 cm) full-size, steel spare
	Tire carrier lock, keyed cylinder lock that utilizes same key as ignition and door
	Bumpers, front, Black (semi-gloss)
	Bumpers, rear, Black (semi-gloss)
	CornerStep, rear bumper
	Cargo tie downs (12), fixed rated at 500 lbs per corner
	Headlamps, halogen reflector with halogen Daytime Running Lamps
	IntelliBeam, automatic high beam on/off
	Lamps, cargo area, cab mounted integrated with center high mount stop lamp, with switch in bank on left side of steering wheel (incandescent on Regular Cab models, LED on Crew Cab and Double Cab models)
	Taillamps with incandescent tail, stop and reverse lights
	Mirrors, outside manual, Black (Standard on Crew Cab and Double Cab models only. Not available on Regular Cab models.)
	Glass, solar absorbing, tinted
	Door handles, Black
	Tailgate and bed rail protection cap, top
	Tailgate, standard
	Tailgate, locking utilizes same key as ignition and door (Removed when (QT5) EZ Lift power lock and release tailgate is ordered.)
	Tailgate, gate function manual, no EZ Lift
Entertainment	
	Audio system, Chevrolet Infotainment 3 system 7" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Wireless Apple CarPlay and Wireless Android Auto compatibility (STD)
	Sirius XM, delete (Can be upgraded to (U2K) SiriusXM.)
	Audio system feature, 6-speaker system (Requires Crew Cab or Double Cab model.)
	Wireless phone projection for Apple CarPlay and Android Auto
	Bluetooth for phone, connectivity to vehicle infotainment system
	Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)

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Interior	
	Seats, front 40/20/40 split-bench with covered armrest storage and under-seat storage (lockable) (STD)
	Seat trim, Vinyl
	Seat adjuster, driver 4-way manual
	Seat adjuster, passenger 4-way manual
	Seat, rear 60/40 folding bench (folds up), 3-passenger (includes child seat top tether anchor) (Requires Crew Cab or Double Cab model.)
	Floor covering, rubberized-vinyl (Not available with LPO floor liners.)
	Steering wheel, urethane
	Steering column, Tilt-Wheel, manual with wheel locking security feature
	Steering column lock, electrical
	Instrument cluster, 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure
	Driver Information Center, 3.5" diagonal monochromatic display
	Exterior Temperature Display located in radio display
	Compass located in instrument cluster
	Window, power front, drivers express up/down
	Window, power front, passenger express down
	Windows, power rear, express down (Not available with Regular Cab models.)
	Door locks, power
	Remote Keyless Entry, with 2 transmitters
	Cruise control, electronic with set and resume speed, steering wheel-mounted
	Power outlet, front auxiliary, 12-volt
	USB Ports, 2, Charge/Data ports located on instrument panel
	Air conditioning, single-zone manual
	Air vents, rear, heating/cooling (Not available on Regular Cab models.)
	Mirror, inside rearview, manual tilt
	Assist handles front A-pillar mounted for driver and passenger, rear B-pillar mounted
Safety-Mechanical	
	Automatic Emergency Braking
	Front Pedestrian Braking

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Safety-Mechanical	
	StabiliTrak, stability control system with Proactive Roll Avoidance and traction control, includes electronic trailer sway control and hill start assist
Safety-Exterior	
	Daytime Running Lamps with automatic exterior lamp control
Safety-Interior	
	Airbags, Dual-stage frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	OnStar services capable (See onstar.com for details and limitations. Services vary by model. Service plan required.)
	OnStar Basics (OnStar Fleet Basics for Fleet) Drive confidently with core OnStar services including remote commands, built-in voice assistance, real-time traffic and navigation, and Automatic Crash Response to help if you're in need. (Requires (UE1) OnStar. OnStar Basics includes remote commands, Navigation, Voice Assistance, and Automatic Crash Response, for eligible vehicles with compatible software. OnStar Basics is standard for 8 years; OnStar plan, working electrical system, cell reception and GPS signal required. OnStar links to emergency services. Service coverage varies with conditions and location. Service availability, features and functionality vary by device and software version. See onstar.com for details and limitations.)
	HD Rear Vision Camera
	Lane Keep Assist with Lane Departure Warning
	Following Distance Indicator
	Forward Collision Alert
	Rear Seat Reminder (Requires Crew Cab or Double Cab model.)
	Rear Seat Belt Indicator (Requires Crew Cab or Double Cab model.)
	Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
	Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu
	Tire Pressure Monitoring System, auto learn includes Tire Fill Alert (does not apply to spare tire)

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WARRANTY

Warranty Note: <<< Preliminary 2026 Warranty >>>

Basic Years: 3

Basic Miles/km: 36,000 Drivetrain Years: 5 Drivetrain Miles/km: 60,000

Drivetrain Note: Silverado TurboMaxTM engines, 3.0L & 6.0L Duramax® Turbo-Diesel engines,

and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles

Corrosion Years (Rust-Through): 6

Corrosion Years: 3

Corrosion Miles/km (Rust-Through): 100,000

Corrosion Miles/km: 36,000 Roadside Assistance Years: 5

Roadside Assistance Miles/km: 60,000

Roadside Assistance Note: Silverado TurboMaxTM engines, 3.0L & 6.0L Duramax® Turbo-Diesel

engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles

Maintenance Note: First Visit: 12 Months/12,000 Miles

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Data Version: 26196. Data Updated: Aug 11, 2025 6:47:00 PM PDT.

Window Sticker

SUMMARY

[Fleet] 2026 Chevrolet Silverado 1500 (CK10753) 4WD Double Cab 147" Work Truck

MSRP:\$43,500.00

Interior: Jet Black, Cloth seat trim

Exterior 1:Summit White

Exterior 2:No color has been selected.

Engine, 5.3L EcoTec3 V8

Transmission, 10-speed automatic, electronically controlled

OPTIONS

CODE	MODEL		MSRP
CK10753	[Fleet] 2026 Chevrolet Silverado 1500 (CK10753) 4WD Double Cab 147" Work Truck		\$43,500.00
	OPTIONS		
1WT	Work Truck Preferred Equipment Group		\$0.00
9L7	Upfitter switch kit, (5)		\$150.00
A2X	Seat adjuster, driver 10-way power including lumbar		\$290.00
AKO	Glass, deep-tinted	Inc.	
AZ3	Seats, front 40/20/40 split-bench		\$0.00
B1J	Wheelhouse liners, rear		\$140.00
BAQ	Work Truck Package		\$175.00
C49	Defogger, rear-window electric	Inc.	
CGN	Chevytec spray-on bedliner, Black		\$545.00
CTT	Hitch Guidance	Inc.	
DLF	Mirrors, outside heated power-adjustable	Inc.	
DP6	Mirror caps, painted	Inc.	
FE9	Emissions, Federal requirements		\$0.00
G80	Auto-locking rear differential		\$395.00
GAZ	Summit White		\$0.00
GU5	Rear axle, 3.23 ratio	Inc.	
H0U	Jet Black, Cloth seat trim		\$0.00
IOR	Audio system, Chevrolet Infotainment 3 system		\$0.00

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JL1	Trailer brake controller, integrated		\$275.00
K47	Air filter, heavy-duty	Inc.	
KC4	Cooling, external engine oil cooler	Inc.	
KC9	Power outlet, bed mounted, 120-volt	Inc.	
KI4	Power outlet, interior power outlet, 120-volt		\$225.00
KNP	Cooling, auxiliary external transmission oil cooler	Inc.	
KW7	Alternator, 170 amps		\$0.00
L84	Engine, 5.3L EcoTec3 V8		\$1,595.00
MHT	Transmission, 10-speed automatic, electronically controlled	Inc.	
NZZ	Skid Plates	Inc.	
PCV	WT Convenience Package	Inc.	
PEB	WT Value Package		\$960.00
PQA	WT Safety Package		\$940.00
Q5U	Wheels, 17" x 8" (43.2 cm x 20.3 cm) Bright Silver painted alumin	um	\$350.00
QT5	Tailgate, gate function manual with EZ Lift		\$150.00
RC5	Tires, LT265/70R17C all-terrain, blackwall		\$395.00
RHM	Tire, spare, LT265/70R17, all-terrain, blackwall	Inc.	
SFW	Back-up alarm calibration		\$50.00
U12	Lighting, perimeter	Inc.	
UBI	USB ports, rear, dual, charge-only	Inc.	
UD5	Front and Rear Park Assist, ultrasonic	Inc.	
UF2	LED Cargo Area Lighting		\$125.00
UFB	Rear Cross Traffic Braking	Inc.	
UKC	Lane Change Alert with Side Blind Zone Alert	Inc.	
UKK	Rear Pedestrian Alert	Inc.	
V46	Bumper, front chrome	Inc.	
VJH	Bumper, rear chrome	Inc.	
VQ2	Fleet Processing Option		\$0.00
Z82	Trailering Package	Inc.	
	Option/package discount		(\$500.00)

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\$49,760.00

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SUBTOTAL

Adjustments Total \$0.00

Destination Charge \$2,595.00

TOTAL PRICE \$52,355.00

FUEL ECONOMY

Est City:16 (2025) MPG

Est Highway:19 (2025) MPG

Est Highway Cruising Range:456.00 mi

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September 17, 2025

Calvin Galecka

Water Division Supervisor City of St. Johns, Michigan 100 East State Street, Suite #1100 St. Johns, Michigan 48879-0477

Price on 2025 Vehicle State of Michigan Contract# MA 240000001208 and Macomb County Contract# 21-18 Bid:

2025 Ford F-150 XL 4wd Super-Cab Pick-up- \$47297.00 ea

Order Cutoff Date: TBD.

Delivery date: Approximately 90-120 Days A.R.O.

Standard Service Contract: 36,000 miles or 36 months factory Bumper to Bumper Warranty and 60,000miles 60 months Powertrain Warranty. Service to be handled by your local Ford Dealer.

<u>Ford Motor Company does not guarantee delivery---Ford Motor Company will make reasonable efforts to schedule orders received prior to fleet order cut-off date.</u>

<u>Payment requirements:</u> All departments to pay on delivery of vehicle. 10-day grace period will be given if previous arrangements have been made. A \$9.50 per day floor plan will be charged if payment is not at the dealership within 10 days of delivery of the vehicle (s).

If you have any questions please call me, 888-92-FLEET (923-5338)

Respectfully Submitted,

Rich Frieling

Government & Fleet Sales



1675 Green Road Ann Arbor, MI 48105

P: 734-662-3246 800-653-2483

F: 734-662-8083

mml.org

To:

Members of the MML Liability & Property Pool

From:

Michael J. Forster, Fund Administrator

Date:

September 8, 2025

Subject: Pool Director Election

Dear Pool Member:

Enclosed is your ballot for this year's Board of Directors election. Two (2) appointee Directors have agreed to seek election to their first term. You may also write in one or more candidates if you wish.

A brief biographical sketch of each candidate is provided for your review.

I hope you will affirm the work of the Nominating Committee by returning your completed ballot in the enclosed return envelope, no later than November 7th. Alternately, you may complete your ballot online:

Go to www.mml.org. At the top of the page, hover over Programs & Services and select Risk Management from the drop-down list. Next, look for the Jump To panel and select Liability & Property Pool. The ballot link is on the next page, in the Jump To panel, under Online Forms.

The MML Liability & Property Pool is owned and controlled by its members. Your comments and suggestions on how we can serve you better are very much appreciated. Thank you again for your membership in the Pool, and for participating in the election of your governing board.

Sincerely,

Michael J. Forster

Pool Administrator mforster@mml.org

THE CANDIDATES Three-year terms beginning January 1, 2026

Michelle LaVoy, Clerk-Treasurer, City of Monroe



Michelle LaVoy has served as Monroe's Clerk-Treasurer for eleven years and is passionate about strong local government and elections. She is a member of the Michigan Municipal Treasurers Association and Michigan Women in Municipal Government. She previously sat on the MML Energy and Technology Committee and the Michigan Association of Municipal Clerks Legislative Committee. Michelle has a Bachelors degree from Miami University, Ohio, a Master of Public Administration degree from the University of Dayton, and completed the inaugural MML Women's Elected Leadership Intensive. Michelle serves a number of community organizations in leadership roles and as a volunteer, including United Way, YMCA, 4H, and Ducks Unlimited. She and her husband Bill have two daughters. Michelle is seeking election to her first term.

Josh Meringa, Councilmember, City of Grandville



Josh has served the City of Grandville as Councilmember for more than 17 years. He is passionate about public service and driven to have a positive impact in his community. He serves on the Grandville Parks & Recreation Board and the Business Relations Committee. He has served on many Michigan Municipal League legislative committees and helped Grandville's Clean Water Plant win the League's Community Excellence Award in 2012. Josh has served on the League's Elected Officials Academy Board, including five years as president, and is an EOA Level 4 graduate. He has been recognized twice as a '40 Under Forty' Business Leader by the Grand Rapids Business Journal. A registered nurse, Josh works in nursing professional development for Corewell Health West Michigan. He serves on the Board of Directors for the American Nurses Association Michigan and served two terms on the Michigan Board of Nursing, including seven years as chair. A native of West Michigan, Josh earned a bachelor's degree in nursing from Calvin College (now University) and master's degrees from Grand Valley State University in Public Health and Business Administration. Josh is seeking election to his first term.

Michigan Municipal League Liability & Property Pool

OFFICIAL BALLOT - 2025

Vote for two Directors by marking the line to the left of the name for three-year terms beginning January 1, 2026.

	Michelle LaVoy, Appointee
	Clerk-Treasurer, City of Monroe
-	Josh Meringa, Appointee Councilmember, City of Grandville
9	Write-in Candidate
I here	by certify that:
(Mun	cipality/Agency)
its vo	tion of its governing body, has authorized to be cast for the above persons to as Director of the Michigan Municipa ue Liability & Property Pool!

Ballot deadline: November 7, 2025

Official Signature

Date:



AGENDA

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22nd, 2025 City Commission Meeting

Department: Fire Department	Attachments:	Submitted to CA for Review
Subject: Second Reading of Fire Code Ordinance Amendment	[X] Carbon Monoxide Code Change [X] Means of Appeals [X] Resolution #35-2025	[N/A] [N/A] [X]
Prepared by: Kevin Douglas, Fire Chief	Approved by: Chad A. Gamble, P City Manager	.E.,

SUMMARY/HIGHLIGHT: This request seeks the City Commission's approval to adopt the 2021 edition of the International Fire Code (IFC), including Appendix Chapters A, B, C, D, and I, and to amend Title IX, Chapter 91: Fire Prevention of the City of St. Johns Code of Ordinances. This critical update will replace the outdated 1990 BOCA Fire Code, significantly enhancing the City's ability to safeguard life and property from fire and explosion hazards. Key amendments include updated definitions, clarification on permits, revised penalties for violations, and explicit prohibitions on open burning and residential incinerators.

BACKGROUND/DISCUSSION: At the August 25th, 2025 City Commission meeting, there was concern brought up on how the new fire code would effect existing buildings and properties in the city. There were concerns related to carbon monoxide alarms and how these requirements may interfere or overstep what our rental ordinance and checklist has. Review of the changes from the 2012 International Fire Code to the 2021 International Fire Code shows that there was significant change in 2015. The changes in 2015 align with the Rental Ordinance Checklist.

There was also discussion on the appeals process and what is needed. I have also attached that section of the code where it gives the requirements for the appeals process.

STRATEGIC PLAN OBJECTIVE: The Fire Code updates with the following key objectives of the cities Strategic Plan:

- Land Use Goal #1: Accommodate a diverse, strong commercial and office base that serves the needs of residents and businesses within the community.
- Neighborhood Goal #1: Preserve, Protect, and Enhance the integrity, economic viability and livability of St. John's neighborhoods.

FISCAL IMPACT: The primary fiscal impact associated with adopting the 2021 International Fire Code will be related to:

• **Initial Training**: Potential costs for training Fire Department personnel and other relevant City staff on the updated code provisions. These costs are anticipated to be minimal, as many fire professionals are already familiar with IFC standards.

- Enforcement and Administration: The updated code may lead to a slight increase in administrative duties related to permit issuance and inspections, though this is expected to be absorbed within existing departmental budgets. The revised penalty structure (Section 112.4) may generate some revenue from civil infractions, which could partially offset administrative costs.
- Reduced Fire Losses: While difficult to quantify precisely, a more robust and modern fire code is expected to lead to a reduction in fire incidents, property damage, and associated emergency response costs over the long term.

Overall, the fiscal impact is anticipated to be manageable and outweighed by the long-term benefits of enhanced public safety and reduced fire-related losses.

RECOMMENDATION: Staff recommends the City Commission adopt Resolution #35-2025, to approve the proposed ordinance amendment to update the Fire Code from the The BOCA National Fire Prevention Code 1990 Version to the 2021 International Fire Code with the proposed changes

an attached garage, need not be equipped with single-station carbon monoxide alarms provided that:

- 1. The sleeping unit or dwelling unit is located more than one story above or below any story which contains a fuel-burning appliance or an attached garage;
- 2. The sleeping unit or dwelling unit is not connected by duct work or ventilation shafts to any room containing a fuel-burning appliance or to an attached garage; and
- **3.** The building is equipped with a common area carbon monoxide alarm system.

908.7.1 Carbon Monoxide Detection Systems. Carbon monoxide detection systems, which include carbon monoxide detectors and audible notification appliances, installed and maintained in accordance with this section for carbon monoxide alarms and NFPA 720 shall be permitted. The carbon monoxide detectors shall be *listed* as complying with UL 2075.



Combination carbon monoxide and smoke alarm

SECTION 915 CARBON MONOXIDE DETECTION

- **915.1 General.** Carbon monoxide detection shall be installed in new buildings in accordance with Sections 915.1.1 through 915.6. Carbon monoxide detection shall be installed in existing buildings in accordance with Section 1103.9.
- **915.1.1 Where Required.** Carbon monoxide detection shall be provided in Group I-1, I-2, I-4 and R occupancies and in classrooms in Group E occupancies in the locations specified in Section 915.2 where any of the conditions in Sections 915.1.2 through 915.1.6 exist.
- 915.1.2 Fuel-Burning Appliances and Fuel-Burning Fireplaces. Carbon monoxide detection shall be provided in dwelling units, sleeping units and classrooms that contain a fuel-burning appliance or a fuel-burning fireplace.
- **915.1.3 Forced Air Furnaces.** Carbon monoxide detection shall be provided in dwelling units, sleeping units and classrooms served by a fuel-burning, forced air furnace.

Exception: Carbon monoxide detection shall not be required in dwelling units, sleeping units and classrooms where carbon monoxide detection is provided in the first room or area served by each main duct leaving the furnace, and the carbon monoxide alarm signals are automatically transmitted to an approved location.

915.1.4 Fuel-Burning Appliances Outside of Dwelling Units, Sleeping Units and Classrooms. Carbon monoxide detection shall be provided in dwelling units, sleeping units and classrooms located in buildings that contain fuel-burning appliances or fuel-burning fireplaces.

915 continues

915 continued **Exceptions:**

- 1. Carbon monoxide detection shall not be required in dwelling units, sleeping units and classrooms if there are no communicating openings between the fuel-burning appliance or fuel-burning fireplace and the dwelling unit, sleeping unit or classroom.
- 2. Carbon monoxide detection shall not be required in dwelling units, sleeping units and classrooms if carbon monoxide detection is provided in one of the following locations:
 - 2.1. In an approved location between the fuel-burning appliance or fuel-burning fireplace and the dwelling unit, sleeping unit or classroom.
 - **2.2.** On the ceiling of the room containing the fuelburning appliance or fuel-burning fireplace.

915.1.5 Private Garages. Carbon monoxide detection shall be provided in dwelling units, sleeping units and classrooms in buildings with attached private garages.

Exceptions:

- 1. Carbon monoxide detection shall not be required where there are no communicating openings between the private garage and the dwelling unit, sleeping unit or classroom.
- 2. Carbon monoxide detection shall not be required in dwelling units, sleeping units and classrooms located more than one story above or below a private garage.
- 3. Carbon monoxide detection shall not be required where the private garage connects to the building through an open-ended corridor.
- 4. Where carbon monoxide detection is provided in an approved location between openings to a private garage and dwelling units, sleeping units or classrooms, carbon monoxide detection shall not be required in the dwelling units, sleeping units or classrooms.
- **915.1.6 Exempt Garages.** For determining compliance with Section 915.1.5, an open parking garage complying with Section 406.5 of the *International Building Code* or an enclosed parking garage complying with Section 406.6 of the *International Building Code* shall not be considered a private garage.
- **915.2 Locations.** Where required by Section 915.1.1, carbon monoxide detection shall be installed in the locations specified in Sections 915.2.1 through 915.2.3.
- **915.2.1 Dwelling Units.** Carbon monoxide detection shall be installed in dwelling units outside of each separate sleeping area in the immediate vicinity of the bedrooms. Where a fuel-burning appliance is located within a bedroom or its attached bathroom, carbon monoxide detection shall be installed within the bedroom.



915.2.2 Sleeping Units. Carbon monoxide detection shall be installed in sleeping units.

Exception: Carbon monoxide detection shall be allowed to be installed outside of each separate sleeping area in the immediate vicinity of the sleeping unit where the sleeping unit or its attached bathroom does not contain a fuel-burning appliance and is not served by a forced air furnace.

915.2.3 Group E Occupancies. Carbon monoxide detection shall be installed in classrooms in Group E occupancies. Carbon monoxide alarm signals shall be automatically transmitted to an on-site location that is staffed by school personnel.

Exception: Carbon monoxide alarm signals shall not be required to be automatically transmitted to an on-site location that is staffed by school personnel in Group E occupancies with an occupant load of 30 or less.

915.3 Detection Equipment. Carbon monoxide detection required by Sections 915.1 through 915.2.3 shall be provided by carbon monoxide alarms complying with Section 915.4 or with carbon monoxide detection systems complying with Section 915.5.

915.4 Carbon Monoxide Alarms. Carbon monoxide alarms shall comply with Sections 915.4.1 through 915.4.3.

915.4.1 Power Source. Carbon monoxide alarms shall receive their primary power from the building wiring where such wiring is served from a commercial source, and when primary power is interrupted, shall receive power from a battery. Wiring shall be permanent and without a disconnecting switch other than that required for overcurrent protection.

Exception: Where installed in buildings without commercial power, battery-powered carbon monoxide alarms shall be an acceptable alternative.

915.4.2 Listings. Carbon monoxide alarms shall be listed in accordance with UL 2034.

915.4.3 Combination Alarms. Combination carbon monoxide/smoke alarms shall be an acceptable alternative to carbon monoxide alarms. Combination carbon monoxide/smoke alarms shall be listed in accordance with UL 2034 and UL 217.

915.5 Carbon Monoxide Detection Systems. Carbon monoxide detection systems shall be an acceptable alternative to carbon monoxide alarms and shall comply with Sections 915.5.1 through 915.5.3.

915.5.1 General. Carbon monoxide detection systems shall comply with NFPA 720. Carbon monoxide detectors shall be listed in accordance with UL 2075.

915 continues

915 continued

915.5.2 Locations. Carbon monoxide detectors shall be installed in the locations specified in Section 915.2. These locations supersede the locations specified in NFPA 720.

915.5.3 Combination Detectors. Combination carbon monoxide/smoke detectors installed in carbon monoxide detection systems shall be an acceptable alternative to carbon monoxide detectors, provided they are listed in accordance with UL 2075 and UL 268.

915.6 Maintenance. Carbon monoxide alarms and carbon monoxide detection systems shall be maintained in accordance with NFPA 720. Carbon monoxide alarms and carbon monoxide detectors that become inoperable or begin producing end-of-life signals shall be replaced.

SECTION 202 GENERAL DEFINITIONS

Private Garage. A building or portion of a building in which motor vehicles used by the tenants of the building or buildings on the premises are stored or kept, without provisions for repairing or servicing such vehicles for profit.

1103.9 Carbon Monoxide Alarms. Existing Group I <u>I-1, I-2, I-4, and</u> or R occupancies located in a building containing a fuel-burning appliance or a building which has an attached garage shall <u>be provided with be equipped with single-station</u> carbon monoxide alarms <u>in accordance with Section 915</u>, except that the carbon monoxide alarms shall be allowed to be solely battery powered.

CHANGE SIGNIFICANCE: The requirements for carbon monoxide (CO) detection have been relocated and completely rewritten. The relocation is intended to remove CO detection requirements from under the heading of "Emergency Alarms" in Section 908. The new Section 915 is a standalone section dealing entirely with CO detection.

In the 2012 IFC, the installation of CO alarms applied to all Group I and R occupancies where fuel-burning appliances or attached garages are present. In the 2015 IFC, Group I-3 has been removed and classrooms of Group E have been added. CO detection is only required in Groups I-1, I-2, I-4, and R occupancies, and classrooms in a Group E occupancy.

Sections 915.1.2 through 915.1.6 list the particular criteria that require the installation of CO detection in those occupancies. Generally speaking, CO detection is required when the following potential sources of CO exist:

- Fuel-burning appliances in the space or building;
- A fuel-burning fireplace in the space or building;
- A fuel-burning, forced air furnace;
- An attached private garage.

There are several exceptions to the above-listed features, but if none of these potential CO sources exist, then CO detectors are not required. These criteria provide guidance for determining the need for CO detection. Additionally a definition has been added for the term "private garage." This includes any garage, other than a repair garage, where vehicles are parked by tenants or occupants of the building. This definition would cover a private parking space at an apartment as well as a parking area at a business office. The concern is that CO from vehicles in an attached garage can be introduced into a building, in which case CO detection is required. However, open parking garages complying with IBC Section 406.5 and enclosed parking garage complying with IBC Section 406.6 have construction features in place to prevent unsafe levels of CO from being introduced into the building.

CO detection required by Section 915.1.5 does not apply if the private garage is an

- open parking garage complying with IBC 406.5, or
- enclosed parking garage complying with IBC 406.6.

These private garages will contain a mechanical ventilation system.

Section 915.1.4 covers situations where dwelling units or sleeping units do not contain a fuel-burning appliance, but such an appliance is included in the common area of the building. For example, consider a multi-story hotel that has all-electric HVAC in the sleeping units, but a fireplace in the lobby, fuel-burning forced air heating in the common areas and a fuel-burning boiler in an equipment room. Here, a few strategically located CO detectors will provide a reasonable level of protection for the sleeping units and dwelling units.

Section 915.1.4, Exception 1 covers situations where CO emanating from the fuel-burning appliance has no direct path to a dwelling unit or sleeping unit, such as a water heater in an equipment room that only has access from the exterior of the building. An interior door between this equipment room and a dwelling unit, even if it is self-closing, would not allow this exception to be used.

Section 915.1.4, Exception 2 allows for the installation of one or more CO detectors between the fuel-burning appliances and the nearest dwelling unit or sleeping unit, or on the ceiling of the room in which a fuel burning appliance is located. CO detectors are required only where there are communicating openings, which could include ducts, concealed spaces, interior hallways and stairways between the fuel-burning appliance and the dwelling unit or sleeping unit that would allow air flow from the appliance to the dwelling unit or sleeping unit.

Section 915.1.5 requires CO detectors to be provided when the building has an attached private garage, other than an open parking garage or enclosed parking garage that contain mechanical ventilation systems. Exception 3 allows the elimination of CO detection when the private garage is attached to the building by an open-ended corridor, commonly referred to as a breeze way.

Section 915.2 describes the locations where CO detection is to be provided. In some cases this differs from the requirements in NFPA 720, Standard for the Installation of Carbon Monoxide (CO) Detection and Warning Equipment. The differences are intentional and provide adequate protection for detection of CO. CO detection is required in the following locations:

• Outside of each sleeping area, but in the immediate vicinity of the bedrooms in a dwelling unit.

915 continues

112 PART 3 ■ Building and Equipment Design Features

915 continued

- Within each sleeping area of a sleeping unit, or it can be located outside of the sleeping unit but in the immediate vicinity of multiple sleeping units when the sleeping units do not contain fuel-burning appliances.
- Within each classroom of Group E occupancies.

A dwelling unit is a single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation (IFC Section 202).

A sleeping unit is a room or space in which people sleep. Sleeping units can also include permanent provisions for living, eating, and either sanitation or kitchen facilities but not both. Such rooms and spaces that are part of a dwelling unit are not considered sleeping units (IFC Section 202).

Once the determination is made that CO detection is required, it is the building owner's option whether CO alarms are installed or a CO detection system is installed. The CO alarms are addressed in Section 915.4, and CO detection systems are addressed in Section 915.5. The code now provides distinction between CO alarms and a CO detection system. This is similar to the concept of smoke alarms and smoke detection systems. Each CO detector is listed to a different UL standard depending on whether it is to be used as a stand-alone or interconnected detector (UL 2034) or a detector that is part of a CO detection system (UL 2075).

Function	CO Alarms	CO Detection System
Listing standard for the CO detector	UL 2034	UL 2075, but detection performance still complies with UL 2034
Power supply	Building power with battery backup, or can be battery power only where commercial power is not available	Building power with battery backup
Requires a control panel for full functionality	No	Yes
Can be combination CO and smoke detector	YES, but listing for smoke detection is UL 217	Yes, but listing for smoke detection is UL 268
Maintained according to NFPA 720	Yes	Yes

Finally, Section 1103.9 has been revised to correlate the requirements for CO detection in both new construction and existing buildings. There is a retroactive requirement for the installation of CO alarms in existing Group I-1, I-2, I-4, and R occupancies. In general, the CO detection requirements for existing occupancies are identical to those for new construction, except the detection devices are allowed to be battery powered. The retroactive requirement does not apply to classrooms in Group E occupancies.

SCOPE AND ADMINISTRATION

[A] 109.3 Recordkeeping. A record of periodic inspections, tests, servicing and other operations and maintenance shall be maintained on the premises or other *approved* location for not less than 3 years, or a different period of time where specified in this code or referenced standards. Records shall be made available for inspection by the *fire code official*, and a copy of the records shall be provided to the *fire code official* on request.

The *fire code official* is authorized to prescribe the form and format of such recordkeeping. The *fire code official* is authorized to require that certain required records be filed with the *fire code official*.

[A] 109.4 Supervision. Maintenance and testing shall be under the supervision of a responsible person who shall ensure that such maintenance and testing are conducted at specified intervals in accordance with this code.

109.5 Rendering equipment inoperable. Portable or fixed fire-extinguishing systems or devices, and fire-warning systems, shall be provided with *ready access* and shall not be rendered inoperative, except as necessary during emergencies, maintenance, repairs, *alterations*, drills or prescribed testing.

[A] 109.6 Overcrowding. Overcrowding or admittance of any person beyond the *approved* capacity of a building or a portion thereof shall not be allowed. The *fire code official*, on finding any overcrowding conditions or obstructions in *aisles*, passageways or other *means of egress*, or on finding any condition that constitutes a life safety hazard, shall be authorized to cause the event to be stopped until such condition or obstruction is corrected.

SECTION 110 SERVICE UTILITIES

[A] 110.1 Authority to disconnect service utilities. The *fire code official* shall have the authority to authorize disconnection of utility service to the building, structure or system in order to safely execute emergency operations or to eliminate an immediate hazard. The *fire code official* shall notify the serving utility and, where possible, the *owner* or the *owner's* authorized agent and the occupant of the building, structure or service system of the decision to disconnect prior to taking such action. If not notified prior to disconnection, then the *owner*, the *owner's* authorized agent or occupant of the building, structure or service system shall be notified in writing as soon as practical thereafter.

SECTION 111 MEANS OF APPEALS

[A] 111.1 Board of appeals established. In order to hear and decide appeals of orders, decisions or determinations made by the *fire code official* relative to the application and interpretation of this code, there shall be and is hereby created a board of appeals. The board of appeals shall be appointed by the applicable governing authority and shall hold office at its pleasure. The board shall adopt rules of procedure for conducting its business and shall render all

decisions and findings in writing to the appellant with a duplicate copy to the *fire code official*.

[A] 111.2 Limitations on authority. An application for appeal shall be based on a claim that the true intent of this code or the rules legally adopted thereunder have been incorrectly interpreted, the provisions of this code do not fully apply or an equivalent or better form of construction is proposed. The board shall not have authority to waive requirements of this code or interpret the administration of this code.

[A] 111.3 Qualifications. The board of appeals shall consist of members who are qualified by experience and training to pass on matters pertaining to hazards of fire, explosions, hazardous conditions or *fire protection systems*, and are not employees of the jurisdiction.

[A] 111.4 Administration. The fire code official shall take immediate action in accordance with the decision of the board.

SECTION 112 VIOLATIONS

[A] 112.1 Unlawful acts. It shall be unlawful for a person, firm or corporation to erect, construct, alter, repair, remove, demolish or utilize a building, occupancy, premises or system regulated by this code, or cause same to be done, in conflict with or in violation of any of the provisions of this code.

[A] 112.2 Owner/occupant responsibility. Correction and abatement of violations of this code shall be the responsibility of the *owner* or the *owner*'s authorized agent. Where an occupant creates, or allows to be created, hazardous conditions in violation of this code, the occupant shall be held responsible for the abatement of such hazardous conditions.

[A] 112.3 Notice of violation. Where the *fire code official* finds a building, premises, vehicle, storage facility or outdoor area that is in violation of this code, the *fire code official* is authorized to prepare a written notice of violation describing the conditions deemed unsafe and, where compliance is not immediate, specifying a time for reinspection.

[A] 112.3.1 Service. A notice of violation issued pursuant to this code shall be served on the *owner*, the *owner's* authorized agent, operator, occupant or other person responsible for the condition or violation, either by personal service, mail or by delivering the same to, and leaving it with, some person of responsibility on the premises. For unattended or abandoned locations, a copy of such notice of violation shall be posted on the premises in a conspicuous place at or near the entrance to such premises and the notice of violation shall be mailed by certified mail with return receipt requested or a certificate of mailing, to the last known address of the *owner*, the *owner's* authorized agent, or occupant.

[A] 112.3.2 Compliance with orders and notices. A notice of violation issued or served as provided by this code shall be complied with by the *owner*, the *owner*'s authorized agent, operator, occupant or other person

2021 INTERNATIONAL FIRE CODE®

1-14

CITY OF ST. JOHNS #35-2025

RESOLUTION TO ADOPT AN ORDINANCE TO AMEND TITLE IX, CHAPTER 91: FIRE PREVENTION OF THE CITY OF ST. JOHNS CODE OF ORDINANCES AND TO ADOPT THE 2021 EDITION OF THE INTERNATIONAL FIRE CODE, REGULATING AND GOVERNING THE SAFEGUARDING OF LIFE AND PROPERTY FROM FIRE AND EXPLOSION HAZARDS ARISING FROM THE STORAGE, HANDLING AND USE OF HAZARDOUS SUBSTANCES, MATERIALS AND DEVICES FROM CONDITIONS HAZARDOUS TO THE LIFE OR PROPERTY IN THE OCCUPANCY OF BUILDINGS AND PREMISES IN THE CITY OF ST. JOHNS: TO AMEND CERTAIN PROVISIONS THEREOF CONCERNING PERMITS; TO ESTABLISH PENALTIES FOR THE VIOLATION OF THE ORDINANCE; TO ADD DEFINITIONS; TO PROHIBIT OPEN BURNING; TO PROHIBIT INDOOR INCINERATORS; TO ADOPT A SAVINGS PROVISION; TO REPEAL ALL OTHER ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT THEREWITH; AND TO PROVIDE AN EFFECTIVE DATE HEREOF.

At a regular meeting of the City Commission of the City of St. Johns, Clinton County, Michigan, held at the City Hall, in said City on the 22nd day of September, 2025 at 6:00 p.m., Local Time.

Present:							
_							
Absent:							
The following	resolution	was 	offered	by	 and	supported	by

WHEREAS, the City of St. Johns ("City") has previously adopted an ordinance regulating and governing conditions hazardous to life and property within the city limits by fire or explosion; and

WHEREAS, the City now desires to amend Title IX (*General Regulations*), Chapter 91 (*Fire Prevention*) of the Code of Ordinances of the City of St. Johns, to allow the City to establish clear regulations governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials, and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises as herein provided in addition to providing for the issuance of permits and collection of fees therefor; and

WHEREAS, pursuant to the "Ordinances" chapter of the City of St. Johns Charter ("Charter"), the City has the authority to amend its Code of Ordinances; and

WHEREAS, pursuant to Section 5 of the Charter, the City introduced Ordinance No._____,

An Ordinance to Amend Title IX: General Regulations,	Chapter 91: Fire Prevention ("Ordinance")
on July 28, 2025; and		

WHEREAS, the City now desires to adopt the Ordinance.

NOW,	THEREFORE, I	BE IT RESOI	LVED by the	City Comm	ission of the	City of St	. Johns
as follows:			-	-		-	

- 1. The City adopts Ordinance No._____, An Ordinance to Amend Title IX: General Regulations, Chapter 91: Fire Prevention.
- 2. The City shall publish the Ordinance as required by law.
- 3. To the extent that any resolution or portion of resolution is inconsistent with this Resolution, such resolutions or portions of resolutions are hereby rescinded.

ADOPTED:		
YEAS:		
NAYS:		
STATE OF MICHIGAN)	
COUNTY OF CLINTON)	

I, the undersigned, the duly qualified and acting Clerk of the City of St. Johns, Clinton County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and complete copy of certain proceedings taken by the City Commission of said City at a regular meeting held on the 22nd day of September, 2025.

Mindy Seavey, City Clerk	

 $88044 \hbox{:} 00001 \hbox{:} 201805758 \hbox{-} 1$

CITY OF ST. JOHNS CLINTON COUNTY, MICHIGAN ORDINANCE NO.

AN ORDINANCE TO AMEND TITLE IX, CHAPTER 91: FIRE PREVENTION OF THE CITY OF ST. JOHNS CODE OF ORDINANCES AND TO ADOPT THE 2021 EDITION OF THE INTERNATIONAL FIRE CODE, REGULATING AND GOVERNING THE SAFEGUARDING OF LIFE AND PROPERTY FROM FIRE AND EXPLOSION HAZARDS ARISING FROM THE STORAGE, HANDLING AND USE OF HAZARDOUS SUBSTANCES, MATERIALS AND DEVICES FROM CONDITIONS HAZARDOUS TO THE LIFE OR PROPERTY IN THE OCCUPANCY OF BUILDINGS AND PREMISES IN THE CITY OF ST. JOHNS: TO AMEND CERTAIN PROVISIONS THEREOF CONCERNING PERMITS; TO ESTABLISH PENALTIES FOR THE VIOLATION OF THE ORDINANCE; TO ADD DEFINITIONS; TO PROHIBIT OPEN BURNING; TO PROHIBIT INDOOR INCINERATORS; TO ADOPT A SAVINGS PROVISION; TO REPEAL ALL OTHER ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT THEREWITH; AND TO PROVIDE AN EFFECTIVE DATE HEREOF.

THE CITY OF ST. JOHNS, CLINTON COUNTY, MICHIGAN, ORDAINS:

Section 1. Amendment to Title IX: General Regulations, Chapter 91: Fire Prevention, §91.01. Chapter 91, §91.01 of the City Code is amended in its entirety to read as follows:

§91.01 - Adoption of the International Fire Code.

- (A) The *International Fire Code*, 2021 edition, including Appendix Chapters A, B, C, D, and I (see *International Fire Code* Section 101.2.1, 2021 edition), as published by the International Code Council, is hereby adopted as the Fire Code of the City of St. Johns in the State of Michigan for the purpose of:
 - (1) prescribing regulations governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials, and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises as herein provided; and
 - (2) providing for the issuance of permits and collection of fees therefor.
- **(B)** A complete copy of the Fire Code is available for public use and inspection in the Office of the City Clerk.
- (C) From the date on which the ordinance is set forth in this section shall take effect, the provisions of the Fire Code shall be controlling within the limits of the City.

Each and all of the regulations, provisions, penalties, conditions, and terms of said Fire Code on file in the Office of the City Clerk are hereby referred to, adopted, and made a part hereof, as if fully set out in this legislation, with the additions, insertions, deletions and changes, if any, set forth herein.

Section 2. Amendment to Title IX: General Regulations, Chapter 91: Fire Prevention, §91.05. Chapter 91, §91.05 of the City Code is amended in its entirety to read as follows:

§91.05 – Changes in Code.

The following articles, sections and subsections of the Fire Prevention Code herein adopted are amended or deleted as set forth and additional sections and subsections are added as indicated. Subsequent section numbers used in this chapter shall refer to the like numbered sections of the Fire Prevention Code.

(A) Section 101.1 "TITLE." Amended to read as follows:

101.1 Title. These regulations shall be known as the Fire Code of the City of St. Johns, hereinafter referred to as "this code."

(B) Section 103.1, "CREATION OF AGENCY." Amended to read as follows:

103.1 Creation of agency. The City of St. Johns Fire Department is hereby created and the official in charge thereof shall be known as the fire code official. The function of the agency shall be the implementation, administration and enforcement of the provisions of this code.

(C) Section 105.1.1, "PERMITS REQUIRED." Amended to read as follows:

105,1.1 Permits Required. Permits required by this Code shall be obtained from the Fire Code Official. Permit and inspection fees, in an amount which shall be established from time to time by Resolution of the City of St. Johns Board of trustees shall be paid prior to the issuance of the permit. Issued Permits shall be kept on the premise designated therein at all times and shall be readily available for inspection by The Fire Code Official.

(D) Section 112, "VIOLATIONS." Amended to read as follows:

112.4 Violation Penalties. Persons who shall violate a provision of this Code or shall fail to comply with any of the requirements thereof or who shall erect, install, alter, repair or do work in violation of the approved construction documents or directive of the Fire Code Official or of a permit or certificate issued under provisions of this Code shall be responsible for a civil infraction, punishable by a fine not less than Fifty and no/100 Dollars (\$50.00) or greater than Five Hundred and no/100 Dollars (\$500.00): or, in the alternative, be guilty of a misdemeanor, punishable by a fine of not more than \$500.00 or by imprisonment not exceeding ninety-three (93) days or both such fine and imprisonment. Each day the violation continues shall be

deemed a separate offense. In addition, fire response costs incurred by the City of St. Johns shall be paid to the City of St. Johns Pursuant to the provisions of MCL 41.806a.

(E) Section 112.4.1, "ABATEMENT OF VIOLATION." Amended to read as follows:

112.4.1 Abatement of Violations. In addition to the imposition of the penalties herein described, the Fire Code Official is authorized to institute appropriate action to prevent unlawful construction or to restrain, correct or abate a violation; to prevent illegal occupancy of a structure or premises; or to stop an illegal act, conduct of business or occupancy of a structure or about any premise.

(F) Section 112.4.2, "OTHER REMEDIES." Amended to read as follows:

112.4.2 Other Remedies. In addition to any other remedies available at law, the township may bring an action for an injunction or other process against a person to restrain, prevent or abate any violation of this Ordinance.

(G) Section 302.1, "DEFINITIONS." Amended, in part, to read as follows:

302.1 Definitions.

Permit shall mean the authorization granted by the Fire Chief, his/her designee, or the Fire Code Official pursuant to the criteria established in this Ordinance, including, but not limited to, weather conditions, and any other basis relative to health, safety and welfare of Township residents.

Recreational Fire shall mean an outdoor fire burning only seasoned firewood, where the fuel being burned is not contained to an incinerator, outdoor fireplace, barbecue grill or barbeque put and has a total fuel area of 3 feet (914mm) or less in diameter and 2 feet (610 mm) or less in height for pleasure, religious, ceremonial, cooking, warmth or similar purposes.

Training Burn shall mean any fire set by the Fire Chief, or his/her designee, for the purpose of training a member of the Fire Department in techniques of fire control, management, or prevention.

(H)Section 307, "OPEN BURNING, RECREATIONAL FIRES AND PORTABLE OUTDOOR FIREPLACES." Amended, in part, to read as follows:

307.1 General. A person shall not kindle or maintain or authorize to be kindled or maintained any open burning at any time within the city limits.

307.2 Permits. No permits shall be issued for open burning.
307.2.1 Authorization. Open burning shall not be authorized at any time.

307.4 Recreational Fires. Recreational fires shall not be conducted within twenty-five (25) feet of a structure or a combustible material unless the fire is contained in a barbeque pit. Conditions which could cause a fire to spread within 25 feet of a structure shall be eliminated prior to ignition. Recreational fires that will be offensive or objectionable due to smoke or odor emissions when atmospheric conditions or local circumstances make such fires hazardous shall be prohibited.

307.5 Attendance. Open burning, bonfires or recreational fires shall be constantly attended until the fire is extinguished. A minimum of one (1) portable fire extinguisher complying with Section 906, with a minimum 4-A rating or other approved on-site fire extinguishing equipment, such as dirt, sand, water barrel, garden hose, or water truck, shall be available for immediate utilization.

(I) Section 605.8.1, "RESIDENTIAL INCINERATORS." Amended to read as follows:

605.8.1 Residential Incinerators. Residential Incinerators are prohibited.

Section 3. Repealer Clause

All Ordinances or parts of Ordinances in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section 4. Savings Clause

This Ordinance shall in no manner affect pending litigation, either civil or criminal, founded or growing out of any Ordinance, Resolution, Order, or parts hereof, hereby repealed, and this Ordinance shall in no manner affect any rights, claims, privileges, immunities, or causes of action of the City, or other person, either criminal or civil, that may have already occurred, accrued, or grown out of any Ordinance, Resolution, Order, or policy, or any part thereof, hereby repealed.

Section 5. Validity and Severability

Should any portion of this Ordinance be found invalid for any reason, such a holding shall not be construed as affecting the validity of the remaining portions of this Ordinance.

Section 6. Effective Date

This Ordinance shall be effective twenty (20) days from and after its adoption by the City of St. Johns City Commission and after its publication.

YEAS:

NAYS:
ABSTAIN:
ABSENT:
CERTIFICATION
As the City Clerk of the City of St. Johns, Clinton County, Michigan, I certify that this is a true and complete copy of an ordinance adopted by the St. Johns City Commission at a regular meeting held on September 22, 2025.
Scott Dzurka, Mayor
Mindy J. Seavey, Clerk
88044:00001:201574485-1



Michigan

GANNETT

PO Box 630491 Cincinnati, OH 45263-0491

AFFIDAVIT OF PUBLICATION

ALS CITY OF ST JOHNS/LEG City Of St Johns/Legals Po Box 477 Saint Johns MI 48879-0477

STATE OF WISCONSIN, COUNTY OF BROWN

The Lansing State Journal, a newspaper published in the city of Lansing, Ingham County, State of Michigan, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

08/29/2025

and that the fees charged are legal. Subscribed and sworn to before me on 08/29/2025

Legal Clerk

Notary, State of WI, County

My commission expires

Publication Cost:

\$158.00

Tax Amount:

\$0.00

Payment Cost:

\$158.00

Order No:

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Please do not use this form for payment remittance.

VICKY FELTY Notary Public State of Wisconsin

NOTICE ST JOHNS CITY COMMISSION ORDINANCE

Notice is hereby given that the St. Johns City Commission will consider an ordinance at a regular meeting held on Monday, September 22, 2025 at 6:00 p.m., Room #2200 (2nd Floor) of the Courthouse located at 100 E. State St.,

(2nd Floor) of the Courthouse located at 100 E. State St., St. Johns, MI.

1. An ordinance to amend Title XV: Land Usage by Amending Chapter 155: Zoning Code – Vendor Trucks.

A copy of the complete text of the proposed ordinance can be reviewed or obtained through the St. Johns City Clerk's Office, 100 E. State St., Suite 1100, St. Johns MI 48879.

Mindy J. Seavey, City Clerk

NOTICE: People with disabilities needing accommodation for effective participation in the meeting should contact

for effective participation in the meeting should contact the City Clerk at (989) 224-8944 at least two (2) working days in advance of the meeting. An attempt will be made to make reasonable accommodation. LSJ-11615183 08/29/2025

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22, 2025

Department: City Commission	Attachments:	Submitted to CA for Review
Subject: Vendor Trucks – Proposed Ordinance	[X] Draft Vendor Truck Text Amendment — Temporary Use Option [X] Update to Section 155.004 Definitions [X] Resolution #39-2025 -to Adopt Temporary Uses Permitted Ordinance Amendment	[]
Prepared by: Christopher Khorey, AICP, Vice President	Approved by: Chad A. Gamble, I City Manager	P.E.,

SUMMARY/HIGHLIGHT:

The topic of the permitting vendor trucks as a temporary accessory use inside the City has come before the Planning Commission.

The staff and Planning Commission have discussed this topic over the course of several meetings. The Planning Commission has determined that Vendor Trucks should be proposed as an amendment to Section 155.183 Temporary Uses Permitted.

The recommended text amendment would include the addition of new subsection (E) in Section 155.183, allowing a vendor truck as a temporary use subject to a new Vendor Truck Permit. Additionally, this includes amending Section 155.004 with the addition of a definition for a "Vendor Truck".

Key components of the draft amendment:

- Vendor Trucks as an accessory use to a permanent, principal, nonresidential use
- Vendor Trucks may be allowed as the principal use on non-residential zoned land subject to a Special Use
- General Provisions in the draft text regulate the number of vendor trucks allowed, hours of operation, parking, setbacks, and the requirement for waste receptacles
- Requires and defines the application process
- Established the requirement for other jurisdictional compliance
- Provides exceptions from the provisions

BACKGROUND/DISCUSSION:

The Planning Commission discussed this topic at their April 9th, May 14th, June 9th, and July 9, 2025 meetings. A public hearing was held on July 9th. The public hearing resulted in one (1)

comment from a member of the public, Nick Boyer, who thanked the Planning Commission for their hard work and coming to agreement on the ordinance amendment.

Upon closing the public hearing, the Planning Commission voted unanimously to recommend adoption of the draft text amendment by the City Commission.

The City Commission reviewed the changes at the August 25th meeting and passed a resolution to introduce.

STRATEGIC PLAN OBJECTIVE:

City of St. Johns Master Plan

Chapter 3: Goals & Objectives

Land Use- Development and Redevelopment

Goal #1: Accommodate a diverse, strong commercial and office base that serves the needs of residents and businesses within the community.

- a. Increase small business development.
- d. Increase small town-appropriate commercial options that appeal to young professionals.

Goal #2: Create a vibrant downtown with diverse businesses.

- f. Provide incentives to attract restaurants, brew pubs and entertainment.
- h. Attract businesses with varying hours of operating and uses to create vibrant streets.

Goal #4: Encourage economic diversity and job creation that will leverage St. Johns' geographical and cultural assets.

b. Support and encourage efforts to diversify the economic base of St. Johns.

Goal #5: Provide economic opportunities in development and redevelopment areas.

a. Encourage a diversity of business sizes and types, including retention of existing businesses and attraction of new businesses.

FISCAL IMPACT: Allowing Vendor Trucks as a temporary use subject to a new Vendor Truck Permit could produce revenue to the City. There could also be indirect economic development benefits.

RECOMMENDATION: The Commission consider the newly revised Temporary Uses Permitted ordinance and use this discussion to discern whether or not to adopt the proposed amendment to allow Vendor Trucks as a temporary accessory use.

If the Commission would like to proceed is is recommended that it approve Resolution #39-2025 to Adopt an Ordinance to Amend Title XV; Land Usage, Chapter 155; Zoning Code of the City of St. Johns Code of Ordinances.

MCKENNA



VENDOR TRUCK TEXT AMENDMENT – TEMPORARY USE OPTION

Section 155.183 Temporary Uses Permitted

E) Vendor trucks, open to the general public, shall be approved as a temporary use subject to approval of a Vendor Truck Permit in accordance with the standards outlined in this section.

- (1) Accessory Use. Vendor trucks shall only operate as an accessory use to a permanent, principal, nonresidential use contained within an enclosed building. Vendor trucks may be allowed as the principal use on non-residential zoned land subject to a Special Use process described in Sections 155.255-261.
- (2) **General Provisions.** The following shall apply to all Vendor Trucks:
 - (a) **Number.** Multiple vendor trucks may operate on the same site.
 - (b) Hours of Operation. Operating hours shall be no later than 10:00 p.m. Sunday through Thursday and 11:00 p.m. on Friday and Saturday.
 - (c) Parking. The minimum number of spaces provided shall meet the required parking for any permanent, principal use on the site.
 - 1. For principal use vendor trucks approved by Special Use, the Planning Commission and/or City Commission may require additional parking spaces upon determination that existing spaces will not be sufficient for the anticipated parking demand at the truck. They may also determine that public parking that would otherwise count towards the requirement under Subsection a is insufficient and require on-site parking.
 - 2. Parking spaces covered or otherwise rendered unusable by the placement or operation of the vendor truck shall not count towards the required parking.
 - 3. The placement of the vendor truck shall not reduce the dimensions of drive aisles below the minimums described in Section 155.343, unless any drive aisle reduced in size shall be completely closed to traffic by virtue of temporary traffic control devices, such as cones or signs. The property owner shall be responsible for installing the temporary control devices. The Zoning Administrator shall review the revised traffic pattern to ensure that overall traffic within the site and on neighboring properties and public streets will not be hampered.
 - 4. The placement of the vendor truck shall not cause an impediment to the usual movement of automobiles and pedestrians through the site, in the opinion of the Zoning Administrator. Appeals of decisions of the Zoning Administrator in this regard shall be to the Zoning Board of Appeals.
 - 5. Vendor trucks shall not be parked in the public right-of-way unless granted a right-ofway permit by the City, or as part of a temporary event granted approval by the City to operate for a limited period of time.



- 6. Vendor Trucks in place for more than seven (7) days must be placed on a paved surface.
- (d) **Setbacks.** Vendor trucks shall comply with the minimum front setback for the primary structure and side and rear setbacks required for accessory buildings in the Zoning District they are located within.
- (e) **Waste Receptacles.** Waste receptacles shall be provided for the general public in the vicinity of the vendor truck.
- 2. **Application Required.** A Vendor Truck Permit shall be applied for subject to fees established by the City Commission for said application. The following information shall be required for a Vendor Truck Permit:
 - (a) **Site Plan.** A site plan in accordance with the requirements of an Administrative Site Plan Approval as outlined in Section 155.279, unless waived by the City Manager or his/her designee. In addition, the site plan must contain any information required in this section.
 - (b) **Proof of Insurance.** Demonstration of proof of insurance shall be provided for any business seeking to engage as a vendor truck in the following coverage amounts:
 - 1. Proof of Commercial General Liability policy with limits of no less than one million dollars (\$1,000,000.00) per occurrence with a two million dollar (\$2,000,000.00) general aggregate including products liability issued by an insurer licensed to do business in the State of Michigan and which names the City as additional insured.
 - 2. Proof of public liability and property damage motor vehicle policy with limits of no less than one million dollars (\$1,000,000.00) used by an insurer licensed to do business in the State of Michigan.
 - (c) **Duration.** The applicant for a vendor truck shall specify the duration of operation. An approved Vendor Truck Permit shall be applicable for the time specified in the Vendor Truck Permit, up to one year and must be renewed in subsequent years.
- 3. **Other Jurisdiction Compliance.** Vendor trucks shall comply with all relevant City, County, State, and Federal regulations, and shall demonstrate compliance to the City as part of the approval process.
- 4. **Exemptions:** The following shall be exempt from the provisions of this section:
 - (a) Transient food trucks that do business by travelling on public rights-of-way from neighborhood to neighborhood, such as ice cream trucks.
 - (b) Vendor trucks associated with a city-sponsored event or festival.
 - (c) Vendor trucks hired for private parties or other events that are not open to the general public.

SECTION 155.004 DEFINITIONS (UPDATE)

Vendor Truck: A retail or food service establishment operating from a vehicle or trailer that operates in a fixed location for a temporary period of time.

CITY OF ST. JOHNS #39-2025

RESOLUTION TO ADOPT AN ORDINANCE TO AMEND TITLE XV: LAND USAGE, CHAPTER 155: ZONING CODE OF THE CITY OF ST. JOHNS CODE OF ORDINANCES

At a regular meeting of the City Commission of the City of St. Johns, Clinton County, Michigan, held at the City Hall, in said City on the 22^{nd} day of September, 2025 at 6:00 p.m., Local Time.

Present:		
Absent:		
The following	ng resolution was offered by	and supported by
	REAS, the City of St. Johns ("City") has received many ndor trucks as a temporary accessory use inside the City of St.	1 0 0
of the Code o	REAS, the City wishes to amend Title XV (<i>Land Usage</i>), Chapter of Ordinances of the City of St. Johns to define vendor trucks us rendor trucks as a temporary use subject to a new Vendor Truck	nder Section 155.004
	REAS, pursuant to the "Ordinances" chapter of the City one City has the authority to amend its Code of Ordinances; and	
City introduc	REAS, pursuant to Section 5 of the Charter, at its meeting on sed Ordinance No, An Ordinance to Amend Title XV: I Code ("Ordinance"); and	
WHE	REAS, the City now desires to adopt the Ordinance.	
NOW as follows:	, THEREFORE, BE IT RESOLVED by the City Commission o	f the City of St. Johns
1.	The City adopts Ordinance No, An Ordinance to Ar Usage, Chapter 155: Zoning Code.	nend Title XV: Land
2.	The City shall publish the Ordinance as required by law.	

To the extent that any resolution or portion of resolution is inconsistent with this

Resolution, such resolutions or portions of resolutions are hereby rescinded.

3.

ADOPTED:	
YEAS:	
NAYS:	
STATE OF MICHIGAN)	
COUNTY OF CLINTON)	
Michigan, DO HEREBY CERTIFY	l and acting Clerk of the City of St. Johns, Clinton County that the foregoing is a true and complete copy of certain ission of said City at a regular meeting held on the 22 nd day

Mindy Seavey, City Clerk

88044:00001:201854654-1

CITY OF ST. JOHNS ORDINANCE NO.

AN ORDINANCE TO AMEND TITLE XV: LAND USAGE BY AMENDING CHAPTER 155: ZONING CODE

THE CITY OF ST. JOHNS ORDAINS:

Section 1. Amendment to Title XV: Land Usage, Chapter 155: Zoning Code, Section 155.004: **Definitions.** The City amends Title XV: Land Usage, Chapter 155: Zoning Code, Section 155.004: Definitions to add a new definition as follows:

"Vendor Truck. A retail or food service establishment operating from a vehicle or trailer that operates in a fixed location for a temporary period of time."

Section 2. Amendment to Title XV: Land Usage, Chapter 155: Zoning Code, Section 155.183: Temporary Uses Permitted. The City amends Title XV: Land Usage, Chapter 155: Zoning Code, Section 155.183: Temporary Uses Permitted to read as follows:

"§ 155.183 TEMPORARY USES PERMITTED.

- (A) A temporary building, structure, or yard for construction materials or equipment or a temporary office for the sale or rental of real property, if in connection with and incidental and necessary to a real estate development, shall be permitted in any district provided that authorization for this temporary use, issued in conjunction with a building permit for the project shall be valid for not more than six months and may not be renewed more than three times. All temporary buildings, structures, construction material or equipment shall be removed immediately upon completion or abandonment of the construction work.
- (B) Christmas tree sales may be permitted in any district upon application for an issuance of a temporary Christmas tree sales permit by the Zoning Administrator provided that any permit for such use shall be valid for not more than 30 days.
- (C) A temporary permit may be issued to residents of the city for the use of a camper trailer or recreational vehicle as a temporary residence under the following conditions:
 - (1) The permit may be issued for a maximum of 14 days. Only two permits may be issued to any household per year.
 - (2) The vehicle must be parked on a single-family or duplex residential lot. The vehicle may not be parked in the street.
 - (3) The occupants of the vehicle must have access to bathroom facilities on the lot they are parked on other than those in their vehicle.

- (D) Garage sales are permitted as an accessory use to any attached or detached single-family residence, provided that any one garage sale does not last more than seven consecutive days and only two garage sales are permitted per residence per year.
- E) Vendor trucks, open to the general public, shall be approved as a temporary use subject to approval of a Vendor Truck Permit in accordance with the standards outlined in this section.
 - (1) Accessory Use. Vendor trucks shall only operate as an accessory use to a permanent, principal, nonresidential use contained within an enclosed building. Vendor trucks may be allowed as the principal use on non-residential zoned land subject to a Special Use process described in Sections 155.255-261.
 - (2) **General Provisions.** The following shall apply to all Vendor Trucks:
 - (a) Number. Multiple vendor trucks may operate on the same site.
 - (b) **Hours of Operation.** Operating hours shall be no later than 10:00 p.m. Sunday through Thursday and 11:00 p.m. on Friday and Saturday.
 - (c) Parking. The minimum number of spaces provided shall meet the required parking for any permanent, principal use on the site.
 - 1. For principal use vendor trucks approved by Special Use, the Planning Commission and/or City Commission may require additional parking spaces upon determination that existing spaces will not be sufficient for the anticipated parking demand at the truck. They may also determine that public parking that would otherwise count towards the requirement under Subsection a is insufficient and require on-site parking.
 - 2. Parking spaces covered or otherwise rendered unusable by the placement or operation of the vendor truck shall not count towards the required parking.
 - 3. The placement of the vendor truck shall not reduce the dimensions of drive aisles below the minimums described in Section 155.343, unless any drive aisle reduced in size shall be completely closed to traffic by virtue of temporary traffic control devices, such as cones or signs. The property owner shall be responsible for installing the temporary control devices. The Zoning Administrator shall review the revised traffic pattern to ensure that overall traffic within the site and on neighboring properties and public streets will not be hampered.

- 4. The placement of the vendor truck shall not cause an impediment to the usual movement of automobiles and pedestrians through the site, in the opinion of the Zoning Administrator. Appeals of decisions of the Zoning Administrator in this regard shall be to the Zoning Board of Appeals.
- 5. Vendor trucks shall not be parked in the public right-of-way unless granted a right-of-way permit by the City, or as part of a temporary event granted approval by the City to operate for a limited period of time.
- 6. Vendor Trucks in place for more than seven (7) days must be placed on a paved surface.
- (d) Setbacks. Vendor trucks shall comply with the minimum front setback for the primary structure and side and rear setbacks required for accessory buildings in the Zoning District they are located within.
- (e) Waste Receptacles. Waste receptacles shall be provided for the general public in the vicinity of the vendor truck.
- (3) Application Required. A Vendor Truck Permit shall be applied for subject to fees established by the City Commission for said application. The following information shall be required for a Vendor Truck Permit:
 - (a) Site Plan. A site plan in accordance with the requirements of an Administrative Site Plan Approval as outlined in Section 155.279, unless waived by the City Manager or his/her designee. In addition, the site plan must contain any information required in this section.
 - (b) **Proof of Insurance.** Demonstration of proof of insurance shall be provided for any business seeking to engage as a vendor truck in the following coverage amounts:
 - 1. Proof of Commercial General Liability policy with limits of no less than one million dollars (\$1,000,000.00) per occurrence with a two million dollar (\$2,000,000.00) general aggregate including products liability issued by an insurer licensed to do business in the State of Michigan and which names the City as additional insured.
 - 2. Proof of public liability and property damage motor vehicle policy with limits of no less than one million dollars (\$1,000,000.00) used by an insurer licensed to do business in the State of Michigan.

- (c) **Duration.** The applicant for a vendor truck shall specify the duration of operation. An approved Vendor Truck Permit shall be applicable for the time specified in the Vendor Truck Permit, up to one year and must be renewed in subsequent years.
- (4) Other Jurisdiction Compliance. Vendor trucks shall comply with all relevant City, County, State, and Federal regulations, and shall demonstrate compliance to the City as part of the approval process.
- (5) Exemptions: The following shall be exempt from the provisions of this section:
 - (a) Transient food trucks that do business by travelling on public rights-of-way from neighborhood to neighborhood, such as ice cream trucks.
 - (b) Vendor trucks associated with a city-sponsored event or festival.
 - (c) Vendor trucks hired for private parties or other events that are not open to the general public."

Section 4. Validity and Severability.

If any portion of this Ordinance or its application to any person or circumstance shall be found to be invalid by a court, such invalidity shall not affect the remaining portions or applications of the Ordinance which can be given effect without the invalid portion or applications, provided the remaining portions are not determined by the court to be inoperable, and to this end Ordinances are declared to be severable.

Section 5. Repealer.

All other ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent necessary to give this Ordinance full force and effect.

Section 6. Effective Date.

This Ordinance shall become effective twenty (20) days after notice of adoption is published in a newspaper of general circulation within the City.

88044:00001:201817542-1

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22, 2025

Department: Administration Subject: BS&A Cloud Upgrade Discussion	Attachments: [X] Proposal to Upgrade [X] Contract Terms and Conditions	Submitted to CA for Review [N/A] [X]
Prepared by: Kristina Kinde, Treasurer Deputy City Manager	Approved by: Chad A. Gamble, P.E., City Manager	

SUMMARY/HIGHLIGHT: The City currently utilizes BS&A as the vendor for numerous software modules, including:

- General Ledger (Accounting)
- Accounts Payable
- Purchase Orders
- Cash Receipting
- Accounts Receivable
- Payroll
- Timesheets
- Building Department (Zoning and Rental Inspection Programs)
- Assessing
- Tax
- Delinquent Personal Property
- Utility Billing

As we begin planning for the FY 2026–2027 budget, staff recommends initiating a contract to upgrade to BS&A Cloud to allow for City staff to work with BS&A to set the conversion process and dates that will be most beneficial to City staff. BS&A has discontinued enhancements to its current .NET version of these modules. While the .NET version is still being serviced, BS&A has indicated that support will end in the near future, making a transition to the Cloud inevitable.

Given that the City will also need to upgrade its server in FY 2026–2027, this presents an optimal time to move to the Cloud platform. Unlike the .NET version, BS&A Cloud is hosted externally and does not require the same level of local server capacity, which could reduce server costs.

Conversations with BS&A representatives indicate that demand for the Cloud upgrade is increasing. Currently, the estimated implementation timeline is 6–9 months from contract execution, but this is expected to extend to 9–12 months as more municipalities make the transition. Signing our contract now and putting our initial payment of \$5,000 down will allow us to set the date to start the implementation process.

The payment schedule for the contract will be as follows:

- 1st payment \$5,000 to be invoiced upon execution of the agreement
- 2nd payment \$38,805 to be invoiced upon the subscription start date for upgrade modules
- 3rd payment \$46,500 to be invoiced upon completion of upgrade implementation
- 4th payment \$1,970 to be invoiced upon next renewal of subscription-based BS&A Online features

BACKGROUND/DISCUSSION: A discussion took place at the August 25, 2025 City Commission meeting regarding the implantation of the BS&A Cloud Upgrade. Based on the conversation City staff received the contract from BS&A and had it reviewed by the City Attorney to proceed with the implementation process.

STRATEGIC PLAN OBJECTIVE: N/A

FISCAL IMPACT: The transition to BS&A Cloud will include a one-time implementation cost of \$51,500 (current proposal cost) and an annual subscription fee of \$40,775 for the software modules. For comparison, the City's current annual fee for the .NET modules is approximately \$24,000. The initial \$5,000 will need to be a new budget appropriation in the 2025/2026 budget and the remaining portion of the contract will be budgeted in the 2026/2027 budget.

RECOMMENDATION: Staff recommends City Commission approve the Contract with BS&A for BS&A Cloud Upgrade with implementation to begin in the 2026/27 fiscal year and authorize the Mayor to sign.

Proposal for: City of St Johns, Clinton County, MI August 15, 2025

Quoted by: Matthew James

Software and Services for BS&A Cloud Upgrade



Thank you for the opportunity to quote our software and services.

At BS&A, we are focused on delivering unparalleled service, solutions, support, and customer satisfaction. You'll see this in our literature, but it's not just a marketing strategy... it's a mindset deeply embedded in our DNA. Our goal is to provide such remarkable customer service that our customers feel compelled to remark about it.

We are extremely proud of the many long-term customer relationships we have built. Our success is directly correlated with putting the customer first and consistently choosing to **listen**. Delivering unparalleled customer service is the foundation of our company.

Cost Summary

Software is licensed for use only by municipality identified on the cover page. If used for additional entities or agencies, please contact BS&A for appropriate pricing. Prices subject to change if the actual count is significantly different than the estimated count. Module fees are charged annually and include unlimited support.

Upgrade - Cloud Modules

Financial Management		
GL-General Ledger		\$3,320.00
AP-Account Payable		\$2,705.00
PO-Purchase Order		\$2,645.00
CR-Cash Receipting		\$3,015.00
AR-Account Receivables		\$2,525.00
	Total	\$14,210.00
Personnel Management		
PR-Payroll		\$4,505.00
TS-Timesheets		\$2,025.00
	Total	\$6,530.00
Community Development		
BD-Building Department		\$5,425.00
	Total	\$5,425.00
Property		
ASG-Assessing		\$4,510.00
TX-Tax		\$3,180.00
DPP-Delinquent Personal Property		\$870.00
	Total	\$8,560.00
Utility Billing		
UB-Utility Billing		\$4,080.00
	Total	\$4,080.00



BS&A Online Fees for BS&A Online subscription services will be charged at the next renewal period CD-Building Total \$1,970.00 Subtotal \$40,775.00

BS&A Online - Fees for BS&A Online subscription services will be charged at the next renewal period.

Public Records Search + Online Bill Pay With use of integrated Credit Card Processor

Upgrade Implementation

Services include:

- Management of your upgrade by our dedicated upgrade team for a smooth shift from .NET to cloud-based software, minimizing
 disruption
- Project schedule aligned with your processes and needs, ensuring a seamless transition timeline
- Expedited upgrade to cloud capturing existing process to minimize demands required of client teams
- Onboarding planned around critical process dates, ensuring your team is well-prepared for effective cloud software utilization
- Central contact for streamlined communication between project leaders, developers, IT staff, and conversion resources
- Testing and implementation of existing municipal customizations prior to go-live, preserving functionality and ensuring critical components are converted
- Preliminary data conversion with attachments, mirroring final conversion for a smooth transition
- Thorough data verification for all modules, ensuring accuracy and reliability of converted data, including automated balancing
- Key module validation managed by dedicated upgrade team (vs. customer in previous methodology), including testing of parallel processes
- Migration of key custom user-based designed reports handled out-the-box, enabling seamless access to critical insights.
- As needed, transition from .NET Online Payments to cloud architecture configuration for uninterrupted payment processing.
- Automated scaffolding of users and security roles based on your previous configurations
- Conversion of approval workflows based on role-based security, maintaining established processes
- As needed, configuration of existing hardware (barcode scanners, etc.) for seamless integration with cloud environment
- Documentation of our standard processes, facilitating easy access to essential information
- Upgrade training
- Prioritized response post go-live for 2 weeks from the upgrade team
- 3 post go-live survey touch points to check-in on post-go live experience
- Remote go-live assistance and remote office hours for a successful transition to the cloud-based software
- Travel not expected, but any necessary travel would be billed at a per trip and/or per day cost

\$51,500.00



Cost Totals

Upgrade Modules - Annual Fee Subtotal \$40,775.00 Subtotal Upgrade Implementation \$51,500.00

\$92,275.00 **Total Proposed**

Travel not expected for Upgrades. Any necessary travel to be billed at a per trip and/or per day cost.

BS&A Online

Connection Requirements

BS&A Cloud modules require a high-speed internet connection (cable modem or DSL).

Payment Schedule

1st Payment: \$5,000 to be invoiced upon execution of this agreement.

2nd Payment: \$38,805 to be invoiced upon the subscription start date for upgrade modules.

3rd Payment: **\$46,500** to be invoiced upon completion of upgrade implementation.

4th Payment: \$1,970 to be invoiced upon next renewal of subscription-based BS&A Online features



BS&A CUSTOMER ORDER FORM

This Customer Order Form (this "Order") is entered into as of the "Effective Date" identified below between BS&A Software, LLC, a Delaware limited liability company with offices located at 14965 Abbey Lane, Bath, MI 48808 ("BS&A") and the "Customer" identified below. Capitalized terms used but not defined in this Order have the meanings given them elsewhere in the Agreement (as defined below). BS&A and Customer may be referred to herein collectively as the "Parties" or individually as a "Party". The Parties hereby agree as follows:

Customer Name: City of St. Johns, Clinton County MI	Sponsor Contact: []
Billing Address: []	Sponsor Phone: []
Accounts Payable Email: []	Sponsor Email: []
Platform and F	Fee Information
Effective Date: []	
Platform Description : Those modules and feature packs service for managing local government functions that are i	of BS&A's proprietary hosted enterprise resource planning dentified in the Pricing Sheet.
"Usage Limitations":	
☐ Number of Authorized Users: [INSERT # OF SEATS]	
☐ Other: [INSERT OTHER USAGE LIMITATIONS, IF ANY]	
"Initial Subscription Period": [One (1) year]	Subscription Fees:
	\$40,775, payable [annually].
The "Initial Subscription Period" shall begin the at the earl	lier date of
One (1) year after the Effective Date for any new	
Six (6) months after the Effective Date for any sof	tware modules upgrading from BS&A's .NET Platform
Professional Services (if any): \$51,500	Service Fees (if any):
Other Customer Terms:	
Customer, includes and incorporates: (i) the above Order; (ii)	entered into as of the Effective Date between BS&A an ii) any Orders previously or subsequently entered into by th are attached to this Order (the "Terms and Conditions"); an eet").
BS&A SOFTWARE, LLC	CITY OF ST. JOHNS, CLINTON COUNTY, MI
	·
Name:	Name:
Title:	Title:

EXHIBIT A

CUSTOMER TERMS AND CONDITIONS

The Parties agree as follows:

1. Definitions.

- 1.1 "Authorized User" means Customer's employees, consultants, contractors, and agents: (i) who are authorized by Customer to access and use the Platform under this Agreement; and (ii) for whom access to the Platform has been purchased hereunder.
- 1.2 "BS&A IP" means the Platform and any and all intellectual property provided to Customer or any Authorized User in connection with the foregoing. For the avoidance of doubt, BS&A IP includes Usage Data and any information, data, or other content derived from BS&A's provision of the Platform but does not include Customer Data.
- 1.3 "Business Contact Data" means Personal Information that relates to BS&A's relationship with Customer, including, by way of example and without limitation, the names and contact information of Authorized Users and any other data BS&A collects for the purpose of managing its relationship with Customer, identity verification, or as otherwise required by applicable laws, rules, or regulations.
- 1.4 "Customer Data" means information, data, and other content, in any form or medium, that is submitted, posted, or otherwise transmitted by or on behalf of Customer or an Authorized User through the Platform, including Business Contact Data; provided that, for purposes of clarity, Customer Data as defined herein does <u>not</u> include Business Contact Data or Usage Data.
- 1.5 "Documentation" means Company's end user documentation relating to the Platform, including any user guides.
- 1.6 "Harmful Code" means any software, hardware, or other technology, device, or means, including any virus, worm, malware, or other malicious computer code, the purpose or effect of which is to permit unauthorized access to, or to destroy, disrupt, disable, distort, or otherwise harm or impede in any manner any (i) computer, software, firmware, hardware, system, or network; or (ii) any application or function of any of the foregoing or the security, integrity, confidentiality, or use of any data processed thereby.
- 1.7 "Order" means: (i) a purchase order, order form, or other ordering document entered into by the Parties that incorporates this Agreement by reference; or (ii) if Customer registered for the Platform through BS&A's online ordering process, the results of such online ordering process.
- 1.8 "Personal Information" means any information that, individually or in combination, does or can identify a specific individual or by or from which a specific individual may be identified, contacted, or located, including without limitation all data considered "personal data", "personally identifiable information", or something similar under applicable laws, rules, or regulations relating to data privacy.
 - 1.9 "Platform" 'has the meaning set forth on the Order.
- 1.10 **"Professional Services"** means training, migration, implementation, integration, or other professional services that are provided to Customer in connection with its use of the Platform hereunder.
- 1.11 **"Subscription Period"** means the time period identified on the Order during which Customer's Authorized Users may access and use the Platform.
- 1.12 "Third-Party Products" means any third-party products provided with, integrated with, or incorporated into the Platform.
- 1.13 "Usage Data" means usage data collected and processed by BS&A in connection with Customer's use of the Platform, including without limitation test configuration metadata, activity logs, and data used to optimize and maintain performance of the Platform, and to investigate and prevent system abuse. For purposes of clarity, Customer Data is not Usage Data and Usage Data does not contain Personal Information or any other Customer Data.
- 1.14 "Usage Limitations" means the usage limitations set forth in this Agreement and the Order, including without limitation any limitations on the number of Authorized Users (if any), and the applicable product, pricing, and support tiers agreed-upon by the Parties.

2. Access and Use.

- 2.1 <u>Provision of Access.</u> Subject to and conditioned on Customer's compliance with the terms and conditions of this Agreement, including without limitation the Usage Limitations, Customer may, solely through its Authorized Users, access and use the Platform during the Subscription Period on a non-exclusive, non-transferable (except in compliance with <u>Section 15.9</u>), and non-sublicensable basis. Such use is limited to Customer's internal business purposes and the features and functionalities specified in the Order. Each Authorized User must have its own unique account on the Platform and Authorized Users may not share their account credentials with one another or any third party. Customer will be responsible for all of the acts and omissions of its Authorized Users in connection with this Agreement and for all use of Authorized Users' accounts.
- 2.2 <u>Documentation License.</u> Subject to and conditioned on Customer's compliance with the terms and conditions of this Agreement, Company hereby grants to Customer a non-exclusive, non-transferable (except in compliance with <u>Section 15.9</u>), and non-sublicensable license to use the Documentation during the Subscription Period solely for Customer's internal business purposes in connection with its use of the Platform.
- Use Restrictions. Customer shall not use the Platform for any purposes beyond the scope of the access granted in this Agreement. Customer shall not at any time, directly or indirectly, and shall not permit any Authorized Users to: (i) copy, modify, or create derivative works of any BS&A IP, whether in whole or in part; (ii) rent, lease, lend, sell, license, sublicense, assign, distribute, publish, transfer, or otherwise make available the Platform or Documentation to any third party; (iii) reverse engineer, disassemble, decompile, decode, adapt, or otherwise attempt to derive or gain access to any software component of the Platform, in whole or in part; (iv) remove any proprietary notices from any BS&A IP; (v) use any BS&A IP in any manner or for any purpose that infringes, misappropriates, or otherwise violates any intellectual property right or other right of any person, or that violates any applicable law; (vi) access or use any BS&A IP for purposes of competitive analysis of BS&A or the Platform, the development, provision, or use of a competing software service or product, or any other purpose that is to BS&A's detriment or commercial disadvantage; (vii) bypass or breach any security device or protection used by the Platform or access or use the Platform other than by an Authorized User through the use of valid access credentials; (viii) input, upload, transmit, or otherwise provide to or through the Platform any information or materials, including Customer Data, that are unlawful or injurious or that infringe or otherwise violate any third party's intellectual property or other rights, or that contain, transmit, or activate any Harmful Code; or (ix) use any BS&A IP for any activity where use or failure of the BS&A IP could lead to death, personal injury, or environmental damage, including life support systems, emergency services, nuclear facilities, autonomous vehicles, or air traffic control.
- 2.4 <u>Reservation of Rights</u>. BS&A reserves all rights not expressly granted to Customer in this Agreement. Except for the limited rights and licenses expressly granted under this Agreement, nothing in this Agreement grants, by implication, waiver, estoppel, or otherwise, to Customer or any third party any intellectual property rights or other right, title, or interest in or to the BS&A IP.
- Suspension. Notwithstanding anything to the contrary in this Agreement, BS&A may temporarily suspend Customer's and any Authorized User's access to any portion or all of the Platform if: (i) BS&A reasonably determines that (a) there is a threat or attack on any of the BS&A IP; (b) Customer's or any Authorized User's use of the BS&A IP disrupts or poses a security risk to the BS&A IP or to any other customer or vendor of BS&A; (c) Customer, or any Authorized User, is using the BS&A IP for fraudulent or illegal activities; (d) subject to applicable law, Customer has ceased to continue its business in the ordinary course, made an assignment for the benefit of creditors or similar disposition of its assets, or become the subject of any bankruptcy, reorganization, liquidation, dissolution, or similar proceeding; (e) BS&A's provision of the Platform to Customer or any Authorized User is prohibited by applicable law; or (f) any Customer Data submitted, posted, or otherwise transmitted by or on behalf of Customer or an Authorized User through the Platform may infringe or otherwise violate any third party's intellectual property or other rights; (ii) any vendor of BS&A has suspended or terminated BS&A's access to or use of any Third-Party Products required to enable Customer to access the Platform; or (iii) in accordance with Section 7.1 (any such suspension described in subclauses (i), (ii), or (iii), a "Service Suspension"). BS&A shall use commercially reasonable efforts to provide written notice of any Service Suspension to Customer and to provide updates regarding resumption of access to the Platform following any Service Suspension. BS&A shall use commercially reasonable efforts to resume providing access to the Platform as soon as reasonably possible after the event giving rise to the Service Suspension is cured. BS&A will have no liability for any damage, liabilities, losses (including any loss of data or profits), or any other consequences that Customer or any Authorized User may incur as a result of a Service Suspension.
 - 2.6 Business Contact Data and Usage Data. Notwithstanding anything to the contrary in this Agreement,

BS&A may process Business Contact Data: (i) to manage BS&A's relationship with Customer; (ii) to carry out BS&A's core business operations, such as, by way of example and without limitation, accounting, audits, tax preparation and for filing and compliance purposes; (iii) to monitor, investigate, prevent and detect fraud, security incidents and other misuse of the Platform, and to prevent harm to BS&A, Customer, and BS&A's other customers; (iv) for identity verification purposes; and (v) to comply with applicable laws, rules, and regulations relating to the processing and retention of Personal Information to which BS&A may be subject. BS&A may process Usage Data for any lawful purpose, including to monitor, maintain, and optimize the Platform.'

3. <u>Customer Responsibilities</u>.

- 3.1 <u>General</u>. Customer is responsible and liable for all uses of the Platform and Documentation resulting from access provided by Customer, directly or indirectly, whether such access or use is permitted by or in violation of this Agreement. Without limiting the generality of the foregoing, Customer is responsible for all acts and omissions of Authorized Users, and any act or omission by an Authorized User that would constitute a breach of this Agreement if taken by Customer will be deemed a breach of this Agreement by Customer. Customer shall use reasonable efforts to make all Authorized Users aware of this Agreement's provisions as applicable to such Authorized User's use of the Platform and shall cause Authorized Users to comply with such provisions.
- 3.2 Third-Party Products. BS&A may from time to time make Third-Party Products available to Customer or BS&A may allow for certain Third-Party Products to be integrated with the Platform to allow for the transmission of Customer Data from such Third-Party Products into the Platform. For purposes of this Agreement, such Third-Party Products are subject to their own terms and conditions. BS&A is not responsible for the operation of any Third-Party Products and makes no representations or warranties of any kind with respect to Third-Party Products or their respective providers. If Customer does not agree to abide by the applicable terms for any such Third-Party Products, then Customer should not install or use such Third-Party Products. By authorizing BS&A to transmit Customer Data from Third-Party Products into the Platform, Customer represents and warrants to BS&A that it has all right, power, and authority to provide such authorization.
- Customer Control and Responsibility. Customer has and will retain sole responsibility for: (i) all Customer Data, including its content and use; (ii) all information, instructions, and materials provided by or on behalf of Customer or any Authorized User in connection with the Platform; (iii) Customer's information technology infrastructure, including computers, software, databases, electronic systems (including database management systems), and networks, whether operated directly by Customer or through the use of third-party platforms or service providers ("Customer Systems"); (iv) the security and use of Customer's and its Authorized Users' access credentials; and (v) all access to and use of the Platform directly or indirectly by or through the Customer Systems or its or its Authorized Users' access credentials, with or without Customer's knowledge or consent, including all results obtained from, and all conclusions, decisions, and actions based on, such access or use. For purposes of clarity, Customer Systems do not include BS&A's information technology infrastructure, including computers, software, databases, electronic systems (including database management systems, and networks operated directly by BS&A and its third-party service providers.
- 4. <u>Support</u>. Subject to and conditioned on Customer's compliance with the terms and conditions of this Agreement, including payment of applicable Fees, BS&A will use commercially reasonable efforts to provide Customer with basic customer support via BS&A's standard support channels during BS&A's normal business hours.
- 5. <u>Professional Services</u>. BS&A will perform Professional Services as described in an Order. Customer will provide BS&A all reasonable cooperation required for BS&A to perform the Professional Services, including without limitation timely access to any reasonably required Customer materials, information, or personnel. Subject to any limitations identified in an Order, Customer will reimburse BS&A's reasonable travel and lodging expenses incurred in providing Professional Services. To the extent the Professional Services result in any work product of any kind or character ("Work Product"), all such Work Product will remain owned solely and exclusively by BS&A and, to the extent any such Work Product consists of enhancements, improvements, or other modifications to the Platform, such Work Product may be used by Customer solely in connection with Customer's authorized use of the Platform under this Agreement.
- 6. <u>Insurance</u>. During the Subscription Period, BS&A shall procure and maintain appropriate insurance policies with coverage limits that are commensurate with industry standards and sufficient to protect against potential risks associated with this Agreement. The insurance policies shall be obtained from reputable and financially sound insurance providers, and BS&A agrees to provide proof of such insurance upon request by Customer.

7. <u>Fees and Taxes</u>.

- 7.1 Fees. The Platform may be provided for a fee or other charge. Customer shall pay BS&A the fees ("Fees") identified in the Order without offset or deduction at the cadence identified in the Order (e.g., monthly or annually). BS&A may increase the Fees annually, provided that BS&A will provide Customer at least thirty (30) days' notice of such increase prior to the end of the then-current Term. The amount of the Fee increase will be in BS&A's sole discretion, provided that Customer agrees that the increase may be at least the greater of: (i) five percent (5%); or (ii) the annual increase in the relevant Consumer Price Index for all Urban Consumers published by the Bureau of Labor Statistics for the then-current calendar year, in each case as compared to the Fees applicable during then-current Term, as applicable. Fees paid by Customer are non-refundable. Customer shall make all payments hereunder in US dollars by ACH or via another reasonable method chosen by BS&A, to such account as BS&A may specify in writing from time to time, or by another mutually agreedupon payment method. If Customer pays via invoice, Customer will pay the invoiced amount within thirty (30) calendar days of the invoice date. If Customer fails to make any payment when due, and Customer has not notified BS&A in writing within ten (10) days of the payment becoming due and payable that the payment is subject to a good faith dispute, without limiting BS&A's other rights and remedies, and to the fullest extent permissible under applicable law: (i) BS&A may charge interest on the undisputed past due amount at the rate of 1.5% per month, calculated daily and compounded monthly or, if lower, the highest rate permitted under applicable law; (ii) Customer shall reimburse BS&A for all reasonable costs incurred by BS&A in collecting any late payments or interest, including attorneys' fees, court costs, and collection agency fees; and (iii) if such failure continues for ten (10) days or more, BS&A may suspend Customer's and its Authorized Users' access to all or any part of the Platform until such amounts are paid in full.
- 7.2 <u>Taxes</u>. All Fees and other amounts payable by Customer under this Agreement are exclusive of taxes and similar assessments. Customer is responsible for all sales, use, and excise taxes, and any other similar taxes, duties, and charges of any kind imposed by any federal, state, or local governmental or regulatory authority on any amounts payable by Customer hereunder, other than any taxes imposed on BS&A's income.

8. <u>Confidential Information</u>.

- 8.1 <u>Definition</u>. From time to time during the Subscription Period, either Party may disclose or make available to the other Party information about its business affairs, products, confidential intellectual property, trade secrets, third-party confidential information, and other sensitive or proprietary information, whether orally or in written, electronic, or other form or media that: (i) is marked, designated or otherwise identified as "confidential" or something similar at the time of disclosure or within a reasonable period of time thereafter; or (ii) would be considered confidential by a reasonable person given the nature of the information or the circumstances of its disclosure (collectively, "Confidential Information"). Except for Personal Information, Confidential Information does not include information that, at the time of disclosure is: (a) in the public domain; (b) known to the receiving Party at the time of disclosure; (c) rightfully obtained by the receiving Party on a non-confidential basis from a third party; or (d) independently developed by the receiving Party without use of, reference to, or reliance upon the disclosing Party's Confidential Information.
- 8.2 <u>Duty.</u> The receiving Party shall not disclose the disclosing Party's Confidential Information to any person or entity, except to the receiving Party's employees, contractors, and agents who have a need to know the Confidential Information for the receiving Party to exercise its rights or perform its obligations hereunder ("**Representatives**"). The receiving Party will be responsible for all the acts and omissions of its Representatives as they relate to Confidential Information hereunder. Notwithstanding the foregoing, each Party may disclose Confidential Information to the limited extent required (i) in order to comply with the order of a court or other governmental body, or as otherwise necessary to comply with applicable law, provided that the Party making the disclosure pursuant to the order shall first have given written notice to the other Party and made a reasonable effort to obtain a protective order; or (ii) to establish a Party's rights under this Agreement, including to make required court filings. Further, notwithstanding the foregoing, each Party may disclose the terms and existence of this Agreement to its actual or potential investors, debtholders, acquirers, or merger partners under customary confidentiality terms.
- 8.3 Return of Materials; Effects of Termination/Expiration. On the expiration or termination of the Agreement, the receiving Party shall promptly return to the disclosing Party all copies, whether in written, electronic, or other form or media, of the disclosing Party's Confidential Information, or destroy all such copies and certify in writing to the disclosing Party that such Confidential Information has been destroyed. Each Party's obligations of non-use and non-disclosure with regard to Confidential Information are effective as of the Effective Date and will expire three (3) years from the date of termination or expiration of this Agreement; provided, however, with respect to any Confidential Information that constitutes a trade secret (as determined under applicable law), such obligations of non-disclosure will survive the termination or expiration of this Agreement for as long as such Confidential Information remains subject to trade secret protection under applicable law.

9. <u>Data Security and Processing of Personal Information.</u>

- 9.1 <u>Customer Data</u>. Customer hereby grants to BS&A a non-exclusive, royalty-free, worldwide license to reproduce, distribute, and otherwise use and display the Customer Data and perform all acts with respect to the Customer Data as may be necessary for BS&A to provide the Platform and otherwise perform its obligations hereunder. Customer may export the Customer Data at any time through the features and functionalities made available via the Platform. For the avoidance of doubt, aggregated, de-identified, and anonymized portions, sets, or other combinations of Customer Data that do not contain personally identifying elements of Customer's identity or of any Authorized Users are Usage Data and not Customer Data.
- 9.2 <u>Security Measures</u>. BS&A will implement and maintain commercially reasonable administrative, physical, and technical safeguards designed to protect Customer Data (including Personal Information provided as part of Business Contact Data) from unauthorized access, use, alteration, or disclosure.
- 9.3 <u>Processing of Personal Information</u>. BS&A's rights and obligations with respect to Personal Information that it collects directly from individuals (if any) are set forth in BS&A's Privacy Policy (as amended from time to time in accordance with its terms). Personal Information processed by BS&A on behalf of Customer is considered Customer Data and is governed by the terms of this Agreement.

10. <u>Intellectual Property Ownership; Feedback.</u>

- 10.1 <u>BS&A IP</u>. Customer acknowledges that, as between Customer and BS&A, BS&A owns all right, title, and interest, including all intellectual property rights, in and to the BS&A IP and, with respect to Third-Party Products, the applicable third-party providers own all right, title, and interest, including all intellectual property rights, in and to the Third-Party Products.
- 10.2 <u>Usage Data</u>. Customer acknowledges that, as between BS&A and Customer, BS&A owns all right, title, and interest, including all intellectual property rights, in and to the Usage Data.
- 10.3 <u>Customer Data</u>. BS&A acknowledges that, as between BS&A and Customer, Customer owns all right, title, and interest, including all intellectual property rights, in and to the Customer Data.
- 10.4 <u>Feedback</u>. If Customer or any of its employees or contractors sends or transmits any communications or materials to BS&A by mail, email, telephone, or otherwise, suggesting or recommending changes to the BS&A IP, including without limitation, new features or functionality relating thereto, or any comments, questions, suggestions, or the like ("**Feedback**"), BS&A is free to use such Feedback irrespective of any other obligation or limitation between the Parties governing such Feedback.

11. Mutual Warranties; Disclaimer of Other Warranties.

- 11.1 <u>Mutual Warranties</u>. Each party hereby represents and warrants to the other that: (i) it has the full right, power, and authority to enter into, execute, and perform its obligations under this Agreement without any conflict with or violation of any other obligations to which it may be subject; and (ii) this Agreement is binding on such party in accordance with its terms.
- 11.2 <u>Disclaimer of Other Warranties</u>. The BS&A IP IS PROVIDED "AS IS" AND BS&A HEREBY DISCLAIMS ALL WARRANTIES, WHETHER EXPRESS, IMPLIED, STATUTORY, OR OTHERWISE. BS&A SPECIFICALLY DISCLAIMS ALL IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE, AND NON-INFRINGEMENT, AND ALL WARRANTIES ARISING FROM COURSE OF DEALING, USAGE, OR TRADE PRACTICE. BS&A MAKES NO WARRANTY OF ANY KIND THAT THE BS&A IP, OR ANY PRODUCTS OR RESULTS OF THE USE THEREOF, WILL MEET CUSTOMER'S OR ANY OTHER PERSON'S REQUIREMENTS, OPERATE WITHOUT INTERRUPTION, ACHIEVE ANY INTENDED RESULT, BE COMPATIBLE OR WORK WITH ANY SOFTWARE, SYSTEM OR OTHER PLATFORM, OR BE SECURE, ACCURATE, COMPLETE, FREE OF HARMFUL CODE, OR ERROR FREE.

12. <u>Indemnification</u>.

12.1 BS&A Indemnification.

(a) BS&A shall indemnify, defend, and hold harmless Customer from and against any and all losses, damages, liabilities, costs (including reasonable attorneys' fees) ("Losses") incurred by Customer resulting from any third-party claim, suit, action, or proceeding ("Third-Party Claim") brought against Customer alleging that the Platform, or any use of the Platform in accordance with this Agreement, infringes or misappropriates such third party's US intellectual

property rights; provided that Customer promptly notifies BS&A in writing of the claim, cooperates with BS&A, and allows BS&A sole authority to control the defense and settlement of such claim.

- (b) If such a claim is made or appears possible, Customer agrees to permit BS&A, at BS&A's sole discretion: to (i) modify or replace the Platform, or component or part thereof, to make it non-infringing; or (ii) obtain the right for Customer to continue use. If BS&A determines that neither alternative is reasonably commercially available, BS&A may terminate this Agreement, in its entirety or with respect to the affected component or part, effective immediately on written notice to Customer, and as Customer's sole and exclusive remedy therefor, BS&A will provide to Customer a prorated refund of prepaid, unused Fees attributable to the Platform (and not including any one-time Fees for Professional Services).
- (c) This <u>Section 12.1</u> will not apply to the extent that the alleged infringement arises from: (i) use of the Platform in combination with data, software, hardware, equipment, or technology not provided by BS&A or authorized by BS&A in writing; (ii) modifications to the Platform not made by BS&A; (iii) Customer Data; or (iv) Third-Party Products.
- 12.2 <u>Customer Indemnification</u>. To the extent permitted under applicable laws, Customer shall indemnify, hold harmless, and, at BS&A's option, defend BS&A from and against any Losses resulting from any Third-Party Claim alleging that the Customer Data, or any use of the Customer Data in accordance with this Agreement, infringes or misappropriates such third party's intellectual property or other rights and any Third-Party Claims based on Customer's or any Authorized User's (i) negligence or willful misconduct; (ii) use of the Platform in a manner not authorized by this Agreement; or (iii) use of the Platform in combination with data, software, hardware, equipment or technology not provided by BS&A or authorized by BS&A in writing; in each case provided that Customer may not settle any Third-Party Claim against BS&A unless BS&A consents to such settlement, and further provided that BS&A will have the right, at its option, to defend itself against any such Third-Party Claim or to participate in the defense thereof by counsel of its own choice.
- 12.3 <u>Sole Remedy</u>. THIS <u>SECTION 12.342</u> SETS FORTH CUSTOMER'S SOLE REMEDIES AND BS&A'S SOLE LIABILITY AND OBLIGATION FOR ANY ACTUAL, THREATENED, OR ALLEGED CLAIMS THAT THE PLATFORM INFRINGE, MISAPPROPRIATE, OR OTHERWISE VIOLATE ANY INTELLECTUAL PROPERTY RIGHTS OF ANY THIRD PARTY.
- Limitations of Liability. IN NO EVENT WILL EITHER PARTY BE LIABLE UNDER OR IN CONNECTION WITH THIS AGREEMENT UNDER ANY LEGAL OR EQUITABLE THEORY, INCLUDING BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, AND OTHERWISE, FOR ANY: (i) CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, SPECIAL, ENHANCED, OR PUNITIVE DAMAGES; (ii) INCREASED COSTS, DIMINUTION IN VALUE OR LOST BUSINESS, PRODUCTION, REVENUES, OR PROFITS; (iii) LOSS OF GOODWILL OR REPUTATION; (iv) USE, INABILITY TO USE, LOSS, INTERRUPTION, DELAY OR RECOVERY OF ANY DATA, OR BREACH OF DATA OR SYSTEM SECURITY; OR (v) COST OF REPLACEMENT GOODS OR SERVICES, IN EACH CASE REGARDLESS OF WHETHER BS&A WAS ADVISED OF THE POSSIBILITY OF SUCH LOSSES OR DAMAGES OR SUCH LOSSES OR DAMAGES WERE OTHERWISE FORESEEABLE. IN NO EVENT WILL 'EITHER PARTY'S AGGREGATE LIABILITY ARISING OUT OF OR RELATED TO THIS AGREEMENT UNDER ANY LEGAL OR EQUITABLE THEORY, INCLUDING BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, AND OTHERWISE EXCEED THE TOTAL AMOUNTS PAID AND/OR PAYABLE TO BS&A UNDER THIS AGREEMENT IN THE TWELVE (12) MONTHS IMMEDIATELY PRECEDING THE CLAIM. THE FOREGOING LIMITATIONS OF LIABILITY WILL NOT APPLY WITH RESPECT TO LIABILITIES ARISING FROM: (A) A PARTY'S BREACH OF ITS CONFIDENTIALITY OBLIGATIONS UNDER SECTION 8; (B) A PARTY'S GROSS NEGLIGENCE, FRAUD, OR WILLFUL MISCONDUCT; OR (C) A PARTY'S INDEMNIFICATION OBLIGATIONS UNDER SECTION 12 (PROVIDED THAT BS&A'S TOTAL AGGREGATE LIABILITY IN CONNECTION WITH SUCH INDEMNIFICATION OBLIGATIONS WILL NOT EXCEED THREE TIMES (3X) THE TOTAL AMOUNTS PAID AND/OR PAYABLE TO BS&A UNDER THIS AGREEMENT IN THE TWELVE (12) MONTHS IMMEDIATELY PRECEDING THE CLAIM).

14. <u>Subscription Period and Termination</u>.

14.1 <u>Subscription Period</u>. The initial term of this Agreement begins on the Effective Date and, unless terminated earlier pursuant to this Agreement's express provisions, will continue in effect for the period identified in the Order (the "Initial Subscription Period"). This Agreement will automatically renew for additional successive terms equal to the length of the Initial Subscription Period unless earlier terminated pursuant to this Agreement's express provisions or either Party gives the other Party written notice of non-renewal at least thirty (30) days prior to the expiration of the then-current term (each a "Renewal Subscription Period" and together with the Initial Subscription Period, the "Subscription Period").

- 14.2 <u>Termination</u>. In addition to any other express termination right set forth in this Agreement:
- (a) BS&A may terminate this Agreement, effective on written notice to Customer, if Customer: (i) fails to pay any amount when due hereunder, and such failure continues more than ten (10) calendar days after BS&A's delivery of written notice thereof; or (ii) breaches any of its obligations under <u>Section 2.3</u> or <u>Section 8</u>;
- (b) either Party may terminate this Agreement, effective on written notice to the other Party, if the other Party materially breaches this Agreement, and such breach: (i) is incapable of cure; or (ii) being capable of cure, remains uncured thirty (30) calendar days after the non-breaching Party provides the breaching Party with written notice of such breach; or
- (c) either Party may terminate this Agreement, effective immediately upon written notice to the other Party, if the other Party: (i) becomes insolvent or is generally unable to pay, or fails to pay, its debts as they become due; (ii) files or has filed against it, a petition for voluntary or involuntary bankruptcy or otherwise becomes subject, voluntarily or involuntarily, to any proceeding under any domestic or foreign bankruptcy or insolvency law; (iii) makes or seeks to make a general assignment for the benefit of its creditors; or (iv) applies for or has appointed a receiver, trustee, custodian, or similar agent appointed by order of any court of competent jurisdiction to take charge of or sell any material portion of its property or business.
- 14.3 <u>Effect of Expiration or Termination</u>. Upon expiration or earlier termination of this Agreement, Customer shall immediately discontinue use of the BS&A IP and, without limiting Customer's obligations under <u>Section 8</u>, Customer shall delete, destroy, or return all copies of the BS&A IP and certify in writing to the BS&A that the BS&A IP has been deleted or destroyed. No expiration or termination will affect Customer's obligation to pay all Fees that may have become due before such expiration or termination or entitle Customer to any refund.
- 14.4 <u>Survival</u>. This <u>Section 14.4</u> and <u>Sections 1</u>, <u>5</u>, <u>8</u>, <u>10</u>, <u>11</u>, <u>12</u>, <u>13</u>, <u>14.3</u>, and <u>15</u> survive any termination or expiration of this Agreement. No other provisions of this Agreement survive the expiration or earlier termination of this Agreement.

15. Miscellaneous.

- 15.1 Relationship of the Parties. BS&A performs its obligations hereunder as an independent contractor and not a partner, joint venture, or agent of Customer and shall not bind nor attempt to bind Customer to any contract without Customer's prior written approval on a case-by-case basis. BS&A is responsible for hiring, firing, and supervising its personnel is solely responsible hereunder for its personnel, including without limitation for: (a) payment of compensation to such personnel; (b) withholding (if applicable), paying, and reporting, for all personnel assigned to perform services (including Professional Services) in connection with this Agreement, applicable tax withholding, social security taxes, employment head taxes, unemployment insurance, and other taxes or charges applicable to such personnel; and (c) health or disability benefits, retirement benefits, or welfare, pension, or other benefits (if any) to which such personnel may be entitled. For purposes of clarity, BS&A's personnel will not be eligible to participate in any of Customer's employee benefit plans, fringe benefit programs, group insurance arrangements, or similar programs.
- 15.2 <u>Entire Agreement</u>. This Agreement, together with any other documents incorporated herein by reference, constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous understandings, agreements, and representations and warranties, both written and oral, with respect to such subject matter. In the event of any inconsistency between the statements made in the body of this Agreement, the related Exhibits, and any other documents incorporated herein by reference, the following order of precedence governs: (i) first, this Agreement; and (ii) second, any other documents incorporated herein by reference.
- Notices. All notices, requests, consents, claims, demands, waivers, and other communications hereunder (each, a "Notice") must be in writing and addressed to the Parties at the addresses set forth on the first page of this Agreement (or to such other address that may be designated by the Party giving Notice from time to time in accordance with this Section). All Notices must be delivered by personal delivery, nationally recognized overnight courier (with all fees pre-paid), facsimile or email (with confirmation of transmission) or certified or registered mail (in each case, return receipt requested, postage pre-paid). Except as otherwise provided in this Agreement, a Notice is effective only: (i) upon receipt by the receiving Party; and (ii) if the Party giving the Notice has complied with the requirements of this Section.
 - 15.4 <u>Force Majeure</u>. In no event shall either Party be liable to the other Party, or be deemed to have breached

this Agreement, for any failure or delay in performing its obligations under this Agreement (except for any obligations to make payments), if and to the extent such failure or delay is caused by any circumstances beyond such Party's reasonable control, including but not limited to acts of God, flood, fire, earthquake, explosion, war, terrorism, invasion, riot or other civil unrest, strikes, labor stoppages or slowdowns or other industrial disturbances, or passage of law or any action taken by a governmental or public authority, including imposing an embargo.

- 15.5 <u>Amendment and Modification</u>. No amendment or modification to this Agreement is effective unless it is in writing and signed by an authorized representative of each Party.
- 15.6 <u>Waiver</u>. No failure or delay by either Party in exercising any right or remedy available to it in connection with this Agreement will constitute a waiver of such right or remedy. No waiver under this Agreement will be effective unless made in writing and signed by an authorized representative of the Party granting the waiver.
- 15.7 <u>Severability</u>. If any provision of this Agreement is invalid, illegal, or unenforceable in any jurisdiction, such invalidity, illegality, or unenforceability will not affect any other term or provision of this Agreement or invalidate or render unenforceable such term or provision in any other jurisdiction. Upon such determination that any term or other provision is invalid, illegal, or unenforceable, the Parties shall negotiate in good faith to modify this Agreement so as to effect their original intent as closely as possible in a mutually acceptable manner in order that the transactions contemplated hereby be consummated as originally contemplated to the greatest extent possible.
- Agreement is governed by and construed in accordance with the internal laws of the State of Delaware without giving effect to any choice or conflict of law provision or rule that would require or permit the application of the laws of any jurisdiction other than those of the State of Delaware. To the extent permissible under applicable laws, any legal suit, action, or proceeding arising out of or related to this Agreement must be instituted in the federal courts of the United States or the courts of the State of Delaware in each case located in New Castle County, Delaware and each Party irrevocably submits to the exclusive jurisdiction of such courts in any such suit, action, or proceeding. If Customer is located in a jurisdiction that requires that this Agreement be governed by and construed in accordance with laws other than those of the State of Delaware, or that require any legal suits, actions, or proceedings arising out of or related to this Agreement be instituted in state and federal courts located anywhere other than New Castle County, Delaware, then the Parties agree that such other laws shall apply and to institute any such legal suits, actions, or proceedings in such other jurisdiction(s).
- Assignment. Neither Party may assign any of its rights or delegate any of its obligations hereunder (except in the case of either Party utilizing authorized subcontractors and consultants), in each case whether voluntarily, involuntarily, by operation of law or otherwise, without the prior written consent of the other Party. Any purported assignment or delegation in violation of this Section will be null and void. No assignment or delegation will relieve the assigning or delegating Party of any of its obligations hereunder. This Agreement is binding upon and inures to the benefit of the Parties and their respective permitted successors and assigns. Notwithstanding the foregoing, either Party may freely assign this Agreement to an affiliate or successor in interest in the event of a merger, acquisition, sale of all or substantially all of its assets, corporate reorganization, or other change in control, without the prior consent of the other Party.
- 15.10 Export Regulation. The Platforms utilize software and technology that may be subject to US export control laws, including the US Export Administration Act and its associated regulations. Customer shall not, directly or indirectly, export, re-export, or release the Platform or the underlying software or technology to, or make the Platform or the underlying software or technology accessible from, any jurisdiction or country to which export, re-export, or release is prohibited by law, rule, or regulation. Customer shall comply with all applicable federal laws, regulations, and rules, and complete all required undertakings (including obtaining any necessary export license or other governmental approval), prior to exporting, re-exporting, releasing, or otherwise making the Platform or the underlying software or technology available outside the US.
- 15.11 <u>US Government Rights.</u> Each of the Documentation and software components that constitute the Platform is a "commercial item" as that term is defined at 48 C.F.R. § 2.101, consisting of "commercial computer software" and "commercial computer software documentation" as such terms are used in 48 C.F.R. § 12.212. Accordingly, if Customer is an agency of the US Government or any contractor therefor, Customer only receives those rights with respect to the Documentation and the Platform as are granted to all other end users, in accordance with (a) 48 C.F.R. § 227.7201 through 48 C.F.R. § 227.7204, with respect to the Department of Defense and their contractors, or (b) 48 C.F.R. § 12.212, with respect to all other US Government users and their contractors.

15.12 Equitable Relief. Each Party acknowledges and agrees that a breach or threatened breach by such Party of any of its obligations under Section 8 or, in the case of Customer, Section 2.3, would cause the other Party irreparable harm for which monetary damages would not be an adequate remedy and agrees that, in the event of such breach or threatened breach, the other Party will be entitled to equitable relief, including a restraining order, an injunction, specific performance and any other relief that may be available from any court, without any requirement to post a bond or other security, or to prove actual damages or that monetary damages are not an adequate remedy. Such remedies are not exclusive and are in addition to all other remedies that may be available at law, in equity or otherwise.

EXHIBIT B

PRICING SHEET

(Based on Quote 2260, dated 8/15/2025)

Cost Summary

Software is licensed for use only by municipality identified on the cover page. If used for additional entities or agencies, please contact BS&A for appropriate pricing. Prices subject to change if the actual count is significantly different than the estimated count. Module fees are charged annually and include unlimited support.

Jpgrade - Cloud Modules		
Financial Management		
GL-General Ledger		\$3,320.00
AP-Account Payable		\$2,705.00
PO-Purchase Order		\$2,645.00
CR-Cash Receipting		\$3,015.00
AR-Account Receivables		\$2,525.00
	Total	\$14,210.00
Personnel Management		
PR-Payroll		\$4,505.00
TS-Timesheets		\$2,025.00
	Total	\$6,530.00
Community Development		
BD-Building Department		\$5,425.00
	Total	\$5,425.00
Property		
ASG-Assessing		\$4,510.00
TX-Tax		\$3,180.00
DPP-Delinquent Personal Property		\$870.00
	Total	\$8,560.00
Utility Billing		
UB-Utility Billing		\$4,080.00
	Total	\$4,080.00

	Subtotal	\$40,775.00
	Total	\$1,970.00
CD-Building		\$1,970.00
Fees for BS&A Online subscription services will be charged at the next renewa	al period	
BS&A Online		

BS&A Online - Fees for BS&A Online subscription services will be charged at the next renewal period.

Public Records Search + Online Bill Pay With use of integrated Credit Card Processor

Upgrade Implementation

Services include:

- Management of your upgrade by our dedicated upgrade team for a smooth shift from .NET to cloud-based software, minimizing disruption
- Project schedule aligned with your processes and needs, ensuring a seamless transition timeline
- Expedited upgrade to cloud capturing existing process to minimize demands required of client teams
- Onboarding planned around critical process dates, ensuring your team is well-prepared for effective cloud software utilization
- Central contact for streamlined communication between project leaders, developers, IT staff, and conversion resources
- Testing and implementation of existing municipal customizations prior to go-live, preserving functionality and ensuring critical components are converted
- Preliminary data conversion with attachments, mirroring final conversion for a smooth transition
- Thorough data verification for all modules, ensuring accuracy and reliability of converted data, including automated balancing
- Key module validation managed by dedicated upgrade team (vs. customer in previous methodology), including testing of parallel processes
- Migration of key custom user-based designed reports handled out-the-box, enabling seamless access to critical insights.
- As needed, transition from .NET Online Payments to cloud architecture configuration for uninterrupted payment processing.
- Automated scaffolding of users and security roles based on your previous configurations
- Conversion of approval workflows based on role-based security, maintaining established processes
- As needed, configuration of existing hardware (barcode scanners, etc.) for seamless integration with cloud environment
- Documentation of our standard processes, facilitating easy access to essential information
- Upgrade training
- Prioritized response post go-live for 2 weeks from the upgrade team
- 3 post go-live survey touch points to check-in on post-go live experience
- Remote go-live assistance and remote office hours for a successful transition to the cloud-based software
- Travel not expected, but any necessary travel would be billed at a per trip and/or per day cost

\$51,500.00

Cost Totals

Upgrade Modules – Annual FeeSubtotal\$40,775.00Upgrade ImplementationSubtotal\$51,500.00

Total Proposed \$92,275.00

Travel not expected for Upgrades. Any necessary travel to be billed at a per trip and/or per day cost.

BS&A Online

Connection Requirements

BS&A Cloud modules require a high-speed internet connection (cable modem or DSL).

Payment Schedule

1st Payment: \$5,000 to be invoiced upon execution of this agreement.

2nd Payment: \$38,805 to be invoiced upon the subscription start date for upgrade modules.

3rd Payment: \$46,500 to be invoiced upon completion of upgrade implementation.

4th Payment: \$1,970 to be invoiced upon next renewal of subscription-based BS&A Online features

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22, 2025

Department: City Commission	Attachments:	Submitted to CA for Review
Subject: 155.446 Sidewalk Cafes & Outdoor Seating Areas – Proposed Revisions to Ordinance	[X] Revised Draft Sidewalk Cafes & Outdoor Seating Areas Ordinance [X] Resolution #40-2025 – Introduction of Sidewalk Cafes & Outdoor Seating Areas Ordinance	[X] [X]
Prepared by: Christopher Khorey, AICP, Vice President	Approved by: Chad A. Gamble, P.E., City Manager	

SUMMARY/HIGHLIGHT: The topic of allowing Sidewalk Cafes & Outdoor Seating Areas as a permitted use inside the City has been discussed at the Planning Commission throughout the summer. City staff and the Planning Commission view the requirement of a Special Land Use as overly stringent and aim to remove this language immediately. Along with this change, the Planning Commission is reviewing new regulations which will be determined and sent to the City Commission at a future meeting.

BACKGROUND/DISCUSSION: At the July 9th Planning Commission meeting, members of the Commission held discussions pertaining to removing the Special Land Use requirement along with some suggestions related to new regulations for the ordinance. These included:

- DDA's associated with esthetics and looks.
- An administrative process.
- Social districts.
- 5 rules in sidewalk café ordinance.
- If administrative approval, an appeal can be taken to the ZBA.
- Clarify definitions: café, dining accessories, accessory buildings: pergola or gazebo; how close to property line, annual permit or permanent.
- Fences.
- Private property as opposed to public sidewalk.
 - o Clarify rules on private property.

To expedite the process for business owners, the Planning Commission made the decision to approach this zoning ordinance amendment through a two-step process.

First, the Planning Commission held a public hearing at the August 13th meeting to discuss changes in the ordinance and make a recommendation to the City Commission to remove the Special Land Use requirement.

Following that action, the Planning Commission will continue their discussion regarding new regulations on Sidewalk Cafes/Outdoor Dining/Outdoor Seating Areas. Upon completion of determining these new regulations, the Planning Commission will hold another public hearing and make a recommendation to the City Commission.

Public Hearing & Recommendation to the City Commission:

Notice for the August 13, 2025 public hearing was published in the July 21, 2025, edition of the Lansing State Journal.

Upon closure of the public hearing, the Planning Commission discussed feedback presented at the public hearing, considered additional changes and voted to forward this to the City Commission encouraging adoption of the changes to remove the language permitting Sidewalk Cafes by Special Land Use.

STRATEGIC PLAN OBJECTIVE: Master Plan Land Use Development / Redevelopment Goal #1 states: "Accommodate a diverse, strong commercial and office base that serves the needs of residents and businesses within the community." Goal # 2 state: "Create a vibrant downtown with diverse businesses."

FISCAL IMPACT: There could be indirect economic development benefits to allowing outdoor dining areas as a permitted use rather than requiring a SLU.

RECOMMENDATION: The Commission consider the newly revised 155.446 Sidewalk Cafes & Outdoor Seating Areas ordinance and use this discussion to discern whether or not to introduce the proposed amendment to allow these as a permitted use rather than by Special Land Use.

If they would like to move forward, it is recommended to approve Resolution #40-2025 to Introduce an Ordinance to Amend Chapter 155 of the City of St. Johns Code of Ordinances Regarding Sidewalk Cafes and Outdoor Seating Areas.

MCKENNA



The draft text revisions for a change that would remove the Special Land Use requirements have been provided below:

Proposed Revisions to Remove Special Land Use Requirement:

§ 155.446 SIDEWALK CAFÉ AND OUTDOOR SEATING AREAS.

Sidewalk cafes are permitted subject to approval by the Zoning Administrator by special use permit in the GC and CBD Districts, provided:

- (A) The café will be designed so as not to block pedestrian traffic or access to the restaurant or adjacent businesses.
 - (B) Outdoor speakers are prohibited.
- (C) The outdoor café shall be limited to the operation hours of the establishment. specific hour of operation established in the approved special use permit.
 - (D) The café operator shall be responsible for maintaining the area trash free.
- (E) To avoid wind blown trash, the pre-setting of tables with napkins, glasses or utensils is prohibited.

CITY OF ST. JOHNS #40-2025

RESOLUTION TO INTRODUCE AN ORDINANCE TO AMEND CHAPTER 155 OF THE CITY OF ST. JOHNS CODE OF ORDINANCES REGARDING SIDEWALK CAFES AND OUTDOOR SEATING AREAS

At a regular meeting of the City Commission of the City of St. Johns, Clinton County, Michigan, held at the City Hall, in said City on the 22nd day of September, 2025 at 6:00 p.m., Local Time.

Present:	
Absent:	
The fo	llowing resolution was offered by and supported by .
	EAS, pursuant to the Michigan Zoning Enabling Act, Act 110 of 2006, MCL eq., as amended ("MZEA"), the City has the authority to regulate the use of land e; and
	EAS, the City desires to allow sidewalk cafes and outdoor seating areas as a inside the City by amending Section 155.446 (<i>Sidewalk Café</i>) of the City's Code of ad
	EAS, upon giving notice in accordance with the MZEA, the City Planning eld a public hearing to consider the Ordinance; and
	EAS, on August 13 2025, the Planning Commission voted to recommend adoption ce to the City Commission;
WHER	EAS, the City desires to introduce the Ordinance.
NOW, as follows:	THEREFORE, BE IT RESOLVED by the City Commission of the City of St. Johns
1.	The City introduces Ordinance No, An Ordinance to Amend Title XV: Land Usage, Chapter 155, Section 155.446 of The City Of St. Johns Zoning Code Regarding Outdoor Café and Outdoor Seating Areas.
2.	To the extent that any resolution or portion of resolution is inconsistent with this Resolution, such resolutions or portions of resolutions are hereby rescinded.
ADOPTED:	
YEAS:	
NAYS	:

STATE OF MICHIGAN)
)
COUNTY OF CLINTON)

I, the undersigned, the duly qualified and acting Clerk of the City of St. Johns, Clinton County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and complete copy of certain proceedings taken by the City Commission of said City at a regular meeting held on the 22nd day of September, 2025.

88044:00001:201040850-1

CITY OF ST. JOHNS ORDINANCE NO. __

AN ORDINANCE TO AMEND TITLE XV: LAND USAGE BY AMENDING CHAPTER 155: ZONING CODE, SECTION 155.446: SIDEWALK CAFE

THE CITY OF ST. JOHNS ORDAINS:

Section 1. Amendment to Title XV: Land Usage, Chapter 155: Zoning Code, Section 155.446: Sidewalk Cafe.

The City amends Title XV: Land Usage, Chapter 155: Zoning Code, Section 155.446: Sidewalk Cafe to read as follows:

"§ 155.446 SIDEWALK CAFÉ <u>AND OUTDOOR SEATING AREAS</u>.

Sidewalk cafes are permitted <u>subject to approval by the Zoning Administrator by special use permit</u> in the GC and CBD Districts, provided:

- (A) The café will be designed so as not to block pedestrian traffic or access to the restaurant or adjacent businesses.
- (B) Outdoor speakers are prohibited.
- (C) The outdoor café shall be limited to the operation hours of the establishmentspecific hour of operation established in the approved special use permit.
- (D) The café operator shall be responsible for maintaining the area trash free.
- (E) To avoid wind blown trash, the pre-setting of tables with napkins, glasses or utensils is prohibited."

Section 2. Validity and Severability.

If any portion of this Ordinance or its application to any person or circumstance shall be found to be invalid by a court, such invalidity shall not affect the remaining portions or applications of the Ordinance which can be given effect without the invalid portion or applications, provided the remaining portions are not determined by the court to be inoperable, and to this end Ordinances are declared to be severable.

Section 3. Repealer.

All other ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent necessary to give this Ordinance full force and effect.

Section 4. Effective Date.

This Ordinance shall become effective twenty (20) days after notice of adoption is published in a newspaper of general circulation within the City.

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22, 2025

Department: City Commission	Attachments:	Submitted to CA for Review
Subject: Master Plan/Parks Plan – Approval for Distribution	[X] Master Plan/Parks Plan Draft – August 27, 2025 [X] Resolution #41-2025 – to Distribute the Master Plan and Parks and Recreation Plan for St. Johns	[N/A] [X]
Prepared by: Christopher Khorey, AICP, Vice President	Approved by: Chad A. Gamble, P.E., City Manager	

SUMMARY/HIGHLIGHT: In conjunction with the Planning Commission, Parks Committee, and City Commission, McKenna and City Staff have been working on an update to the City's Master Plan and Parks Plan. Both documents must be updated on five year cycles, and have some overlap in their required content and purpose, so updating them together creates efficiencies and makes both documents more useful.

The next step in the process is to formally open the public comment period for both documents. This period is required to be at least 63 days for the Master Plan, and at least 30 days for the Parks Plan. The proposed comment period, if approved by the City Commission, would run from September 23 to November 18, which is 63 days.

A public comment portal will be added to the City's website and distributed on social media. Additionally, the plan will be distributed to the required entities under the Michigan Planning Enabling Act, which include Bingham Township, Clinton County, and other similar entities.

BACKGROUND/DISCUSSION: The two documents have been combined into one, though the Parks Department also has the required Parks Plan elements in a separate document. The adoption process for the two documents is anticipated to be as follows:

- September 10: Planning Commission Recommendation for Distribution
- **September 22:** City Commission Approval of Distribution
- **September 23:** Document Distributed to State-Required Entities (County, Bingham Township, etc.)
- September 23 to November 18: Public Comment Period
- October 15: Parks and Recreation Board Public Hearing on the Parks and Recreation Plan and forwarding any changes/recommendation of approval to City Commission
- October 27: Public Open House to Review Plan (before City Commission meeting)
- October 27: Progress edits presented to City Commission for review and discussion (during regular City Commission meeting).

- **December 3:** Planning Commission Public Hearing
- **December 8:** Presentation of Public Comments to City Commission, City Commission Adoption of Parks Plan Elements
- January 26: City Commission Adoption of Master Plan
- **Before February 1**: Submission to MDNR

Revisions can be made at each step of the process, though revisions with substantial policy implications should be described in the motion of the City Commission when they vote to advance to process.

STRATEGIC PLAN OBJECTIVE: This process will update the Master Plan and create new objectives for future City actions.

FISCAL IMPACT: The costs for the Master Plan and Parks Plan have already been budgeted in the annual budget for the Community Development Department.

RECOMMENDATION: Staff recommends that the City Commission vote to approve distribution and open the comment period, and give direction to McKenna and City staff on any revisions to be made to the document as part of the next draft.



Draft · August 27, 2025



Acknowledgments

St. Johns

CITY COMMISSION

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PLANNING COMMISSION

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Bingham Township

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Parks and Recreation Plan Reference Guide

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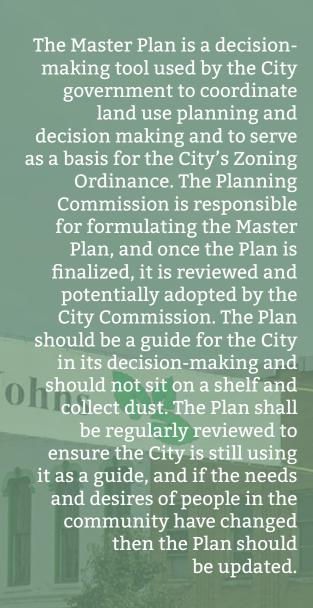
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01.





Downtown St Mint City USA

Welcome to



Master Plan Principles

The Master Plan is intended:

- » To provide information from which to gain a better understanding of the community and on which to base land use and zoning decisions.
- » To provide guidelines for an orderly process by which public officials and citizens are given an opportunity to monitor change and review proposed development.
- » To conserve and protect property values by discouraging development incompatible with the character of the surrounding neighborhood.
- » To protect and preserve the natural resources and environmental quality of the community.
- » To set a course of action by which the Goals and Objectives may be implemented.

Key Findings

- » St. Johns is well positioned to be the town "Where Up North Begins." Marketing and branding efforts will be focused on that identity. Many up north travelers stop in St. Johns for food, gas, and supplies.
- » The City of St. Johns and Bingham Township are committed to working together for their shared growth and prosperity. To that end, this plan includes "Joint Planning Areas"—portions of Bingham Township where this document envisions the character of future development, and where land share or other agreements may be appropriate.
- » New jobs from Glanbia and other employers will create a demand for new housing in the greater St. Johns area.
- » The City will work to improve non-motorized mobility options, capitalizing on the City's existing walkable character and infrastructure such as the Meijer Trail.
- » Downtown will continue to be beautified, including restorations and support for new businesses through the Downtown Development Authority.
- » Old 127 will be beautified and enhanced to create an attractive and memorable gateway into the community, and joined with the downtown in unique marketing strategies.
- » Neighborhoods will be protected and preserved to enhance property values and community vitality.
- » The City will invest in its infrastructure and amenities to ensure they can serve future generations.
- » The City will strive for environmental and economic sustainability, to preserve a beautiful and prosperous St. Johns for the future.





Action Plan

This section identifies and describes actions and tools available to implement the vision created in this Plan.

KEY		
_		
PRIORITY	Α	Most Important
PR	В	Very Important
	С	Important
	D	Aspirational
TIMEFRAME	1	Within One Year
TIME	2	1-3 years
	3	3+ years
	4	Long Term

RESP	ONSIBILITY (ABBREVIATION)
ВО	Business Owners
ВТ	Bingham Township
CATA	Capital Area Transit Authority
CLC	Clinton County
СС	City Commission
CCRC	Clinton County Road Commission
СМ	Community Members
CS	City Staff
CSJ	City of St. Johns
DDA	Downtown Development Authority
DEV	Developers
MDOT	Michigan Department of Transportation
MT	Meijer Trail
PC	Planning Commission
РО	Property Owners
SM	State of Michigan
TCRPC	Tri-County Regional Planning Commission

FUNDING		
PUBLIC	Includes public funds from the City operating budget, as well as Township, County, and State funding. May also include local government bonds and grants.	
PRIVATE	Includes funds from private sources such as grant monies, corporate funding, or property owners	
DDA / TIF	Tax increment financing provided by an authorized body. Please refer to the summary of economic development tools.	



D NUMBER	ACTION ITEM	PRIORITY	TIMEFRAME
R-1	Work with the public property owners (MDOT, etc.) along the Meijer Trail from Clinton Avenue to Mead Street and prepare an RFP for redevelopment as shown in this plan.	А	1
R-2	Demolish the silos and find a new use for the site that promotes the downtown.	А	2
R-3	Encourage and collaborate with the Downtown Development Authority/Principal Shopping District to develop a Downtown Capital Improvements Plan to upgrade streetscape, parking, wayfinding signage, and beautification.		2
R-4	Monitor the status of the private properties along the Meijer Trail from Lansing Street to Clinton Avenue, and Mead Street to Old 127 for potential acquisition and redevelopment consistent with market dynamics.	С	2
R-5	Finalize the Urban Cooperative Agreement with Bingham Township to provide unified water and sewer service and promote development as envisioned in the Joint Planning Areas.	А	2
R-6	Work with regional and statewide partners such as LEAP and MEDC to continue to match appropriate incentive programs to desirable investments in the City.		2
R-7	Recruit a developer to partner with the City to construct housing on 450 Townsend.	А	2
R-8	Prepare development sites on the south side of town for housing to meet the needs as described in the Housing Market Analysis, including luxury housing to relieve pressure on the middle of the market.		2
R-9	Encourage additional housing development in and around the downtown to promote vibrancy and a wide variety of housing choice.		2
R-10	Collaborate with MDOT to improve safety at M-21 and Old 127 to promote new investment and incorporate that area into the City's walkable core.		3
R-11	Evaluate zoning options to promote a broader mix of uses at the intersection of M-21 and US 127, with the potential for mixed use to extend further east as market conditions warrant.		1
R-12	Implement the Zoning Action Plan.	А	1
R-13	Maintain the City's status as a Redevelopment Ready Certified Community.	А	1
R-14	Review and update this plan every five years.	С	3
R-15	Evaluate historic district designation and regulation options within the Old Village Plat.	D	4
R-16	Ensure sufficient public safety resources, including video cameras, to support redevelopment, especially in areas that do not have automobile traffic, like the Meijer Trail.	А	1
R-17	Produce a report from the Planning Commission to the City Commission detailing progress on the ongoing implementation of this plan.	С	3
R-18	Create a Pre-Application Team to review major developments before they enter the zoning entitlements process.	А	1
R-19	Update the fee schedule on the City website.	А	1
R-20	Create a Development Review Guide and Flowchart to make the process of onboarding developments to the entitlements process more efficient.	А	1

MOBILITY			
ID NUMBER	PROJECT	PRIORITY	TIMEFRAME
M-1	Prioritize downtown mobility and pedestrian safety improvement, including developing specific projects as part of an update to the Downtown Plan.	А	1
M-2	Work with the DDA/PSD to design and implement streetscape improvements downtown including furniture, amenities, and landscaping. Prioritize adding street trees, flowers, and other softscape.		2
M-3	Work collaboratively with the DDA/PSD to enhance and improve downtown parking options for businesses, residents, and visitors.	В	2
M-4	Utilize the permit parking system to encourage downtown residents to utilize parking on side streets to ensure Clinton Avenue parking is available for business customers.	С	3
M-5	Leverage Safe Routes to School funds to improve pedestrian and non-motorized safety in and around the schools campus.	А	1
M-6	Fill sidewalk gaps throughout the City as funds and opportunities become available.	С	3
M-7	Work with MDOT to thoroughly redesign Old 127 between Baldwin Street and Townsend Road in order to improve safety and mobility for all road users.	С	3
M-8	Fill sidewalk gaps along Old 127 north of Steel Street within the context of the current design of the roadway, which is not planned to change significantly.		2
M-9	Work with partners to connect to the expanding network of regional non-motorized trails.		2
M-10	Designate key cycling corridors through the City grid and upgrade road markings and other infrastructure as appropriate.	С	3
M-11	Develop a route for a north-south bike route along the western edge of the City.	С	3
M-12	Allot sufficient public safety resources to ensure safety along upgraded pedestrian and bicycle routes, and along newly redesigned road corridors.	А	1
PLACEMA	AKING / BEAUTIFICATION ACTION PLAN		
ID NUMBER	ACTION ITEM	PRIORITY	TIMEFRAME
P-1	Ensure that zoning and other City regulations are not placing burdens on historic and architecturally significant buildings.	С	3
P-2	Continue to work with the DDA/PSD to support the façade improvement program for Downtown businesses.	С	3
P-3	Streamline and formalize the process for approving outdoor dining and other uses of downtown sidewalks.	А	1
P-4	Revitalize and market a program to allow property owners to request and fund street trees in front of their properties.	В	2
P-5	Assess the feasibility of building a permanent farmers' market space.	С	3
P-6	Implement unified wayfinding signage, commercial sign standards, light fixtures, and plantings to Old 127.	С	3
P-7	Implement unified wayfinding signage, commercial sign standards, light fixtures, and seasonal displays to N. Clinton Avenue.	А	1
P-8	Install decorative and branded pavement markings at key intersections.	С	3
BRANDIN	IG / MARKETING ACTION PLAN		
ID NUMBER	ACTION ITEM	PRIORITY	TIMEFRAME
B-1	Support and enhance efforts by the DDA/PSD to promote special events and local business promotion.	А	1

 $Continue\ to\ enhance\ the\ City's\ online\ presence,\ including\ the\ website,\ local\ median\ outlets,\ and$

Develop programming for the Wilson Community Center to enhance activities and support for people

social media.

of all ages.

Create a Public Participation Plan

B-2

B-3

B-4





ID NUMBER	PARK	ACTION ITEM	PRIORITY	TIMEFRAMI	
PR-1		Landscaping	С	3	
PR-2	Jaycee Park	Pavilion	С	3	
PR-3		Fall Zone Improvements	А	1	
PR-4		Landscaping	С	3	
PR-5	Kibbee Street Park	Pavilion	С	3	
PR-6		Replace Existing Fencing	С	3	
PR-7		Fall Zone Improvements	А	1	
PR-8	Oak Street Park	Park Improvement Plan — explore alternative playground options (ex. nature playground)	В	2	
PR-9		Construct Parking Lot	В	2	
PR-10	Senior Citizen	Construct Accessible Walk System	В	2	
PR-11	Park	Play Equipment — Install new swings	В	2	
PR-12		Tennis Court Conversion to Pickleball	А	1	
PR-13		Improve Sidewalk Circulation System	А	1	
PR-14		Renovate Bath House and Maintain Spray Park	А	1	
PR-15		Improve Trail System	А	1	
PR-16	St. Johns City Park	Expand and Improve Sledding Hill	В	2	
PR-17		Landscaping Improvements	В	2	
PR-18		Main Pavilion Exterior Renovation	В	2	
PR-19		Construct New Soccer Field	С	3	
PR-20		Park Improvement Plan (East Side)	В	2	
PR-21	St. Johns Depot	Playground Equipment	В	2	
PR-22	and Rotary Park	Parking Lot Expansion	С	3	
PR-23		Senior Citizen Amenities	С	3	
PR-24		Construct Accessible Walk System	В	2	
PR-25	Water Terrier Dent	Land Acquisition (Purchase from Hospital)	С	3	
PR-26	Water Tower Park	Playground Equipment (remove and replace)	С	3	
PR-27		Park Improvement Plan	С	3	
PR-28		Trail Connections — CIS Trail to Main Park	А	1	
PR-29		Trail Connections — CIS Trail to Jaycee / Senior Citizens Park	В	2	
PR-30		Trail Connections — CIS Trail to Kibbee Street Park (may include overpass at highway 27)	В	2	
PR-31		Implement Park Signage System	В	2	
PR-32	Other	Revise City Recreation Website	В	2	
PR-33		Park Lighting & Safety Evaluation (All Parks)	В	2	
PR-34		Fell Property Development Plan / Community Building	С	3	
PR-35		Identify Location for Community Dog Park	А	1	
PR-36		Identify Location for Community Skate Park	А	1	
PR-37		Identify Other Funding Source Options	А	1	

ID NUMBER	ACTION ITEM	PRIORITY	TIMEFRAME
Z-1	Review the Zoning Ordinance and Sign Ordinance for compliance with recent legislation, such as PA 233, caselaw, including cases on "uses not listed" and to ensure continuing compliance with Redevelopment Ready Best Practices.	А	1
Z-2	Review the Zoning District designation for key redevelopment areas, especially along the Meijer CIS trail, and determine any need for City-initiated rezonings.		2
Z-3	Revise the MU District to be more internally coherent and to better reflect the Master Plan vision for areas designated Mixed Use on the Future Land Use Map.	А	1
Z-4	Review areas designated Mixed Use on the Future Land Use map, and those Zoned MU, and correct inconsistencies between them through City-initiated rezonings.	А	1
Z-5	Determine whether I-1 and I-2 could be consolidated into a single zoning district.		2
Z-6	Evaluate the O District for possible elimination and consolidation into the GC and/or R-3 Districts.		2
Z-7	Review regulations applicable to historic properties, such as churches and older homes, and ensure that zoning regulations do not impede the preservation of historic character.		2
Z-8	Review standards for fences and accessory buildings to address situations where non-conforming existing setbacks create awkward situations for neighbors.		2
Z-9	Allow maker spaces and artisan production as allowable uses in appropriate locations in the downtown.		2
Z-10	Eliminate Special Use requirement for Outdoor Dining	А	1
Z-11	Other (please specify):		
Z-12	Other (please specify):		



Zoning Plan

A zoning plan is required by the Michigan planning and zoning enabling acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the Master Plan prepared under that act shall serve as the basis for the community's zoning plan. The zoning plan identifies the zoning districts and their purposes, as well as the basic standards proposed to control the height, area, bulk, location, and use of buildings and premises in the City. These matters are regulated by the specific provisions in the Zoning Ordinance.

DISTRICTS AND DIMENSIONAL STANDARDS

There are 10 zoning districts in the City, each of which is described in the current Zoning Ordinance. There, uses permitted in each district are described. In addition, the Zoning Ordinance's schedule of lot, yard, and area requirements defines specific area, height, and bulk requirements for structures in each zoning district. The Zoning Map is also a part of the Zoning Ordinance and illustrates the distribution of the defined zoning districts throughout the City.

RELATIONSHIP TO THE MASTER PLAN

This Master Plan establishes the vision, goals, objectives, and policies for growth and development in St. Johns for approximately the next 10–15 years. It includes a specific strategy for managing growth and change in land uses and infrastructure over this period, and, as required by statute, will be periodically reviewed and updated at least once every five years. This section, along with the rest of the Master Plan, is intended to generally guide future changes to the St. Johns Zoning Ordinance.

The following is a list of proposed Master Plan community character designations and their corresponding zoning district. Not all of the Master Plan's community character categories will match up with the current location or regulations of the zoning district to which they most closely correspond. Recommended revisions to the Zoning Ordinance are discussed on the following page.

Community Character Areas → **Zoning Districts**

COMMUNITY CHARACTER AREA	ZONING DISTRICT				
Parks, Open Space, and Greenways	New Zoning District OR Zone to Match Surroundings				
Modern Spacious Residential	R-1 Low Density Residential R-2 Medium Density Residential				
Traditional Walkable Residential	R-2 Medium Density Residential R-3 High Density Residential				
Multiple Family Residential	R-3 High Density Residential				
Public / Institutional	MC Municipal Center				
Core Downtown	CBD Central Business District				
Mixed Use	CBD Central Business District, OR Revise MU Mixed Use to Achieve Desired Development Character, OR create new zoning district.				
Flexible Redevelopment	New Zoning District OR Achieve Desired Development Character Through PUD Process				
Community Commercial	New Zoning District OR GC- General Commercial				
Gateway Commercial	GC General Commercial				
Industrial	I-1 Industrial – High Performance				
industrial	I-2 Industrial – Liberal Performance				
Old Village Overlay	New Overlay District				

Clinton County Zoning Plan

The following pages contain a Zoning Plan for Clinton County Zoning, which governs Bingham Township, in order to implement the vision of the Joint Planning Areas.

RELATIONSHIP BETWEEN FUTURE LAND USE AND ZONING CATEGORIES

The table below shows the Clinton County Zoning Districts that would appropriately implement the vision of the Future Land Use Categories in the Joint Planning Areas. Rezonings within the Joint Planning Areas should be reviewed against this table to determine whether the requested category is supported by the Plan.



FUTURE LAND USE CATEGORIES	ZONING DISTRICTS					
Modern Spacious Residential	RR Rural Residential R-1 Single Family Residential ² R-2 Single Family Residential ^{1, 2}					
Multiple Family Residential	MF Multiple Family Residential ^{1, 2} MH Manufactured Housing Community ²					
Gateway Commercial	C-1 Local Commercial ² C-2 General Commercial ² C-3 Highway Service Commercial ²					
Commercial / Industrial	C-2 General Commercial ² C-3 Highway Service Commercial ² RO Research / Office ² I-1 Light Industrial ² I-2 General Industrial ²					
Industrial	RO Research / Office ² I-1 Light Industrial ² I-2 General Industrial ²					
Rural Estate	RR Rural Residential A-3 Agricultural / Residential Transition					
Agriculture-Energy	A-1 Agricultural and Open Space Preservation A-2 General Agriculture A-3 Agricultural / Residential Transition MR Mineral Extraction ³					
Agriculture-Energy / Industrial	A-1 Agricultural and Open Space Preservation A-2 General Agriculture A-3 Agricultural / Residential Transition MR Mineral Extraction ³ RO Research / Office ² I-1 Light Industrial ² I-2 General Industrial ²					

Footnotes:

- 1) R-2 Single Family Residential and C-1 Local Commercial should be limited to areas in close proximity to the City of St. Johns. Rezonings to C-1 Local Commercial should be limited in general, as the C-2 and C-3 districts better reflect the vision of the Gateway Commercial Future Land Use Category. C-1 is most appropriate in areas near residential neighborhoods.
- 2) Rezoning to districts other than A-1, A-2, A-3, MR, or RR should only take place in areas served by public water and sewer.
- 3) Rezoning to the MR District should only occur after careful consideration of the impacts of the potential mining use on the environment, transportation network, and health, safety, and welfare of St. Johns, Bingham Township, and surrounding communities, as well as the impact on the development potential of the land immediately adjacent to the proposed mining operation, and the long-term potential land uses of the site once the mining operation's useful life has ended.

Recommended Changes to the Zoning Ordinance

In order to implement the vision of the Plan, the following changes to the Zoning Ordinance are recommended. These could take the form of county-wide amendments, or in some cases could apply only to a "St. Johns Area Overlay" or something similar.

- » Consider allowing single family residential dwellings in the MF district. This would allow for mixed-density developments in the Joint Planning Areas, including both single family homes and other housing types, such as townhouses, duplexes, and multi-family buildings, without having to use a Planned Unit Development. A minimum density could be established to prevent a single-family-only neighborhood from being built on MF land.
- » Consider expanding the uses permitted in the C-1 District. If the uses permitted in the C-1 District remain restricted, then rezonings to C-1 in the Gateway Commercial Future Land Use category should be limited, as C-2 and C-3 better reflect the Plan's vision for that area.
- » Consider allowing hotels in the C-2 district by Special Use, and making hotels permitted by right in C-3.
- » Consider allowing the uses permitted in RO in C-2 and C-3, by reference, to allow office development on Old 127 and M-21 without restricting retail, restaurant, and shopping center development.



ZONING ACTION PLAN								
			RESPONSIBILITY			FUNDING		
PROJECT	PRIORITY	TIMEFRAME	CITY	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF / DDA
Update the Zoning Ordinance to simplify the regulations and organization of the document, and bring it into compliance with Federal and State law.	А		CC PC CS			•		
Determine the best course of action for the Flexible Development area. If a new zoning district is warranted, create the district.	А		CC PC CS			•		
Revise the MU District to be consistent with the vision for the Downtown Edge Character Area in this plan.	А		CC PC CS			•		
Review the R-1, R-2, and R-3 districts to determine if they are consistent with this plan, including creating opportunities for Missing Middle Housing in R-2 and R-3, and ensuring the zoning map reflects the vision of this plan.	А		CC PC CS			•		
Determine whether I-1 and I-2 could be consolidated into a single zoning district.	А		CC PC CS			•		
Determine whether a new zoning district is needed for the Community Commercial Character Area.	А		CC PC CS			•		
Explore the possibility of adopting a Form Based Code for some or all of the City.	В		CC PC CS			•		
Create Old Village Overlay Zoning District.	А	1	CC PC CS			•		





Land Use – Development and Redevelopment

Policy Statement: Build an awareness of the City of St. Johns as an outstanding place to live, work and visit by promoting a positive business environment; encouraging new development in industrial parks; supporting redevelopment of targeted sites; broadening and strengthening the tourism sector; and facilitating economic diversification and business growth. All while preserving and enhancing the traditional, mixed land use character of the City by offering planned integration of land uses that promote positive relationships between businesses and neighborhoods and careful separation of conflicting land uses.

GOAL #1: ACCOMMODATE A DIVERSE, STRONG COMMERCIAL AND OFFICE BASE THAT SERVES THE NEEDS OF RESIDENTS AND BUSINESSES WITHIN THE COMMUNITY.

- a) Increase small business development.
- b) Recruit a diverse number of businesses to St. Johns.
- Seek boutique hotel developments in and around the downtown.
- Increase small town-appropriate commercial options that appeal to young professionals.
- e) Identify and discuss the best and highest uses for Township land that is close to City and within agreed upon development areas.
- Seek the highest and best use for remaining Cityowned industrial park property.

GOAL: #2: CREATE A VIBRANT DOWNTOWN WITH DIVERSE BUSINESSES.

- a) Implement the best use of City owned properties downtown.
- b) Encourage and support new and expanded retail establishments.
- c) Connect emerging businesses to landlords seeking to fill commercial space.
- d) Support the DDA/PSD's efforts to increase downtown events and activities.
- Recruit/encourage a coalition of businesses to extend hours into the evening/weekends to promote downtown vibrancy.
- f) Support the expansion of the business district east and west from Clinton Avenue along M-21, Walker, and Higham Streets through zoning and other actions.
- g) Seek the highest and best use for remaining City-owned industrial park property.

GOAL #3: ASSEMBLE PROPERTY ALONG THE MEIJER TRAIL FOR REDEVELOPMENT

- a) Partner with MDOT and other regional entities to assemble publicly-owned land into contiguous development parcels, including potential City purchase of land owned by other entities.
- b) Encourage private property owners to seek redevelopment tools consistent with the vision of this Plan.
- c) Work with MEDC, LEAP, and another partners to create a suite of incentives to attract developers to the targeted redevelopment areas.
- d) Seek developer partners for the construction of the envisioned development.
- e) Demolish the silos along Clinton Avenue and include that land in the redevelopment target area.



GOAL #4: ENCOURAGE ECONOMIC DIVERSITY AND JOB CREATION THAT WILL LEVERAGE ST. JOHNS' GEOGRAPHIC AND CULTURAL ASSETS.

- Rezone vacant or underutilized property in and near neighborhoods to encourage redevelopment that is compatible in use and intensity with the existing neighborhood.
- b) Support and encourage efforts to diversify the economic base of St. Johns.
- Facilitate economic development activities to expand the economic vitality and tax base of the City.
- d) Incorporate cross municipal relationship to coordinate infrastructure development with Bingham Township.
- e) Develop a wide range of housing types to attract families from around the region.
- f) Increase housing in and around the downtown.
- g) Partner with LEAP and MEDC to pursue City goals.

GOAL #5: PROVIDE ECONOMIC OPPORTUNITIES IN DEVELOPMENT AND REDEVELOPMENT AREAS.

- a) Leverage the City's Redevelopment Ready Certification to utilize LEAP and MEDC programs in support of desired business investment..
- b) Identify vacant and underutilized areas and plan to maximize their development.
- c) Provide for local infrastructure development, where needed, to support economic development efforts.
 - Improve pedestrian connectivity and beautification through partnership with the DDA/PSD via a Streetscape and Parking Master Plan.
 - 2. Work with housing developers to construct a new road network south of Townsend Road to support new construction, consistent with the vision of this plan.
 - Redesign Old 127 to improve circulation, turning movements, and non-motorized safety, in partnership with the Clinton County Road Commission and MDOT.
 - 4. Partner with Bingham Township to ensure sufficient water and sewer service to support desired development.
- d) Continue downtown revitalization efforts by encouraging a mix of housing, retail, and complementary services.
- e) Promote expansion of successful redevelopment efforts.

Neighborhoods

Policy Statement: Sustain and enhance St. Johns neighborhoods by providing for the safety and protection of all residents, visitors, and property, and enabling the development of strong, cohesive, and stable neighborhoods.

GOAL #1: PRESERVE, PROTECT, AND ENHANCE THE SMALL TOWN AESTHETIC, ECONOMIC VIABILITY AND LIVABILITY OF ST. JOHNS NEIGHBORHOODS.

- a) Plans, programs and investment opportunities should be consistent with the Future Land Use Plan and with the strategies described in this plan for each neighborhood area.
- b) Limit non-residential intrusions into residential neighborhoods and buffer detrimental effects of commercial and industrial uses through the use of open space and landscape treatments and site design.
- c) Ensure that all new housing is compatible with the desired characteristics of that particular neighborhood and in accordance with the general neighborhood strategies contained in this plan.
- d) Improve property maintenance of existing housing stock for renters and homeowners through enhanced code enforcement and rental inspection.
- e) Unifying elements should be utilized as a neighborhood identifier, whether it is signage, similar architecture, street lighting or consistent streetscape landscaping.
- f) Ensure sufficient land is planned and zoned for housing units attractive to seniors and retirees.
- g) Collaborate with homeowners to ensure high quality maintenance of older homes before engaging in code enforcement actions.



GOAL #2: ENSURE THAT THE CITY'S HOUSING STOCK INCLUDES A WIDE VARIETY OF TYPES OF UNITS REFLECTING THE DIVERSITY

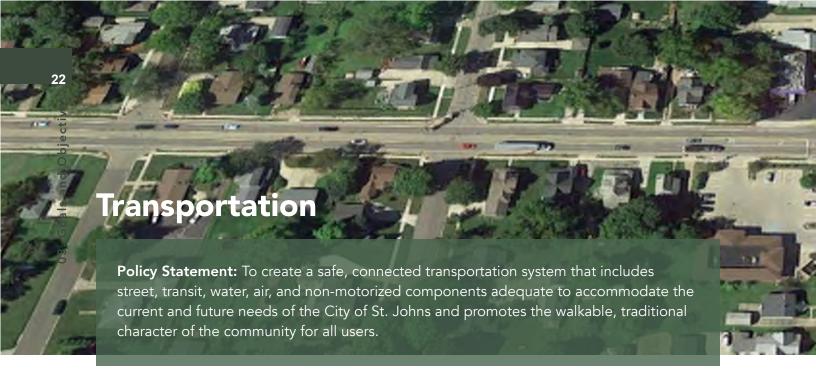
- a) Position planning, zoning, and economic development resources to promote the construction of housing meeting the needs identified in this plan.
- b) Target investment in parks to ensure City-wide access to high quality recreational amenities.
- Involve residents in planning and maintaining open space and neighborhood parks.
- Require newly constructed neighborhoods to retain open space and include sidewalks on all streets and bike trail connections as appropriate.
- e) Provide housing for all ages, including younger families and the aging population.
- f) Provide attainably priced housing for youth families.
- g) As the downtown residential population grows, ensure that it can function as a neighborhood through proactive management of quality of life issues such as parking and public spaces.

GOAL #3: PROMOTE EXISTING NEIGHBORHOOD IDENTITIES AND CULTURES.

- a) Encourage cooperation between community groups and the City to promote neighborhood cohesion and civic pride.
- b) Develop a street tree program to create a simple, efficient process for residents to beautify public rightsof-way.
- Utilize landscaping at entry points, in rights-of-way, and park areas to improve the beauty of all residential neighborhoods.
- d) Install new gateway signage at entrances to the City.

GOAL #4: MAINTAIN AND PRESERVE HISTORIC PROPERTIES WITHIN THE CITY.

- a) Investigate the creation of a demolition restriction zone to preserve historic structures.
- b) Secure façade grants for downtown buildings.
- c) Encourage homeowners to reflect historic standards in the upkeep of their homes, and increase awareness of opportunities for recognition of successful restoration efforts.
- d) Work with the DDA/PSD to ensure continued funding for the facade grant program. Include the Historic District in the Wayfinding Plan.
- Secure historic preservation awards for home restoration projects.
- f) Streamline regulations to allow the creation of bed and breakfasts in appropriate structures and locations.
- g) Allow maker spaces and artisan production facilities in the downtown.Incubator Space.



GOAL #1: PRESERVE AND ENHANCE THE LEVEL OF SERVICE, CIRCULATION, AND SAFETY OF THE ROAD NETWORK TO SUPPORT ALL USERS IN THE COMMUNITY.

- a) Mitigate for increased truck traffic, with buffers such as street trees and green infrastructure.
- b) Improve and maintain the specific roads that are being impacted by additional industrial park traffic.
- c) Increase safety at the intersection of M-21 and Scott Road through growth of businesses and providing infrastructure to increase walkability.
- d) Work toward the development of an overall circulation system for the City, which is coordinated with the transportation systems of the region, and which includes a connected network of residential streets designed to connect residents to each other by walking, cycling, or driving. Acknowledge changes in regional driving patterns, including the reduction in regional traffic on Old 127.
- e) Require that all land developments be designed in a manner that reduces the number of potential traffic conflicts (curb cuts), particularly along streets that serve as City-wide or regional traffic carriers. Require connections for both cars and pedestrians between adjacent sites on commercial thoroughfares. New developments should not adversely affect the safety, efficiency, and function of streets.
- f) Require street layouts of contiguous residential areas to be coordinated and connected. Residential street patterns should provide access for emergency vehicles and smooth and safe flow of pedestrians, bicycles, and cars through the neighborhood.
- g) Provide street layouts and street design and paving standards in industrial areas which are appropriate for the heavier truck traffic associated with such uses and which facilitate peak-hour smooth traffic flows with minimum disruption to the general traffic flow of the community.
- h) Control noise of truck traffic in expanding industrial park.



GOAL #2: ENHANCE WALKABILITY AND WAYFINDING IN AND AROUND THE DOWNTOWN.

- a) Follow up the public parking signage program with efforts to designate private lots and make the downtown parking system easier to understand and navigate.
- b) Increase signage leading to downtown, especially at M-21 and Old 127.
- Add a branded wayfinding sign on the US-127 freeway before the M-21 exit.
- d) Provide directional signs on Old 127 to direct people downtown.
- e) Continue to enhance downtown parking options for residents and businesses.
- f) Ensure the DDA has sufficient funding for infrastructure upkeep to ensure safety and a positive aesthetic for the community.
- g) Wayfinding Sign Plan with suggested designs for both the downtown and Old 127 Corridor and tying the two together.
- h) Add wayfinding signage for local businesses and amenities along the Meijer Trail, including maps.

GOAL #3: IMPROVE SAFETY AND QUALITY OF LIFE ON OLD 127

- a) Collaborate with MDOT to increase traffic safety and walkability along OLD 127.
- b) Provide Beautification to OLD 127 to change the road into a gateway.
- Provide green infrastructure and landscaping to act as beautification.
- d) Increase streetscape and building improvements to beautify Old 127 Corridor.



GOAL #1: PROVIDE SAFE, INCLUSIVE, COMMUNITY-BASED RECREATIONAL OPPORTUNITIES THAT IMPROVE THE OVERALL QUALITY OF LIFE FOR ALL ST. JOHNS-AREA RESIDENTS.

Parks provide a natural gathering place for the community as well as provide for free or low-cost recreational activities. Therefore, it is important to continue to provide and improve these facilities. Based on community input, the City will continue to provide and improve these facilities.

- a) Continue to improve and upgrade the City of St.
 Johns recreational and support facilities, based on
 community feedback, of which residents can be
 proud.
- Provide increased and better access to and through the City Parks and Trails System.
 Objective: Add passive and active programming based on community input and available financing.

GOAL #2: PROMOTE DEVELOPMENT OF A NON-MOTORIZED PATHWAY SYSTEM THROUGHOUT THE CITY TO ENCOURAGE INTERACTION AND PARTICIPATION, IMPROVE PEDESTRIAN SAFETY, AND STRENGTHEN NON-MOTORIZED LINKAGES BETWEEN CITY PARKS AND OTHER RECREATIONAL FACILITIES.

Paths and trails are a high priority with the residents. St. Johns currently has few trails, but with the construction of the Fred Meijer Trail, they have seen a rise in non-motorized activity in the city. Connecting the rail trail with the City Park and other points of interest is a high priority for the community. 80% of survey respondents place a high or moderate funding priority on increasing trail connectivity within the community.

- a) Expand non-motorized pathways in St. Johns, with focus on existing paths and points of interest.
- b) Evaluate options for safely moving pedestrian traffic across Old U.S. 27 to expand non-motorized park access from the east side of the highway.
- c) Pursue a partnership with Clinton County to connect the Fred Meijer Trail to Motz Park and possibly other county resources.



GOAL #3: PROMOTE REGIONAL
COOPERATION BETWEEN THE CITY
OF ST. JOHNS, CLINTON COUNTY,
SURROUNDING TOWNSHIPS, THE
ST. JOHNS SCHOOL DISTRICT,
AND OTHER PUBLIC AND PRIVATE
ORGANIZATIONS WITHIN THE COUNTY
TO BETTER PROVIDE COMPREHENSIVE
RECREATIONAL OPPORTUNITIES TO THE
RESIDENTS OF ST. JOHNS AND CLINTON
COUNTY.

It makes financial and practical sense to coordinate recreation within the city in a way that is aware and supportive of the surrounding areas. The City and School District have been working together for years providing shared recreation programs and facilities. Further collaboration with the County and other organizations will prove to an important component in providing quality recreational programs and facilities to the St. Johns community.

- a) Continue to work with the existing partners to provide recreational programming and facilities.
- b) Continue to explore options for new and expanded partners, providing additional recreational opportunities.

GOAL #4: ENHANCE THE QUALITY OF LOCAL NEIGHBORHOODS THROUGH ESTABLISHMENT AND MAINTENANCE OF QUALITY NEIGHBORHOOD PARKS CONVENIENTLY LOCATED TO ALL CITY RESIDENTS.

Park facilities are among the most visible indicators of community identity and pride. Every park in the system, with the exception of the Senior Citizen Park, was shown to be the most important park to several responding households, with all parks being used by individuals on a bi-weekly basis or more frequently. The majority of respondents said clean and quality restrooms and playground areas were the most important features of a park.

- a) Continue to upgrade playground equipment and access, paying special attention to universal access.
- b) Keep parks safe and well-maintained.
- c) Investigate all appropriate methods to provide facilities and for facility improvements, including providing incentives to private developers, promoting donation of property and/or facilities, and the sale of unused/underused assets.



GOAL #5: PROVIDE UNIVERSALLY ACCESSIBLE RECREATION OPPORTUNITIES DESIGNED WITH ALL COMMUNITY MEMBERS IN MIND.

The City wishes to provide recreational activities for residents of all abilities. With ambulatory and cognitive disabilities shown to be higher than the national average, special care should be taken to actively incorporate facilities for these users.

- a) Partner with organizations that serve disabled individuals to better understand and provide for community needs.
- b) Make sure that all improvements and upgrades to park facilities, where feasible, are universally accessible.

GOAL #6: STRENGTHEN THE ROLE
OF THE CITY OF ST. JOHNS AS A
REGIONAL PROVIDER/COORDINATOR
OF RECREATIONAL OPPORTUNITIES,
AND DEVELOP A PLAN THAT MAXIMIZES
THE IMPACT OF EXISTING AND FUTURE
RECREATION PROVIDERS.

Due to its centralized location and rural surroundings, the City is the major recreational provider for the central and northern part of the county. Many people from within and outside the City look to us for recreational programming, yet many are not aware of the programming we offer. Several survey respondents were unaware of multiple parks, recreation resources, and facilities.

- a) Expand current internet presence, including the City website, to provide information on facility locations, features, and recreation programs.
 Objective: Explore the possibility of creating a Recreation Authority with other municipal groups and recreation providers.
- b) Explore additional methods to improve community awareness of recreation programs and facilities.
- c) Encourage citizen involvement in the park system through volunteer programs, interpretive programs, and the decision-making process. Consider implementing regular online community surveys to monitor progress and gain input on specific recreation decisions.



GOAL #7: ACQUIRE PROPERTY, AS NECESSARY, TO MEET THE LONG-TERM RECREATIONAL NEEDS OF CITY RESIDENTS.

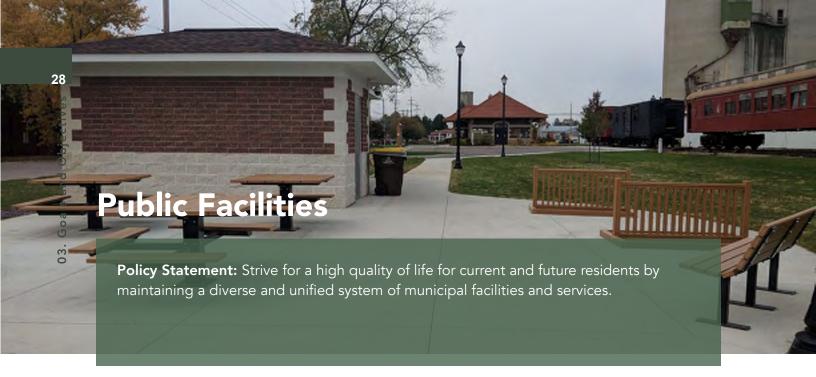
In the past, the City has purchased valuable parks and recreation land but has also sold land to other entities providing them with land to expand their facilities. Local officials must be conscious of the need to retain and acquire additional parkland.

- a) Retain existing parkland to meet recreational needs of the City.
- b) Encourage the use of open spaces for recreational purposes.
- c) Evaluate every opportunity to expand/improve the park system and take action where practical, this may include selling underused park land and using proceeds to improve or purchase other parks. Natural conservation should be considered in addition to facility expansion.

GOAL #8: PROMOTE HEALTHY, ACTIVE LIFESTYLES THROUGH THE ST. JOHNS PARKS AND RECREATION FACILITIES AND PROGRAMS.

Considering national problems of obesity, heart health, diabetes, and other health issues, it is important to take into consideration the health impact of new and existing facilities and programs. Just over 67% of respondents participate in recreation programs offered by the department, yet 58% of survey respondents still feel that the improvement of health and fitness programming would have a positive impact on their satisfaction, and 75% currently use the parks for fitness and exercise. 66% feel that the development and improvement of trails within the park system would have a very positive impact on their satisfaction, and 11% cite "lack of trails" as a reason for not using the park system more frequently.

- a) Promote awareness of existing facilities and programs that support healthy lifestyles and choices.
- b) Provide additional health and fitness programming. Objective: Provide additional facilities and opportunities, including walking and biking trail systems, which foster healthy choices and lifestyles.
- Provide innovative recreation opportunities for all seasons that encourage active year-round lifestyles.



GOAL #1: CONTINUE TO OFFER HIGH QUALITY SERVICES AND FACILITIES FOR RESIDENTS.

- a) Create a Pre-Application Committee, consisting of the City Manager, Community Development Director, and DPW Director, and potentially others, to provide initial feedback on development projects.
- b) Increase coordination and cooperation between departments to streamline processes and ensure consistent application of policies.
- c) Update facilities to accommodate improvements and changes in technology.
- d) Work proactively to provide opportunities for non-residents to access recreation programs and other City services, while recouping the costs of expanding those programs.
- e) Utilize the newly acquired Wilson Center facilities to provide programming and activities for residents.
- f) Continue providing services and assistance to neighboring communities in a manner that promotes the spirit of a cohesive region without facilitating inefficient, low density development.
- g) Further develop Stewardship in St. Johns as guidance for maintaining recreation facilities for all members of the community, including leveraging service organizations such as Kiwanis, Rotary, etc.
- h) Support the Wilson Center as a Community Center.
- i) As part of the ongoing redevelopment of the Wilson Center, ensure that facilities for public recreation, arts, music, and culture are retained within the facility.

GOAL #2: REDUCE STRESS ON THE CITY STORM WATER SYSTEM THROUGH LOW IMPACT DEVELOPMENT.

- a) Continue on-going planning efforts and studies of storm water infrastructure to ensure it is meeting demands and that adequate capacity is provided.
- Require that developers submit a green infrastructure plan at the beginning of the site plan review process.
- c) Develop guidelines and ordinance provisions that would allow for native vegetation.
- d) Continue to work with the County Drain Commission to ensure maintenance of County Drains and prevent flooding.



GOAL #1: INTEGRATE NATURAL FEATURES INTO SITE DEVELOPMENT WHILE CLEANING UP EXISTING CONTAMINATION TO PROTECT THE QUALITY OF NATURE IN URBAN AREAS.

- a) Promote the clean-up of contaminated sites with innovative incentives through zoning flexibility and with assistance from the Brownfield Redevelopment Authority.
- b) Promote sensitive and responsible storm water management practices by developing guidelines and policies based on Best Management Practices.
- c) Encourage developers to integrate existing natural features into new developments.
- d) Develop ordinances which preserve the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for their enforcement.
- e) Integrate vegetation and natural features in road construction and improvements.

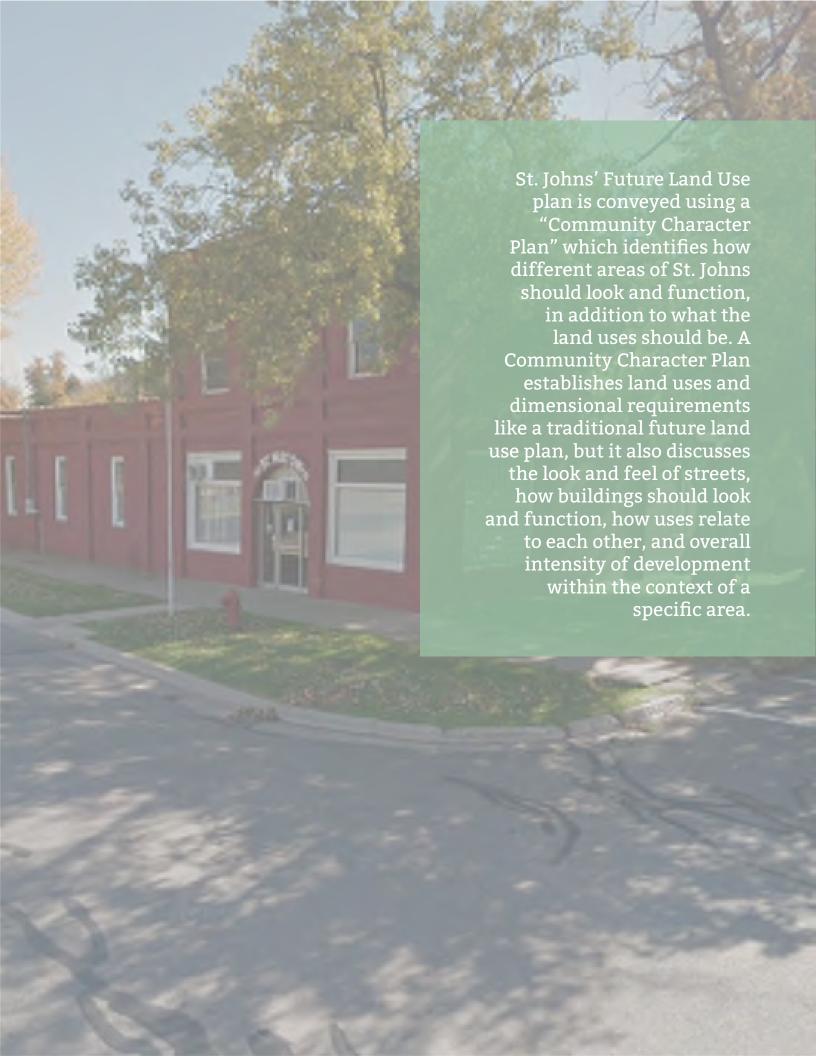
GOAL #2: PRESERVE EXISTING TREES AND WORK TO EXPAND THE TREE CANOPY.

- a) Establish a community-wide tree planting program to add neighborhood appeal, increase the community's aesthetic appeal, and reduce impacts of extreme heat events (saving energy costs).
- b) Develop and maintain a list of desirable and undesirable species for tree planting, especially street trees.
- c) Increase the diversity of tree species planted in the City.



04.

Redevelopment and Community Character





Community Character Districts

The purpose of a Community Character Plan is to recognize distinct land use areas like residential, industrial, and commercial, and identify all of the parts that add up to create character, such as use, design, and density. The Plan establishes several Community Character categories, each with the following components:

LAND USE

Uses which are appropriate within the character area.

BUILDINGS

How the building looks and functions and where it is located on the lot.

DESIGN

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How lots, streets, and frontages are designed, and how lots relate to each other in the public realm.

Community Character Plan

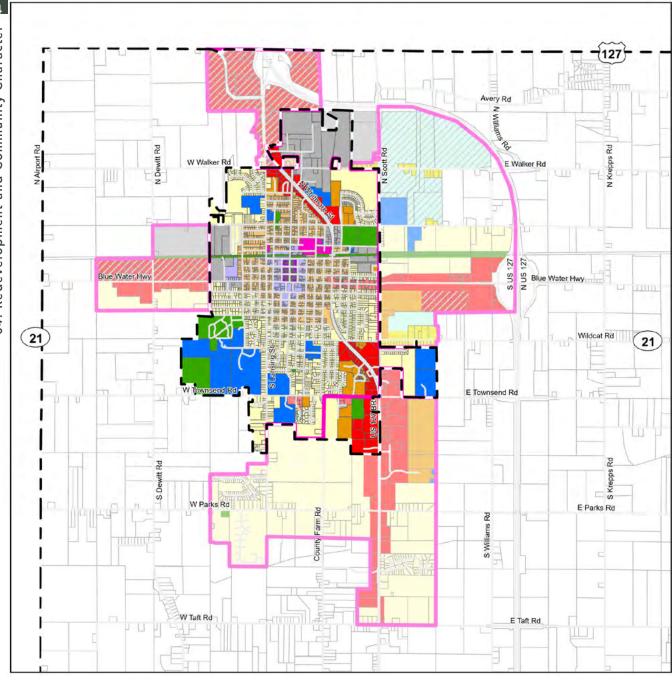
The Community Character Plan serves as a guide for how the community envisions itself in the next 10 to 15 years. It is based on an analysis of land uses issues in the City, existing land use, demographics, housing conditions, retail market potential, housing market potential, community infrastructure, transportation and circulation, public input from workshops and online engagement, and the goals and objectives set forth by the community.

The Community Character Plan constitutes the development policy of the City. The Plan should be updated on a regular basis to address the impact of new developments or other changing conditions. The elected and appointed officials of St. Johns are responsible for the interpretation of the intent of the Community Character Plan.

Community Character Districts and Zoning

The Community Character Districts present a Future Land Use Plan which will be the foundation for the community's zoning plan. The zoning plan will then be the basis for the zoning ordinance. The zoning plan is based on an inventory of conditions pertinent to the zoning within the municipality and the purposes for which zoning may be adopted. The zoning plan identifies the zoning districts and their purposes, as well as the basic standards proposed to control the height, area, bulk, location, and use of buildings and premises in the City.

The eleven Community Character Districts, and the uses and development types presented in each, relate to the ten Zoning Districts in the City's zoning ordinance in the manner described in the Zoning Ordinance earlier in this plan.



MAP 1.

Future Land Use

City of St. Johns, Michigan

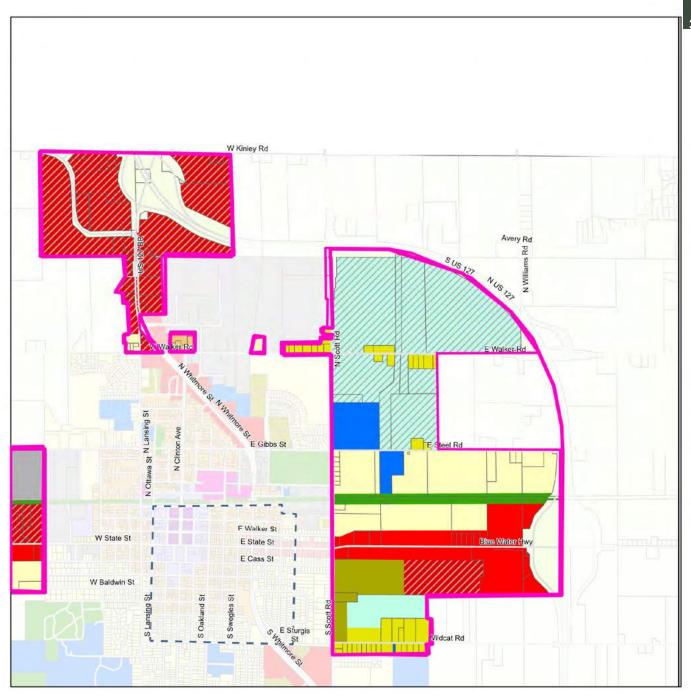
March 19, 2025





Basemap Source: Michigan Geographic Information, v.17a, Data Source: City of St. Johns, 2024. McKenna 2024.



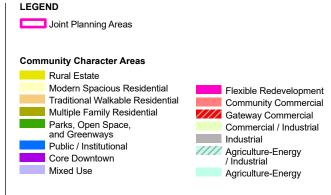


MAP 2.

North Joint Planning Area

City of St. Johns, Michigan

March 19, 2025





Basemap Source: Michigan Geographic Information, v.17a, Data Source: City of St. Johns, 2024. McKenna 2024.

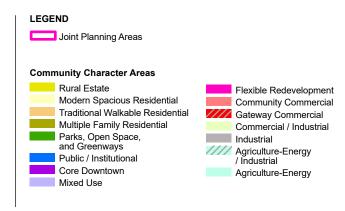


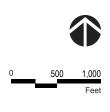
MAP 4.

South Joint Planning Area

City of St. Johns, Michigan

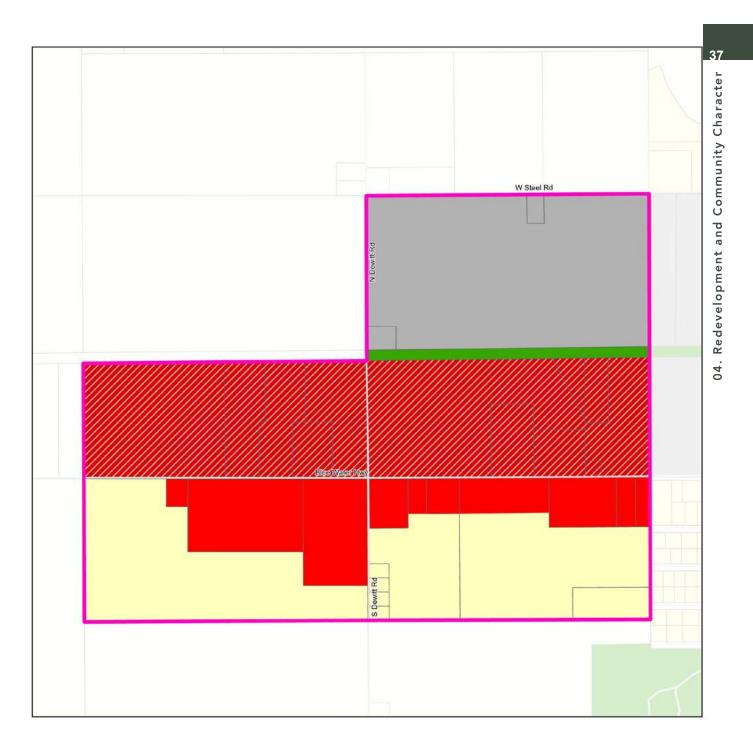
March 19, 2025





Basemap Source: Michigan Geographic Information, v.17a, Data Source: City of St. Johns, 2024. McKenna 2024.

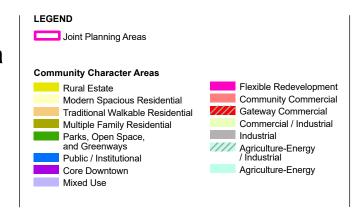


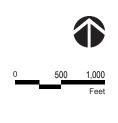


West Joint Planning Area

City of St. Johns, Michigan

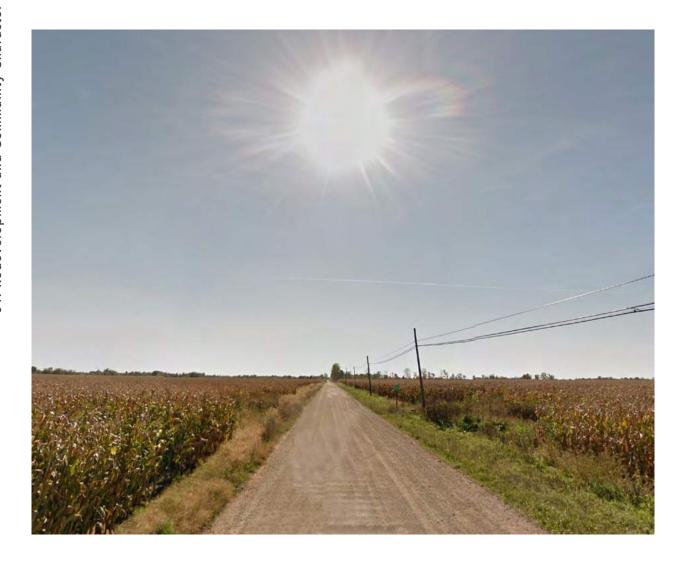
March 19, 2025





Basemap Source: Michigan Geographic Information, v.17a, Data Source: City of St. Johns, 2024. McKenna 2024.





Joint Planning Areas

St. Johns and Bingham Township are committed to working together for their shared growth, sustainability, and prosperity. For that reason, the Community Character Plan includes multiple portions of Bingham Township.

The vision for the Joint Planning Areas is articulated by the same Community Character Categories that delineate the City's vision. There are two Community Character Categories that fall within the Township only—Agricultural-Energy and Rural Estate. There are several Community Character Categories that only fall within the City.

Development within the Joint Planning Areas should be governed by the Community Character Categories, as well as the following specific issues:



NEW NEIGHBORHOODS

The Community Character Plan calls for several new neighborhoods in Bingham Township, particularly south of the City of St. Johns. These neighborhoods should be developed according to the Modern Spacious Residential Community Character Area, and should have the following characteristics:

- » The housing stock should be high quality, with durable materials on all faces.
- » The neighborhoods should be built around natural features such as wetlands and water bodies, and their surroundings should be preserved as parks or nature preserves within an overall framework of dense development.
- » The neighborhood should feature a connected network of streets with sidewalks, in a grid to the extent possible. Cul-de-sacs are highly discouraged and should not be permitted unless physical features, existing infrastructure, or legal impediments require them. The street network should connect to all nearby thoroughfares as often as possible, and every street that reaches the edges of the neighborhood should be a stub street to connect to future development.
- » Efforts should also be made to connect new neighborhoods to existing adjacent neighborhoods in as many places as possible. Connecting through streets should be built along section lines, half section lines, and quarter section lines, where streets do not already exist in those places.



WATER / SEWER INFRASTRUCTURE

The Township has its own water and sewer system, separate from the City's. However, as of the adoption of this plan, the Township system only exists in limited and disconnected areas. Development in the northern JPA would require an extension of either Township utilities or City utilities. The City and Township should cooperate to meet the needs of development as envisioned in this plan.

Regardless of the format for cooperation, the City and Township are committed to working together to ensure quality provision of water and sewer infrastructure to the greater St. Johns community as it grows.

MEIJER TRAIL GREENWAY

Along the Meijer Trail in Bingham Township, this plan envisions a 100 foot required setback, which should be planted with trees and other greenery, and supplied with recreational amenities, such as playgrounds, outdoor fitness equipment, small sports facilities (like basketball or tennis), and/or public art. This will provide a rural and recreational setting for the trail itself, while still allowing nearby development. Most of the land along the trail in the Township is designated as Modern Spacious Residential.

PARK ON PARKS ROAD

There is a parcel on Parks Road just west of Loomis Road that is owned by the Township. It is the intent of this plan for that to become a park to serve the existing and planned neighborhoods in that area.

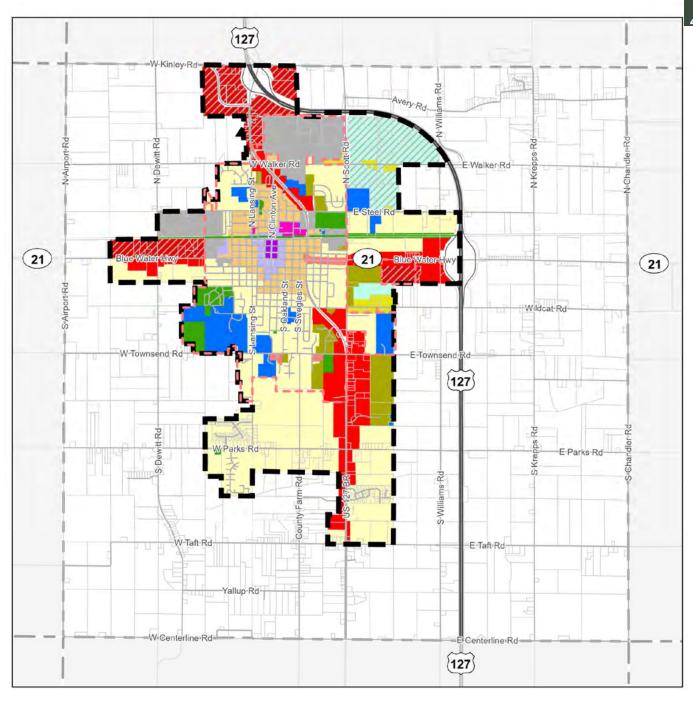
OLD 127 COMMERCIAL – "LEAPFROG" DEVELOPMENT PROHIBITION

Old 127 is designated as Gateway Commercial for most of the stretch between Taft Road and Townsend Road. However, it is the intent of this plan for that commercial corridor to be built out in an orderly, efficient, and sustainable fashion. That means that the Township should only approve rezonings if they are adjacent to, or at least near, existing development and commercially-zoned land. "Leapfrog" development, which means development that occurs leaving farmland or natural land in between developed areas, down the corridor is highly discouraged.

URBAN SERVICES BOUNDARY

The Urban Services Boundary Map on the following page designates the area that St. Johns and Bingham Township envision for the preservation of rural character, natural features, and agriculture. The extension of public water and sewer systems within the boundary, by either jurisdiction, is highly discouraged, and any development within the boundary should be low density and designed to preserve natural features.





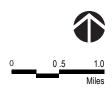
MAP 6.

Proposed Urban Services Boundary

City of St. Johns, Michigan

March 19, 2025





Basemap Source: Michigan Geographic Information, v.17a, Data Source: City of St. Johns, 2024. McKenna 2024.



Community Character Categories

MSR

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Consistent with surrounding character

Minimum Lot Width:

Consistent with surrounding character

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:

Consistent with surrounding character

BUILDING HEIGHT

Minimum:

1 story

Maximum:

3 stories

STREET FRONTAGES

Front porch

Lawn / greenscape

Trees and landscaping

Modern Spacious Residential

General Characteristics. This designation is characterized by single family and two family residential housing units on larger lot sizes than those found in the older neighborhoods of the City. These homes were built in the post-World War II era and tend to be located outside of the City's core and often have attached garages. The streets are curvilinear with cul-de-sacs and no alleys.

Appropriate Land Uses. Appropriate uses include detached single family residential dwelling units, two-family attached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation. Residential streets should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible, including connections to neighborhoods in the surrounding townships. Cul-de-sacs are highly discouraged.

Building Location. Building setbacks should be consistent with existing residential properties. Buildings may have minimal front yard setback to encourage connection to the street.

Building and Site Design. New homes should be designed with quality materials, but need not conform to any architectural standard. However, they should be consistent with surrounding homes in terms of scale, massing, and site design. Garages should be located so that they do not dominate the front façade of the home.

Parking. Residential dwellings may utilize off-street parking through the use of on-site garages.





Community Character Area Categories





DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Consistent with surrounding character

Minimum Lot Width:

Consistent with surrounding character

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:

Consistent with surrounding character

BUILDING HEIGHT

Minimum:

1 story

Maximum:

3 stories

STREET FRONTAGES

Front porch

Lawn / greenscape

Trees and landscaping

Traditional Walkable Residential

General Characteristics. This designation is characterized by single family and multiple family residential housing units in a more urban setting. Smaller single and multiple family housing units, including townhouses, condominiums and apartments are common. Housing units are located along or near downtown and typically represent traditional neighborhood development.

Appropriate Land Uses. Typical uses include attached and detached residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses.

Streets and Transportation. Streets follow a traditional grid pattern with common elements such as sidewalks, pedestrian scale lighting, and tree canopy. Main thoroughfares may be recommended for on-street bicycle facilities such as bike lanes.

Building Location. Building setbacks should be consistent with existing residential properties. Buildings may have minimal front yard setback to encourage connection to the street.

Building and Site Design. Buildings should be designed with quality materials and conform to the dominant architectural typology of the block. Alternative architectural styles may be appropriate in some neighborhoods, provided the character of the residential block is enhanced. Buildings should include front (street) entrances to encourage connection to the street, and garages should be located in rear yards.

Parking. Residential dwellings may utilize off-street parking through the use of onsite garages. Where appropriate, dwellings may utilize on-street parking or shared parking in lieu of providing an on-site garage. On-site parking shall be located to the rear of the building wherever possible.





Community Character Area Categories



DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Consistent with surrounding character

Minimum Lot Width:

Consistent with surrounding character

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:

Consistent with surrounding character

BUILDING HEIGHT

Minimum:

1 story

Maximum:

4 stories

STREET FRONTAGES

Welcoming entrances

Front porch

Lawn / greenscape

Preserved trees

Multiple Family Residential

General Characteristics. The Multiple Family Residential character area includes St. Johns existing apartments, condominiums, and duplexes. These buildings are intended to stay as they are. Multiple family residential development is also planned for the areas along Joyce Lane and Sunview Drive.

Appropriate Land Uses. Apartments, condominiums, townhouses, and duplexes. The units may be in stand-alone buildings, or may be clustered in complexes. Assisted living and similar facilities are also appropriate for these areas.

Density. The design recommendations of this Plan will set densities to a reasonable number of units by requiring good design.

Streets and Transportation. Uses should have connections to a collector or arterial street to handle higher amounts of traffic. The design of internal street networks should allow for safe walking and biking. Connections to parks and recreation amenities and bicycling and walking paths is encouraged.

Building and Site Design. Buildings should be built with high-quality materials and should be architecturally compatible with surrounding neighborhoods. Buildings with a connection to the street, including designs with attractive front facades, entrances, and porches are all highly encouraged. Open spaces should be functional and allow for recreational enjoyment and the preservation of natural features. Architectural variation is highly encouraged to create a character on long and connected facades.

Parking. Parking areas may be located in the front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees. However, where appropriate, buildings should front the street and provide parking to the rear. Parking space requirements may vary based on the location of the development and availability of shared parking.









DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area: N/A

Minimum Lot Width:

BUILDING SETBACKS

Minimum:

As necessary for parking

Maximum:

As necessary to preserve buffering in rear

As necessary for access management

Rear:

As needed for loading / parking and screening

BUILDING HEIGHT

Minimum:

1 story

Maximum:

3 stories

STREET FRONTAGES

Retail storefronts Outdoor patio / seating areas Lawn / greenscape Landscaped parking

Community Commercial

General Characteristics. Community Commercial is intended for large scale retail and service establishments that provide goods and services for St. Johns residents and visitors.

Appropriate Land Uses. This district includes office, general retail commercial, food service, and entertainment uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities should be located in this district, provided that parking areas and loading zones are properly buffered and landscaped.

Density. Commercial density could range from single stand-alone buildings to plazas with two or more commercial units, provided that the buildings maintain the existing scale and character of the nearby area.

Streets and Transportation. Sites should be so designed as to incorporate shared access drives and connections between parcels ("cross access") in order to reduce the number of curb cuts onto the street. The streetscape should be well designed and landscaped. Streets connections and/or pedestrian connections should be provided between commercial areas and adjacent neighborhoods.

Building Location. Buildings facing arterial streets may be located close to the street or set back to permit front-yard parking.

Building and Site Design. Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Facades facing public right-of-way should be highly transparent.

Parking. Commercial buildings should be supported by sufficient but not overly excessive parking areas. Parking areas may be located in the front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees. Shared parking should be encouraged.









DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area: Consistent with existing

Minimum Lot Width: Consistent with existing

BUILDING SETBACKS

Minimum:

As necessary to preserve parking, loading, and circulation

Maximum / Side: Zero feet

Rear:

As necessary to preserve parking, loading, and circulation

BUILDING HEIGHT

Minimum:

1 story

Maximum:

3 stories

STREET FRONTAGES

Retail storefronts
Outdoor patio / seating areas
Lawn / greenscape
Landscaped parking

Gateway Commercial

General Characteristics. Sites are intended for large scale retail and other uses serving residents of St. Johns, Bingham Township, and travelers along the Old 127 corridor. Gateway Commercial areas are located south of E. Sturgis Street and north of E. Gibbs Street.

Appropriate Land Uses. This area is most appropriate for the automotive oriented uses often located near the Interstate highways. Uses needing a larger site area than those in the other commercial categories should be located in the Gateway Commercial area. The parking areas and loading zones should have an adequate level of screening and landscaping to help blend with the aesthetic of the area.

In order to support the needs of professional drivers supporting the growing industrial base of St. Johns, high-quality truckstops or travel plazas could be appropriate close to the M-21 / US-127 interchange, or the Old 127 / US-127 interchange.

Density. Gateway Commercial density is intended to feature multi-tenant commercial plazas with shared parking. Single use buildings may fill outlot spaces within the plaza.

Streets and Transportation. Sites should be designed to incorporate shared access drives and connections between parcels ("cross access") in order to reduce the number of curb cuts onto the street. The streetscape will not be as detailed as other areas, but it should be consistent. Parking areas should not interfere with pedestrian and bicycle access from the sidewalks and streets to entrances of buildings, and the connections from the sidewalks and streets to the buildings should be safe for anyone using them.

Building Location. Buildings facing arterial streets may be located close to the street or set back to permit front-yard parking.

Building and Site Design. Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Facades that face the public right-of-way should incorporate a high percentage of windows within their design. Buildings should be designed so that they can potentially be reused upon future redevelopment. Parking lots should include landscaping to break up large areas of pavement and to provide screening from sites wherever necessary.

Parking. Parking areas may be located in the front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees.









DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Minimum Lot Width:

BUILDING SETBACKS

Minimum / Side: None

Maximum: Zero feet

Rear:

As needed for loading / parking

BUILDING HEIGHT

Minimum: 2 stories

Maximum: 4 stories

STREET FRONTAGES

Retail storefronts Outdoor patio / seating areas Windows and displays

Awnings and canopies

Insert pictures of example development types

Core Downtown

General Characteristics. St. Johns Core Downtown area consists of one block on either side of N. Clinton Avenue between State Street and Railroad Street. This area is a hub of commercial activity in the core of the City, and the buildings have historic architectural characteristics and define the downtown character.

Appropriate Land Uses. Mixed uses are compatible within the Core Downtown area. Commercial businesses intended for this category include service, professional, and retail businesses that encourage foot traffic and do not require large parking lots. Other land use types such as institutional or recreational uses, as well as small business "maker spaces" are also encouraged. Some residential uses, such as upper floor apartments, are also compatible in this area.

Density. There is no maximum density recommendation. The design recommendations of this Plan will set densities to a reasonable number of units by requiring good design. Setbacks on the front and side should be minimal and setbacks along the rear of lots should be respectful of parking, loading, and circulation needs.

Streets and Transportation. On-street parking, two-way traffic, and high walkability should be continued on N. Clinton Avenue. Bicycle lanes should be incorporated on all east-west streets through the downtown core. Bicycle parking should also be encouraged in strategic locations. N. Clinton Avenue should include streetscape and landscape elements that enhance the feel and character of downtown. Off-street parking lots serving downtown should include wayfinding signs such as "Free Parking Walk to Shops" or other ways to direct drivers to the downtown area.

Building Location. New buildings or infill development should be built to the sidewalk.

Building and Site Design. Reuse and re-occupancy of existing buildings is preferred whenever possible. Any new buildings should match existing feel and character of N. Clinton Avenue. Buildings should contain two or more stories, be located right on the sidewalk, and have off-street parking located to the rear. No front and side yard setbacks are encouraged. First floor storefronts should be transparent and welcoming with minimal window signage. Signage should be attractive, with projecting signs encouraged.

Parking. Any parking lots should be open to the public and serve the entire Core Downtown area. On street parking should be encouraged where street right-of-way permits, and off street parking should be located at the rear of buildings. Shared parking should be encouraged, and new uses shall not be required to create parking. Wayfinding signage should clearly identify public parking in this district.

In the St. Johns Downtown Plan, the Core Downtown Land Use Category in the provides additional recommendations for this Community Character Category.







DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Minimum Lot Width:

BUILDING SETBACKS

Minimum:

Midway between block average and street line

Maximum:

Even with block average

Side:

Consistent with existing

Rear:

As needed for loading / parking

BUILDING HEIGHT

Minimum:

1 story

Maximum:

3 stories

STREET FRONTAGES

Outdoor patio / seating areas Front porch / stoop Welcoming office entrance Awnings and canopies Lawn / landscaping

Mixed Use

General Characteristics. The Mixed Use Disrict covers portions of the City where both residential and commercial uses are appropriate. These areas, which include the blocks surrounding the downtown, are ripe for walkable development to take advantage of the City's historic block structure and natural urban character.

Appropriate Land Uses. Uses that can serve as a transition between the downtown and the neighborhoods are encouraged. Uses should be a mix of commercial, professional offices, residential, technology, and civic. The goal of this area is to allow existing uses to continue while creating an opportunity for different types of uses in the future if sites are redeveloped.

Density. The density of development will be similar to the existing level or greater but will be less than the Core Downtown.

Streets and Transportation. The streets should incorporate on-street parking to support nearby land uses. Bicyclists and pedestrians should be able to use these streets safely as they venture downtown. Bicycle lanes are recommended for Spring Street and Brush Street as the main north-south non-motorize paths through the downtown area. Streetscape and landscape elements should enhance the area and complement the streetscape and landscape elements of downtown, to create a cohesive visual aesthetic to the City.

Building Location. Building setbacks should be relatively small and front yard space should be well-maintained.

Building and Site Design. A mix of building types should be allowed in this district. Any new buildings should match the feel and character of surrounding buildings.

Parking. If any new parking lots are constructed, they should be at the backs of sites and should be open to the public, with attractive landscaping and screening. Wayfinding signage should promote public parking in this district as an option for visitors to downtown.

In the St. Johns Downtown Plan, the Mixed-Use Neighborhood, Core Neighborhood, and Residential Preservation Land Use Categories provide more detailed recommendations and vision within this Community Character category.





CURRENT CHARACTER





DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Minimum Lot Width:

BUILDING SETBACKS

Minimum / Maximum /
Side / Rear:
Respectful of surrounding uses

BUILDING HEIGHT

Minimum:

1 storv

Maximum:

As needed for use, respectful of surrounding uses

STREET FRONTAGES

Attractive entrances
Lawn / greenscape
Buffering landscaping
Preserved trees

Flexible Redevelopment

General Characteristics. The area designated for Flexible Redevelopment is located one block north of the Core Downtown, along Railroad Street and Ross Street between N. Ottawa Street and Old 127. The Fred Meijer Clinton-Ionia-Shiawassee Trail and runs east-west through the area. The area is currently characterized by large lot agricultural and industrial uses.

Appropriate Land Uses. Uses include residential and commercial uses of various densities, except for single family homes, flexible technology and creative spaces, and low intensity industrial uses including research, product testing centers, light machinery, warehousing and minor assembly.

Streets and Transportation. Roads should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians or bicyclists The streetscape should be well designed and landscaped. Streets connections and/or pedestrian connections should be provided between redevelopment areas and adjacent neighborhoods.

Building Location. Buildings may be located close to the street or set back to permit front-yard parking.

Building and Site Design. Buildings should be designed with high quality architecture which complements and enhances existing development. Proper screening, sufficient open space, good landscaping, and quality architectural design are important for buffering adjacent residential and commercial uses.

Parking. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.

In the St. Johns Downtown Plan, the Creative Re-Use and Highway Commercial Land Use Categories provide more detailed recommendations and vision for this Community Character Category.









DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Minimum Lot Width:

BUILDING SETBACKS

Minimum / Maximum / Side / Rear: Respectful of surrounding uses

BUILDING HEIGHT

Minimum:

1 storv

Maximum:

As needed for use, respectful of surrounding uses

STREET FRONTAGES

Attractive entrances

Lawn / greenscape

Buffering landscaping

Preserved trees

Industrial

General Characteristics. This designation provides an exclusive area for medium to high intensity Industrial uses, which are vital to the City's economy. Large plants that involve manufacturing products, stamping, and machine operations are well-supported here. Industrial areas have heavy buffers and deep setbacks to minimize impacts to adjoining properties. The St. Johns Industrial Park is an example of a general industrial site.

Appropriate Land Uses. Examples include large plants that involve manufacturing products, stamping, and machine operations.

Streets and Transportation. Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians or bicyclists. New roads should be built to connect the industrial districts with arterial roads without going through the center of St. Johns or disturbing residential areas.

Building and Site Design. Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged, however, sites should be designed to minimize off-site impacts and reduce pollution and site contamination to the extent possible. Stormwater should be controlled on-site to the extent possible.

Parking. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.





CURRENT CHARACTER





DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Consistent with existing, allowing for flexibility to promote development

Minimum Lot Width:

Consistent with existing, allowing for flexibility to promote development

BUILDING SETBACKS

Minimum:

Midway between block average and streetline

Maximum:

Even with block average

Side:

Consistent with existing

Rear

As needed for loading / parking

BUILDING HEIGHT

Minimum:

1 story

Maximum:

As needed for use, while staying compatible with surroundings

STREET FRONTAGES

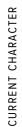
Grand civic / religious entrance
Outdoor patio / seating areas
Front porch / stoop
Welcoming office entrance
Lawn / greenscape
Preserved trees

Public / Institutional

General Characteristics. This designation identifies civic institutions that contribute to the sense-of-place in the City of St. Johns. Areas designated as Public / Institutional should be compatible with the character and scale of the neighborhood.

Appropriate Land Uses. Government facilities, schools and places of worship. In the event that a facility moves, appropriate land uses for redevelopment should be based on the existing and planned character of the surroundings.

Parking. Parking areas should be designed to be buffered from surrounding uses and should not create dead zones.





PLANNED CHARACTER





DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Minimum Lot Width:

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:

As necessary for park amenities

BUILDING HEIGHT

Minimum:

1 storv

Maximum:

As necessary to accommodate use

STREET FRONTAGES

Recreational amenities

Lawn / greenscape

Preserved trees

Parks, Open Space, and Greenways

General Characteristics. This designation identifies park land and open space as well as land not owned by the City that it plans to acquire in the future. Areas within this designation can be used for both passive and active recreation. Natural features and developed parklands should be compatible with the surrounding landscape and neighborhood.

Appropriate Land Uses. All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities.

Streets and Transportation. Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (i.e. bicycle racks, water fountains, wayfinding signage, lighting, etc.) should be constructed as needed. The connection of such pathways to connect the parks is strongly encouraged.

Building and Site Design. There are no specific Building and Site Design recommendations in this Plan for the Parks district, although high quality architecture is encouraged. Buildings should be well lit, highly visible, and provide public amenities. Parks should be maintained and upgraded as needed.

Parking. Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.).







RE

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

As needed to preserve open space / rural character

Minimum Lot Width:

As needed to preserve open space / rural character

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:

As needed to preserve open space / rural character, and to be consistent with the surrounding sethacks

BUILDING HEIGHT

Minimum:

1 story

Maximum:

2.5 stories

STREET FRONTAGES

Front porch / stoop

Lawn / green space

Preserved woodlands / wetlands

Agricultural uses

Rural Estate

General Characteristics. Rural Estate areas are located in the JPAs and consist of mostly large lot rural residential and similar development types. Agricultural uses are also located in these areas, and some prominent natural features are found here as well. Development is only expected in these areas if warranted by changing market conditions.

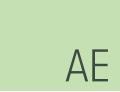
Appropriate Land Uses. Land uses in this category will mostly consist of rural residential development, with homes on large lots. Agricultural uses are also appropriate for this area.

Streets and Transportation. The streets in the Rural Estate areas should be designed with a rural character, most likely as two-lane roads. Paved shoulders on the more heavily traveled routes are encouraged as a way to create a space for bicyclists, pedestrians, or stranded motorists.

Building and Site Design. There are no specific Building and Site Design recommendations for the Rural Estate areas, although high quality design and architecture is encouraged.







DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

As needed to preserve open space / rural character

Minimum Lot Width:

As needed to preserve open space / rural character

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:

As needed to preserve open space / rural character, and to be consistent with the surrounding sethacks

BUILDING HEIGHT

Minimum:

1 story

Maximum:

2.5 stories

STREET FRONTAGES

Front porch / stoop

Lawn / green space

Preserved woodlands / wetlands

Agricultural uses

Green Energy

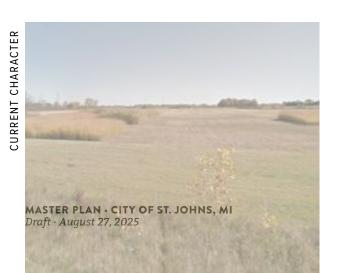
Agriculture - Energy

General Characteristics. Agriculture-Energy areas are located in the JPAs and consist of farmland and green energy generation facilities. Development is only expected in these areas if warranted by changing market conditions, except in the area designated as both Agriculture-Energy and Industrial, where industrial development may be appropriate if it is determined to be economically desirable and can be supported by infrastructure.

Appropriate Land Uses. Land uses in this category will mostly consist of agriculture, with some parcels being turned over to solar energy generation (or, less commonly, wind energy generation).

Streets and Transportation. The streets in the Agriculture-Energy areas should be designed with a rural character, most likely as two-lane roads. Paved shoulders on the more heavily traveled routes are encouraged as a way to create a space for bicyclists, pedestrians, or stranded motorists.

Building and Site Design. There are no specific Building and Site Design recommendations for the Agriculture-Energy areas, although high quality design and architecture is encouraged. Green energy generation facilities must be designed to minimum negative impacts on their immediate surroundings.









DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area: Consistent with original plat

Minimum Lot Width: Consistent with original plat

BUILDING SETBACKS

Minimum / Maximum / Side / Rear: Consistent with historic character

BUILDING HEIGHT

Minimum:

1 story

Maximum:

Consistent with historic character and existing surroundings

STREET FRONTAGES

Front porch

Shopfront

Lawn / greenscape

Trees and landscaping

Old Village Overlay

General Characteristics. This designation is an overlay to designate the original plat of the Village of St. Johns. It is the intent of this plan that the area within the Old Village be designated for historic preservation of various types, including through zoning, local historic designation, façade investments, homeowner grants, and seeking State and Federal historic designations where appropriate.

Appropriate Land Uses. Appropriate uses include detached single family residential dwelling units, two-family attached residential dwelling units, traditional mixed use buildings, multi-family residential (in some places), small manufacturing businesses (in some places), schools, parks, and other compatible municipal and civic uses.

Streets and Transportation. Residential streets should be designed for slow traffic and easy pedestrian and bicycle usage, as they were historically. The historic plat grid should be maintained, with minimal street closures or vacations.

Building Location. Building setbacks should be consistent with existing residential properties, to reflect the historic character. Zoning may be altered to base requirements on existing surroundings, rather than a specific on-size-fits-all standard.





Greater Downtown Redevelopment Plan



Greater Downtown Redevelopment Plan

Downtown St. Johns and its immediate surroundings have enormous potential. With historic architecture, walkable streets, beloved local businesses, infrastructure investments (such as the Meijer Trail) and major institutions (such as the City and County Governments), downtown St. Johns can become a gem in the region.

It is the intent of this plan for the City (along with the Downtown Development Authority / Principal Shopping District) to continue the planning process with a specific, detailed, and action-oriented Downtown Plan. The broad outlines of that plan should include the following:





BEAUTIFICATION

Downtown St. Johns has many beautiful features already. The County Courthouse (which also houses City and County offices) is a signature building that is visible from miles away. The Veterans Memorial, in the middle of Clinton Avenue where it meets the railroad tracks, is also a visually appealing landmark. Together, the two form the bookends of Downtown St. Johns. But in between, there is still work to be done for the district to live up to its full aesthetic potential. This plan envisions the following efforts:

- » Utilizing the silos as a landmark, either by redeveloping them or by using them for public art. Regardless, the silo structures should stay in place. Other structures within the grain elevator complex need not remain, if the City determines they do not have sufficient historic or economic value.
- » Upgrading the park spaces near the Meijer Trail, the library, and the museum, to provide more flowers, more public art, and more recreational amenities. Providing grants or loans to landlords to upgrade downtown facades, including restoring facades to their historic character if possible.
- » Refreshing the streetscape along Clinton Avenue, although a wholesale overhaul is not needed.

- » Installing decorative streetscape and pedestrian amenities, as well as planting more trees where practical, in the following areas:
 - Clinton Avenue from Railroad Street to Steel Street.
 - Railroad Street from Clinton Avenue to Mead Street (including a new sidewalk on the north side).
 - Spring Street from Railroad Street to State Street.
 - Brush Street from Railroad Street to State Street
 - Walker Street and Higham Street from Brush Street to Spring Street.
 - State Street throughout the City, but particularly from Old 127 and Ottawa Street.

Greater Downtown Redevelopment Plan



BUSINESS RETENTION AND RECRUITMENT

Downtown St. Johns is home to a number of beloved local businesses, but it also has vacancies and high turnover in some storefront. This plan envisions the following strategies to retain and attract businesses:

- » Improvements to the DDA / PSD website, including free advertising for downtown businesses.
- » Unified opening hours, including a scheduled weekly "late opening" day.
- » Wayfinding signage to help visitors find downtown businesses.
- » A more unified parking system (see the "Parking" section of this chapter).
- » Joint specials and incentives for people to shop at multiple business on one trip downtown.
- » Grants for interior buildouts of storefronts.
- » Upgrades and improvements to alleyways behind downtown buildings.
- » The construction of more downtown housing and better bicycle and pedestrian infrastructure throughout the City, to provide more local customers for downtown businesses.



Figure 1: DDA / PSD Parking Inventory Map



PARKING

Parking is an ongoing concern for many downtown St. Johns stakeholders. Although parking is plentiful in terms of sheer numbers, understanding where customers, residents, and employees are supposed to park, particularly when the spaces on Clinton Avenue are full, can be confusing. This plan envisions the following strategies:

- » Create a unified parking permit system for downtown residents.
- » Engage private parking lot owners to work to bring them into the public parking system.
- » Simplify rules for parking lots, allowing signage to be simplified.
- » Install wayfinding signage, particularly to help customers find parking away from Clinton Avenue.
- » Build new parking between Railroad Street and the Meijer Trail (where appropriate) in conjunction with the redevelopment of that area.

Greater Downtown Redevelopment Plan



MEIJER TRAIL NON-MOTORIZED CORRIDOR REDEVELOPMENT CONCEPT 1: TRAIL FACING

The Meijer Trail area, which includes many vacant lots and buildings as well as some active businesses, is a prime candidate for redevelopment. The Trail and its proximity to downtown amenities make the area very attractive for housing—residents could take advantage of the trail not only for short trips downtown, but for trips across town, accessing highway commercial area

of town by bike or on foot via the Meijer Trial and Scott Road non-motorized trail. This concept envisions a mix of housing options from single family homes to apartment buildings, all oriented facing the corridor rather than the street. This orientation creates a public space and linear park all the way from Lansing Street to Mead Street. Vehicular access and garages are



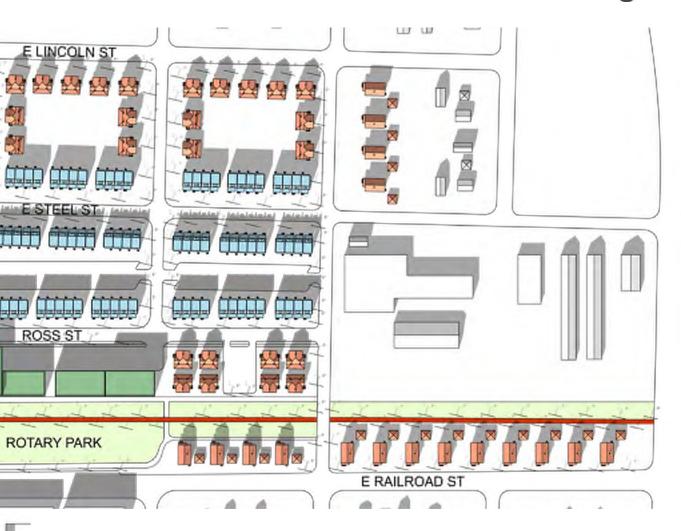


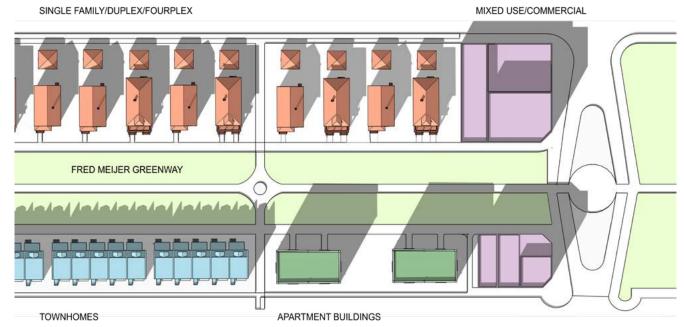
located on the rear street-facing side, preserving the walkability of the Meijer Trail and emphasizing it as a public recreation space shared by residents. Well-designed facades on the street facing sides ensure compatibility with the existing neighborhood. Taller, higher density building types in the southwestern and northeastern quarters of the plan serve to transition density levels, easing the transition between commercial or industrial uses such as downtown and the industrial district to the northeast, and single-family neighborhoods.



Vehicular access and garages are located on the rear street-facing side, preserving the walkability of the Meijer Trail. Well-designed facades on the street facing sides ensure compatibility with the existing neighborhood. Taller, higher density building types in the southwestern and northeastern quarters of the railroad blocks serve to transition density levels, easing the transition between commercial or industrial uses and single-family neighborhoods. Having cleared the F.C. Mason site, the original block structure is restored, extending Oakland Street from Lincoln to Ross, and Steel Street from Spring to Mead. These blocks become multifamily townhomes, duplexes, and quadplexes designed to match surrounding single family homes.







Greater Downtown Redevelopment Plan

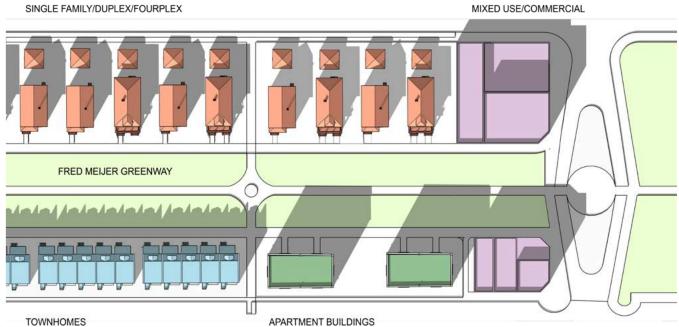


MEIJER TRAIL NON-MOTORIZED CORRIDOR REDEVELOPMENT: CONCEPT 2: STREET FACING

Another development option considers moving the Miejer Trail corridor to the south side of the vacant railroad blocks. This concept shows the new location of the trail on north side of Railroad Street from Lansing all the way to Old US 127, where it would return to its original route and pass below the highway. This option de-emphasizes the natural corridor characteristic of the Meijer Trail through its alignment with the Railroad Street, but would increase lot sizes and ease of development.







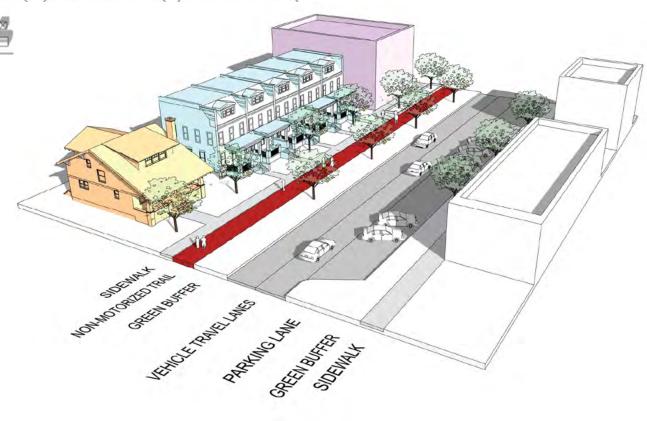






Vehicular access for housing along the trail is located behind housing via an alley, limiting vehicular crossing of the trailway to street intersections and reducing pedestrian and vehicle interaction points. This retains the separated nature of the trail and improves safety.

To accommodate the relocation of the Meijer Trail, a partial reconstruction of Railroad Street could be undertaken, reducing the street to two drive lanes and a parking lane. Removing the parking lane on the north side of the road allows for the creation of generous green buffer, protecting the relocated trail, sidewalk, and building frontages from the street.



Old US 127 Reconstruction Concepts

Now that the new US-127 freeway bypasses the city, Old US-127 no longer carries the traffic volume it once did. According to MDOT, the corridor sees an average of 12,600 vehicles per day—significantly lower than past volumes and well below what the existing infrastructure was designed to accommodate. The result is an overbuilt roadway that encourages speeding, limits access for pedestrians and cyclists, and represents an inefficient use of land in the heart of the community. The right-of-way measures 180 feet, and if buildings were constructed to the district's 25-foot front setback (which many are not), there would be roughly 230 feet between building frontages—much of it dedicated to vehicle movement and storage. While all of St. Johns is within walking or biking distance, accessing destinations along this corridor without a car remains difficult and often feels unsafe. The following concepts are not intended as final designs, but as a way to begin conversations with state agencies about how the corridor could evolve to better balance the needs of motorists with those of people walking and biking. Both incorporate the precedents of projects done in cities with similar roadways as well as features that already exist on some portions of US 127.



The US 127 right-of-way is 180' across, with 4 travel lanes, 2 center turn lanes, and 2 large shoulders.



The US 127 right-of-way is 180' across, with 4 travel lanes, 2 center turn lanes, and 2 large shoulders.

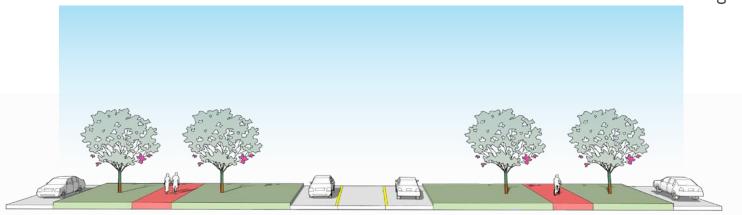


1. THREE-LANE ROAD DIET

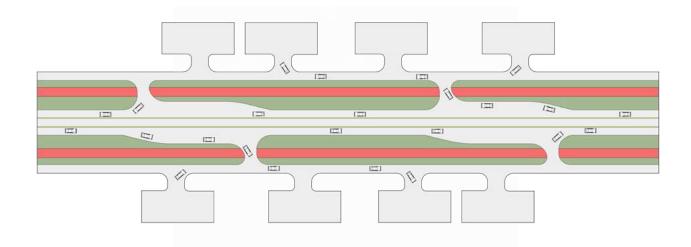
North of Baldwin, US 127 narrows down to a three-lane road configuration: two travel lanes with a continuous center left-turn lane. This concept proposes carrying this street design south, and putting the existing six-lane cross-section on what is sometimes referred to as a "road diet".

With an average daily traffic volume of just 12,600 vehicles, Old US-127 is well within the Federal Highway Administration's thresholds for successful road diets—typically under 20,000 ADT. It also capitalizes on the corridor's generous 180-foot right-of-way and 230 feet of space between building frontages, reallocating excess pavement toward safer, more efficient uses. National research shows this type of conversion can reduce crashes by 20–50%, slow vehicle speeds, and create space for walking and biking—all without major impacts to vehicular capacity.

One-way slip streets would be added on both sides to consolidate business driveways and reduce driveway interruptions across the pedestrian and bicycle path while maintaining vehicle access to adjacent businesses. The non-motorized pathway would run between the main roadway and the slip street in the space the large shoulder currently occupies and would be protected by curbed landscaping buffers containing trees for shade and protection where possible.



Non-motorized users are protected by large green buffers on both sides, and travel between the street and the slip street, where they are less frequently interrupted by driveways to businesses.

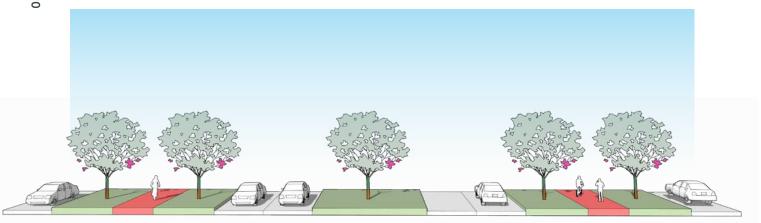


Businesses still have separate driveways on the slip street, but the exits off US 127 are consolidated. Vehicles travel one-way down the slip street.

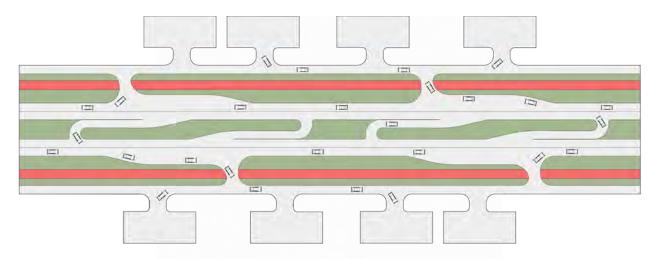
2. LANDSCAPED MEDIAN WITH FOUR-LANE CONFIGURATION

At several points along Old US-127, there is a grass median roughly 25 feet wide. This concept envisions extending that feature from Townsend Road north to Baldwin Street, where it would taper into the existing three-lane configuration. The continuous, landscaped median would build on existing conditions to provide visual definition and a more attractive gateway into the city, while also offering space for tree plantings and pedestrian refuge at crossings. The roadway would consist of two travel lanes in each direction, with dedicated turn lanes accommodated via breaks in the median—preserving vehicular capacity while significantly improving safety and aesthetics.

As in Concept 1, one-way slip streets would be added on both sides of the corridor to consolidate driveways and maintain access to adjacent businesses. A non-motorized path would run between the slip street and the main travel lanes, buffered by curbed landscaping. This concept offers a more incremental approach—maintaining a four-lane cross-section but reallocating excess space to better support walking, biking, and a more welcoming public realm



More similar to the existing configuration, this concept replaces the center turn lanes with a large median. Non-motorized path users are protected by large green buffers and travel between the slip street and 127.



Vehicles seeking to visit businesses will exit the highway using the right turn lanes, and access parking via the one way slip street.

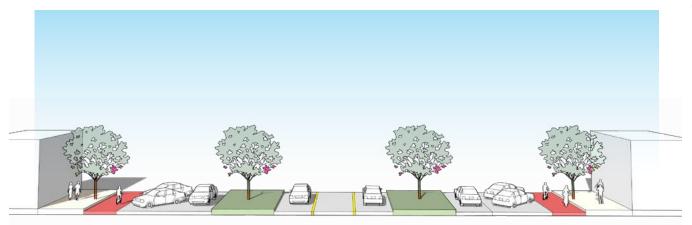


3. STOREFRONT-ORIENTED SLIP STREETS

This concept builds on the previous two by reimagining the slip streets as more actively programmed, pedestrianoriented spaces. Rather than separating buildings and parking from the main roadway, it brings buildings closer to the slip streets and integrates public space design directly into the corridor.

The non-motorized path would shift to the far side of the slip street, placing pedestrians and cyclists directly in front of storefronts and entrances, rather than between moving traffic and parked cars. To preserve the uninterrupted nature of the path, parking would be relocated from private lots behind or beside buildings into the public right-of-way, provided as 45-degree angled parking along the one-way slip streets. This arrangement would reduce conflicts between drivers and non-motorized users, while creating a more active, connected streetside environment.

To support this transformation, zoning updates would be required to reduce front setbacks along the slip street, establish design standards for pedestrian-oriented frontages, and coordinate the layout of access, sidewalks, and parking. Of the three concepts, this represents the most ambitious intervention, both in terms of physical change and regulatory shifts, but also offers the greatest potential to create a more accessible commercial district friendly to those running errands by car, on foot, or by bike



A variation on the three-lane configuration of concept 1, with non-motorized facilities moved to the edges of the ROW, immediately next to storefronts.



A variation on the three-lane configuration of concept 1, with non-motorized facilities moved to the edges of the ROW, immediately next to storefronts.





In preparation of the following Marketing and Tourism Plan, examples have been provided of comparison communities' characteristics, attractions, and major events. Each community has created a unique identity based on geographic location or features, historical heritage, etc. and often lends itself to the events they host.

Marketing Plan - Where Up North Begins

REGIONAL CONNECTIONS

The City of St. Johns, known as the "Mint City" is located in north central Clinton County, 20 miles north of the City of Lansing. The City is located off of Business 127 and M-21, just west of US-127. Via US-127, St. Johns is an easy distance to I-96 to the south which extends from Detroit to Grand Rapids, and northern Michigan if you head north on US-127. Travelers heading north on US-127 from St. Johns are 60 miles from Clare and 123 miles from Grayling, making St. Johns the perfect, "Gateway to Up North." Many Up North travelers see St. Johns as a stopping point where they pick up supplies or stop for a quick meal or snack.

Clinton County is also home to the Capital Region International Airport. Located in a portion of the City of Lansing in Clinton County, the Capital Region International Airport has direct flights to Detroit, Chicago, Minneapolis, and Washington D.C. Direct flights to international destinations are also available. The location of an international airport (Capital Regional Airport), as well as Bishop International Airport near Flint, make travel to and from the county even more convenient.

Also to the south, in nearby East Lansing, Amtrak offers rail travel. The Blue Water, the southern Michigan route, travels daily from Port Huron in the east to Chicago, Illinois with a stop in East Lansing.

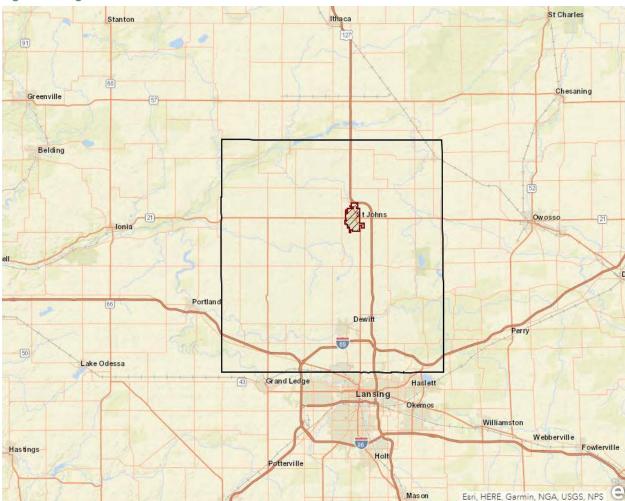


Figure 2: Regional Location



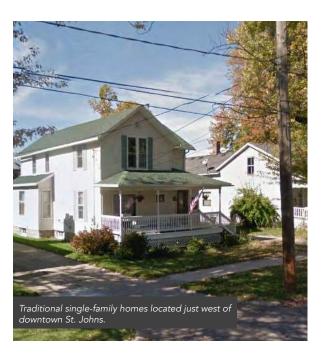
City / Township Area Attractions

COMMERCIAL ATTRACTIONS

While larger commercial centers such as Lansing and East Lansing are located just south of the county line, the St. Johns / Bingham Township area, offers a variety of commercial amenities as described below. Additionally, agriculture in the surrounding areas has brought on a niche market for locally grown and produced food goods. Clinton County is largely known for its production of mint, as well as milk, soybeans, corn, and cattle raising, but smaller productions of honey, apples, and other produce have allowed local food businesses to thrive.

- 1) The City of St. Johns commercial center is located in a traditional, historic downtown. Originally settled in 1853, N. Clinton Avenue and surrounding city blocks have developed into a mixed use (commercial, residential, and municipal services) district.
- 2) The Business 127 commercial corridor, also known as Old U.S. 127, traverses the eastern half of the City of St. Johns and central area of Bingham Township, which surrounds the City. Prior to building the current U.S. 127, Business 127 was the main highway between Lansing and Clare. Business 127 is a commercial and retail corridor featuring auto-oriented, large lot development.
- 3) The availability of fresh produce within the county has spurred many St. Johns restaurants and retailers to incorporate locally grown produce into the food they serve and products they make. Food-related businesses like Oh MI Organics have opened in St. Johns offering locally grown and locally produced food-products.
- 4) A major agriculture business and attraction for the county is just north of the City of St. Johns, Uncle John's Cider Mill started as a family farm and orchard and has grown into a cider mill, winery, and destination for seasonal events.
- 5) Open space not utilized for agriculture has been successful as industrial land. These properties are anticipated to attract additional industrial business to the area.
- 6) Recreational amenities such as the splash pad and fairgrounds attract visitors and give passers-through a place to stop.





RESIDENTIAL ATTRACTIONS

St. Johns and Bingham Township are rich with traditional single-family homes. The Background Analysis section of this plan goes into further detail regarding housing characteristics, but both St. Johns and Bingham Township feature historic homes dating back to the mid 1850s. Estimates indicate over 30% of the City of St. Johns housing stock was built before 1939.1 These traditional neighborhoods are a unique draw for potential home-buyers. In addition to the older more historic neighborhoods, St. Johns has newer residential developments on the north side of the City. More recently, St. Johns has been expanding the housing options available in the City. Most notably, a four story, multi-family complex was built just east of downtown, and the Wilson Center is proposed to be renovated into more downtown housing.

According to the American Community Survey, 2016 5-Year Estimates.







City Events

The City of St. Johns and the surrounding areas hosts several events throughout the year that celebrate the history and heritage of the community.

- 1) The St. Johns annual Mint Festival is located in downtown St. Johns during mid-August. The event highlights the mint farming heritage and the county's ranking and the number one producer of mint in the state. The Mint Festival has been held every year since 1994. Festival events are held throughout the City including a City-wide garage sale, downtown parade, and community gathering at the Clinton County Senior Center, arts and crafts sale at St. Johns City Park, and other festival events at the Clinton County Fairgrounds.
- 2) In mid- to late-August Old U.S. 127 is overtaken by classic cars on their route from Coldwater to Cheboygan. The U.S. 27 Motor Tour is a nostalgic trip with stops in cities along the route. The stop in St. Johns is a one-day event where tour participants crowd N. Clinton Avenue for a classic car show.
- 3) The St. Johns Light Festival and Santa Parade occurs in early December in downtown St. Johns. The Santa Parade of Lights travels up N. Clinton Avenue to W. Railroad Street where the lighting of the Christmas tree takes place. The festival also includes wagon and train rides, a Christmas lights decorating contest, and family friendly events.
- 4) The City hosts concerts throughout the summer.
- 5) The Wilson Center auditorium hosts events throughout the year.
- 6) The railroad depot and Meijer Trail area also hosts events.





Marketing Strategies

St. Johns and the Bingham Township area have a number of entities supporting their business development and retention, neighborhood development, and other economic development efforts. Below is a list of the major groups involved, their function, and their marketing capabilities.

- 1) The City of St. Johns and Bingham Township are responsible for providing public services to both commercial and residential property owners within their respective communities. The City's and Township's websites is the primary method of communication for development opportunities, development policies and regulations (such as the Master Plan and Zoning Ordinance), and other community events and activities. The City also has a Facebook page with regularly updated posts. Both the website and Facebook page are essential for distributing information.
- 2) Downtown Development Authority / Principal Shopping District collaboration. The downtown commercial area of St. Johns is represented by the joint DDA / PSD which is made up of a Board of Directors and Executive Director. The DDA / PSD communicates largely through their website and Facebook page. While the Facebook page is regularly updated with event pictures and posts, information listed on the website is limited.
- 3) The Clinton County Chamber of Commerce is dedicated to stimulating positive economic growth throughout Clinton County. As a major Clinton County event, the chamber has an entire webpage dedicated to the St. Johns Mint Festival. Both the chamber webpage and Facebook page are regularly updated.
- 4) Market the downtown and US-127 corridors together, as a single destination, not competitive districts. Encourage cooperation between businesses.





Tourism Plan (Historic neighborhoods, mint farming, railroad)

As mentioned in the Marketing Plan, St. Johns, Bingham Township, and surrounding areas have a wealth of facilities and events to attract visitors to the community. The unique agriculture businesses, the historic qualities of the downtown, and festivals celebrating St. Johns' culture are just a few of the reasons to visit. However, this plan recommends the following improvements to increase tourism:

- 1) Encourage medium sized hotel development and locally owned and operated bed and breakfast establishments to locate to St. Johns / Bingham Township. The limited number of overnight accommodations is a barrier to encouraging visitors to stay in the City. A medium sized hotel located on Business 127 with proximity to downtown St. Johns and U.S. 127 may attract spontaneous visitors traveling on the interstate. Additionally, tourists visiting for a festival or tour of historical sites may prefer to stay in a bed and breakfast facility in the City.
- 2) Encourage and strengthen Downtown Development Authority function. Active, involved DDAs can be an extremely effective tool at marketing downtown businesses to new customers, encouraging new businesses to come to the downtown, offering businesses façade improvement grants, and organizing and hosting regular events.
- 3) Create DDA Action Plan that highly encourages a feasibility study to build a permanent space for the Farmers' Market. Many communities have found success in supporting their local growers and producers and encouraging new customers to the Farmers' Market by creating a permanent space for selling local produce and other goods.
- 4) Encourage "shop local" campaign. Both downtown St. Johns and the Old 127 corridor feature a number of small and local businesses who make and sell goods. This is a source of pride for the community and should be marketed through flyers, social media posts, and events featuring local businesses. Shopping local businesses can be a major attraction for visitors to the area. A special "shop local" designation can help identify the business for tourists and visitors as well as set them apart.
- 5) Create link along E. State Street between downtown St. Johns and the Business 127 corridor utilizing branding theme and wayfinding signage. There exists little connection between the two main commercial areas, but a strategic wayfinding system could enhance the sense of place desired by the community. Branding and wayfinding are discussed in further detail in a later chapter.
- 6) Create commercial and residential neighborhood districts with distinct branding themes that can be marketed using on-street wayfinding signage as well as on the City's website. Discuss feasibility of creating designated historic districts recognized by the Michigan State Historic Preservation Office.
- 7) Identify and brand historic neighborhoods, including designating them with street signage.

Light Festival & Santa Parade December 7, 2018

The annual light festival and Santa parade will take place on December 7th. Activities downtown include cookie decorating, scavenger hunt, live nativity, Santa's workshop, and more. Activities will begin at 3:00 pm. The Santa Parade will begin at 5:45 pm.

There will also be a Christmas light decorating contest for homes within the city limits.

Please visit www.sjlightfest.com for maps of events. Please contact city offices for parade float registration.

Farmers Market

Location: Visit Maple Street (west side of the courthouse) on Saturday's 8:00 am to 12:00 pm (June thru October) to find fresh local produce and many great products for sale.

Need more information?

Contact the DDA Executive Director:

Dan Redman
989-224-8944 EXT, 233
dredman@ci.saint-johns.mi.us
www.cityofsaintjohnsmi.com



Mint Festival Down at The Depot August 10 & 11, 2018

2 Nights of fun!

Location: Down at the Depot (Downtown St. Johns)

Friday, August 10

Miranda & the M80's Band 7:00 pm - Midnight

Saturday, August 11

Mint City USA Classic Car Show
 2:00 pm - 6:00 pm

~Mint City USA Jeep Show 7:00 - 9:00 pm

~Beverage Tent & Squids Band 7:00 pm to Midnight

US 27 Motor Tour

August 23, 2018 (8:00 am - 10:00 am)

Hundreds of classic cars that tour nostalgid old US 27 will make their way from Coldwater to Cheboygan and make a stop in downtown St. Johns. The cars will arrive at 8:00 am and leave at 10:00 am. Be sure to stop downtown and see some great classics!

Arts Night Out - Paint the Town
Art Walk hosted by Clinton County Arts Council

September 14, 2018 (5:00 pm - 8:00 pm)

This is a **FREE**, public event created to bring arts and cultural awareness to our area through a fun and family-friendly event. Downtown businesses will be open for extended hours as they host local artists, musicians, and actors who will be showing of their works and/or talents!

CITY OF ST. JOHNS





What's coming up

Eat Healthy, Eat Local Spring Fling

May 12, 2018 (10:00 am - 6:00 pm)

Visit beautiful downtown St. Johns, MI to sample and shop healthy Michigan-made products from many local farms and businesses. There will be vendors specializing in healthy food, natural remedies, nutrition and physical/mental

wellness. Learn about creating a healthier lifestyle for you and your family. LOCATION: Downtown St. Johns, MI.



Suggestion Box!

Local festivals and events are an excellent opportunity to attract new and returning visitors to the area. This effort could be extended to regular weekly or monthly events held throughout the growing season. These events could be held at the weekly Farmers' Market and highlight different products, various local businesses, or the various holidays throughout the summer such as a Mother's Day flower fair.



Branding Themes

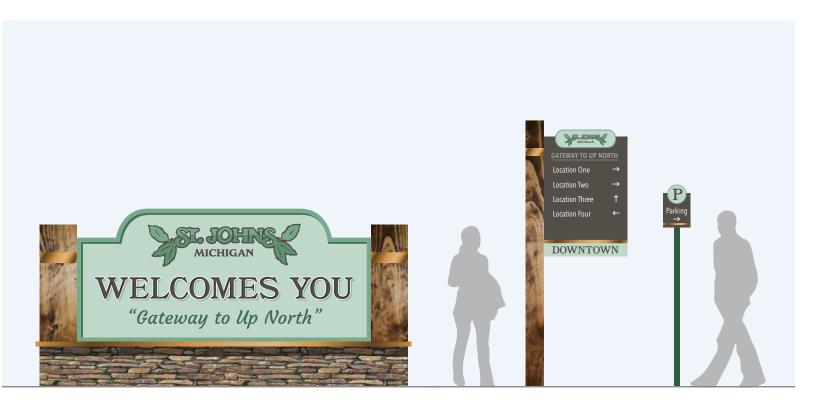
The City of St. Johns has introduced using the slogan "Gateway to Up North" (alternately "Where Up North Begins") which seeks to attract visitors traveling on the US 127 corridor. The slogan can be incorporated into wayfinding signage to direct passersby to the many attractions in St. Johns and Bingham Township.

ST. JOHNS - MINT CITY

Draw Old 127 traffic to the downtown with the sign that says "Take a shortcut through time and visit historic downtown St. Johns".

WAYFINDING / GATEWAY SIGNAGE

In addition to street signs, the slogan "Gateway to Up North," can be incorporated into a gateway arch signifying the entrance to the main commercial areas of St. Johns and Bingham Township.



Gateway Directional Pedestrian

Commercial Districts Beautification

The City of St. Johns and Bingham Township have two main commercial areas: downtown St. Johns and the Business 127 Corridor. However, they serve different purposes for the commercial needs of the area. Downtown St. Johns is known for its attached, multi-story storefronts with curbside parking, while the Business 127 Corridor is less densely developed with large lots and nationally recognized stores and restaurants.

BUSINESS 127 BEAUTIFICATION

This plan suggests several opportunities to beautify the Business 127 Corridor to increase customer traffic to the area and consequently attract more businesses to the area, as well bring it into alignment with the charm and uniqueness established in other areas of the City. There are several suggestions that may be used to unify the downtown commercial area and Business 127 Corridor.

- Incorporate unified wayfinding signage at strategic locations along the corridor as well as in Downtown St. Johns.
- Replace street signs with decorative street signs that feature the theme used in the wayfinding signage.
- 3) Install the street lamps used for downtown St. Johns as well as any decorative features such as floral hanging baskets, flags, or banners along strategic sections or intersections.
- 4) Require business with frontage or a driveway entrance on Business 127 to create a decorative screening or landscape feature.
- 5) Create a unified façade design or require specific façade materials to be used for businesses with frontage or a driveway entrance on Business 127. Ultimately, establish signage and façade design standards built into the corridor zoning district.
- 6) Create "Green Infrastructure Zones" in strategic locations utilizing low maintenance and native Michigan plantings and absorbent and water filtering soils to reduce the impact of roadway runoff. These roadside rain gardens would also create visual interest in areas currently lacking any character.
- 7) Partner with local conservation district to identify appropriate locations and types to trees to plant along Business 127 Corridor right-of-way, and organize community-wide tree planting program.
- 8) Work with MDOT to reduce turn lane accidents and other inefficiencies in the current Old 127 road design.

DOWNTOWN BEAUTIFICATION / FAÇADE IMPROVEMENTS

The following strategies seek to better utilize the existing amenities, streetscape, and character of downtown St. Johns to improve the sense of place, the uniqueness, and ultimately increase the number of visitors. Many of these strategies overlap with those recommended for the Business 127 Corridor in effort to unify the two commercial areas and encourage patronage of both.

- Incorporate unified wayfinding signage at strategic locations along the corridor as well as along the Business 127 Corridor.
- Replace street signs with decorative street signs that feature the theme used in the wayfinding signage.
- 3) Utilize decorative features such as floral hanging baskets, flags, or banners on street lamps throughout the year.
- 4) Establish historical designation criteria and design historical markers for purchase by property owners or paid for by DDA to mark the historical significance of downtown buildings, places, or events that might have occurred. Historical markers may eventually be offered to residential properties that qualify.
- 5) Create a façade improvement grant program administered through the DDA as an incentive for business owners to make improvements.
- 6) Establish signage and façade design standards built into the downtown zoning district.
- 7) Increase the amount of permeable surface and street-side gardens to improve stormwater management, reduce impact on underground sewer systems, and improve downtown aesthetics.
- Create pop-up parks in underutilized parking spaces.
- Allow restaurants to place outdoor seating in designated areas of the sidewalk or in underutilized parking spaces.
- 10) Create non-motorized plan for downtown and surrounding neighborhoods which primarily identifies street crossing locations requiring additional markings and signage.



Parks and Recreation Promotion Plan

The parks and recreation system throughout St. Johns and Bingham Township are a vital amenity to the community. There are eight main parks serving a variety regional and local needs.

St. Johns City Park is the largest, located south west of downtown St. Johns, and is host to numerous events throughout the year including activities during the St. Johns Mint Festival. The remaining seven parks are 4-H Fairgrounds Park, Oak Street Park, Water Tower Park, and Senior Citizen Park, Jaycees Park, Rotary Park and St. Johns Depot, and Kibbee Street Park.

The following strategies are presented in an effort to encourage promotion and better utilization of the City's park spaces.

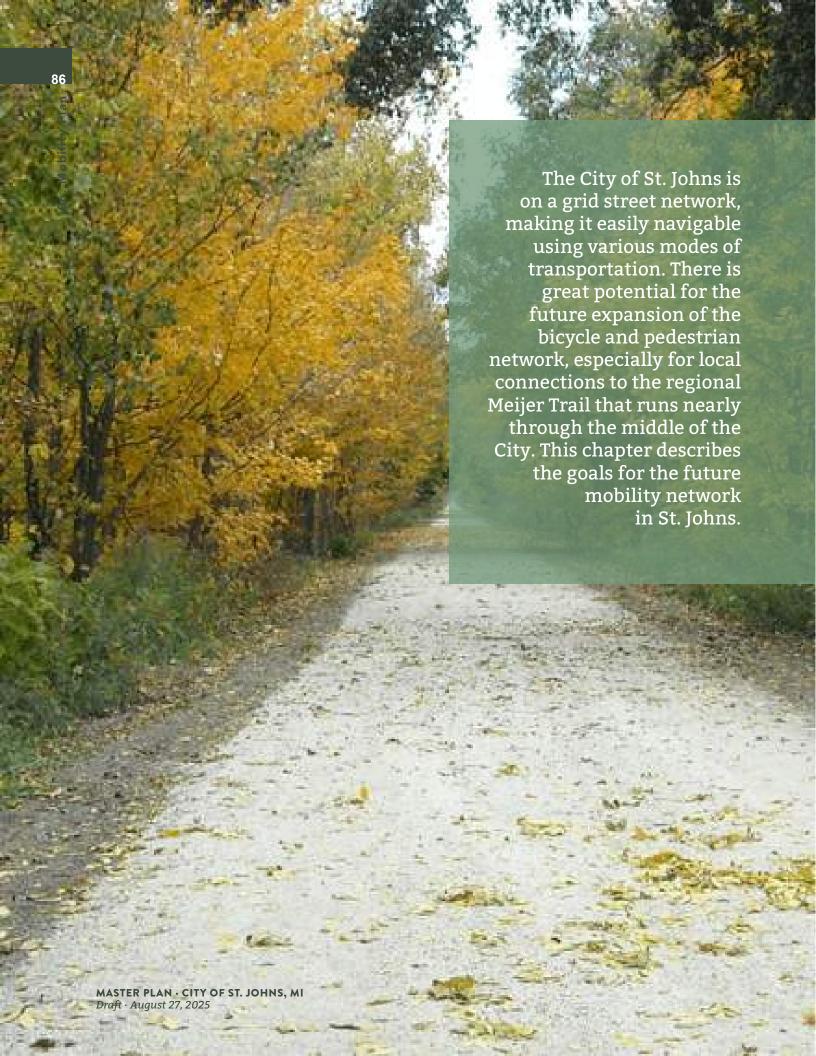
- Maintain a current parks and recreation plan which inventories all parks and their amenities as well as sets a plan for each park over the next five to ten years.
- Perform an accessibility analysis of each park to ensure it may be accessed by all members of the community.

- 3) Perform a walkability analysis of each park to ensure surrounding residents may access the park utilizing non-motorized means of transportation.
- 4) Create a page on the City's website that lists the names, locations, and amenities available at each park. Include a listing of major events held at each park and their approximate dates.
- 5) Create a City Parks Facebook page to update the community on upcoming events, fun facts about local parks, and ask the community to post pictures and share their experiences.
- 6) Initiate a park or park space adoption program that encourages surrounding residents to plant a community garden and maintain park cleanliness.
- Encourage neighborhood groups to hold community gatherings such as block parties at the local parks.





06. Mobility Plan





Corridor Design Plan

This Corridor Design Plan is intended to give guidance and state goals for the corridors throughout St. Johns. Because specific contexts may vary from street to street and neighborhood to neighborhood, the images and text on the following pages should be taken as guidelines and best practices, rather than specific and universal designs.

However, it is St. Johns' goal to achieve the concept of **Complete Streets** throughout the City, designing corridors to be safe and attractive for all users, and ensuring that streets contribute positively to the vibrancy and economic vitality of the community. Therefore, the guidelines expressed in this plan contain recommendations to re-orient streets away from the needs of through traffic, and towards the needs of local traffic, pedestrians, and bicyclists.

Summary of Corridor Types

The following table summarizes the defining characteristics of the seven corridor types found in St. Johns. More detailed descriptions can be found in the rest of this chapter.

Table 1: Corridor Types

CORRIDOR TYPE	DESCRIPTION	FEET OF ROW	TRAFFIC COUNT (Cars Per Day)	SPEED	CYCLING/ PEDESTRIAN FACILITIES	ON- STREET PARKING
REGIONAL BOULEVARD	High-capacity commuter routes balancing through traffic with local access, pedestrian safety, and transit options using medians, slip streets, and cycle tracks.	100-120	Over 10,000	45-55 MPH	None	No
URBAN BOULEVARD	High-traffic urban corridors prioritizing pedestrian safety, non-motorized access, green spaces, and on-street parking while maintaining efficient traffic flow.	80-100	Over 10,000	30-40 MPH	Bike lanes, non-motorized paths, and sidewalks	Yes
MIXED USE CONNECTOR	Combines business and residential needs, featuring sidewalks, bike lanes, and transit access while supporting both local and through traffic.	66-100	5,000-10,000	30-45 MPH	Some bike lanes and non-motorized paths	No
DOWNTOWN MAIN STREET	Pedestrian-focused streets in urban cores, with wide sidewalks, parking, and traffic calming, prioritizing local over through traffic.	80-100	1,000-5,000	20-30 MPH	Sidewalks	Yes
BUSINESS CONNECTOR	Corridors for trucks and commuters in industrial areas, with wide lanes, turn lanes, and minimal pedestrian or cyclist features.	66-100	1,000-5,000	30-45 MPH Some bike lane:		No
NEIGHBORHOOD CONNECTOR	Connects residential areas with sidewalks, medians, and bike lanes, designed for local access and lowintensity traffic.	66-100	1,000-5,000	25-35 Sidewalks and bike MPH lanes		No
NEIGHBORHOOD STREETS	Local, low-speed streets for residential access, with sidewalks, trees, on-street parking, and no truck or transit traffic.	60-66	Local Traffic	25 MPH	Sidewalks	Yes
RURAL HIGHWAY	Roads in natural areas with minimal development, integrating greenery, bike paths, and small-scale traffic design.	66-100	1,000-5000	55 MPH	None	No



Traffic Data

The following table contains Michigan Department of Transportation traffic count data for St. Johns' road network. This data, in conjunction with broader master plan goals and land use plans informs the corridor designations in this chapter.

Table 2: St. Johns Traffic Data by Street

ROAD NAME	TOTAL TRAFFIC COUNT		
Old Us-27	12,387		
E State St	5,666		
M-21 State St	4,824.5		
Townsend Rd	4,617		
Sturgis St	3,386.3		
Scott Rd	3,006		
N Lansing St	2,789.5		
Lansing St	2,695		
N Scott Rd	2,686		
Clinton Ave	1,542		
N Clinton Ave	1,231.5		
Morton St	1,223.5		
W Walker Rd	1,072		
Oakland St	1,053.5		
Brush St	1,041		
Gibbs St	940		
Zeeb Dr	923.5		
Spring St	890.5		
Cass St	799		
Railroad St	765		
Higham St	668		
Walker St	594		
Linden St	508		
Steel St	503		
N Kibbee St	480		
Tolles Dr	471		
Maple St	402		
Park St	389		
Lincoln St	224		

Source: Michigan Department of Transportation

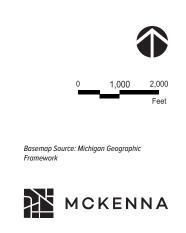


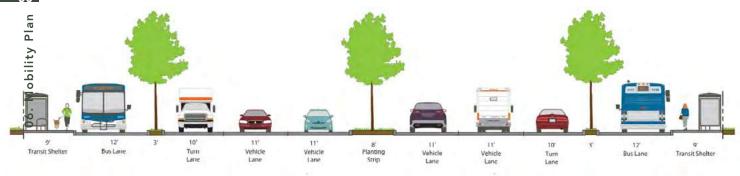
Corridor Design Plan

City of St. Johns, Michigan

December 18, 2024 Draft







Regional Boulevard

- » 100-120 feet of ROW
- » Over 10,000 cars per day
- » 45-55 MPH

Regional Boulevards carry high volumes of through traffic. As a major commute routes, the needs of through traffic must be kept in mind in their design.

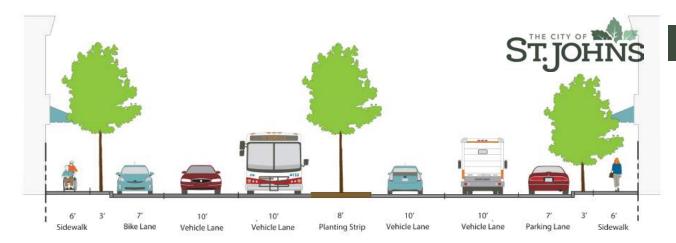
However, these corridors are also lined with businesses, and many residents live in close proximity to them. Therefore, the needs of local traffic, pedestrians, and bicyclists must be taken into account as well.

GUIDELINES FOR REGIONAL BOULEVARDS:

- » Creative solutions should be investigated for allowing through traffic to continue to its destination at an efficient rate, while also allowing for turning movements and local access. **Slip streets**, as illustrated below, separate through traffic from local traffic.
- » Although they will always feature heavy automobile traffic, Regional Boulevards should also be designed to be safe for pedestrians and bicyclists. One way to achieve that safety is to create **cycle tracks**, which separate cyclists into their own two-way path. The cycle-track can also be used to separate pedestrians from automobile traffic.
- » Medians allow for greenery in the center of roadways, as well as controlling left turns and assisting in the efficient flow of through traffic—especially through the use of "Michigan Lefts." Medians also reduce the heat island effect and improve the pedestrian environment.
- » Regional Boulevards are also excellent candidates for **Rapid Transit.** In addition to being high-traffic corridors with destinations that drive ridership, their wide rights-of-way allow for dedicated transit lanes, including for Bus Rapid Transit or Light Rail.

Regional Boulevards within the City of St. Johns include:

» Old US-127 – North of Railroad Street and South of Townsend Road. Old US-127 is the City's largest north-south thoroughfare, as well as its most heavily trafficked corridor in general. Interstate 127 several miles to the east carries the majority of commuters south to Lansing, leaving the primary function of Old US-127 as a local route to the many commercial uses along it. North of Railroad Street and South of Townsend Road, this corridor runs through land uses that are not negatively impacted by high-capacity roads. Therefore, through this stretch on the periphery of the city, a Regional Boulevard configuration is appropriate.



Urban Boulevard

- » 80-100 feet of ROW
- » Over 10,000 cars per day
- » 30-40 MPH

Urban Boulevards are heavily trafficked roadways, but run through areas that are either currently or planned to be urban districts. Therefore, they need to balance the needs of through traffic with anticipated high pedestrian traffic, on-street parking needs, non-motorized connectivity, and transit access.

On-street parking, non-motorized access, and pleasant walkability should be priorities, although through traffic is and will remain a priority. Turning lanes should also be used to ease business access. Where left turn lanes are not necessary, medians should be used.

GUIDELINES FOR URBAN BOULEVARDS:

- » Urban Boulevards should have plenty of trees and green space, to slow traffic, improve the pedestrian experience, and add beauty and charm. **Medians** are a common tool to add landscaping and trees. Medians along Urban Boulevards need not feature "Michigan Lefts" and can have breaks at intersections to allow for left turns.
- » On Street Parking is a crucial feature of Urban Boulevards. On Street Parking buffers pedestrians from moving traffic and supports businesses that need easily accessible parking spaces near their front door. On Street Parking in an Urban Boulevard context should be parallel spaces, due to the anticipated speed of through traffic.
- » Non-motorized connectivity on Urban Boulevards can be achieved through bike lanes, although bike lanes and on-street parking are not always compatible. Another option is a protected cycle track, particularly on roadways with wider rights-ofway.

» While dedicated lanes for transit are desirable, realistically there may not be space on most Urban Boulevards. However, transit should still be prioritized, with attractive stations/shelters, bus-bulbs (if there is sufficient space), or dedicated bus stop space where there would otherwise be on-street parking.

Ideal thoroughfares for Urban Boulevard development within the City of St. John include:

- » Old US-127 Railroad Street to Townsend Road. This stretch of Old US-127 runs through the city center through residential uses, yet is also a heavily frequented commercial corridor which hosts moderate through traffic. Therefore, it should be made both more safe and more attractive for pedestrians through the addition of crosswalks, traffic calming measures, and other pedestrian and bike infrastructure, as well as preserve accessibility to through traffic. Currently there is a four lane median divided configuration running from Townsend to Baldwin. From Baldwin to Railroad, the street narrows to one lane in either direction and a center turn lane. Ideally, this configuration would be extended south, narrowing the highway all the way to Townsend.
- » Blue Water Highway Morton Street to Scott Road. Blue Water Highway runs straight through St. Johns from Ionia to Owosso on either side of Clinton County. It is the primary east-west corridor in the area, and having no competition from a nearby parallel Interstate, carries roughly a third more drivers than US-127. Blue Water Highway has a similar configuration to the narrow center-city portion of Old US-127, with one lane in either direction and a center turn lane. It principally runs through residential neighborhoods, and in the city center makes up the southern border of the downtown district. The status of the street as an east-west thoroughfare through the center of the city's downtown and residential districts means its accessibility to through traffic should be maintained, but crosswalks, sidewalks, and traffic calming must be priorities, especially at intersections with Neighborhood Connectors and the downtown streets.

Mixed Use Connector

- » 66-100 feet of ROW
- » 5,000 to 10,000 cars per day
- » 30-45 MPH

Mixed Use Connectors are a "light" version of a Business Connector – they serve primarily businesses, but there are also residential uses. Truck traffic should be lighter than on Business Connectors, and pedestrians are a more prominent mode. Transit access should also be prioritized.

GUIDELINES FOR MIXED USE CONNECTORS:

- » Although other designs may be appropriate, Mixed Use Connectors should generally have a 3 or 5 lane cross section with a continuous center turn lane. This prevents rear-end accidents, and allows for efficient through traffic and turning movements.
- » Sidewalks should be prioritized, and should be constructed on both sides of the street. Crosswalks, including mid-block crossings should be located in strategic places to connect residential and commercial uses, and to calm traffic.
- » Bike lanes (or other appropriate bicycle infrastructure) should be constructed where designated in this plan. Bus bulbs are desirable in these areas at transit stops to keep through traffic moving.

Mixed Use Connectors within the City of St. Johns include:

» Scott Road – Walker Road to Townsend Road.
This corridor has an unusual mix of uses, including industrial, agriculture-energy, single and multiple family residential, parks, and community and gateway commercial. is also unusual because Old US 127 "bypasses" it and is the primary corridor for through traffic. Along with the newly constructed Scott Road Non-Motorized Trail, this creates opportunities for the street to be a more pedestrian-friendly corridor connecting residents to the southeastern commercial area along Old US 127, while still providing sufficient business access.

Downtown Main Street

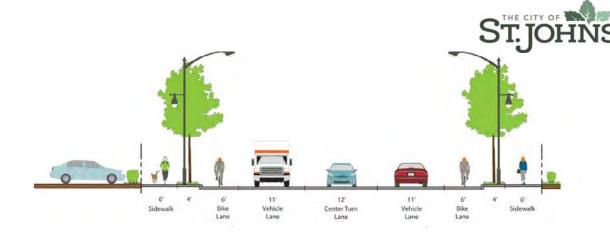
- » 80-100 feet of ROW
- » 1,000 to 5,000 cars per day
- » 20-30 MPH
- » Heavy Pedestrian Usage
- » On-Street Parking and Local Traffic

GUIDELINES FOR DOWNTOWN MAIN STREETS:

- » Downtown Main Streets should have wide sidewalks, not only for pedestrian safety and comfort, but also to provide space for amenities, bike racks, and landscaping.
- » On Street Parking is a crucial feature of Downtown Main Streets. On Street Parking buffers pedestrians from moving traffic and supports businesses that need easily accessible parking spaces near their front door.
- » Downtown Main Streets should be designed for slow traffic. Through traffic should be discouraged to the extent possible. The priority for automobile traffic should be local motorists seeking to patronize downtown businesses. This means creating turn lanes and on-street parking spaces, even if they slow the traffic speed or make through traffic less efficient.
- » Non-motorized connectivity on Downtown Main Streets can be achieved through bike lanes, although bike lanes and on-street parking are not always compatible. If bike lanes cannot be accommodated on the Main Street itself, they should be incorporated into parallel corridors.
- » Transit should also be prioritized, with attractive stations/shelters or dedicated bus stop space where there would otherwise be on-street parking.

St. Johns' Downtown Main Street is located in the city center:

» North Clinton Avenue – State Street to Steel Street. St. Johns' downtown main street is North Clinton Avenue, and runs from State Street (Blue Water Highway) in front of the County Courthouse to Steel Street, two blocks north of the Meijer Trail. This five block stretch includes existing St. Johns' historic downtown buildings, the park space along the Meijer Trail, and other structures with urban configurations. The land use pattern in this area demands a roadway prioritizes pedestrian safety and comfort, as well as parking and local traffic, over through traffic. This is largely already achieved.



Business Connector

- » 66-100 feet of ROW
- » 1,000 to 5,000 cars per day
- » 30-45 MPH

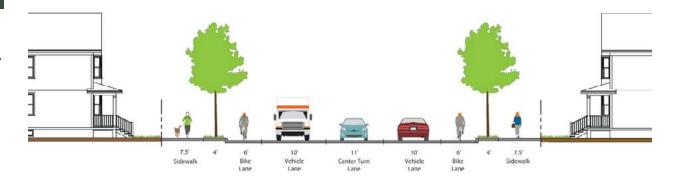
Business Connectors are roadways that travel through non-residential areas – particularly high intensive commercial and industrial areas. They are designed for high levels of truck traffic. While pedestrians and bicyclists should be able to traverse them safely, and transit access should be efficient, they are predominantly corridors for commercial traffic and commuters.

GUIDELINES FOR BUSINESS CONNECTORS:

- » Business Connectors should have wide lanes, particularly turning lanes, to accommodate trucks safely.
- » Although other designs may be appropriate, business connectors should generally have a 3 or 5 lane cross section with a **continuous center turn lane**. This prevents rear-end accidents, and allows for efficient through traffic and turning movements.
- » Sidewalks should be constructed where possible. Bike lanes (or other appropriate bicycle infrastructure) should be constructed where designated in this plan. Bus bulbs are desirable in these areas at transit stops to keep through traffic moving.

Business Connectors within the City of St. Johns include:

- » Walker Road, Tolles Drive and Zeeb Drive northeast of Old US 127, and associated industrial roads in that area. This is the most intensive industrial area in the City, and truck traffic and commuting can and should be the priority.
- » **Mustang Drive**, access for the Paul Ford Dealership and potential future commercial development behind the dealership.
- » North Travers Street Steele Street to Gibbs Street. Access for various industrial and commercial uses.
- » **Rivendell Drive and Clinton County Building Drive** off Townsend Road, which access the Cedar Creek Hospital and various Clinton County Administrative Buildings respectively.



Neighborhood Connector

- » 66-100 feet of ROW
- » 1,000 to 5,000 cars per day
- » 25-35 MPH

Neighborhood Connectors are roadways that travel through and between residential areas, connecting those neighborhoods together. Their land use context is generally residential, but could also include low-intensity retail/service businesses, religious or educational institutions, recreational areas, or preserved open space.

GUIDELINES FOR NEIGHBORHOOD CONNECTORS:

- » Neighborhood Connectors with frequent intersections and driveways should have a **three lane cross section** to allow for left turns and efficient movement of through traffic.
- » Where there are businesses nearby that need the support of **on-street parking**, it should be provided. On street parking is also appropriate in residential areas.
- » Neighborhood Connectors should always have **sidewalks**, with wide, **tree-lined buffer areas** separating them from the automobile lanes.
- » Bike lanes (or other appropriate bicycle infrastructure) should be constructed where designated in this plan.
- » Bus bulbs are desirable at transit stops to keep through traffic moving.
- » In some areas, **medians** may be desirable, for aesthetic and tree canopy reasons, and to calm traffic. Medians are recommended for roadways with through traffic within residential areas.

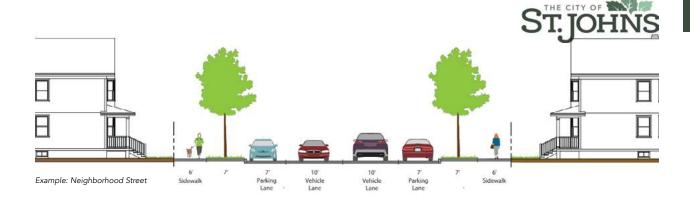
Neighborhood Connectors within the City of St. Johns include:

» East-West Neighborhood Connectors:

- · Gibbs Street
- · Railroad Street
- · Sturgis Street
- · Townsend Road

» North-South Neighborhood Connectors:

- · Lansing Street
- Oakland Street



Neighborhood Street

- » 60-66 feet of ROW
- » Local Traffic
- » 25 MPH

Neighborhood Streets are low traffic corridors designed for local access, mainly to residential uses.

GUIDELINES FOR NEIGHBORHOOD STREETS:

- » Neighborhood Streets should be designed with narrow traffic lanes and space for on-street parking along the curbs.
- » All Neighborhood Streets should have sidewalks, buffered from the roadway by wide, tree-lined landscape areas.
- » Cycling on Neighborhood Streets should be encouraged, but bike lanes need not be specifically designated.
- » Transit lines and truck traffic should not be permitted on Neighborhood Streets.
- » Newly constructed Neighborhood Streets should be public roadways, dedicated to the City, and designed based on the guidelines of this plan and the City's engineering standards.
- » Neighborhood Streets within the City of St. Johns include all roadways not listed in one of the other categories.

Rural Highway

- » 60-66 feet of ROW
- » 1,000 to 5,000 cars per day
- » 55 MPH

Rural highways are high traffic corridors traversing rural and agricultural regions on the periphery of or outside of city limits and are surrounded by very little residential or commercial activity.

Rural Highways in St. Johns include:

- » West State Street west of Morton
- » Blue Water Highway east of Scott Road

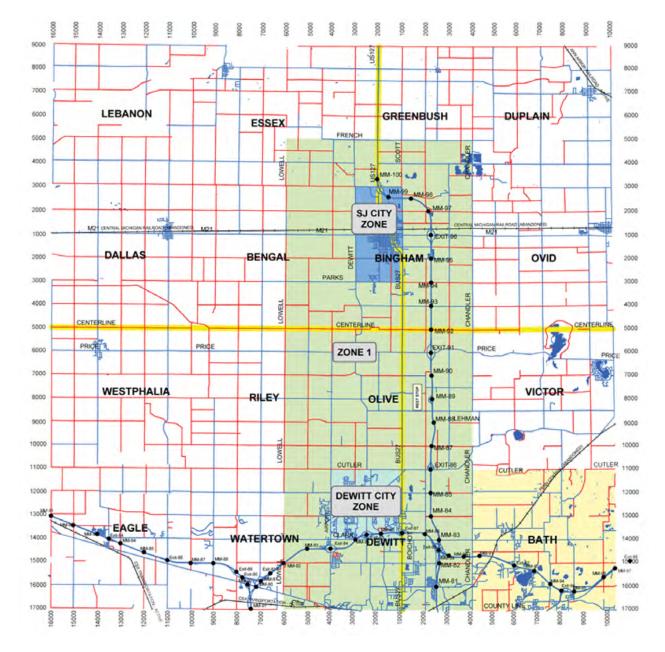
South Side Master Streets Plan

The portion of the City south of Townsend Road has several hundred acres of developable land, but has a substandard road network. As development occurs, a connected pattern of streets should be developed, as laid out in the Master Street Plan.

The City may consider precise platting or building the roads themselves, but most likely the roads will be built by developers. The exact path of a roadway need not meet the plan exactly provided that the key connections shown on the plan are made.

Important goals of the Master Street Plan include:

- » Upgrading County Farm Road to a paved road with sidewalks and street trees, consistent with the City's Engineering standards.
- » Potential re-alignment for County Farm Road to create a four-way intersection at County Farm, Townsend Road and Swegles Street.
- » Continuation of Germaine Drive east to connect to Glastonbury Drive
- » Potential extension of Braxton Court, though it may just be completed as a cul-de-sac.
- » Extension of Glastonbury Drive south to serve new developments.
- » Extension of Mustang Drive west to County Farm, and ideally all the way to Lansing Street/Loomis Road.
- » A connected series of residential blocks in between the connections described above.



Transit

Established in 2001, Clinton Transit services the St. Johns / Bingham Township community, as well as Olive, DeWitt, and Bath Townships, and the City of DeWitt. Service is provided on a "dial-a-ride" basis, delivering riders door-to-door through prearranged and scheduled trips.

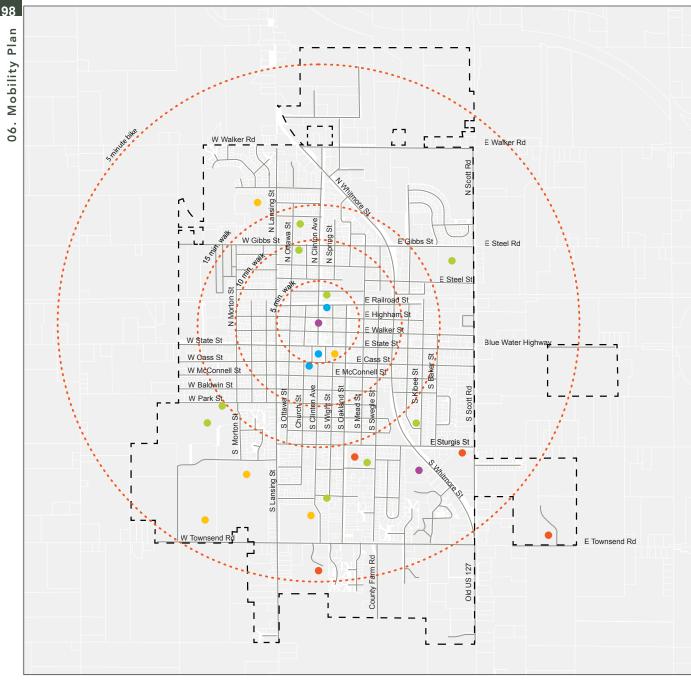
There are no fixed route services serving St. Johns. The City will work with Clinton Transit to evaluate service and ridership on an ongoing basis, and to evaluate the need for fixed-route service, including commuter service to Lansing and East Lansing, in the future.

Electric Vehicles

As automakers convert higher and higher percentages of their lineups to electric and plug-in hybrid vehicles, in order to lower carbon emissions, the City of St. Johns will need to be prepared for a new accessory land use – electric vehicle charging stations.

It is the policy of this plan to reduce the amount of "red tape" required to build out charging stations. They should not be considered equivalent to gas stations under the zoning ordinance and should instead be allowed to be constructed in any parking lot, provided that the parking lot retains safe dimensions for automobile and pedestrian circulation. The City should also consider locating charging stations in public parking lots.



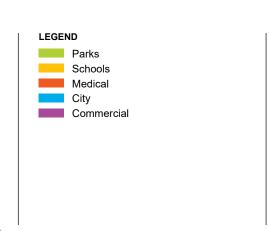


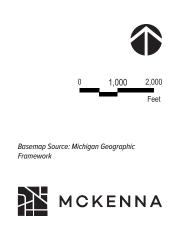
MAP 8.

Community **Destinations**

City of St. Johns, Michigan

December 18, 2024 Draft





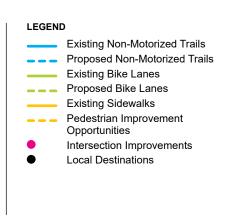


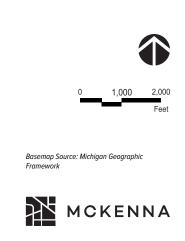
MAP 9.

Non-Motorized Transportation

City of St. Johns, Michigan

December 18, 2024 Draft





Non-Motorized Transportation

Old 127 runs north-south through St. Johns, spanning four lanes for most of its length except for E. Steel Street to E. Baldwin Street, where it reduces to two lanes with a center turn lane. The width of the road poses a safety concern for not only drivers, but potential bicycle and pedestrian users of the corridor. This plan envisions the following strategies:

- » Create a zoning district that reflects the new Gateway Corridor Community Character District and implement a front yard setback that brings buildings closer to Old 127 for a more enclosed feeling.
- » Widen the existing sidewalk into a non-motorized path and plant trees to create visual interest, a feeling of enclosure, and a buffer from traffic.

"Complete Streets" is the concept that the roads should be safe and available for all types of users, not merely automobiles. The street character and design aspects described above help to create complete streets by making walking a more enjoyable activity. On-street parking and narrow road lanes can calm traffic and lower speeds, creating a safer environment for people. New infrastructure for bicyclists and pedestrians brings encouragement and investment to these modes, and creates opportunities for both transportation and recreation.

The City of St. Johns has the opportunity to expand an already robust non-motorized transportation network in the near future, increasing connections to the Fred Meijer Clinton-Ionia-Shiawassee Trail which extends 41.4 miles between Ionia to the west and Owosso to the east and increasing the number of routes safe for walking and biking. **Map 9** depicts the future non-motorized network in the City.

Non-Motorized Connectivity is crucial for sustainability, vibrancy, and transportation efficiency. This plan envisions the following non-motorized transportation improvements.



NON-MOTORIZED TRAILS

Separated, off-street paths provide the highest level of safety and efficiency for cyclists, but they require right-of-way that is not always available. Therefore, they are best prioritized on high-traffic corridors and roads that run through lightly developed areas.

Within the City of St. Johns, the following non-motorized trails already exist:

- » The **Fred Meijer Clinton-Ionia-Shiawassee Trail**, which cuts through the City of St. Johns directly north of Downtown, and extends 41.4 miles between Ionia to the west and Owosso to the east.
- » The **Scott Road Trail** running north-south along Scott Road from Steel Street to Townsend Road, and which intersects at its northern terminus with the Meijer Trail.

The following additional non-motorized trails are proposed:

- » An **extension of the Scott Road Trail** north at least to Gibbs Street, in order to link existing and potential future residential developments in the city's northeastern corner to community destinations.
- » Widening and expansion of the existing sidewalk network along Old 127 into a non-motorized path. The current sidewalk system lacks continuity as well as shelter from parallel automobile traffic. Infrastructure upgrades as well as installation of trees and plantings to create visual interest, sense of enclosure, and a buffer from traffic all increase users feelings of safety and consequently their likelihood to utilize a path.
- » Construction of a new non-motorized trail running north-south along the City's western border to connect the Meijer Trail with the Townsend Road Trail. The majority of the land required for this proposal is already owned by the St. Johns School District and Parks Department, and could be leveraged to complete the missing fourth side of the non-motorized trail system, effectively creating a non-motorized "ring-road" around St. Johns. The placement of many of St. Johns new municipal and educational facilities at the perimeter of the City increases the desirability of a fully non-motorized perimeter path, allowing students from anywhere in the community to travel to school on separated paths with minimal street crossings.

BIKE LANES

On-street bike lanes are an effective design when space is limited, and through areas where denser development is existing or planned.

Within the City of St. Johns, the following bike lanes already exist, all of which run north-south excepting that on Walker Road:

- » Lansing Street, from Lewis Street to Sturgis Street
- » North Clinton Avenue, from Old 127 to Steel Street
- » Oakland Street, from State Street to Townsend Road
- » Morton Street from State Street to Park Street
- » A small segment of West Walker Road, extending .35 miles east from North Whitmore Street towards North Scott Road

To improve non-motorized connectivity especially going east-west, the following additional bike lanes are proposed:

- » West Walker Road, from the existing bike lane terminus east to North Scott Road and South to meet the proposed Scott Road Trail extension.
- » The remainder of North Oakland Street, from East State Street to the Meijer Trail.
- » Almost the entirety of Cass Street, from South Morton Street to South Scott Road. Ideally, a lane could be accommodated on the City's principal east-west street, State Street. Lack of space makes Cass Street one block south a good option.
- » South Lansing Street, from the existing bike lane to the non-motorized path.
- » Sturgis Street, from South Lansing Street to South Scott Road.

PEDESTRIAN IMPROVEMENTS

St. Johns' sidewalk network is extensive, but several corridors throughout the city are disjointed and consequently difficult to navigate. Streets with sidewalks missing on one or both sides are designated by the dashed yellow lines on **Map 9**. Many of these streets are low traffic residential streets that may not need require separated pedestrian infrastructure, however, higher traffic areas near common destinations should be upgraded to ensure pedestrians are and feel safe, comfortable, and welcome. The specific improvements will be context-dependent.

» Highest Priority (city center):

- · Ross Street
- East Railroad Street

» Medium Priority (high-traffic thoroughfares near community destinations):

- · East Gibbs Street
- · East Steele Street
- · East Walker Street
- · South Clinton Avenue
- · South Swegle Street
- East McConnell Street South Lansing Street
- · Park Street

» Low Priority (low-traffic residential neighborhoods):

- · Euclid Street
- · East Lincoln Street
- · Joyce Lane
- · North Oakland Street
- · North Swegles Street
- · South Travers Street
- · South Kibbee Street
- · South Baker Street
- · West Cass Street
- · West McConnell Street
- · West Baldwin Street
- · Buchanan Street
- · Clark Street
- · South Wight Street
- · Oak Street



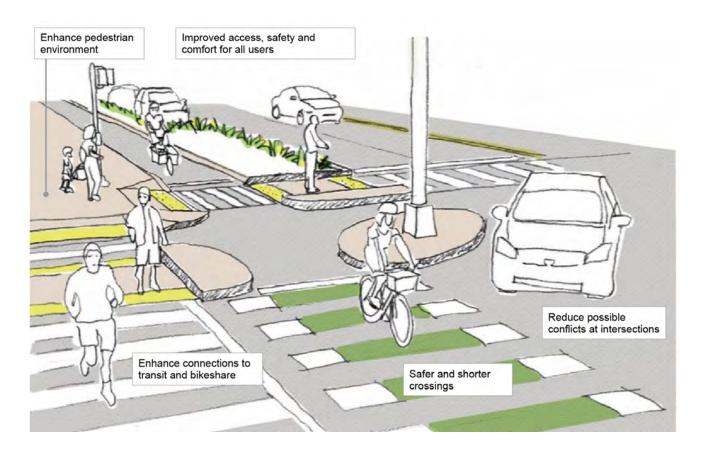
INTERSECTIONS AND CROSSWALKS

Crosswalks, including upgrades like HAWK signals and pedestrian islands, help people navigate the community on bicycles and on-foot. The following are the highest priority crossings in the City.

- » Along Scott Road, to allow users of the Scott Road non-motorized trail to safely cross and travel west into the city along a neighborhood connector bike lane:
 - · East Gibbs Street/Steel Road
 - · East State Street/Bluewater Highway
 - · East Cass Street
 - · East Sturgis Street

» Along Old US-127:

- · North Clinton Avenue, to allow for safe crossing of east-west traveling cyclists and pedestrians
- · East Cass Street to allow for safe crossing of east-west traveling cyclists and pedestrians
- » Along Townsend, to allow crossing from the south side of the street:
 - Lansing







🚈 Integration of the Parks and Recreation Plan

The City of St. Johns Parks and Recreation Plan, previously a standalone document, has been incorporated into the Master Plan with the 2025 update. While some parks-related content remains consolidated in Chapter 7 for clarity and ease of reference, related material has been integrated throughout the plan where it naturally aligns with sections on action items, goals and objectives, community facilities, and public input. This approach reflects the significant overlap in content between the Parks and Recreation Plan and the Master Plan and recognizes the value of situating these topics within the broader planning context.

Throughout the plan, Parks and Recreation components are clearly marked with $\stackrel{\longleftarrow}{\longrightarrow}$ making them easy to identify within the integrated structure. A dedicated Parks and Recreation Plan Reference Guide is included following the full Table of Contents to help readers quickly locate all relevant sections within the document.

Introduction

The City of St. Johns is a tight-knit community that is invested in and proud of its park system. The Parks and Recreation Board has worked with the community to assess need and to develop a plan of action for the next five years. This plan supports the goals of the Michigan DNR and is built around the guidelines of the City of St. Johns Parks and Recreation Mission Statement:

"Promote a broad, yearround range of quality indoor and outdoor recreational opportunities to City residents of all ages and physical and mental abilities and encourage intergenerational participation in activities."

The City of St. Johns Parks and Recreation Board has provided multiple opportunities for the general public to participate in the development of this plan and feel that this plan will address current and future parks and recreation needs of the community, given the fiscal limitations of the City. The City of St. Johns Parks and Recreation Master Plan was prepared based on the guidelines set forth by the Michigan Department of Natural Resources Recreation Division, and thus provides the information necessary to help the City visualize its short-term and long-term parks and recreation goals.

The City of St. Johns Parks and Recreation Board is proud of the work they have accomplished alongside the community with regards to facility improvements and programs. Since 2010, the following improvements have been made to the facilities within the City, either with City tax dollars, grants, or donated material, labor, or money.

- » Fantasy Forest Playground City Park
- Sand Volleyball Court City Park
- Jeep Track Main Park
- Pavilion Improvement Main Park
- Tennis/Basketball Court addition City Park
- Fall Zone Material Replacement Jaycee, Kibbee and Water Tower Parks
- » Street Lighting City Park
- » Park Roads City Park
- » Rotary Gazebo Rotary Park
- » Farmers Market Pavilion Rotary Park
- » Water Spray Park City Park
- Spray Park Recirculation System City Park
- » Softball Dugouts City Park
- » Disc Golf Course City Park
- » Parking and Bathrooms Facility St. Johns Depot
- » Scott Road Connector Trail
- » Land acquired for a trailhead park at Fred
- » Meijer Clinton-Ionia-Shiawassee Trail

Since 2010, the offerings for recreational activity have also increased. The City has increased from offering approximately 20 programs annually to over 59 programs annually.



L Community Description

The City of St. Johns serves as the county seat for Clinton County, Michigan. It is located approximately 18 miles north of Lansing. Its location and main thoroughfares, M–21 and US–27, allow St. Johns to be a hub to central Michigan. The total population within the City of St. Johns is 7,711, but the parks system serves the entirety of Clinton County's population of 79,249 (2022 Census). See Chapter 9: Demographics, and Chapter 11: Community Development and Facilities for further supporting analysis on demographics and natural feature inventories.

PLAN JURISDICTION

The St. Johns Parks and Recreation Plan applies to the entirety of the City of St. Johns. While the plan focuses on parks and recreation facilities owned or managed by the City, it also considers regional connections and trails, school-owned recreational amenities, and partnerships with neighboring jurisdictions that influence recreational access for St. Johns residents.

Planning Process

The planning process began with a review of the 2021-2025 Five Year Parks and Recreation Plan that was adopted in January of 2021 by the members of the Parks and Recreation Board. The plan outlined the goals for the development of park and recreational opportunities within the City for five years.

The planning process for the 2025-2030 Master Plan began with a review of the 2021-2025 Five Year Parks and Recreation Plan that was adopted in February of 2021 by the members of the Parks and Recreation Board. The plan outlined the goals for the development of park and recreational opportunities within the City for five years.

The planning process continued in July 2024 with a site visit to three parks to assess each park. The remaining 3 parks were visited in October 2024. The survey for the new master plan was developed in January 2025, several revisions of the survey took place. In March of 2025 and June of 2025, the surveys were distributed to the community and responses were accepted for a month from the first posting. The first survey was related to park facilities and the second covered recreation programming and funding. These responses were reviewed with the Parks and Recreation Board at a meeting on July 23, 2025. The main body of the Master Plan was also distributed for preliminary review by the board.

The meeting participants discussed objectives and a plan of action for the new Master Plan based on the survey feedback.

The survey feedback and meeting discussion were incorporated into an updated list of goals and objectives, which was then translated into an action plan for the City. This plan and the main body of the Master Plan were reviewed by the Parks and Recreation Board at a meeting on _____. Changes from this meeting will incorporate and the Master Plan will be posted for public review on _____. Citizens will also be encouraged to comment through the City's website and social media presence. Residents in the City's email database were sent notice by email. A public review meeting took place January 11, 2021. Newspaper notice for the public hearing was circulated on 12/27/2020 and notice via email and social media was distributed. Comments from the public review period will be incorporated into the Master Plan prior to the public hearing meeting at the City Commission meeting. After City Commission approval, the Master Plan will be submitted to the State.

Administrative Structure

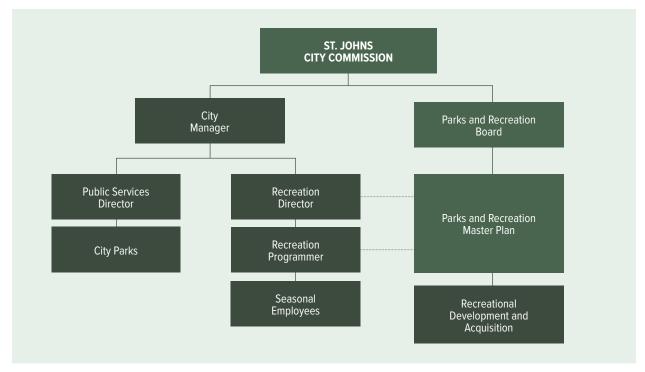
ROLES OF COMMISSIONS AND ADVISORY BOARDS, STAFF DESCRIPTION, AND ORGANIZATIONAL CHART

The City of St. Johns is a home rule city, with a commission/city manager form of government. Five City Commissioners are elected to overlapping four-year terms. The City Commission sets the policies and budgets for all City functions, including recreation. The Commission allocates funds for operations, maintenance, and capital improvements. The Commission also hires the City Manager and other City staff responsible for implementing the Commission's policies and for operating City departments. This Board of Commissioners is enabled by Act 1905 PA 157; Township Parks and Places of Recreation.

The City Manager is responsible for and oversees the day-to-day operations of the City. He/she advises and consults with the City Commission and implements their decisions. The Public Services Director reports to the City Manager. He/she is responsible for maintenance of the parks, including equipment and buildings. The City Manager also oversees the Recreation Director. Recreation programs are administered by the Recreation Department. The Recreation Director supervises the Recreation Programmer, Pool Manager, and seasonal employees, and provides staff support to the Parks and Recreation Board.

The City of St. Johns has a seven-member Parks and Recreation Board. The City Commission established the Parks and Recreation Board in 1969 and follows policies and bylaws passed during their November 7, 2002 meeting. The City Commission appoints the members of the Board for staggered two-year terms. Members may be reappointed. There is no requirement for being appointed other than being City resident or owning a business within the city limits. The City Commission always likes to have a City Commissioner and a representative of the school district on the Board and the rest of the Commission is made up of civic leaders, educators, youth service professionals, business owners and recreation program participants.

The Parks and Recreation Board is an advisory board. It reviews the City's programs, facilities, budgets, special requests, and other items requested by the City Commission. The Board makes recommendations to the City Commission on programs and policies. The City Commission has the authority to commit funds, accept grants, and acquire land.





Annual Budgets 2025-2030]

Table 3: City of St. Johns Projected Budget

NAME	PARKS	RECREATION
2025-2026(Actual)	\$195,200	\$247,650
2026-2027	\$168,100	\$252,600
2027-2028	\$171,100	\$257,700
2028-2029	\$174,100	\$262,800
2029-2030	\$177,200	\$268,100

Current Funding Source

Monies that make up the budget come from the City's general fund. The Parks Department budget, which funds repair and maintenance of City parks, has fluctuated over the years as larger improvements have been completed, but averaged \$201,070 for 2021-2025. The average for the next five years is expected to be around \$177,200. The Recreation Department budget, which funds recreation programming in the City parks and other facilities, has averaged \$187,724,400 over the last five years. The average for the next five years is expected to be around \$257,370 with the addition of programming at the Wilson Center.

Volunteers

Volunteers play a vital role in the City of St. Johns. Since 2000, volunteers have been the driving force behind major building projects in City Park. In 2000, a group of area residents raised over \$110,000 for a wooden play structure. In 2004, another group of committed residents raised over \$100,000 for a performance shell to replace an existing shell that was outdated and undersized. Recently, a group of citizens was able to raise over \$200,000 (including foundation grants) to replace the failing City Pool with a new spray park, completed in 2015. Since 2024, another group of dedicated citizens raised over \$365,000 for new universal play equipment. Community volunteers work on restoration and maintenance projects throughout the park system, including the historic rail cars at St. Johns Depot. Volunteers are also important for recreation programs, as they serve as coaches and supervision for many of the recreational programs, we utilized approximately 50 volunteers between 2024-2025.

Relationships: Schools, Public Agencies, Private Organizations

The City Recreation Department has a good relationship with many of the other organizations in and around the city. There is a good working relationship between the school district and the City. Each uses the other's facilities for some of their programs. There is regular communication between the school and the City to improve the programs and resolve any problems. In the summer of 2010, the Recreation Department started to use the school district's indoor pool for swim lessons, open swimming, and lap swim. Since the outdoor pool at the City Park closed in 2009, all aquatic recreation programs have taken place at the high school pool. The Parks and Recreation Board includes the Facilities Director for the school. The School Board and City Commission meet as needed to discuss issues of importance between the two. Upper management for the City and school staff meet more regularly to discuss mutual issues.

The City Recreation Department works with many other local organizations and individuals to offer expanded programs to area residents. The department works with the St. Johns Youth Baseball Organization by sharing facilities and equipment. Our adult exercise classes use local instructors to lead these programs. Over the years, the Recreation Department has worked with the Kiwanis Club, Jaycee Club, Rotary Club, various St. Johns High School teams/clubs, Chamber of Commerce, and numerous businesses in St. Johns. The City also has an agreement with the Clinton County Sheriffs office to supply maintenance help with the Spray Park both before and after the operating season.

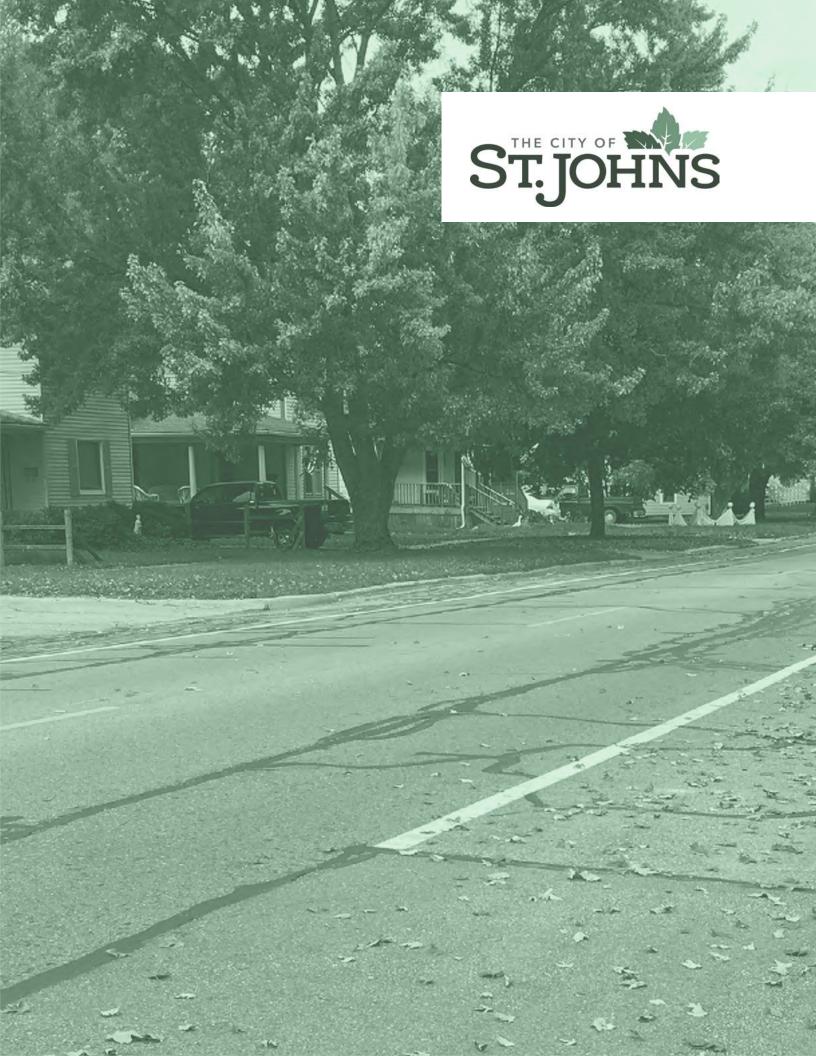


Previous Grant Status Report

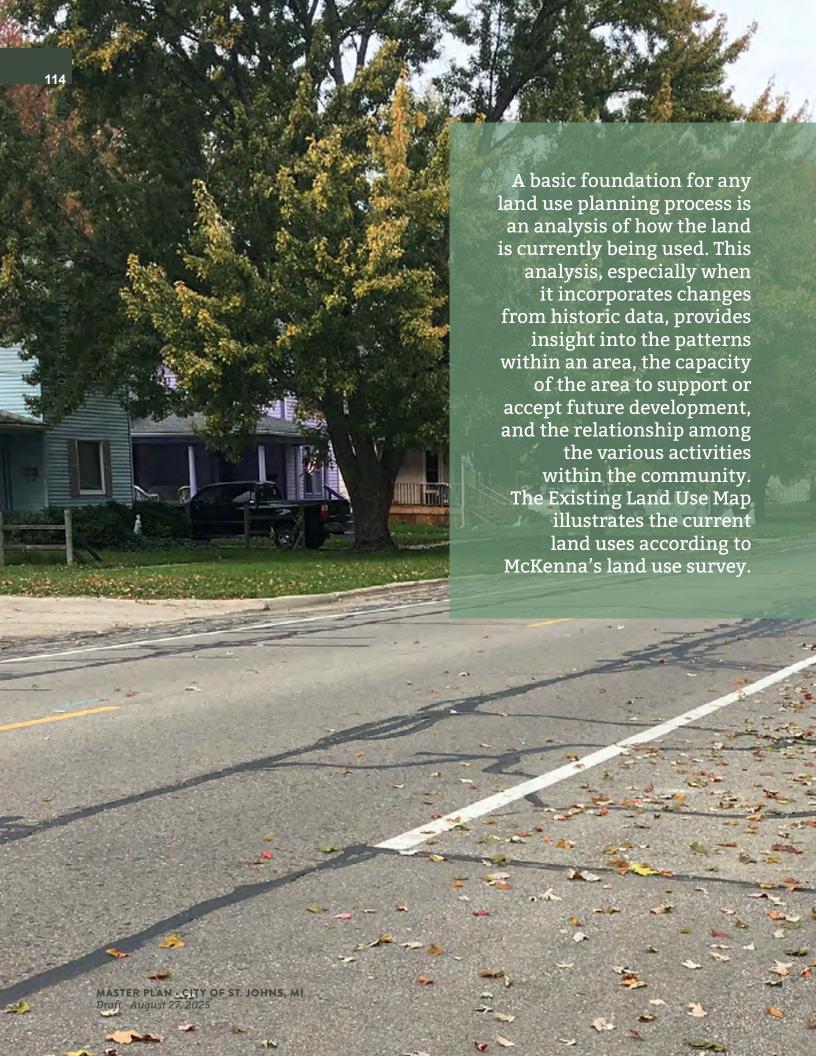
The City of St. Johns has received numerous grants from the Michigan Department of Natural Resources since 1972 (See Table 4).

Table 4: Grant Assisted Projects

GRANT NUMBER	YEAR	PROJECT	LOCATION	STATUS
26-00267	1972	St. Johns City Park	Main City Park	Closed
26-01023 Q3	1977	Main Park Restrooms	Main City Park	Closed
26-01060 w	<mark>1978</mark>	Northside Tennis Courts	Senior Citizen Park	Closed
BF89-359	<mark>1989</mark>	Veteran's Memorial Swimming Pool Renovation	Main City Park	Closed
<mark>26-01670</mark>	<mark>2006</mark>	Kibbee St Park and JC Park Renovations	Jaycee and Kibbee Parks	Closed
TF-09-169	<mark>2009</mark>	St. Johns Trailside Parkway Acquisition	Rotary Park	Closed
TF 14-0109	<mark>2014</mark>	St. Johns Trailside Park Renovation	Rotary Park	Closed
<mark>26-01741</mark>	2014	St. Johns City Park Improvements	Main City Park	Closed
TF- 16-0159	<mark>2016</mark>	Veterans Memorial Bathhouse Renovation	Main City Park	Closed









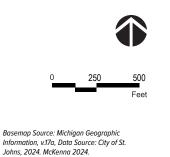
MAP 10.

Existing Land Use

City of St. Johns, Michigan

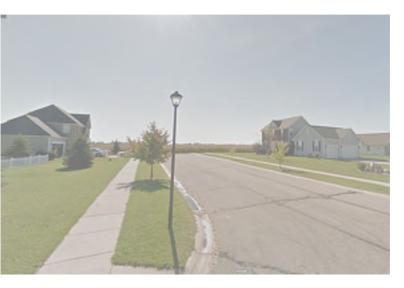
January 23, 2025













Single Family Residential

The City is overwhelmingly residential. The residential uses consisted of single-family and two-family homes that are scattered through individual lots. It included some subdivisions that are planned. Rural parcels are also included in this category. Most of the single-family residential is in the center of the City. It surrounds the downtown area and has small portions of commercial and institutional uses in it. Fifty to sixty percent of the City is residential.

Suburban Residential

There are only a handful of parcels that are suburban residential. Suburban residential uses stood out from residential uses because they appeared to be removed from the rest of the uses and located around the edges of the City. It is like a stray subdivision by itself usually having only one access point. There are other plan subdivisions in the City but they are mixed in with other uses and do not appear to be removed from the rest of the City.

Multi-Family Residential

Multi-family residential developments include three or more dwelling units in a contiguous building or complex. There is a small amount of multi-family units. They are located near other residential uses, commercial uses, institutional, or agricultural land. There appears to be no multifamily residential uses that are located near industrial uses. It would be ideal to keep multi-family residential uses mixed in with the rest of the uses and not next to industrial or manufacturing buildings. Multifamily uses are usually located towards the edges of the City. Most of them are in close proximity to suburban residential uses.



Mobile Home Park

St. Johns includes one mobile home park. It is located next to agricultural land and is in close proximity to an industrial use but it is separated with a recreational trail. This park is removed from the rest of the uses. Behind the park is agricultural land that extends all the way to the City's border but it is still at the edge of the residential uses that are near industrial uses. Investments in sidewalks should be made to ensure that Mobile Home Parks have sufficient pedestrian connectivity to their surroundings.

Commercial / Office

Commercial uses included land that is used for sales, bars and restaurants, and office buildings. The majority of the commercial land is located along Old U.S. 27. This is the main road that goes through the City. There are commercial uses on both sides and the road could be thought of like a spine. There are a few commercial land uses scattered throughout the neighborhoods but the majority of commercial uses is along Old U.S. 27. Based on the land that is around Old U.S. 27 there may be some opportunity to convert residential uses to commercial uses to fully utilize the main thoroughfare.

Industrial

The industrial category includes an array of industrial uses ranging from light industrial buildings, warehousing and distribution facilities, to heavy manufacturing plants and utility facilities. The majority of the industrial uses run through the center of the City from east to west. There are some parcels located in the northern and southern half that are industrial but the majority are along a straight line going through the City horizontally. Sometimes, there are industrial buildings that are completely surrounded by residential uses. On the other hand, there are some instances where industrial uses are buffered from residential zones either with other uses or open space. It would be ideal to make sure residential areas are protected from industrial uses to minimize negative externalities from industrial uses.

Institutions

Public and semi-pubic land uses include such things as City facilities, schools, churches, and other similar uses. These uses are scattered throughout the City but also appear in clusters. They appear more frequently then multi-family housing but not as frequently as residential uses. One could say that there is just as much commercial land as there is institutional land. It differs from commercial land because it is not focused all in one area. There is a very large school in the lower south western portion of the City. There is a cemetery in the eastern portion of the City and there are many churches and municipal buildings scattered throughout the neighborhoods. Institutional uses are also located along Old U.S. 27 and south of the downtown area.

% Parks and Recreation

This category includes parks, athletic fields, and other recreational facilities. Some are publicly owned, such as St. Johns City Park. Others are privately owned. Neighborhood parks increase quality of life. As the City grows, new parks may be needed, especially in the northeastern portion of the community.

Agriculture and Vacant Land

There does not appear to be a large amount of agricultural land within the City. It is located on the edges of the City. It is a possibility that the amount of farm land has been decreasing within the City. This is based on the amount of residential area in the center of the City and the suburban residential uses that are usually in close proximity to a farm. There is a small percentage of vacant lots and this use appears to be the lowest land use in the City.

Downtown

In the center of the City there is an area of land that is used for the Downtown. It differs from other commercial areas because it is located in the center of the municipality and has a defined boundary of commercial uses. These uses include bars, restaurants, institutional uses and other uses found in the commercial category. This is distinct from the commercial category because it is a walkable area at the center.



08. Supporting Analysis: Demographics

Population

The table below shows the relative populations of St. Johns and the comparison communities.

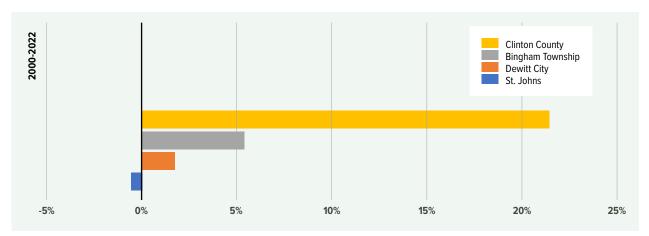
Table 5: Population

POPULATION	ST. JOHNS	CITY OF DEWITT	BINGHAM TOWNSHIP	CLINTON COUNTY
2000	7,733	4,701	2,776	64,940
2010	7,920	4,591	2,823	74,235
2016	7,951	4,657	2,896	77,245
2020	7,920	4,743	2,935	78,957
2022	7,711	4,779	2,928	79,249

Source: US Census Bureau

St. Johns has experienced a slight decrease in population since 2000, similar to the City of Dewitt. This contrasts Bingham Township and Clinton County, who have experienced major increases. St. Johns has seen an decrease of approximately 20 people since 2000, with majority of the loss occurring between 2020 and 2022. In the same time frame, Clinton County gained 14.309 residents between 2000 and 2022. Figure 3 below shows the population change over time in each of the communities of study.

Figure 3: Population Change Over Time



Source: US Census Bureau

Age

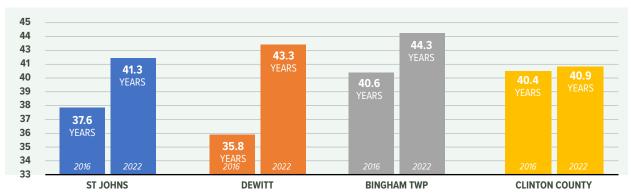
The Age of a community's population has very real implications for planning and development, whether it is an increased or decreased need for schools to serve the population under 18, or a need for housing alternatives for emptynesters and older residents.

Figure 4 compares the median ages (the mid-point where half the population is younger and half is older) of St. Johns and the comparison communities. St. Johns' low median age indicates there are proportionately more young families and fewer retirees in the Village than in the other communities. In contrast, Bingham Townships' median age is high, indicating a lower presence of children in the community.



Figure 4: Median Age, 2022

Source: US Census Bureau



Age structure (analyzing which proportions of a municipality's population are in which stages of life) gives a nuanced view of the makeup of a community. To compare age structure, the population is divided into the following groupings:

- » Under 5 (Pre School)
- » 5 to 19 (School Aged)
- » 20 to 44 (Family Forming)
- » 45 to 64 (Mature families)
- » Over 65 (Retirement)

Table 6 shows the gender breakdown in each of the above age categories for all the communities of study. The values are measured in percentages. The percentage represents the ratio of males or females in each age category when compared to the total number of males and females for each community. For example, males under 5 years old in St. Johns make up 5.7% of all males in St. Johns. 5.7% of St. Johns male population of 3,748 is 236 males under the age of 5 in St. Johns. Generally speaking, the gender ratios are similar across all age categories and communities.

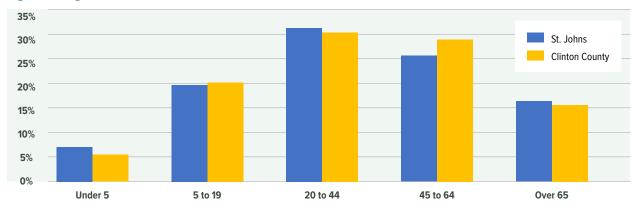
Table 6: Gender Breakdown by Age Structure, 2022

	ST. JO	OHNS	DEWIT	DEWITT CITY B		TOWNSHIP	CLINTON COUNTY		
	MALES	FEMALES	MALES	FEMALES	MALES	FEMALES	MALES	FEMALES	
Under 5	6.3%	5.2%	5.2%	6%	6%	2.2%	5.4%	5.1%	
5 to 19	24.9%	17.8%	19.1%	18.6%	20.4%	23.7%	19.5%	18.0%	
20 to 44	28.3%	25.2%	29.8%	27.1%	23.9%	24.9%	31.4%	30.2%	
45 to 64	25.9%	27.9%	29.8%	31.9%	33.6%	26.4%	27.1%	27.7%	
Over 65	14.6%	23.8%	16%	16.4%	16.1%	22.8%	16.5%	19.0%	
TOTAL	3,748	3,963	2,204	2,575	1,505	1,423	39,424	39,825	

Source: US Census Bureau

Figure 5 compares the age structure of St. Johns with that of Clinton County overall. St. Johns and the County have very similar distributions, however, Clinton County as a whole holds a slightly higher percentage of 45 to 64 year olds while St. Johns holds a higher percentage of the 20 to 44 age category. This likely means that St. Johns has a higher percentage of families with young children.

Figure 5: Age Structure, 2022



Source: US Census Bureau

This equates to a relatively high demand for family-oriented recreation. Over the next 20 years, the City of St. Johns is likely to experience a shift in demand with an increasing need for senior recreation activities. Currently, the board has recognized a lack of recreation opportunities for the teenage demographic and the senior citizen demographic, and are looking to expand these programs in the future. Many aspects of the City parks are accessible to seniors, and popular events like concerts in the park help fill recreational needs of this demographic.

Racial Composition

This section compares the racial composition of St. Johns, the City of Dewitt, Bingham Township, and Clinton County. The values are given as percentages of the total population for each of the communities of study. Table 3 displays the number of individuals in each of the following race categories:

- White
- Black or African American
- American Indian
- Asian
- Two or more races
- Other

All the communities of study are predominantly white, with each community containing at least 94% white residents.

Table 7: Racial Composition, 2020

	ST. JOHNS	DEWITT CITY	BINGHAM TOWNSHIP	CLINTON COUNTY
White	96.2%	96.3%	97.3%	94.4%
Black or African American	0.8%	1.6%	0.6%	2.2%
Native American	0.4%	0.3%	0.2%	0.3%
Asian	0.6%	1.2%	0.4%	2.5%
Other or More Than One	2.0%	0.6%	1.5%	0.6%
TOTAL	7,019	4,379	2,753	71,959

Source: US Census Bureau,



Disability

The City of St. Johns is committed to designing future projects that serve residents of all abilities. An estimated 17.2% of St. Johns residents have a disability, a higher percentage than both the state of Michigan (14.2%) and the national average (13.0%). This highlights the importance of incorporating accessible features into all public spaces—especially parks and recreational facilities.

Table 8 presents the overall disability rate, while Table 9 compares disability prevalence by age group. Notably, nearly 50% of residents aged 75 and older in St. Johns report a disability, significantly higher than the state and national averages. The percentage is also elevated among residents aged 65–74 (34.9%), suggesting a growing need for accessible and age-friendly environments. While the rate among children ages 5–17 in St. Johns (6.1%) is consistent with state and national averages, it remains important to ensure inclusive recreational opportunities for younger residents as well.

Table 10 breaks down the types of disabilities experienced by residents. The most commonly reported type in St. Johns is ambulatory difficulty (9.5%), consistent with state and national trends. This underscores the need for smooth, navigable paths, ramps, and circulation systems throughout public spaces and park facilities for wheelchair use or to assist those who require stable footing.

St. Johns also has a notably higher percentage of residents with cognitive difficulties (7.5%) compared to the state (6.2%) and nation (5.4%). This suggests that public facility designs should consider not only physical access but also sensory-friendly and intuitive features that can be more easily used by individuals with mental or cognitive disabilities.

Table 8: Total Population with Disability, 2023

	ST. JOHNS	MICHIGAN	UNITED STATES
Total	17.2%	14.2%	13.0%

Source: US Census Bureau

Table 9: Disability by Age, 2023

AGE	ST. JOHNS	MICHIGAN	UNITED STATES
Under 5 years	0.0%	0.7%	0.7%
5 to 17 years	6.1%	6.1% 6.4%	
18 to 34 years	8.9%	8.8%	7.7%
35 to 64 years	16.1%	14.2%	12.4%
65 to 74 years	34.9%	23.5%	24.0%
75 years and over	49.5%	45.9%	46.5%

Source: US Census Bureau

Table 10: Disability by Type, 2023

DISABILITY TYPE	ST. JOHNS	MICHIGAN	UNITED STATES
With a hearing difficulty	5.3%	3.8%	3.6%
With a vision difficulty	2.4%	2.2%	2.4%
With a cognitive difficulty	7.5%	6.2%	5.4%
With an ambulatory difficulty	9.5%	7.2%	6.7%
With a self-care difficulty	3.1%	2.7%	2.6%
With an independent living difficulty	7.9%	6.5%	5.9%

Source: US Census Bureau

Education

This section analyzes the level of Educational Attainment in St. Johns for persons aged 25 or older. Overall, St. Johns, the comparison communities, and the County all have decreasing percentages in the less than high school educational attainment category over time. Simultaneously, all geographies of study have increased percentages in college attendance categories. Table 4 shows that St. Johns has a higher percentage of high school graduates when compared to the other geographies. Additionally, they have the highest college attendance percentage when compared to the other geographies. This indicates that high school graduates in St. Johns are not pursuing college education a higher rate than the other study areas.

Table 11: Educational Attainment, Percentage of Population, 2020 and 2022

	ST. JOHNS		DEWITT		BINGHAM		CLINTON	
	2020	2022	2020	2022	2020	2022	2020	2022
Less than High School	6.1	6.2	3.2	2.8	8.9	7.2	4.9	4.9
High School Graduate	93.9	93.8	96.8	97.2	91.1	92.8	95.1	95.1
Attended College	62.9	58.3	54.9	56.6	59.7	58.6	56.5	57.6
Associate Degree	13.7	13	7.7	8.8	11.5	10.7	12.2	12.5
Bachelor's Degree	23.8	23.6	46.5	45.1	23.5	23.3	32.1	32.3
Graduate or Professional Degree	7.5	7.6	18.8	20.2	4.9	5.5	11.8	11.9

Source: US Census Bureau

Economics

INCOME

As shown in Table 5, St. Johns Median Household Income is significantly lower than the comparison communities and Clinton County. Businesses in St. Johns can benefit from Dewitt's relative prosperity due to the proximity of the two communities.

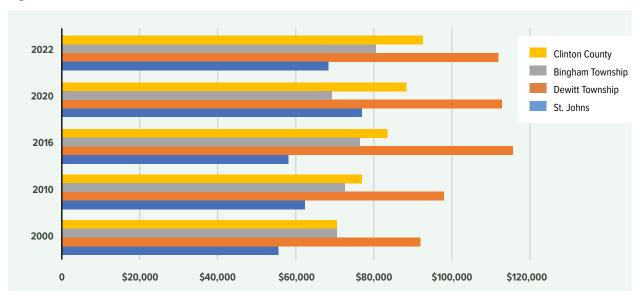
Table 12: Median Household Income

	ST. JOHNS	CITY OF DEWITT	BINGHAM TOWNSHIP	CLINTON COUNTY
2000	\$55,380.00	\$91,838.42	\$70,169.94	\$70,107.55
2010	\$62,038.13	\$97,848.66	\$72,515.89	\$77,024.57
2016	\$58,104.32	\$115,810.35	\$76,408.54	\$83,171.56
2020	\$77,196.55	\$112,969.13	\$69,093.19	\$88,385.92
2022	\$68,234.91	\$111,988.90	\$80,411.61	\$92,403.70

Source: US Census Bureau



Figure 6: Growth in Median Income Since 2000

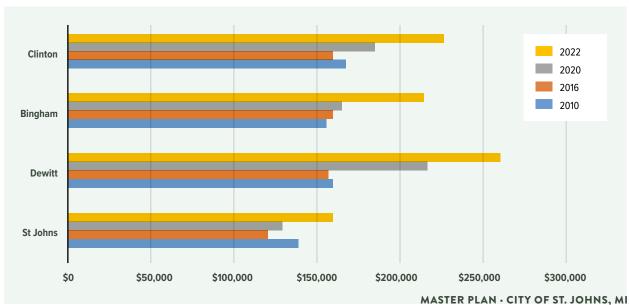


The median household income for St. Johns and Dewitt had different starting points in 2000 but grew at similar rates between 2000 and 2010. However, between 2010 and 2016 Dewitt's median household income sky rocketed while St. Johns' decreased by approximately \$3,000. Clinton County and Bingham Township started at nearly the same median household income in 2000 but Clinton County grew at a slightly faster rate than Bingham Township that accounts for the \$5,000 difference in their respective median household income we see in 2016.

HOME VALUE

The value of the homes in St. Johns is a key measure because housing prices are indicative of quality of life and the health of the economy. Currently, the median home value in St. Johns is \$159,700. As shown in Figure 9, homes in all communities of study gained value at a near parallel rate between 2000 and 2010. However, between 2010 and 2016 there wasn't any significant gained housing value, with St. Johns and Clinton County actually losing housing value. The value has since regained in each community between 2016 and 2022.

Figure 7: Change in Median Home Value



OCCUPATION

This section shows the employment of St. Johns residents. This is not an analysis of what kind of employment is offered or what businesses are located within the community, but rather what occupation members of the community are employed in, regardless of where they work. Thus, commuters from St. Johns to other areas are counted in this analysis, but not commuters into St. Johns from other areas.

Table 6 indicates that St. Johns has similar proportions to Clinton County overall. The greatest occupational sector for both St. Johns and Clinton County is Educational and Health Services. This industry proves to be crucial for both municipalities.

Table 13: Occupational Sectors, 2016, 2020, and 2022

			ST. J	OHNS			CLINTON COUNTY					
	20)16	20	20	20	22	20)16	20	20	20	22
	#	%	#	%	#	%	#	%	#	%	#	%
Agriculture and Mining	50	1.5%	61	1.6%	33	0.9%	1,050	2.9%	841	2.2%	786	2.0%
Construction	225	6.8%	121	3.1%	136	3.7%	2,178	5.9%	2,457	6.3%	2,521	6.4%
Manufacturing	394	11.9%	420	10.8%	383	10.5%	4,123	11.2%	4,633	11.9%	4,699	12.0%
Transportation and Utilities	124	3.7%	57	1.5%	148	4.1%	1,378	3.8%	1,383	3.5%	1,790	4.6%
Information	16	0.5%	34	0.9%	23	0.6%	546	1.5%	412	1.1%	320	0.8%
Wholesale Trade	57	1.7%	234	6.0%	243	6.7%	797	2.2%	1,161	3.0%	1,000	2.5%
Retail	555	16.7%	426	10.9%	345	9.5%	3,625	9.9%	3,588	9.2%	3,918	10.0%
Finance, Insurance, and Real Estate	243	7.3%	319	8.2%	238	6.5%	2,797	7.6%	3,373	8.6%	3,449	8.8%
Tourism and Entertainment	159	4.8%	349	8.9%	252	6.9%	2,780	7.6%	2,581	6.6%	2,572	6.5%
Education and Health Care	829	25%	984	25.2%	925	25.4%	9,034	24.6%	10,045	25.7%	9,930	25.3%
Professional Services	234	7.1%	344	8.8%	330	9.1%	3,462	9.4%	3,250	8.3%	2,964	7.5%
Other Services	240	7.2%	208	5.3%	201	5.5%	1,774	4.8%	1,773	4.5%	1,661	4.2%
Government	191	5.8%	346	8.9%	383	10.5%	3,167	8.6%	3,589	9.2%	3,683	9.4%

Source: US Census Bureau

COMMUTING

Because of St. Johns proximity to regional centers like Lansing / East Lansing and Mount Pleasant, as well as the accessibility of the Grand Rapids metropolitan area, many residents commute to these areas. Table 7 shows the commute time of St. Johns residents. The mean commute time is 21.1 minutes, a commute that could reach Dewitt or Lansing.

Table 14: Commute Destinations

TIME OF COMMUTE	PLACES OF WORK	PERCENTAGE OF RESIDENTS		
		2016	2020	2022
Under 10 Minutes	St. Johns / Bingham Township	32.3	30.4	34.1
10-19 Minutes	Dewitt	15.5	15.3	10.3
20-29 Minutes	Alma, Lansing, Holt	15.9	22.7	21.2
30-44 Minutes	Mount Pleasant, Eaton Rapids, Fowlerville	29.3	25.5	26.3
45-59 Minutes	Clare, Jackson, Howell	3.7	2.9	3.6
Over 60 Minutes	Kentwood / Grand Rapids, Battle Creek	3.1	3.3	4.5

Source: US Census Bureau



Retail Gap Analysis

A retail gap analysis was performed focusing on the St. Johns area and its greater surrounding area within 30 minutes driving distance. A retail gap analysis looks at the supply and demand of certain types of retail categories within a certain geographic area, the identified trade area, to determine the gap in supply. A positive gap indicates there is more demand than supply and that a new store could potentially open to fill a particular need. A negative gap indicates that there is more supply than demand, meaning either that some existing stores may be in danger of going out of business or that additional demand is coming from outside the identified trade area. Demand coming from outside the trade area may indicate that this location or a specific store is a unique destination to consumers, and may be part of a draw for tourists visiting a community.

Once the retail gap is calculated, it is compared with the average sales per square foot to determine the square footage of demand for that type of retail. The square footage of demand is then compared with the square footage of a typical store to produce an estimate for the number of new stores demanded in that retail category. The number of new stores demanded for trade areas of 10 and 30 minutes from the downtown by car are shown in the following analysis.

The 10-minute drive area includes the entire City of St. Johns, Bingham Township, and parts of other surrounding townships. There is a small amount of demand for new clothing stores, specialty food stores, and general merchandise stores, but overall there is still not much new demand in this trade area. This shows that the existing retail businesses are adequately serving the population except for a few categories. Potential new businesses should focus on reaching a customer base from beyond this trade area. For example, St. Johns is considered by many to be the beginning of "up north" and could build a retail identity reflective of that; stores with general outdoor gear for hunting, camping, and fishing would attract people driving up US 127 to stop for supplies on their way up north. However, there is little local demand for specialty goods stores, so general merchandise stores that are tailored to retail needs such as outdoor gear would be more successful than smaller individual stores would.

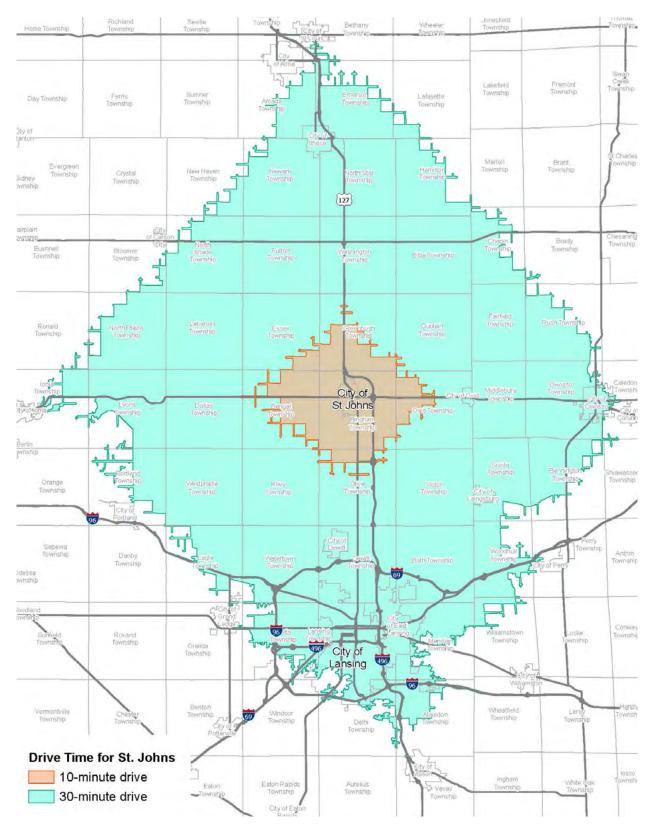
The 30-minute drive area includes most of the surrounding rural areas and reaches communities as far

away as Ionia to the west, Alma to the North, Owosso to the east, and Lansing to the south. This trade area shows unmet demand in several categories with gas stations (17) and beer, wine, and liquor stores (5) showing the most potential. Although there is unmet demand in several retail categories, the extent of the trade area also means this demand can be met with a new store in another part of the trade area. Business owners may find success reaching a broader customer base in the trade area and meeting this demand, but should also create something unique to fill a niche among the greater competition.

Table 15: Retail Gap Analysis

RETAIL		OF NEW EMANDED
CATEGORY	10-Minute Drive	30-Minute Drive
Automobile Dealers	0	1
Other Motor Vehicle Dealers	0	3
Auto Parts Stores	0	0
Furniture Stores	0	2
Home Furnishings Stores	0	1
Electronics and Appliance Stores	0	2
Building Materials and Supplies Dealers	0	0
Lawn and Garden Equipment Stores	0	0
Grocery Stores	0	0
Specialty Food Stores	1	0
Beer, Wine, and Liquor Stores	0	5
Health and Personal Care Stores	0	0
Gas Stations	0	17
Clothing Stores	1	2
Shoe Stores	0	2
Jewelry or Luggage Stores	0	2
Sporting Goods, Hobby, and Music Stores	0	0
Book Stores	0	0
Department Stores	0	1
General Merchandise Stores	1	0
Florists	0	0
Office Supplies Stores	0	0
Used Merchandise Stores	0	1
Special Food Services	0	0
Bars	0	1
Restaurants	0	0

Source: ESRI Business Analyst, 2017



MAP 11.

Retail Gap Analysis Trade Areas



Housing

This section analyzes the composition and characteristics of households in St. Johns. Households are an important unit of analysis because changes in the number of households are an indication of changing demand for housing units, retail, and services. Tracking household changes ensures sufficient land is set aside for the future to accommodate future growth and demand for housing.

Table 16: Number of Households

HOUSEHOLDS	ST. JOHNS	CITY OF DEWITT	BINGHAM TOWNSHIP	CLINTON COUNTY
2000	3,148	1,624	868	24,630
2010	3,781	1,760	1,074	30,423
2016	3,345	1,749	1,209	30,974
2020	2,947	1,723	1,084	30,182
2022	3,089	1,822	1,079	31,060

Source: US Census Bureau

Figure 10 shows the household trends in St. Johns and the comparison communities between 2000 and 2022. All communities of study saw a large increase in the number of households between 2000 and 2010. St. Johns saw a significant decrease in the number of households between 2010 and 2016. Most have since seen an increase again since 2016.

Figure 8: Change in Number of Households Clinton County Bingham Township **Dewitt Township** 35,000 St. Johns 30,000 25,000 20,000 15,000 10,000 5,000 0 2016 2020 2022 2000 2010

Source: US Census Bureau

Average Household Size is also an important indicator of community composition. Larger average household size generally means more children and less single-parent families. Nationally, household sizes are shrinking as young singles wait longer to get married and life expectancy increases for the senior population. Table 10 compares the change in average household size since 2000 across St. Johns, the comparison communities, and the County. Average household size in St. Johns is smaller than the comparison communities, and the County. The size of households is slightly declining in each of the municipalities.

Table 17: Average Household Size

	ST. JOHNS	CITY OF DEWITT	BINGHAM TOWNSHIP	CLINTON COUNTY
2000	2.43	2.89	2.87	2.7
2010	2.36	2.72	2.75	2.6
2016	2.43	2.79	2.57	2.64
2020	2.55	2.75	2.75	2.59
2022	2.38	2.60	2.71	2.53

Source: US Census Bureau

This section analyzes the types of housing present in St. Johns and their proportions, as compared to the proportions in Clinton County at large. As Table 11 shows, St. Johns has a higher rate of single family attached, two-family and multiple family units when compared to Clinton County. However, Clinton County has a higher rate of single family detached units as well as mobile home units when compared to St. Johns.

Table 18: Housing Type, 2016, 2020, and 2022

		ST. JOHNS					CLINTON COUNTY					
	20	16	2020 2022		2016		2020		2022			
	#	%	#	%	#	%	#	%	#	%	#	%
Single Family Detached	2,078	62.1	2,169	73.6	2,235	72.4	24,289	78.4	24,395	80.8	24,774	79.8
Single Family Attached	107	3.2	156	5.3	130	4.2	686	2.2	756	2.5	949	3.1
Two-Family	125	3.7	32	1.1	51	1.7	284	0.9	277	0.9	346	1.1
Multiple Family	905	27.1	514	17.4	610	19.7	3,811	12.4	2,810	9.3	3,254	10.5
Mobile Home	130	3.9	76	2.6	63	2.2	1,896	6.1	1,944	6.4	1,737	5.6
TOTAL	3,345		2,947		3,089		30,974		30,182		31,060	

Source: US Census Bureau

Housing Tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. Table 12 shows that while St. Johns has a majority of owner-occupied properties, it also has a healthy proportion of renters. All the communities of study have a relatively low vacancy rate. St. Johns has the highest vacancy rate as well as the highest renter rate.

Table 19: Housing Tenure, 2016, 2020, and 2022

		ST. JOHNS		CITY OF DEWITT		BINGHAM TOWNSHIP			CLINTON COUNTY			
	2016	2020	2022	2016	2020	2022	2016	2020	2022	2016	2020	2022
Owner	56.5%	73.3%	71.3%	74.0%	81.8%	77.4%	78.5%	81.5%	87.1%	74.5%	82.1%	82.0%
Renter	36.5%	26.7%	28.7%	21.5%	18.2%	22.6%	14.7%	18.5%	12.9%	18.84%	17.9%	18.0%
Vacant	7.0%	8.82%	8.09%	4.52%	0.92%	2.46	6.78%	5.41%	4.60%	6.63%	5.55%	5.58%

Source: US Census Bureau

Household Composition details the occupancy characteristics of households within a community. Household Composition categories include; married-couple family, non-family householder living alone, non-family householder not living alone, and other family. The following Table depicts the household compositions for Clinton County, Bingham Township, Dewitt, and St. Johns.



Table 20: Housing Composition, 2016

	ST. JOHNS		DI	EWITT CIT	ГҮ	BINGHAM TOWNSHIP		NSHIP	CLINTON COUNTY			
	2016	2020	2022	2016	2020	2022	2016	2020	2022	2016	2020	2022
Married Couple Family	44.9%	47.8%	43.4%	61.2%	64.3%	59.5%	55.6%	57.2%	66.1%	58.6%	55.6%	54.8%
Non-Family Householder living alone	31.3%	32.7%	36.6%	19.3%	20.1%	20.9%	23.2%	20.8%	18.7%	23.3%	24.8%	24.2%
Non-Family Householder not living alone	5.5%	4.2%	2.0%	3.6%	3.2%	6.8%	5.5%	2.6%	1.4%	6.3%	6.5%	7.7%
Other Family	18.3%	15.3%	18%	15.9%	12.4%	12.9%	15.7%	19.4%	13.8%	11.8%	13.2%	13.4%

Source: US Census Bureau

Figure 9: Household Composition, 2022

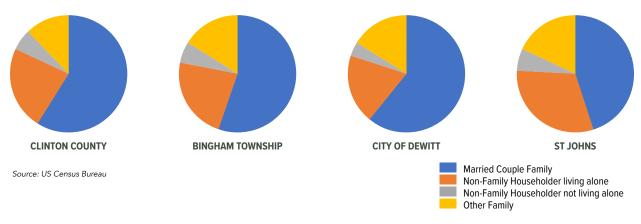
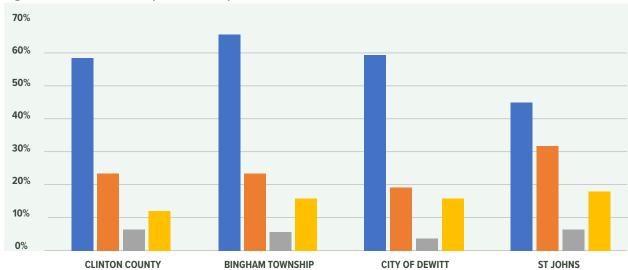


Figure 10: Household Composition Comparison, 2022



Source: US Census Bureau

Generally speaking, the communities are similar in household composition categories. However, St. Johns has a lower percentage of married couple family and a higher percentage of other family. Additionally, when compared to the comparison communities St. Johns has more non-family householders living alone.

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Summary

There are several key points from each section that should be noted. There has been an overall decrease in population from 2010 to 2022. About 20 people left to St. Johns between 2000 and 2022. The median age in the community (41.3) is higher compared to Clinton County (40.9). This supports the conclusion that St. Johns has a higher percentage of people ages 65 and over as compared to the County. However, the most prevalent difficulty in St. Johns is ambulatory difficulty. This is having serious difficulty walking or climbing stairs. Hearing difficulty is the next largest disability group in St. Johns.

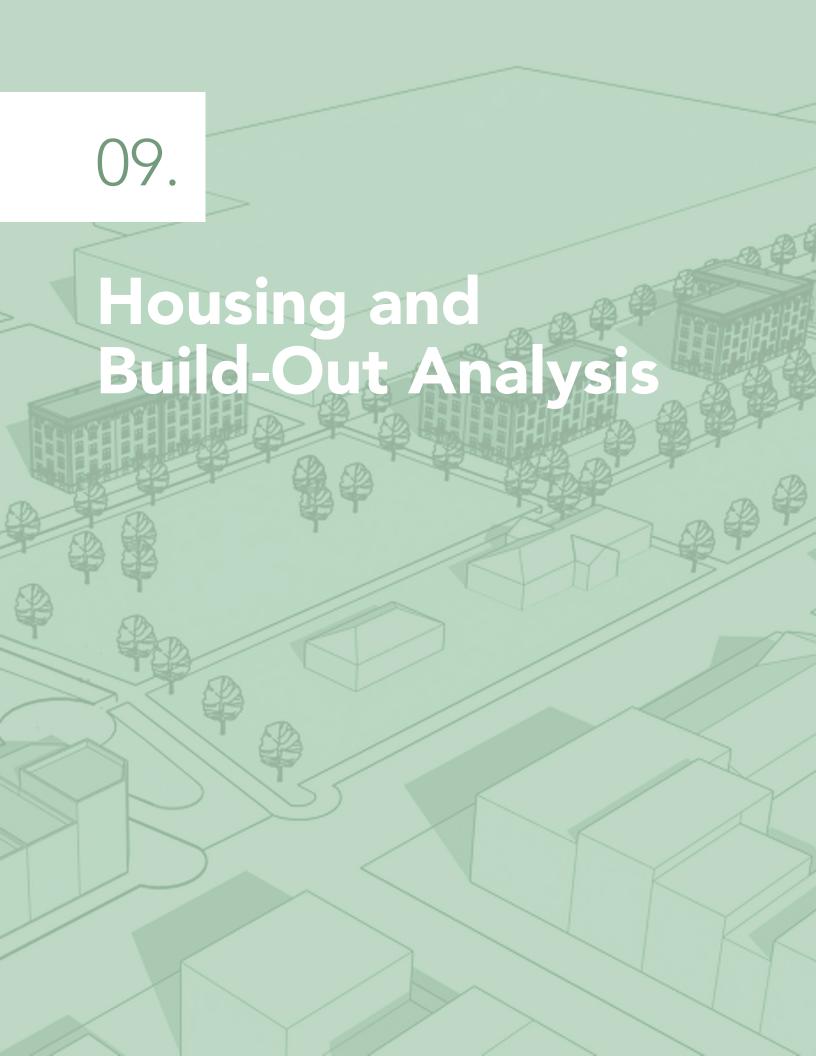
St. Johns has a large white population which makes up 97.9% of the population. St. Johns has the highest percent of individuals that do not have a high school degree and are over 25 years of age compared to the surrounding communities with the exception of Bingham Township. Compared to Bingham Township, and Clinton County they also have the highest number of residents with a college education with the exception of Dewitt City.

St. Johns saw a large increase in the number of households between 2000 and 2010 with an increase of about 600 households. There was a decrease of 400 households between 2010 and 2016 and an additional 256 households between 2016 and 2022. St. Johns has a lower average household size than the surrounding communities and it has decreased since 2020. St. Johns has a higher rate of single family attached, two-family, and multiple family units when compared to Clinton County. However, Clinton County has a higher rate of single-family detached units as well as mobile homes when compared to St. Johns. St. Johns has the highest vacancy rate as well as the highest renter rate at 8.09% and 28.7% renter when compared to the surrounding communities. However, the renter rate has decreased significantly since 2016. St. Johns has a lower percentage of married couple family and a higher percentage of other family. Additionally, when compared to the comparison communities, St. Johns has more non-family householders living alone.

St. Johns had a median income that grew with the surrounding communities and the County but around the year 2010 the median income decreased while the surrounding communities increased. The median income has since increased again to \$60,991. The housing value in St. Johns follows a similar trend with housing values going up between 2000 and 2010 but decreasing between 2010 and 2016 and then increasing again in 2022. Currently, the median home value in St. Johns is \$159,700. The residents of St. Johns work in similar fields as residents in the rest of the County. However, there is a large number of employees that work in Education and Health Care. The mean commute time is 21.1 minutes and is a commute that could reach Dewitt or Lansing.







Housing Analysis Introduction

PURPOSE

The purpose of this study is to examine the demand for housing units in Clinton County, with particular focus on the City of St. Johns, in order to inform the processes of creating the City's 2025 Master Plan Update. This study includes a detailed analysis of housing market data from the US Census, the City's building permit records, and other sources. The conclusions of this study are designed to initiate policy discussions with City officials and stakeholders, so that the resulting Master Plan can more effectively address the needs of St. Johns and its neighborhoods.

SUMMARY OF ANALYSES

This study features several areas of analysis:

- » Analysis of the underlying demographic trends that impact the housing market, including population projections
- » Analysis of the affordability of housing in Greater St. Johns for households at various income levels
- » Analysis of the overall supply and demand for housing, including a breakdown of For Sale vs For Rent units
- » Analysis of the supply and demand of housing for senior citizens
- » Analysis of the supply and demand of "starter homes" (i.e. homes for sale affordable to householders in their 20s and 30s)
- » Comparison of the housing market in Greater St. Johns to the housing market in DeWitt, and to Clinton County as a whole.

SCOPE AND LIMITATIONS

This report is based on estimates, assumptions, and other information developed from market research, and our knowledge of the industry. Sources of information and the basis of estimates are stated in the report.

The conclusions of this report rely on standards set by national organizations and data derived from outside market research organizations. Additionally, they are based on the assumptions stated in this report. The conclusions and supporting data in this report are subject to change based on evolving market conditions. This report is intended to quantify the housing market for municipal planning purposes and is not intended to be used as a financial projection.

DATA SOURCES

Data for this report comes from the following sources, which are cited where appropriate:

- » US Census
 - · 2010 Decennial Headcount
 - · 2020 Decennial Headcount
 - 2022 American Community Survey
 - ESRI Business Analyst



Cohort-Component Population Projection

In order to project the senior population in the future, McKenna used a Cohort-Component Population Projection. Cohort-Component Population Projections are developed using the following methodology.

The population is divided into ten-year age cohorts, using US Census data. At each ten-year interval, individual age cohorts are moved up the ladder. For instance, the group that was 30-40 years old in 2010 became the 40-50-year olds in 2020, less those who die during that time frame based on the mortality rate for their age group. For the 81+ age cohort, the number not projected to die during the ten-year period in question was carried over to the next decade. In order to calculate the number of people aged 0-10, the population of women of childbearing age was calculated and a 10-year birthrate per thousand (from the Michigan Department of Community Health) applied to give the number of births.

To account for migration, the population projection also includes a net migration factor. The net migration factor for Clinton County was calculated by running a Cohort-Component Analysis from 2010 to 2020 and comparing the results to the actual 2020 population data.

COMPARISON GEOGRAPHIES

Markets do not stop at municipal borders. When households seek housing in the St. Johns area, they do not look solely within the City of St. Johns, or any other specific community. Thus, the geographic extent of the housing market is more realistically the area where someone can live and comfortably commute into the City of St. Johns. Therefore, the following geographic components will be analyzed, for comparison and context:

- » The City of St. Johns
- » Bingham Township
- » "Greater St. Johns" the City of St. Johns and Bingham Township combined
- » The City of DeWitt
- » DeWitt Township
- "Total DeWitt" the City and Township of DeWitt combined.
- » Clinton County

General Demographic Characteristics

POPULATION TREND

The Table below shows the total population in the City of St. Johns, and the overall Trade Area, for the years 2010 and 2020 (the decennial headcounts, and the inputs into the Cohort-Component Analysis. The St. Johns and DeWitt areas have grown at similar rates, and both experienced more growth than the County as a whole.

In Greater St. Johns, the City has experienced more growth than the Township, in part due to the intentional restriction of growth outside of the City limits and the Urban Services Boundary implemented through this plan. Meanwhile, in DeWitt, the Township has experienced faster growth than the City.

Table 21: Population Trend

	2010	2020	POPULATION CHANGE
City of St. Johns	7,259	7,920	+9.1%
Bingham Township	2,822	2,935	+4.0%
Total Greater St. Johns	10,081	10,855	+7.7%
City of DeWitt	4,591	4,743	+3.3%
DeWitt Township	14,066	15,334	+9.0%
Total DeWitt	18,657	20,077	+7.6%
Clinton County	74,235	78,957	+6.4%

Source: US Census

AGE BREAKDOWN

The age breakdown of an area indicates varying needs of a community, such as schools and school enrollment, parks, housing options, community services, entertainment options, and more. The Table below describes the age group breakdown of the comparison geographies based on the 2020 Census.

The St. Johns area has a slightly younger population than the DeWitt area and the County as a whole, but the differences are not substantial enough to indicate radically different housing markets.

Table 22: Age, 2020

	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80+
City of St. Johns	13.0%	12.2%	11.7%	13.9%	13.5%	13.0%	11.8%	5.2%	5.7%
Bingham Township	13.0%	13.2%	10.0%	11.8%	12.6%	13.8%	10.8%	9.2%	5.7%
Greater St. Johns	13.0%	12.4%	11.3%	13.3%	13.2%	13.2%	11.5%	6.3%	5.7%
City of DeWitt	10.3%	12.8%	10.2%	9.8%	12.0%	18.2%	13.2%	5.5%	8.0%
DeWitt Township	11.4%	11.8%	12.1%	10.8%	11.8%	16.3%	14.3%	7.7%	3.9%
Total DeWitt	11.1%	12.0%	11.7%	10.6%	11.8%	16.7%	14.0%	7.2%	4.8%
Clinton County	11.9%	11.7%	12.5%	12.2%	12.9%	15.0%	12.7%	7.1%	4.0%

Source: US Census



NET MIGRATION RATE

The net migration factor was calculated by running a Cohort-Component Analysis from 2010 to 2020 and comparing the results to the actual 2020 population data. Additional population in 2020 beyond the prediction in the model indicates a positive net migration rate, which a smaller population indicates a negative net migration rate. This analysis was only conducted for Clinton County, to avoid "statistical noise" from residents moving from the St. Johns and DeWitt areas to other parts of the County. Those residents are still in the housing market, and could very easily move back into new housing in either St. Johns or DeWitt, and therefore should not be removed from the analysis.

The net migration rate for Clinton County from 2010 to 2020 was -1.7%. The population projection uses that rate as part of the projection, for all comparison geographies.

For comparison, this analysis also includes hypothetical results with a +2% migration rate, to show a realistic, yet optimistic, projection of growth, and also includes a 10% growth "stress test" to determine if the City and its environs can handle a sudden influx of new residents.

POPULATION PROJECTION

Based on the Cohort-Component Analysis, including the net migration rates, the populations of the comparison geographies are projected out to 2040 In the table below.

Table 23: Population Projection (Baseline Migration Rate)

	2020	2030	2040	POPULATION CHANGE 2020-2040
City of St. Johns	7,920	8,272	8,650	+9.2%
Bingham Township	2,935	3,038	3,036	+3.4%
Total Greater St. Johns	10,855	11,487	12,133	+11.8%
City of DeWitt	4,743	4,752	4,856	+2.4%
DeWitt Township	15,334	16,017	16,095	+5.0%
Total DeWitt	20,077	21,173	21,599	+7.6%
Clinton County	78,957	81,858	83,640	<u>+5.9%</u>

Source: McKenna Calculation

Using the alternate migration rates, the 2040 population of Greater St. Johns would be:

+2% Migration Rate: 12,945+10% Migration Rate: 14,789

Under the baseline scenario, population growth is expected to be roughly the same between 2020 and 2030 as during the 2010s, with a drop-off in population growth between 2030 and 2040 due to declining birth rates and the aging Baby Boomer generation.

Overall Supply-Demand Analysis

INTRODUCTION / SUMMARY

The purpose of this market study is to determine the types of housing that are in demand for the City of St. Johns and the surrounding County in order to inform the ongoing Master Plan process. The demand and supply for housing within Clinton County is analyzed, and the differences between demand and supply are analyzed to establish conclusions about the type, tenure, and price of housing that will be needed in St. Johns in the coming decades. These conclusions will then be used to determine the best course of action in each of the targeted areas.

Demand

Demand is calculated by determining the number of households in the study area that are pre-disposed to own or rent, then calculating the affordable price of housing for households based on income. The first step is to take the population in the study area broken down into age cohorts (available from the US Census Bureau), and then determine the number of households headed by a member of each age cohort using national headship rates. Once the number of households in each age group is determined, they are further broken down into "owners" and "renters", based once again on national patterns of housing tenure by age. This breakdown provides the total number of rental and homestead properties demanded in the study area.

Supply

Supply is calculated by determining the number of housing units rented/for rent and owned/for sale in each of the price categories determined by the demand analysis. The analysis uses the overall number of units in the study area and their tenure , as found in the US Census.

Supply-Demand "Gap"

Having determined the supply and demand in the study area, the two are compared in order to show whether there is a market "gap". First, the overall numbers of units supplied and demanded are analyzed, and then the number in each price point is compared (for both ownership and rental). The gap analysis points to the areas of the market that are saturated and the areas with latent demand.

CURRENT HOUSING DEMAND

Headship and Homeownership Rates

The headship rate is the number of households in each age group divided by the population in that age group. By definition, a household resides in a dwelling unit under its control. Using the data in Table 17 we can calculate the propensity of the population in each age cohort to 1) form a household based on the headship rate, and 2) own or rent a dwelling unit. Notably, roommates or a romantic couple living together are considered "co-heads" of a household, and only one person is counted as the "head" for the purposes of the headship rate.

Headship rate data is provided by the National Association of Home Builders, based on their analysis of US Census estimates from the American Community Survey. National data is used for headship and homeownership, because it is more readily available, and more reliable, than Census estimates for Clinton County. The assumption, for the purposes of this analysis, is that Clinton County's headship and homeownership rates are roughly similar to the nation at large.

Table 24: Homeownership and Headship Rates
(United States)

AGE GROUP	HEADSHIP RATE	HOMEOWNERSHIP RATE		
20-29	39.2%	37.3%		
30-39	54.3%	61.5%		
40-49	56.7%	70.3%		
50-59	58.5%	76.3%		
60-69	63.6%	78.7%		
70-79	64.4%	70.4%		
80+	54.1%	60.3%		

Source: U.S. Census, National Association of Home Builders



ESTIMATED HOUSING DEMAND

The table above shows the number of households headed by each age group, and then breaks down those households into owners and renters. The table shows that the total housing demand for Greater St. Johns under the baseline scenario is 3,307 ownership units and 1,179 rental units.

Note: The total number of households does not exactly match the Census estimate for total households in the County due to rounding of the headship rates.

Table 25: Estimated Homeowner/Renter Demand by Age Group, Greater St. Johns, 2024

AGE GROUP	ADULT POPULATION	HOUSEHOLDS	HOMEOWNERS	RENTERS
20-29	1,223	479	212	268
30-39	1,449	787	540	247
40-49	1,435	814	614	200
50-59	1,432	838	670	168
60-69	1,251	796	663	133
70-79	684	440	369	72
80+	615	333	240	92
TOTAL	8,089	4,486	3,307 (73.7%)	1,179 (26.3%)

Source: US Census Bureau, McKenna Calculations

Table 26: Estimated Homeowner/Renter Demand by Age Group, DeWitt (City+Township), 2024

AGE GROUP	ADULT POPULATION	HOUSEHOLDS	HOMEOWNERS	RENTERS
20-29	2,344	919	406	513
30-39	2,146	1,165	800	366
40-49	2,377	1,348	1,016	332
50-59	3,360	1,966	1,572	394
60-69	2,813	1,789	1,491	298
70-79	1,441	928	777	151
80+	973	526	380	146
TOTAL	15,454	8,641	6,442 (74.5%)	2,199 (25.5%)

Source: US Census Bureau, McKenna Calculations

Table 27: Estimated Homeowner/Renter Demand by Age Group, Clinton County, 2024

AGE GROUP	ADULT POPULATION	HOUSEHOLDS	HOMEOWNERS	RENTERS
20-29	9,772	3,831	1,429	2,402
30-39	9,558	5,190	3,192	1,998
40-49	10,035	5,690	4,000	1,690
50-59	11,677	6,831	5,212	1,619
60-69	9,930	6,315	4,970	1,345
70-79	5,160	3,323	2,339	984
80+	2,687	1,454	877	577
TOTAL	58,519	32,634	22,019 (67.4%)	10,615 (32.5%)

Source: US Census Bureau, McKenna Calculations

PROJECTED STUDY AREA HOUSING DEMAND

Using the cohort-component analysis population projection described in Section 4.C, the number of housing units demanded has been projected out to 2030 and 2040.

Table 28: Projected Homeownership Demand

	2024	2030	2040	DEMAND CHANGE 2024-2040
Greater St. Johns	3,307	3,498	3,666	+359
Total DeWitt	6,442	6,816	6,745	+303
Clinton County	22,019	23,224	22,918	+899

Source: McKenna Calculation

Table 29: Projected Rental Demand

	2024	2030	2040	DEMAND CHANGE 2024-2040
Greater St. Johns	1,179	1,221	1,300	+121
Total DeWitt	2,199	2,302	2,329	+130
Clinton County	10,615	11,171	11,392	+777

Source: McKenna Calculation

Table 30: Projected Total Demand

	2024	2030	2040	DEMAND CHANGE 2024-2040
Greater St. Johns	4,486	4,719	4,966	+480
Total DeWitt	8,641	9,118	9,074	+433
Clinton County	32,634	34,395	34,310	+1,676

Source: McKenna Calculation

For the alternate scenarios, by 2040, in Greater St. Johns:

+2%: 864 additional housing units needed

+10%: 1,746 additional housing units need

The projection anticipates growth in the number of households in Clinton County between 2024 and 2040, with accompanying growth in demand for housing units. The ratio of demand for homeownership versus rentals will stay approximately the same (approximately 75-25 in St. Johns and DeWitt, with a higher proportion of renters in the County overall). The ratio of owners to renters also stays approximately the same in the alternate migration scenarios.

The increase in demand will be faster between 2024 and 2030, with demand slowing (and even dropping) in some cases between 2030 and 2040.



SUPPLY-DEMAND GAP

Overall, there are 31,653 housing units in Clinton County, according to Census estimates. Estimated housing demand is 32,634 housing units, meaning there is a slight undersupply County-wide. Demand is projected to grow by just under 1,700 housing units before 2040, so the undersupply will become more severe unless new housing is constructed.

Greater St. Johns also has a small undersupply of housing compared to estimated demand, with 4,168 housing units compared to an estimated demand for 4,486. Like the County, Greater St. Johns will experience an increase in demand before 2040, creating a need for new housing.

In DeWitt, the existing and projected housing demand outstrips supply by a more than it does in St. Johns. The DeWitt area has an estimated demand of 8,641 housing units, compared to a supply of just 7,846. The nearly 800 units of unmet demand represent almost half of unmet demand in the County.

Table 31: Housing Supply, 2022

	FOR SALE	FOR RENT	TOTAL
City of St. Johns	2,202	887	3,089
Bingham Township	940	139	1,079
Total Greater St. Johns	3,142	1,026	4,168
City of DeWitt	1,410	412	1,822
DeWitt Township	5,009	1,015	6,024
Total DeWitt	6,419	1,427	7,846
Clinton County	25,777	5,876	31,653

Source: US Census

Table 32: Supply-Demand Gap, Homeownership

	NEEDED IN 2024	ADDITIONAL BY 2030	ADDITIONAL 2030-2040	TOTAL UNITS NEEDED
Greater St. Johns	165	191	359	715
Total DeWitt	23	374	303	700
Clinton County	0	0	0	0

Source: McKenna Calculation

Table 33: Supply-Demand Gap, Rental

	NEEDED IN 2024	ADDITIONAL BY 203	ADDITIONAL 2030-2040	TOTAL UNITS NEEDED
Greater St. Johns	153	42	121	316
Total DeWitt	772	103	130	1,005
Clinton County	4,739	556	777	6,072

Source: McKenna Calculation

Table 34: Supply-Demand Gap, Total

	NEEDED IN 2024	ADDITIONAL BY 203	ADDITIONAL 2030-2040	TOTAL UNITS NEEDED
Greater St. Johns	318	233	480	1,031
Total DeWitt	795	477	433	1,705
Clinton County	4,379	55	777	6,072

Source: McKenna Calculation

Both St. Johns and DeWitt have an undersupply of housing in 2024, with an immediate need for more housing

construction, and the demand is approximately evenly divided between homeownership and rental. Additional new housing construction will be needed in the coming decades, with around 1,000 new housing units needed in the St. Johns area, and around 1,700 needed in the DeWitt area.

Clinton County as a whole has an unusual market dynamic – it is only narrowly undersupplied with housing overall, but has a huge imbalance between homeownership and rental supply, relative to demand. Despite having almost enough housing overall, the County needs over 4,700 rental units to satisfy demand. Many of those households are likely living with relatives or roommates because of the lack of available rental units.

St. Johns and DeWitt may feel pressure, from either the County or developers, to take on a larger share of this unmet rental demand than their local demand would suggest is necessary.

Another factor that may come into play is aging housing stock, which exists throughout the County, but particularly in the core of St. Johns. While many of these older homes are valued for their character and charm, upkeep costs are high, and some older housing stock may be removed from the market. If that happens, it will be incumbent on the City to incentivize infill that preserves the historic character while also being responsive to modern housing demand.





Affordability Analysis

AFFORDABLE PRICE POINTS

The following tables calculate the maximum affordable housing price points at different household income levels, for both monthly mortgage payments and rent. A household paying above these rates would be considered burdened by their housing costs.

The maximum affordable rent is calculated as 30% of gross income, which is a national rule of thumb used by, among others, the United States Department of Housing and Urban Development (HUD). The maximum affordable mortgage payment is calculated as 25% of gross income, because of the other costs associated with homeownership, such a taxes, insurance, and maintenance. High and increasing cost of living in the 2020s also means that many households feel cost burdened even below the 25-30% threshold, as fuel, health, education, and food costs eat into their budgets.

The maximum affordable home price calculation uses interest rates approximating what a mortgage applicant would be offered in 2020, including an assumption that lower income households are likely to face higher interest rates. It also assumes a 30 year fixed rate mortgage, and incorporates down payments that are realistic for households in given income ranges.

Table 35: Maximum Affordable Monthly Housing Payment

ANNUAL HOUSEHOLD INCOME	MAXIMUM AFFORDABLE MORTGAGE PAYMENT	MAXIMUM AFFORDABLE RENT
\$25,000	\$520	\$625
\$50,000	\$1,041	\$1,250
\$75,000	\$1,562	\$1,875
\$100,000	\$2,083	\$2,500

Source: US Census

Table 36: Maximum Affordable Home Price

ANNUAL HOUSEHOLD INCOME	MAXIMUM AFFORDABLE MORTGAGE PAYMENT	ANTICIPATED DOWN PAYMENT	ANTICIPATED INTEREST RATE	ESTIMATED MAXIMUM AFFORDABLE HOME PRICE
\$25,000	\$520	5%	7.0%	\$90,000
\$50,000	\$1,041	10%	6.5%	\$190,000
\$75,000	\$1,562	10%	6.5%	\$280,000
\$100,000	\$2,083	15%	6.0%	\$360,000

Source: US Census, Zillow Mortgage Calculator

Affordability Gap Analysis

TRADE AREA

In order to determine whether the number of housing units at a given price point is sufficient for the households seeking housing at that price point, this analysis determines the number of households in a given income range, and then the number of housing units affordable within that income range. Mismatches between housing prices and income can cause distortions in the housing market, and can increase the number of households burdened by housing costs.

Table 37: Number of Households by Affordability Category (Greater St. Johns), 2022

ANNUAL HOUSEHOLD INCOME	NUMBER OF HOUSEHOLDS	MAXIMUM AFFORDABLE RENT	MAXIMUM AFFORDABLE HOME PRICE
\$0-\$25,000	639	\$625	\$90,000
\$25,000- \$50,000	998	\$1,250	\$190,000
\$50,000- \$75,000	703	\$1,875	\$280,000
\$75,000-\$100,000	535	\$2,500	\$360,000
>\$100,000	558	\$2,500+	\$360,000+

Source: US Census, Zillow Mortgage Calculator

The homeownership demand rate for Greater St. Johns is 73.7%, as calculated above. Because higher income households are more likely to own their homes, the table below includes estimated homeownership rates for each income category, and from there determines the number of homeowner and renter households in each category.

Table 38: Estimated Tenure Choice (Greater St. Johns), 2022

ANNUAL HOUSEHOLD INCOME	ESTIMATED HOMEOWNERSHIP	HOMEOWNER HOUSEHOLDS	RENTER HOUSEHOLDS
\$0-\$25,000	30%	192	447
\$25,000- \$50,000	50%	499	499
\$50,000- \$75,000	70%	492	211
\$75,000-\$100,000	80%	428	107
>\$100,000	90%	502	56

Source: US Census, Zillow Mortgage Calculator

The tables below show the affordability gap in Greater St. Johns. For rental housing, units cluster in the \$500-\$1,000 price range. Nearly 450 renter households have incomes low enough that a \$500 per month housing payment represents a financial burden, but there are only 59 housing units available to rent for under \$500 per month. That leaves nearly 400 households financially burdened by the cost of renting their home.

For households in higher income brackets, rental housing is generally affordable - even households with incomes over \$75,000 are likely able to find a home for under \$1,000 per month. Problematically, this can exacerbate the burden on low income households, who may be out-competed for by higher-income households seeking the same housing units. For this reason, building housing at all price points can help ease housing burden at all price levels. But the very low rents needed by 447 households would likely need to be subsidized.



Table 39: Affordability Gap – Rentals (Greater St. Johns)

ANNUAL HOUSEHOLD INCOME	AFFORDABLE MONTHLY RENT (APPROX.)	NUMBER OF HOUSING UNITS	NUMBER OF HOUSEHOLDS	AFFORDABILITY GAP
\$0-\$25,000	\$0-500	59	447	397 undersupply
\$25,000- \$50,000	\$500-\$1,000	599	499	100 oversupply
\$51,000- \$75,000	\$1,000 - \$2,000	297	211	86 oversupply
\$75,000+	\$2,000+	9	166	157 undersupply

Source: US Census, Zillow Mortgage Calculator

The table below suggests that, in some cases, affordable homeownership is more available that affordable rentals, with an oversupply of over 372 housing units potentially affordable to households making under \$25,000 per year. However, there are impediments to homeownership for lower-income households, including difficulty being approved for mortgages, and, even for households that buy a home, homeownership comes with costs, such as maintenance, taxes, and insurance, that can be burdensome. Additionally, many of those homes are already owned and not available for sale.

The data also suggests that Greater St. Johns has an undersupply of high-value luxury homes. This both dissuades high income residents from living in the St. Johns area, and also distorts the housing market, as high-income households occupy homes that could be affordable to lower income levels, but are not available.

Table 40: Affordability Gap - Homeownership (Greater St. Johns)

ANNUAL HOUSEHOLD INCOME	AFFORDABLE HOME PRICE (APPROX)	NUMBER OF HOUSING UNITS	NUMBER OF HOUSEHOLDS	AFFORDABILITY GAP
\$0-\$25,000	\$0 - \$100,000	564	192	372 oversupply
\$25,000-\$50,000	\$100,000 - \$200,000	1,339	499	840 oversupply
\$51,000- \$75,000	\$200,000 to \$300,000	761	492	269 oversupply
\$75,000-\$100,000	\$300,000 to \$500,000	451	428	23 oversupply
>\$100,000	\$500,000+	27	502	475 undersupply

Source: US Census, Zillow Mortgage Calculator

Sub-Market Analysis – Senior Housing

SENIOR POPULATION TREND

According to Census data, there are 2,550 people 60 years of age and over residing in Greater St. Johns. That represents just over 23% of the population. As the Baby Boom cohort continues to age, the proportion of the population over 60 will continue to increase, although the growth will level off between 2030 and 2040.

Table 41: Population Over 60 years of Age, 2020-2040, Greater St. Johns

	2020	2030	2040
Total Population	10,855	11,487	12,133
Over 60	2,550	3,186	3,824
Percentage	22.9%	27.7%	31.5%

Source: US Census, McKenna Calculation

Of those over 60, most people are currently between the ages of 60 and 69. But that is projected to shift significantly over the next 20 years. By 2040, over two thirds of residents over 60 years old will be over 70 years old, with nearly one third over 80. The increase is notable in raw numbers, as well. By 2040, there will be nearly 21,000 additional residents of Clinton County over the age of 70.

Table 42: Population 60-69, 70-79, and 80+ Years of Age, 2020-2040, Greater St. Johns

	2020	2030	2040
60-69	1,251	1,317	1,261
70-79	684	1060	1,115
80+	615	809	1,447

Source: US Census, McKenna

PERCENTAGE OF SENIORS SEEKING SENIOR HOUSING

As residents grow older, many people will seek new living arrangements, including ongoing healthcare and living assistance. However, a large proportion of seniors will remain at home, move to housing that is not dedicated to seniors, or move in with relatives.

Currently, in Michigan, approximately 1 out of every 40 people over 60 years of age lives in dedicated senior housing (either age limited independent living or assisted living). The analysis below assumes that ratio will continue over the next two decades.

NUMBER OF UNITS DEMANDED

Because of the projected increase in the number of seniors, the demand for senior housing will rise over the next 20 years. Because of the scale of Greater St. Johns, the demand can likely be met in 1 or 2 developments, but the growth means those developments need to be planned for.

Table 43: Estimated Senior Housing Demand, 2020-2040, Greater St. Johns

	2020	2030	2040
Total Population	10,855	11,487	12,133
60+ Population	2,550	3,186	3,824
Senior Housing Units Needed	64	80	<u>96</u>

Source: US Census, McKenna Calculation



Sub-Market Analysis – Starter Homes

INTRODUCTION

This analysis will determine the Supply-Demand Gap for Starter Housing in Greater St. Johns. For the purposes of this analysis, the "demand" side of the gap will be determined based on the number of households headed by people between the ages of 20 and 40 that will seek homeownership, based on national rates.

The "supply" side will be defined as housing units in the "for sale" market that are affordable to householders in their 20s and 30s.

DEMAND FOR STARTER HOMES

The number of people between 20 and 39 years of age, as well as the number of households headed by people in that age range, is projected to stay stable over the next 20 years, with a slight increase between 2019 and 2030, and then a small decrease. Ultimately, the cohort-component model shows the number of households seeking starter homes dipping slightly over the coming decades. This trend could change if St. Johns can attract an in-migration of young families with being proactive about quality of life and providing attainably priced homeownership.

Table 44: Population 20-39 years of Age, 2020-2040, Greater St. Johns

	2020	2030	2040
Total Population	10,855	11,487	12,133
Ages 20-39	2,672	2,512	2,638
Percentage	24.6%	21.8%	21.7%

Source: US Census, McKenna Calculation

Table 45: Estimated Household Formation, Ages 20-39, 2020 to 2040

	2020	2030	2040
Population Ages 20-39	2,672	2,512	2,638
Households	1,266	1,164	1,228
Homeowners	751	672	<u>713</u>

Source: US Census, McKenna Calculation

SUPPLY OF STARTER HOMES

The median household income in Michigan for a household headed by someone in their 20s or 30s is \$78,329, according to the US Census. This analysis will determine the price of a home affordable to a household at or below that income level.

Based on the affordability standard described above (25% of gross income), and an interest rate of 6.5%, a 30 year mortgage, and a 10 percent down payment, the maximum home price affordable to the median household looking for a starter home is approximately \$295,000.

Census estimates state that there are 2,664 housing units in the ownership market valued at \$300,000 or less, easily enough to meet demand, at least for those making close to, or above, the median income. Homeownership remains difficult to obtain for low income households.

This trend is contrary to a national trend of homeownership being unobtainable for young families in many markets. St. Johns bucking that trend may mean that young families begin to seek out the City (and Bingham Township), especially because of the proximity to major job centers in the Lansing area. If that occurs, it will alter the population trends described in this analysis, and may result in an undersupply of starter homes in St. Johns, just like in other communities.

Buildout Analysis

To determine whether St. Johns has planned for an appropriate amount of housing, and inform policy decisions related to planning and zoning, this report includes a build-out analysis of the Future Land Use Map, including the Joint Planning Areas.

The total additional housing that could be built under the plan will be compared to the projected demand as determined by the housing analysis on the previous pages.

The build-out analysis was conducted using the following steps:

- 1) Identifying undeveloped and underdeveloped parcels that are planned for housing on the Future Land Use Map. "Underdeveloped" parcels were defined on those that have a current active nonagricultural use but are well below the maximum permitted housing density permitted, and thus may be attractive for redevelopment. The parcels identified for the analysis are shown on the map on the following page.
- 2) Determining the number of acres available on undeveloped or underdeveloped parcels within each Zoning category.
- 3) Calculating the maximum number of housing units that could be built within each Future Land Use category, based on the maximum density. 20% of the total acreage was removed from each category to account for infrastructure, open space, drainage, and other non-housing site features.

The buildout analysis concludes that current zoning would allow for 1,934 new housing units, along with 42,612,979 square feet of commercial or industrial space. When added to the 4,168 housing units currently existing in Greater St. Johns, the combined "housing capacity" of St. Johns and Bingham Township is 6,102 dwelling units.

Under the Baseline and +2% migration scenarios, Greater St. Johns has planned for enough housing to meet demand to 2040. Under the Stress Test scenario, Greater St. Johns would reach its housing capacity just before 2040, meaning additional land would need be planned for housing, or additionally density would have to be allowed for infill, some time in the 2030s.

Table 46: Projected Housing Capacity Used, Greater St. Johns – Baseline Scenario (-1.9% Migration)

YEAR	TOTAL HOUSING UNITS DEMANDED	HOUSING CAPACITY (PER FUTURE LAND USE PLAN)	PERCENTAGE OF CAPACITY USED	
2024	4,486	6,102	73.5%	
2030	4,719	6,102	77.3%	
2040	4,966	6,102	81.4%	

Source: McKenna Calculation

Table 47: Projected Housing Capacity Used, Greater St. Johns – +2% Migration Scenario

YEAR	TOTAL HOUSING UNITS DEMANDED	HOUSING CAPACITY (PER FUTURE LAND USE PLAN)	PERCENTAGE OF CAPACITY USED	
2024	4,486	6,102	73.5%	
2030	4,901	6,102	80.3%	
2040	5,351	6,102	87.6%	

Source: McKenna Calculation

Table 48: Projected Housing Capacity Used, Greater St. Johns – Stress Test Scenario (+10% Migration)

YEAR	TOTAL HOUSING UNITS DEMANDED	HOUSING CAPACITY (PER FUTURE LAND USE PLAN)	PERCENTAGE OF CAPACITY USED	
2024	4,486	6,102	73.5%	
2030	5,296	6,102	86.7%	
2040	6,233	6,102	102%	

Source: McKenna Calculation



Table 49: St. Johns City Limits Vacant Parcels

ADDRESS	PARCEL NUMBER	ZONING DISTRICT	FUTURE LAND USE	ACREAGE	SQUARE FOOTAGE
110 W WALKER ST	300-000-006-011-00	CBD	Core Downtown	0.29	12,632.40
107 W HIGHAM ST	300-000-006-017-00	CBD	Core Downtown	0.06	2,613.60
206 BRUSH ST	300-000-006-014-00	CBD	Core Downtown	0.09	3,920.40
106 E HIGHAM ST	300-000-007-002-00	CBD	Core Downtown	0.06	2,613.60
205 SPRING ST	300-000-007-014-00	CBD	Core Downtown	0.07	3,049.20
118 E WALKER ST	300-000-010-017-00	CBD	Core Downtown	0.1	4,356.00
107 SPRING ST BEHIND	300-000-010-015-60	CBD	Core Downtown	0.1	4,356.00
106 BRUSH ST	300-000-011-011-00	CBD	Core Downtown	0.11	4,791.60
120 DAISY DR	300-009-200-070-00	GC	Gateway Commercial	0.732	31,885.92
1000 N LANSING ST	300-009-200-054-00	GC	Traditional Walkable Residential	1.14	49,658.40
121 DAISY DR	300-009-200-058-00	GC	Traditional Walkable Residential	1.14	49,658.40
803 N US127 BR	300-370-000-058-00	GC	Gateway Commercial	0.969	42,209.64
811 N US127 BR	300-370-000-057-00	GC	Gateway Commercial	0.672	29,272.32
609 E GIBBS ST	300-009-100-001-56	GC	Gateway Commercial	13.723	597,773.88
606 E GIBBS ST	300-490-107-004-11	GC	Industrial	0.44	19,166.40
706 N US127 BR	300-490-107-004-12	GC	Industrial	0.627	27,312.12
100 S SCOTT RD	300-413-000-001-00	GC	Community Commercial	0.371	16,160.76
2138 S US-27	030-021-100-005-51	GC	Gateway Commercial	13.4	583,704.00
N US127 BR	300-004-300-093-51	I1	Industrial	30.88	1,345,132.80
1400 N US127 BR	300-004-300-096-50	I1	Industrial	3.822	166,486.32
1400 N US127 BR	300-004-300-094-00	I1	Industrial	5.67	246,985.20
TOLLES RD	300-004-300-081-01	I1	Industrial	5.32	231,739.20
1400 N US127 BR	300-004-300-096-11	I1	Gateway Commercial	2.625	114,345.00
1400 N US127 BR	300-004-300-097-00	I1	Gateway Commercial	1.72	74,923.20
810 E STEEL ST BEHIND	300-490-099-001-01	I1	Parks, Open Space, and Greenways	0.3	13,068.00
215 N SCOTT RD	300-440-000-114-01	l1	Industrial	10.04	437,342.40
909 W GIBBS ST	300-008-400-015-00	12	Industrial	14.95	651,222.00
909 W GIBBS ST	300-008-400-020-00	12	Industrial	8	348,480.00
2471 N SCOTT RD	030-004-400-002-00	12	Industrial	14.1	614,196.00
W GIBBS ST (Directly west of 834 W GIBBS ST)	030-008-100-010-00	МС	Modern Spacious Residential	5.95	259,182.00
834 W GIBBS ST	300-008-100-010-00	MC	Modern Spacious Residential	1.147	49,963.32
409 E GIBBS ST	300-009-100-055-00	MC	Gateway Commercial	0.48	20,908.80
900 E STEEL ST	300-490-126-001-00	MC	Industrial	2.91	126,759.60
608 E STEEL ST	300-490-101-009-10	MC	Traditional Walkable Residential	0.196	8,537.76
611 FRANKLIN ST	300-490-101-004-00	MC	Traditional Walkable Residential	0.55	23,958.00
105 LINDEN ST	300-000-014-002-00	MC	Mixed Use	0.08	3,484.80
309 S US127 BR	300-000-046-002-00	MC	Modern Spacious Residential	0.94	40,946.40
301 CHURCH ST	300-000-020-008-00	MC	Mixed Use	0.18	7,840.80
303 CHURCH ST	300-000-020-007-00	MC	Mixed Use	0.18	7,840.80

ADDRESS	PARCEL NUMBER	ZONING DISTRICT	FUTURE LAND USE	ACREAGE	SQUARE FOOTAGE
307 CHURCH ST	300-000-020-007-01	MC	Mixed Use	0.18	7,840.80
1357 E TOWNSEND RD	300-015-300-030-52	MC	Public/Institutional	20.26	882,525.60
105 E TOWNSEND RD	300-016-300-050-10	MC	Modern Spacious Residential	1.72	74,923.20
2144 S US-127 BR	300-021-100-005-13	MC	Gateway Commercial	7.1	309,276.00
500 N LANSING ST	300-500-000-001-00	MU	Mixed Use	0.579	25,221.24
901 W WALKER RD	300-008-100-002-55	R1	Modern Spacious Residential	38.854	1,692,480.24
610 E WALKER RD	300-009-100-001-59	R1	Industrial	65.72	2,862,763.20
102 S SCOTT RD	300-413-000-012-01	R1	Modern Spacious Residential	0.375	16,335.00
905 W CASS ST	300-160-019-007-01	R1	Modern Spacious Residential	0.502	21,867.12
314 S SCOTT RD BEHIND	300-480-000-004-00	R1	Modern Spacious Residential	2.579	112,341.24
901 W BALDWIN ST	300-160-021-006-10	R1	Modern Spacious Residential	0.688	29,969.28
W BALDWIN ST (Directly east of 805 W BALDWIN ST)	300-160-021-003-02	R1	Modern Spacious Residential	0.391	17,031.96
609 S BAKER ST	300-480-000-023-01	R1	Modern Spacious Residential	0.38	16,552.80
309 E OAK ST	300-407-000-029-10	R1	Modern Spacious Residential	0.276	12,022.56
1303 S OAKLAND ST	300-407-000-012-01	R1	Modern Spacious Residential	0.177	7,710.12
1003 WIGHT ST	300-130-004-003-00	R1	Modern Spacious Residential	0.151	6,577.56
1304 S OAKLAND ST	300-130-005-006-00	R1	Modern Spacious Residential	1.058	46,086.48
209 E TOWNSEND DR	300-130-005-019-50	R1	Modern Spacious Residential	0.635	27,660.60
211 W TOWNSEND RD	300-021-200-012-00	R1	Modern Spacious Residential	1.435	62,508.60
1514 S LANSING ST	300-020-100-060-01	R1	Modern Spacious Residential	8.26	359,805.60
1522 S LANSING ST	300-020-100-056-00	R1	Modern Spacious Residential	0.381	16,596.36
1604 S LANSING ST	300-020-100-048-00	R1	Modern Spacious Residential	2.11	91,911.60
1612 S LANSING ST	300-020-100-040-00	R1	Modern Spacious Residential	7.09	308,840.40
450 E TOWNSEND RD	300-021-200-050-11	R1	Modern Spacious Residential	3.88	169,012.80
1522 COUNTY FARM RD	300-021-200-050-51	R1	Modern Spacious Residential	25.44	1,108,166.40
1612 COUNTY FARM RD	300-021-200-040-00	R1	Modern Spacious Residential	2	87,120.00
E TOWNSEND RD	300-021-200-050-12	R1	Modern Spacious Residential	0.5	21,780.00
600 E TOWNSEND RD	300-021-100-010-10	R1	Modern Spacious Residential	30	1,306,800.00
W GIBBS ST (Directly west of 618 W GIBBS ST)	300-421-000-014-01	R2	Modern Spacious Residential	2.07	90,169.20
208 W GIBBS ST	300-520-002-002-00	R2	Traditional Walkable Residential	0.19	8,276.40
601 E WALKER ST	300-000-042-004-00	R2	Traditional Walkable Residential	0.303	13,198.68
206 W BALDWIN ST	300-000-019-006-00	R2	Traditional Walkable Residential	0.115	5,009.40
707 GREENGATE DR	300-360-000-019-00	R2	Modern Spacious Residential	0.332	14,461.92
708 GREENGATE DR	300-360-000-048-00	R2	Modern Spacious Residential	0.418	18,208.08
504 S OTTAWA ST	300-401- 000-012-01	R2	Modern Spacious Residential	0.117	5,096.52
1124 N LANSING ST	300-009-200-042-00	R3	Gateway Commercial	2.41	104,979.60
911 JOYCE LN	300-009-100-001-50	R3	Modern Spacious Residential	11.94	520,106.40
600 E WALKER RD	300-009-100-001-58	R3	Industrial	10	435,600.00
610 W STATE ST	300-170-009-013-00	R3	Traditional Walkable Residential	0.553	24,088.68
101 W MCCONNELL ST	300-000-020-001-00	R3	Mixed Use	0.91	39,639.60
700 E TOWNSEND RD	300-021-100-010-53	R3	Modern Spacious Residential	14.76	642,945.60



Table 50: Clinton County Joint Planning Area Vacant Parcels

ADDRESS	PARCEL NUMBER	ZONING DISTRICT	FUTURE LAND USE	ACREAGE	SQUARE FOOTAGE
N US 27 VACANT	030-004-300-025-50	C-2	Commercial/Industrial	4.62	201,247.20
None listed (Directly north of 1701 TECHNICAL DR.)	030-004-300-005-00	A-2	Industrial	2.75	119,790.00
None listed (Directly north of 1818 W WALKER)	030-004-300-051-00	R-1	Traditional Walkable Residential	3.19	138,956.40
BUS U 27	030-015-300-090-05	C-2	Gateway Commercial	1.57	68,389.20
SCOTT RD	030-015-300-090-06	C-2	Gateway Commercial	1.58	68,824.80
SCOTT RD	030-015-300-090-07	C-2	Gateway Commercial	1.6	69,696.00
SCOTT RD	030-015-300-090-08	C-2	Gateway Commercial	8.97	390,733.20
SCOTT RD	030-015-300-090-09	C-2	Gateway Commercial	3.35	145,926.00
SCOTT RD	030-015-300-091-00	A-2	Gateway Commercial	1.03	44,866.80
E TOWNSEND RD	030-022-200-010-03	C-2	Gateway Commercial	0.93	40,510.80
V/L S US 27	030-022-200-015-02	C-2	Gateway Commercial	1.14	49,658.40
Х	030-022-200-060-50	C-2	Gateway Commercial	1.75	76,230.00
ONTARIO DRIVE VACANT	030-022-200-083-00	C-2	Gateway Commercial	3.22	140,263.20
Х	030-022-300-010-54	A-2	Gateway Commercial	22.54	981,842.40
2705 HARBOR DRIVE	030-220-000-002-05	A-2	Multiple Family Residential	0.27	11,761.
2725 HARBOR DRIVE	030-220-000-002-07	A-2	Multiple Family Residential	0.25	10,890.00
2735 HARBOR DRIVE	030-220-000-002-08	A-2	Multiple Family Residential	0.49	21,344.40
2745 HARBOR DRIVE	030-220-000-002-09	A-2	Multiple Family Residential	0.46	20,037.60
2740 HARBOR DRIVE	030-220-000-002-10	A-2	Multiple Family Residential	0.52	22,651.20
2730 HARBOR DRIVE	030-220-000-002-11	A-2	Multiple Family Residential	0.83	36,154.80
2720 HARBOR DRIVE	030-220-000-002-12	A-2	Multiple Family Residential	0.51	22,215.60
1336 SUPERIOR DRIVE	030-220-000-002-04	A-2	Multiple Family Residential	0.28	12,196.80
1324 SUPERIOR DRIVE	030-220-000-002-03	A-2	Multiple Family Residential	0.23	10,018.80
1310 SUPERIOR DRIVE	030-220-000-002-02	A-2	Multiple Family Residential	0.21	9,147.60
1300 SUPERIOR DRIVE	030-220-000-002-01	A-2	Multiple Family Residential	0.23	10,018.80
х	030-008-300-005-50	A-2	Industrial	32.49	1,415,264.40
х	030-008-300-005-01	A-2	Industrial	51.7	2,252,052.00
W M-21	030-008-300-035-00	I-1	Commercial/Industrial	11.71	510,087.60
X	030-008-300-025-00	I-1	Commercial/Industrial	2.79	121,532.40
Х	030-008-300-020-00	A-2	Commercial/Industrial	2.37	103,237.20
Х	030-008-300-040-51	A-2	Commercial/Industrial	41.03	1,787,266.80
x	030-017-200-015-00	A-2	Commercial/Industrial	6.68	290,980.80
W M-21	030-017-200-020-50	A-2	Modern Spacious Residential	39	1,698,840.00
W M-21	030-017-200-021-00	A-2	Modern Spacious Residential, Gateway Commercial	17.5	762,300.00
COUNTY FARM VACANT	030-021-200-005-50	A-2	Modern Spacious Residential	197	8,581,320.00
2588 S US 27	030-021-400-005-00	C-2	Modern Spacious Residential, Gateway Commercial	70.5	3,070,980.00
Х	030-022-300-005-00	A-2	Multiple Family Residential	20	871,200.00

Clinton County Joint Planning Area Vacant Parcels (continued)

ADDRESS	PARCEL NUMBER	ZONING DISTRICT	FUTURE LAND USE	ACREAGE	SQUARE FOOTAGE
x	030-015-200-010-50	R-1	Multiple Family Residential/ Rural Estate/Agriculture-Energy	47.24	2,057,774.40
1223 WILDCAT RD	030-015-200-010-01	R-1	Rural Estate/Agriculture-Energy	9.57	416,869.20
х	030-015-200-035-00	A-2	Rural Estate	3.54	154,202.40
S SCOTT RD	030-015-100-005-52	MF	Multiple Family Residential/ Gateway Commercial	45.68	1,989,820.80
S SCOTT RD	030-015-100-040-51	MF	Gateway Commercial, Commercial/Industrial	43.79	1,907,492.40
WILDCAT RD	030-014-200-010-50	C-3	Gateway Commercial	6.73	293,158.80
х	030-014-200-009-00	C-3	Gateway Commercial	2.47	107,593.20
x	030-011-300-025-01	A-2	Gate way Commercial	7.25	315,810.00
x	030-010-400-005-01	A-2	Gateway Commercial	28.63	1,247,122.80
V/L M-21	030-010-300-090-00	RO	Gateway Commercial, Modern Spacious Residential	57.66	2,511,669.60
x	030-010-300-010-00	R-1	Modern Spacious Residential, Gateway Commercial, Agriculture-Energy/Industrial	41.65	1,814,274.00
х	030-010-300-015-00	A-2	Modern Spacious Residential	4	174,240.00
х	030-010-300-005-00	R-2	Modern Spacious Residential	22.6	984,456.00
х	030-010-400-010-00	A-2	Modern Spacious Residential	48	2,090,880.00
STEEL RD	030-010-400-005-50	A-2	Modern Spacious Residential	20.41	889,059.60
STEEL RD	030-010-400-003-00	A-2	Modern Spacious Residential	1.25	54,450.00
Х	030-011-300-020-00	A-2	Modern Spacious Residential	19.78	861,616.80
1600 N SCOTT RD	030-010-200-035-00	A-2	Public/Institutional	40	1,742,400.00
х	030-010-200-045-00	A-2	Agriculture-Energy/Industrial	44.3	1,929,708.00
х	030-010-200-055-00	A-2	Rural Estate	1.03	44,866.80
х	030-010-200-060-00	A-2	Agriculture-Energy/Industrial	12.5	544,500.00
х	030-010-200-025-51	A-2	Agriculture-Energy/Industrial	48.029	2,092,143.24
х	030-010-200-027-00	A-2	Rural Estate	1.591	69,303.96
1484 E WALKER RD	030-010-200-015-00	A-2	Rural Estate	1.33	57,934.80
х	030-003-400-005-00	A-2	Agriculture-Energy/Industrial	110.66	4,820,349.60
SCOTT RD	030-003-300-005-00	A-2	Agriculture-Energy/Industrial	141.4	6,159,384.00
х	030-003-300-010-00	A-2	Agriculture-Energy/Industrial	10.32	449,539.20
N SCOTT RD VACANT	030-004-400-030-00	A-2	Rural Estate	1.04	45,302.40
1030 W WALKER RD	030-004-400-029-00	A-2	Rural Estate	1.3	56,628.00
1230 W WALKER RD	030-004-400-014-00	A-2	Rural Estate	1.04	45,302.40
N LANSING ST	030-005-400-039-00	R-2	Modern Spacious Residential	0.35	15,246.00
WALKER RD	030-005-400-040-00	R-2	Commercial/Industrial	6.25	272,250.00
N US-27	030-005-400-030-00	C-2	Commercial/Industrial	1	43,560.00
х	030-005-100-015-00	C-3	Commercial/Industrial	1.21	52,707.60
2525 N US-27	030-005-100-005-40	C-3	Commercial/Industrial	3.08	134,164.80
2105 KINLEY RD	030-005-100-005-39 I-1 Commercial/Industrial		Commercial/Industrial	3.56	155,073.60



Clinton County Joint Planning Area Vacant Parcels (continued)

ADDRESS	PARCEL NUMBER	ZONING DISTRICT	FUTURE LAND USE	ACREAGE	SQUARE FOOTAGE
N US-27	030-005-100-005-50	I-1	Commercial/Industrial	64.1	2,792,196.00
х	030-004-200-060-00	I-1	Commercial/Industrial	1.21	52,707.60
2165 W KINLEY RD	030-005-100-004-00	RR	Commercial/Industrial	2.425	105,633.00
х	030-005-100-030-01	I-1	Commercial/Industrial	20.91	910,839.60
KINLEY RD VACANT	030-005-100-012-00	I-1	Commercial/Industrial	6.83	297,514.80
х	030-005-100-030-02	C-3	Commercial/Industrial	1.52	66,211.20
None listed, W KINLEY RD	030-004-200-020-00	C-3	Commercial/Industrial	19.36	843,321.60
2353 W WINNERS CIRCLE	030-105-000-078-00	R-1	Modern Spacious Residential	0.37	16,117.20
2226 SECRETARIAT LN	030-105-000-086-00	R-1	Modern Spacious Residential	0.472	20,560.32
2248 SECRETARIAT LN	030-105-000-087-00	R-1	Modern Spacious Residential	0.374	16,291.44
2266 SECRETARIAT LN	030-105-000-088-00	R-1	Modern Spacious Residential	0.345	15,028.20
2282 SECRETARIAT LN	030-105-000-089-00	R-1	Modern Spacious Residential	0.345	15,028.20
2306 SECRETARIAT LN	030-105-000-090-00	R-1	Modern Spacious Residential	0.345	15,028.20
2320 SECRETARIAT LN	030-105-000-091-00	R-1	Modern Spacious Residential	0.345	15,028.20
2336 SECRETARIAT LN	030-105-000-092-00	R-1	Modern Spacious Residential	0.375	16,335.00
2352 SECRETARIAT LN	030-105-000-093-00	R-1	Modern Spacious Residential	0.383	16,683.48
None listed, SECRETARIAT LN	030-105-000-094-00	R-1	Modern Spacious Residential	0.509	22,172.04
2395 GALLANT FOX WAY	030-105-000-096-00	R-1	Modern Spacious Residential	0.344	14,984.64
2391 GALLANT FOX WAY	030-105-000-097-00	R-1	Modern Spacious Residential	0.344	14,984.64
2387 GALLANT FOX WAY	030-105-000-098-00	R-1	Modern Spacious Residential	0.344	14,984.64
2383 GALLANT FOX WAY	030-105-000-099-00	R-1	Modern Spacious Residential	0.344	14,984.64
Х	030-105-000-100-00	R-1	Modern Spacious Residential	0.449	19,558.44
2351 SECRETARIAT LN	030-105-000-101-00	R-1	Modern Spacious Residential	0.369	16,073.64
2333 SECRETARIAT LN	030-105-000-102-00	R-1	Modern Spacious Residential	0.369	16,073.64
2315 SECRETARIAT LN	030-105-000-103-00	R-1	Modern Spacious Residential	0.369	16,073.64
2295 SECRETARIAT LN	030-105-000-104-00	R-1	Modern Spacious Residential	0.369	16,073.64
2275 SECRETARIAT LN	030-105-000-105-00	R-1	Modern Spacious Residential	0.357	15,550.92
2257 SECRETARIAT LN	030-105-000-106-00	R-1	Modern Spacious Residential	0.357	15,550.92
2239 SECRETARIAT LN	030-105-000-107-00	R-1	Modern Spacious Residential	0.431	18,774.36
2227 SECRETARIAT LN	030-105-000-108-00	R-1	Modern Spacious Residential	0.446	19,427.76
2209 SECRETARIAT LN	030-105-000-109-00	R-1	Modern Spacious Residential	0.391	17,031.96
2272 W GALLANT FOX WAY	030-105-000-053-00	R-1	Modern Spacious Residential	0.36	15,681.60
2294 W GALLANT FOX WAY	030-105-000-052-00	R-1	Modern Spacious Residential	0.35	15,246.00
2312 W GALLANT FOX WAY	030-105-000-051-00	R-1	Modern Spacious Residential	0.35	15,246.00
2330 W GALLANT FOX WAY	030-105-000-050-00	R-1	Modern Spacious Residential	0.35	15,246.00
2177 W GALLANT FOX WAY	030-105-000-031-00	R-1	Modern Spacious Residential	0.63	27,442.80
х	030-140-000-005-00	A-2	Modern Spacious Residential	1	43,560.00
2588 S US 27	030-021-400-005-00	C-2	Modern Spacious Residential, Gateway Commercial	70.5	3,070,980.00
1250 E PARKS RD	030-021-400-020-00	A-2	Modern Spacious Residential	1	43,560.00

Clinton County Joint Planning Area Vacant Parcels (continued)

ADDRESS	PARCEL NUMBER	ZONING DISTRICT	FUTURE LAND USE	ACREAGE	SQUARE FOOTAGE		
S V/L US 27	030-022-300-015-00	C-2	Modern Spacious Residential, Gateway Commercial	62.19	2,708,996.40		
3003 S US-27	030-027-200-013-00	C-2	Gateway Commercial	5	217,800.00		
E PARKS	030-027-200-011-01	A-2	Modern Spacious Residential	1.21	52,707.60		
x	030-027-200-015-00	A-2	Modern Spacious Residential, Gateway Commercial	40	1,742,400.00		
x	030-028-100-010-00	A-2	Modern Spacious Residential, Gateway Commercial	20	871,200.00		
х	030-028-100-055-00	A-2	Modern Spacious Residential, Gateway Commercial	41	1,785,960.00		
3770 S BUS127	030-028-400-038-01	C-2	Gateway Commercial	6.5	283,140.00		
E TAFT RD	030-027-300-025-50	A-2	Modern Spacious Residential, Gateway Commercial	35.55	1,548,558.00		
х	030-027-300-020-52	A-2	Modern Spacious Residential	33.95	1,478,862.00		
1015 WOODRIDGE DR	030-195-000-001-00	A-2	Modern Spacious Residential	0.5	21,780.00		
1035 WOODRIDGE DR	030-195-000-002-00	A-2	Modern Spacious Residential	0.35	15,246.00		
1055 WOODRIDGE DR	030-195-000-003-00	A-2	Modern Spacious Residential	0.35	15,246.00		
1055 SUMMERFIELD LN	030-195-000-006-00	A-2	Modern Spacious Residential	0.34	14,810.40		
1075 SUMMERFIELD LN	030-195-000-007-00	A-2	Modern Spacious Residential	0.37	16,117.20		
1095 SUMMERFIELD LN	030-195-000-008-00	A-2	Modern Spacious Residential	0.34	14,810.40		
1115 SUMMERFIELD LN	030-195-000-009-00	A-2	Modern Spacious Residential	0.5	21,780.00		
1135 SUMMERFIELD LN	030-195-000-010-00	A-2	Modern Spacious Residential	0.84	36,590.40		
1155 SUMMERFIELD LN	030-195-000-011-00	A-2	Modern Spacious Residential	0.67	29,185.20		
1175 SUMMERFIELD LN	030-195-000-012-00	A-2	Modern Spacious Residential	0.52	22,651.20		
1195 SUMMERFIELD LN	030-195-000-013-00	A-2	Modern Spacious Residential	0.44	19,166.40		
1215 SUMMERFIELD LN	030-195-000-014-00	A-2	Modern Spacious Residential	0.35	15,246.00		
1275 SUMMERFIELD LN	030-195-000-017-00	A-2	Modern Spacious Residential	0.44	19,166.40		
1290 SUMMERFIELD LN	030-195-000-021-00	A-2	Modern Spacious Residential	0.51	22,215.60		
1280 SUMMERFIELD LN	030-195-000-022-00	A-2	Modern Spacious Residential	0.5	21,780.00		
1270 SUMMERFIELD LN	030-195-000-023-00	A-2	Modern Spacious Residential	0.41	17,859.60		
1250 SUMMERFIELD LN	030-195-000-024-00	A-2	Modern Spacious Residential	0.37	16,117.20		
1230 SUMMERFIELD LN	030-195-000-025-00	A-2	Modern Spacious Residential	0.38	16,552.80		
1190 SUMMERFIELD LN	030-195-000-027-00	A-2	Modern Spacious Residential	0.57	24,829.20		
1070 SUMMERFIELD LN	030-195-000-028-00	A-2	Modern Spacious Residential	0.49	21,344.40		
		A-2	Modern Spacious Residential	0.47	20,473.20		
1040 SFIELD/1155 WRIDGE DR	030-195-000-030-00	A-2	Modern Spacious Residential	0.47	20,473.20		
1150 WOODRIDGE DR	030-195-000-031-00	A-2	Modern Spacious Residential	0.47	20,473.20		
S US 27	030-027-300-021-00	A-2	Modern Spacious Residential	0.41	17,859.60		
1100 WOODRIDGE DR	030-195-000-032-00	A-2	Modern Spacious Residential	0.41	17,859.60		
1080 WOODRIDGE DR	030-195-000-033-00	A-2	Modern Spacious Residential	0.38	16,552.80		
1060 WOODBRIDGE DR	030-195-000-034-00	A-2	Modern Spacious Residential	0.37	16,117.20		
1030 WOODRIDGE DR	030-195-000-035-00	A-2	Modern Spacious Residential	0.61	26,571.60		



St. Johns Analysis

Tanina Bistolet	Total Va	cant Area	Infrastructu	re Adjustment	# Lots	Maximum Lot	Maximum Buildable Square Footage	Maximum Buildable	Calculation Notes
Zoning District	Acres	Square Feet	Acres	Square Feet	# LOTS	Coverage (sf)	(Residential and Commercial)	Dwelling Units (Residential)	Calculation Notes
R1									
									max buildable square
under 7500 (.17 acres)	0.15	6,577.56	0.15	6,577.56		2,631.02	6,577.56	13	footage/minimum dwelling unit size
									infrasturcture adjusted square
7500 and over	192.73	8,395,362.36	154.18	6,716,289.89		2,686,515.96	6,716,289.89	716	footage/minimum lot size
R2									
under .25	0.422	18,382.32	0.42	18,382.32	3	8,272.04	20,680.11	3	number of lots x maximum units per
.254	0.635	27,660.60	0.64	27,660.60	2	12,447.27	31,118.18	4	number of lots x maximum units per
.415	0.418	18,208.08	0.42	18,208.08	1	8,193.64	20,484.09	3	number of lots x maximum units per
over.5	2.07	90,169.20	2.07	90,169.20	1	40,576.14	101,440.35	4	number of lots x maximum units per
									infrastructure adjusted acres/max
R3	40.57	1,767,359.88	40.57	1,767,359.88		972,047.93	2,430,119.84	405	units per acre
MC	41.87	1,823,987.88	41.87	1,823,987.88		1,094,392.73	2,735,981.82		
GC	33.21	1,446,801.84	33.21	1,446,801.84		1,012,761.29	2,531,903.22	-	
									max buildable square
CBD	0.88	38,332.80	0.70	30,666.24		30,666.24	76,665.60	153	footage/minimum dwelling unit size
0			-						
11	60.38	2,630,022.12	60.38	2,630,022.12		1,841,015.48	1,841,015.48	-	
12	37.05	1,613,898.00	37.05	1,613,898.00		1,129,728.60	1,129,728.60	-	
P	-	-	-	-		-	-	-	
T	-	-	-	-		-	-	-	
MU	0.58	25,221.24	0.58	25,221.24		15,132.74	37,831.86		
	410.97	17,901,983.88	372.25	16,215,244.85		8,854,381.09	17,679,836.59	1,301	

Zoning District	Total Va	cant Area	Infrastructu	re Adjustment	-	Maximim Lot Coverage (sf)	Maximum Buildable Square Footage (Residential and	Maximum Buildable Dwelling Units (Residential)	Calculation Notes
	Acres	Square Feet	Acres	Square Feet			Commercial)	(Nesidential)	
N-1	-	-	-	-		-	-	-	
									infrastructure adjusted square
ı-2	1,172.31	51,065,823.60	1,172.31	51,065,823.60		12,766,455.90	38,299,367.70	117	footage/min lot size
ı-3	-	-	-	-		-	-	-	
									infrastructure adjusted square
IR .	2.43	105,633.00	2.43	105,633.00		31,689.90	95,069.70	2	footage/min lot size
									infrastructure adjusted square
-1	112.84	4,915,136.16	112.84	4,915,136.16		1,474,540.85	4,423,622.54	327	footage/min lot size
									infrastructure adjusted square
1-2	29.20	1,271,952.00	29.20	1,271,952.00		381,585.60	1,144,756.80	158	footage/min lot size
									infrastructure adjusted square
ΛF	89.47	3,897,313.20	89.47	3,897,313.20		1,169,193.96	3,507,581.88	29	footage/min lot size
ЛΗ	-	-	-	-		-	-	-	
:-1	-	-	-	-		-	-	-	
2-2	244.42	10,646,935.20	244.42	10,646,935.20		5,323,467.60	15,970,402.80	-	
:-3	34.37	1,497,157.20	34.37	1,497,157.20		898,294.32	2,694,882.96	-	
ΛR	-	-	-	-		-	-	-	
10	57.66	2,511,669.60	57.66	2,511,669.60		1,255,834.80	5,023,339.20	-	
-1	111.11	4,839,951.60	111.11	4,839,951.60		2,661,973.38	10,647,893.52		
-2	-	-	-	-		-	-	-	
	1,853.80	80,751,571.56	1,853.80	80,751,571.56		25,963,036.31	81,806,917.10	633	

St. Johns and Joint Planning Area Analysis Totals

	Total Va	cant Area	Infrastructu	re Adjustment		Maximim Lot	Maximum Buildable	Maximum Buildable
	Acres	Square Feet	Acres	Square Feet	-	Coverage (sf)	Square Footage	Dwelling Units
Totals	2,264.77	98,653,555.44		96,966,816.41		34,817,417.40	99,486,753.70	1,934
							Commercial Total	

Analysis considers development styles permissible by right only.

42,612,979.46 Residential Total

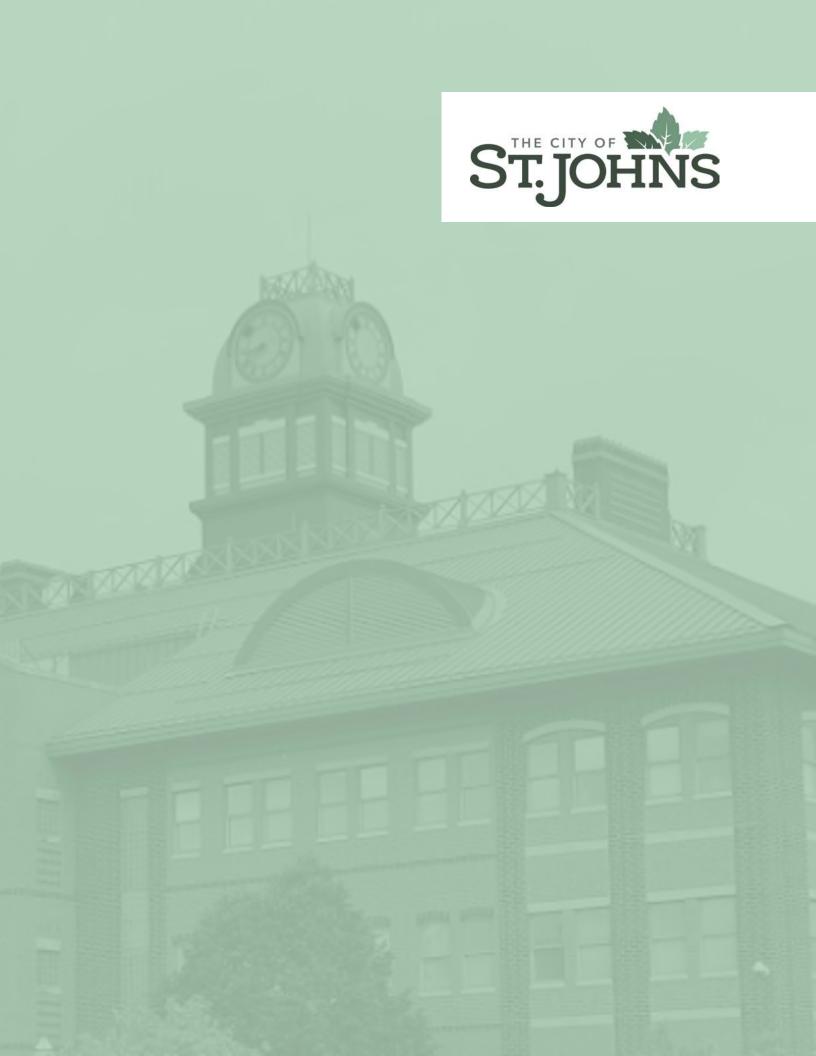
St. Johns Zoning Requirements

St. Johns Zoning Requireme	Maximum Lot	Maximum	Infrastructure	Minimum Dwelling	Minimum Lot	Maximum	
Zoning District	Coverage	Height (Stories)	Adjustment	Unit Size (sf)	Size (sf)	Units/Acre	
R1	,			,	,		
under 7500 (.17 acres)	40%	2.5	0%	500	7,500		
7500 and over	40%	2.5	20%	500	7,500		
R2							
under .25	45%	2.5	0%	500	5,000	1	
.254	45%	2.5	0%	500	5,000	2	
.45	45%	2.5	0%	500	5,000	3	
over.5	45%	2.5	0%	500	5,000	4	
R3	55%	2.5	0%	500	4,356	10	
MC	60%	2.5	0%	-	6,000		
GC	70%	2.5	0%	-	10,000		
CBD	100%	2.5	20%	500	-		
0	60%	2.5	0%	500	7,000	10	
l1	70%	1.0	0%	-	-		
12	70%	1.0	0%	-	-		
Р	0%	1.0	0%	-	1		
Τ	0%	1.0	0%	-	ı		
MU	60%	2.5	0%	500	4,000		



Clinton County Zoning Requirements

Zoning District	Maximum Lot Coverage	Maximum Height (Stories)	Infrastructure Adjustment	Minimum Dwelling Unit Size (sf)	Minimum Lot Size (sf)	Maximum Units/Acre
A-1	5%	3	0%		1,742,400	
A-2	25%	3	0%		435,600	
A-3	25%		0%		217,800	
RR	30%	3	0%		43,560	
R-1	30%	3	0%		15,000	
R-2	30%	3	0%		8,000	
MF	30%	3	0%		130,680	
MH	0%	3	0%		-	
C-1	50%	3	0%		20,000	
C-2	50%	3	0%		20,000	
C-3	60%	3	0%		20,000	
MR	0%	1	0%		435,600	
RO	50%	4	0%		43,560	
l-1	55%	4	0%		43,560	
I-2	60%	4	0%		87,120	



10.

Supporting Analysis: Community Development and Facilities



The pride, identity, and desirability of a community are each related in part to the level and quality of public services it can offer, including education, parks and recreation, police and fire services. The responsibility for providing public services to residents of the City of St. Johns is shared by several public entities, including several Clinton County departments, various State of Michigan agencies, and the St. Johns Public School District. Key determinants of future demand for public services include population, number of households, and types of land uses. With population and land use pressures projected to increase over the next ten years, it is anticipated that public services in St. Johns will have to be expanded.



Municipal Offices

The City administration is located at 100 E. State Street, Suite 1100, P.O. Box 477, St. Johns, MI 48879, first floor, West Wing. The building contains City offices and meeting space for the Planning Commission and City Commission. Key public facilities are also located within the building. Examples include meeting places for community engagement and the County District Court.

Fire Protection

The St. Johns Fire Department currently operates out of one station, which is located at 109 E. State Street, St. Johns, MI 48879. This is in close proximity to Downtown and Municipal offices. It is located in an ideal area because it is close to the center of the City and is on a major street that leads to Old 127. The location is ideal for public facilities because the close proximity to E. State Street and Old 127. These roads run horizontally and vertically through the City which allows service to the most outer edges of the City. The City of St. Johns Fire Department provides fire and emergency services to the residents and businesses within Bingham and Bengal Townships and the City of St. Johns. The Fire Department is staffed by Paid-On-Call Firefighters. The Department actively trains two (2) times per month. The Department provides response and assistance to accidents, hazardous materials, storm alerts and fires with up-to-date 'Jaws of Life' (two sets), Auto Air Bags (to stabilize auto after accident), fire trucks (four) and firefighting equipment.

Police Protection

The efforts of the men and women of the department in partnership with our residents have established St. Johns as one of the safest communities in Michigan. The services provided by the department, which is located at 409 S. US-127 Business Route, include police protection as well as the issuing of permits for, bike licenses, burn permits, lock out assistance, property checks and an abundance of information for residents, patrons and, children. Crime is on an overall decrease with 322 crimes committed in 2010 to 200 crimes committed in 2017. The police department has served St. Johns for over 150 years.

Libraries

Briggs District Library provides services to the City of St. Johns. The library has the mission of actively providing easily accessible services, materials and programs to people of all ages in their service area to meet the residential demand for evolving recreational, cultural, informational and educational needs. Programs for children and families, teens and tweens, and adults are provided at the library. The Library is located in downtown St. Johns, three blocks north of the Clinton County Courthouse on Railroad Street.

St. Johns Post Office

There is one post office in the City. It is located on 106 W. State Street, St. Johns, MI 48879-9998. Recent improvements to the post office include improvements to the sidewalk and buffers for dropping off mail. The Post Office has considered moving to a new facility. If the Post Office does vacate the historic building on State Street, the building should be preserved and re-used.

St. Johns Schools

There is a total of seven schools within the St. Johns Public school district. Five of the seven schools are elementary schools and there is only one middle school. Four of the education facilities are located within the City's borders. These schools are, Gateway Elementary School, St. Johns Middle School, Oakview Elementary School, and St. Johns High School. There are also private schools in and around St. Johns - St. Joseph Catholic School in the City's downtown, and St. Peter Lutheran School in Riley Township.

Natural Features

There are a small percentage of wetlands within the border of St. Johns. Based on the open data portal from the Department of Environmental Quality the number of wetlands in St. Johns is very low. About one percent of the total land is wetland. Forty to forty-five percent of the land cover falls in the category of wetland soil. This is not a wetland but it is soils that become saturated enough to produce the anaerobic conditions to support wetland vegetation on the top of the soil during the growing period.

Flood Plain

A very small portion of the City is in a 100-year flood plain. The area between Townsend Road, Sunview Road, and Old 127 is covered in a 100-year flood plain. It covers three parcels. One parcel is seven acres and the other are around three acres. St. Johns appears to have a very low risk of flooding. There are hardly any wetlands in St. Johns and only a small portion is covered in floodplains. There is a larger percent of hydric soils but these soils are outside of floodplains.

Farm Land

St. Johns has some farm land in it but most of the City is developed. There are large amounts of farmland all around St. Johns. The majority of the City is residential. Based on the soil survey seventy-five percent of the soil in and around St. Johns is classified as 2w. This is based on a web soil survey tool from usda.gov. DEQ found similar results because they show St. Johns as having a large percentage of hydraulic soil with in its boundaries. Soils that are classified as 2w have difficulty supporting farm land and are, "soils have moderate limitations that restrict the choice of plants or that require moderate conservation practices". The "w" means that the water in the soil causes the interference with cultivation and growth of plants for agricultural purposes.

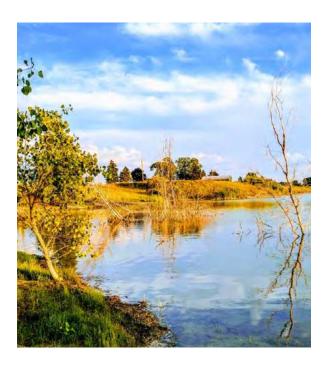
Transportation

The major roadway that passes through the City of St. Johns is Old 127. Other arterial roads that connect the City to Old 127 include W. State Street and E. State Street. Old 127 reconnects with U.S. 127 just north of the City border. While the new 127 does not enter the City it runs parallel with the Old 127 and goes all the way to Lansing. In general, the region's road system includes adequate north-south roadways. There is a diversity of north-south roads that traverse the length of the City. Old 127 is the major roadway to the City but there are plenty of smaller streets that run north and south through the City. Examples include, North and South Lansing Street, North and South Clinton Street, and North and South Oakland Street. There are also numerous east-west roads that traverses the entire width of the City. The major roads that serve this purpose include East and West State Street. East and West Gibbs Street and East and West Townsend Road also travel the entire width through the City.



Parks Inventory

The City of St. Johns conducted an updated inventory of its parks and recreation facilities to assess current conditions and identify future needs. This inventory builds on the City's 2021–2025 Parks and Recreation Plan as well as City records and the Clinton County 2025-2029 Parks, Recreation, and Open Space Plan. Facilities were categorized by type—including regional, public, and private—and updated to reflect recent changes in the park system. These updates include_______. A full site tour was conducted to verify and document current conditions, allowing for direct comparison to the previous inventory and ensuring an accurate foundation for future planning.

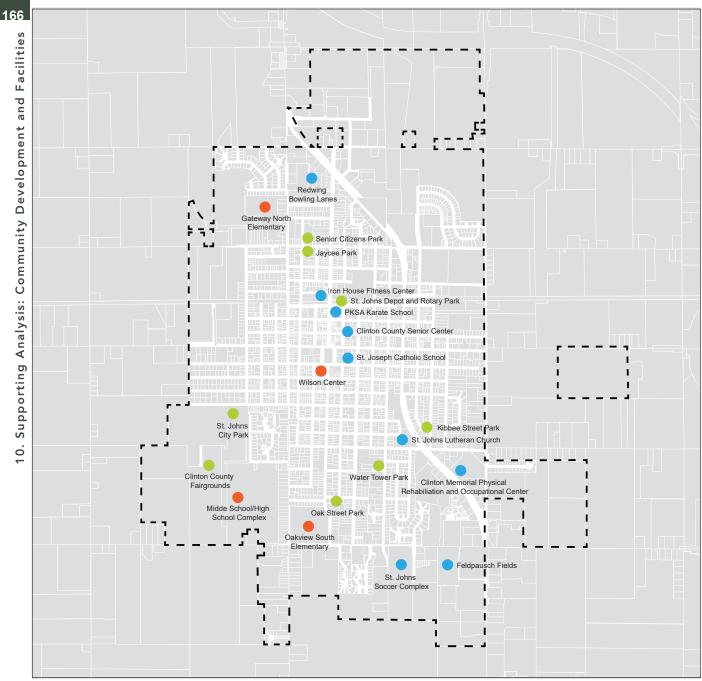








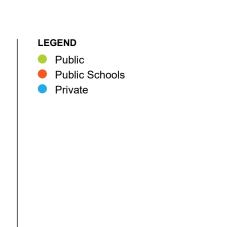


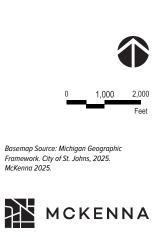




City of St. Johns, Michigan

July 15, 2025





Recreational Facilities Inventory

ST. JOHNS

The table below summarized the type, service area, accessibility rating, acreage, and recreation facilities available at public, private, and regional facilities in the St. Johns area.

RECREATIONAL FACILITIES INVENTORY	PARK TYPE*	SERVICE AREA**	ACCESSIBILITY RATING***	ACREAGE	BALL DIAMONDS	BATTING CAGES	BASKETBALL COURTS	FOOTBALL FIELD	SOCCER FIELDS	TRACK	GYM	TENNIS/PICKEBALL COURTS	SHUFFLEBOARD COURT	SAND VOLLEYBALL COURTS	DISC GOLF COURSE	PERFORMANCE SHELL	ICE RINK	PLAY EQUIPMENT	OPEN PLAY FIELD	SLEDDING HILL	BEACH/SWIMMING AREA	CAMPGROUND	BOAT LAUNCH	SPLASH PAD	PAVILION	PICNIC AREA	BENCHES	GRILLS	DRINKING FOUNTAINS	RESTROOMS	BIKERACKS	OTHER
PUBLIC FACILITIES																																
St. Johns City Park	LUP	SJA	3	92.5	х		х		х			2	х	х	х	х	х	х	х	х			3	х	4	х	х	х	х	х		Warming House
St. Johns Depot and Rotary Park	СР	SJA	2	1.9																			X		х	х			х	Х		Train Depot Museum
Jaycee Park	MP	NB	4	0.62														Х								Х		х	х			
Kibbee Street Park	MP	NB	4	0.3			х											х								х		х	х		х	
Water Tower Park	MP	NB	1	0.72			х											х								х			х			
Oak Street Park	MP	NB	1	0.7														х	х							х						
Senior Citizen Park	MP	NB	1	1.59			2					2						х							х	х	х	2		Х		
Clinton County Fairgrounds (County Operated)																														Х		Animal Barns, Smith and Peck Halls, Indoor and Outdoor Arenas
Gateway North Elementary School					2		2		х		х							2								х						
Middle School/High School Complex					2	4		х	6	х	3	10																				
Oakview South Elementary					х		2		х		х							2								х						Quiet Area
Wilson Center											х							х														Auditorium, Meeting Rooms
PRIVATE FACILITIES																																
First Baptist Church									х		х							х									х					
St. Josephs Catholic School							х				х							х														
St. Johns Lutheran Church							х				х							х														
Feldpausch Fields					5	х																										
Clinton County Senior Center																																Indoor Passive Recreation, Food Services
Clinton Memorial Physical Rehab. and Occupational Center																																Exercise and Rehabilitation Services
Iron House Fitness																																Weight Training, Fitness
PKSA Karate School																																Karate and Fitness
Redwing Bowling Lanes																																Bowling Alley
St Johns Soccer Complex									5																							
Regional Facilities																																
Looking Glass Riverfront park																							x			х						Observation Deck
Babcock's Landing																							х									
Maple River State Game Area																							х									
Grand River																							х									
Muskrat Lake Game Area																							х							Х		
Sleepy Hollow State Park																		х			х	х	х									Fishing Piers
Motz County Park																		х			х		х		х	х				Х		
Clinton Lakes County Park																					х		x x							Х		
Clinton Trails County Park																							х									

Park Type CP = Community Park LUP = Large Urban Park MP = Mini-Park NP = Neighborhood Park

Service Area NB = Neighborhood SJA = St. Johns Area

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Public Facilities

The following is a comprehensive list of public recreational facilities within the City of St. Johns, including seven City-owned parks and St. Johns Public School recreation facilities.

St. Johns City Park

The Main City Park is the largest park in the city (92.5 acres) and hosts the majority of the City's recreational activities and amenities. Categorized as a Large Urban Park, it serves not only the City of St. Johns but surrounding communities as well. The park has many athletic facilities, including a baseball/softball diamond, basketball courts, a disc golf course, shuffleboard court, sand volleyball court, tennis courts, and a youth soccer field. The park has several picnic shelters/pavilions and restroom facilities, some of which are accessible. Additionally, it has several play areas, including the community-funded "Fantasy Forest", a popular wooden play structure. It also has an accessible spray park with accessible bathroom/ changing restrooms. Nature walking trails connect various aspects of the park and provide for passive recreation. A renovated performance shell provides for many activities in the warmer months, while a seasonal skating rink, warming house, and sledding hill provide winter recreation.

Based on accessibility guidelines, the site would be ranked 3—most of the facility currently meets accessibility guidelines. In the last 5 years, the main restrooms and pavilion have been renovated for universal accessibility. Within the park, there are paved walkways to all pavilions, the Performance Shell, and the Fantasy Forest play structure. The parking lot by the spray park was improved by adding a new surface with curb/gutter and sidewalk running along it. Wooded walking/jogging trails are not barrier free. Roads that run through the park are scheduled to be rehabbed in the near future.













St. Johns Depot and Rotary Park

Rotary Park is a community park (≈1.9 acres) located along the recently developed Fred Meijer Clinton-Ionia-Shiawassee Trail. The depot was purchased in 1998, with additional surrounding lands acquired in 2010. Adjacent to downtown, this renovated train depot hosts city events, rentals, and serves the trail users. The trailhead park with a restroom building, picnic tables, benches, wayfinding sign, accessible walkways, and new parking lot were completed in 2017. Improvements to Railroad Street will increase the parking capacity around this park. Based on accessibility guidelines, the site would be ranked 2—some of the facility currently meets accessibility guidelines. This site is fully accessible.

Jaycee Park

Jaycee Park is a mini-park (0.62 acres) located at the corner of Ottawa Street and Gibbs Street. Designed as a space for families to play and exercise, this park features play equipment, grills, drinking fountains, benches, bike racks, and a picnic table. Renovated in 2009, the park has accessible sidewalks to all park features, as well as a new accessible drinking fountain and parking. Based on accessibility guidelines, the site would be ranked 4—the entire park meets accessibility guidelines.

Kibbee Street Park

Kibbee Street Park is a mini-park (0.30 acres) located on the corner of Kibbee Street and South Traver Street. Designed as a place for families to play and exercise, it features a half-court basketball hoop, play equipment, a picnic table, benches, and bike racks. Also renovated in 2009, the park has connective sidewalks to all major features and an accessible drinking fountain. Based on accessibility guidelines, the site would be ranked 4—the entire park meets accessibility guidelines.

Water Tower Park

Water Tower Park is a mini-park (0.72 acres) located at the corner of Elm Street and Swegles Street. The park has a half-court basketball hoop, picnic area, and playground equipment. The park land is leased from the adjacent hospital, which makes investment in improvements difficult to justify. Communication should be opened about purchasing this land or more permanently acquiring the property. Playground equipment was installed before US Consumer Product Safety Commission standards were established. Most do not have safety surfacing and there are no sidewalks. Playground does not meet barrier-free compliance. Based on accessibility guidelines, the site would be ranked 1— none of the facility currently meets accessibility guidelines.



Oak Street Park

Oak Street Park is a mini-park (0.7 acres) located along East Oak Street at its intersection with Wight Street. The park was converted from a small orchard to a community park in the 1970s. It has play equipment and a picnic table, as well as a large open grass area for free play. The park is less than 1/4 mile from Oakview South Elementary School, which has a substantial play area in place. In its current condition, this park is underutilized, and not wishing to duplicate an existing resource, the park has undergone little renovation. The community may be ready to explore a new use for the site, such as a community garden, a dog park, or selling it and using proceeds to improve other parks. Based on accessibility guidelines, the site would be ranked 1—none of the facility currently meets accessibility guidelines. Playground equipment was installed before US Consumer Product Safety Commission standards were established. They have no safety surfacing and no sidewalks. Playground does not meet barrier-free compliance.

Senior Citizen Park

Senior Citizen Park is a mini-park (1.59 acres) located at the corner of Ottawa Street and Gibbs Street, across the street from Jaycee Park. Designed for passive recreation, the park features a picnic shelter, tennis/pickleball courts, basketball hoops, glider playground equipment, benches, and restrooms. Based on accessibility guidelines, the site would be ranked 1—none of the facility currently meets accessibility guidelines. There are no sidewalks leading to any facility in this park, and the bathroom does not meet barrier-free compliance.

Clinton County Fairgrounds

Located directly next to the High School and St. Johns City Park, the Clinton County Fairgrounds is home to multiple indoor spaces including Smith and Peck Halls, multiple animal barns and arenas utilized for 4-H programming and public restrooms. A variety of community events are hosted on the site throughout the year.







Wilson Center

The Wilson Center serves is a key recreational hub in St. Johns. Operated in partnership with the school district since 2018, the facility includes a gymnasium, playground, auditorium, and multiple meeting rooms. The gym hosts a wide range of city-run programming such as open gym basketball, volleyball, pickleball, yoga, Zumba, and youth sports leagues. The auditorium and meeting rooms are used for concerts, performances, classes, and community events. The City of St. Johns is actively exploring long-term redevelopment of the Wilson Center as a permanent community center, with goals to expand programming for residents of all ages.



Gateway North Elementary School

This school site offers a wide range of recreational amenities including a soccer field, two basketball courts, a baseball backstop, two swing sets, two play structures, picnic tables, and a gym, supporting both active play and organized sports.

Oakview South Elementary School

Includes a soccer field, two basketball courts, a baseball backstop, swing set, two play structures, picnic tables, a gym, and a designated quiet area—offering opportunities for both active and passive recreation.

Middle School/ High School Complex

A major recreational site featuring two baseball diamonds, four practice cages, six soccer fields with nets, a combined soccer/football field, a separate football field, a middle school track, ten tennis courts, and three gyms. The complex supports school athletics, practices, and community sports events.





Private Facilities

In St. Johns, as in many Michigan communities, local schools, churches, and private facilities like gyms and martial arts studios offer valuable recreational programs and spaces. Private recreational facilities, while generally pay-per use, provide an excellent source for recreational opportunities that help to alleviate the pressures on public facilities. For this reason, an inventory of the these facilities has been included.

Clinton County Senior Center

Provides indoor passive recreation opportunities and food services, catering to the social and wellness needs of older adults.

Clinton Memorial Physical Rehabilitation and Occupational Center

Offers specialized spaces for exercise, physical therapy, and rehabilitation.

First Baptist Church

Offers a gym, playground, soccer field, and benches for recreational use by the community.

Iron House Fitness

A full-service gym focused on weight training and general fitness.

Little League Baseball Park

Features five baseball diamonds and a batting cage, serving as the primary venue for youth baseball in the area.

PKSA Karate School

Provides martial arts training and fitness programming for a range of ages and skill levels.

Redwing Bowling Lanes

A community bowling alley offering recreational and league play.

St. Johns Lutheran Church

Includes a gym, basketball courts, and playground supporting both indoor and outdoor recreation.

St. Johns Soccer Club

Maintains five soccer fields for youth and adult soccer programming and events.

St. Josephs Catholic School

Provides a gym, basketball hoop, and playground for student and community activities.





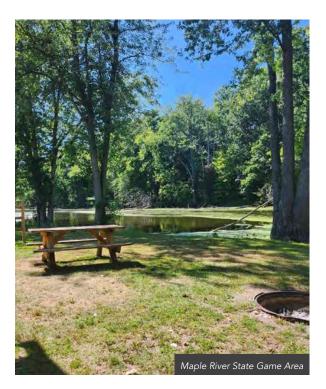


Regional Facilities

Outside the City of St. Johns—but within a 20-mile radius—numerous recreational opportunities are available in neighboring townships and surrounding Clinton County. These facilities primarily offer water-based activities, but also provide options for camping, hiking, and nature exploration. Location, distance from St. Johns, and a summary of facilities is included in the descriptions below.







Looking Glass Riverfront Park

Location: DeWitt Township

Distance: 15 miles

This 5.2-acre park provides direct access to the meandering Looking Glass River, and includes picnic tables, grills, canoe access, and a river observation deck. The park has 930 feet of river frontage and includes a gravel parking area.

Babcock's Landing

Location: Bath Township
Distance: 15 miles

Another facility with boat launch access on the Looking Glass River is Babcock Landing, accessed from Babcock Road. A back-in launch area is provided, with a minimally improved boat launch. It is suitable for car-top boats, small, trailered boats and canoes and kayaks.

Maple River State Game Area

Location: Clinton, Gratiot, and Ionia Counties

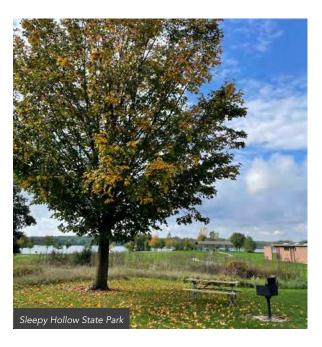
Distance: 17 miles

Covering over 11,000 acres, the Maple River State Game Area offers extensive opportunities for wildlife viewing, hunting, and water-based recreation.

Managed as a natural habitat, the area includes restored wetlands, river access sites, farm fields, woodlands, grasslands, and cattail marshes. The Maple River winds through the landscape, providing boating access for canoes and small boats, as well as fishing opportunities. Recent improvements—such as new pumping stations, upgraded water control structures, and dike repairs—have further enhanced habitat conditions and expanded opportunities for outdoor recreation.







Grand River

Location: Clinton and surrounding Counties

Distance: Approximately 20 miles

Boat launches, such as the Lyons Grand River Boat Ramp in Lyons Township, offer Grand River boating access.

Muskrat Lake Game Area

Location: Olive Township

Distance: 13 miles

Covering over 200 acres, the Muskrat Lake Game Area is home to a public access lake and surrounding uplands managed for wildlife habitat and hunting. Clinton County has partnered with multiple state and county conservation agencies to slightly raise the water level in Muskrat Lake to enhance fish and wildlife habitat, make the watershed less "flashy", and better regulate outflow. The DNR also renovated the water access site by improving parking and the trailered boat launch and providing an accessible vault toilet.

Sleepy Hollow State Park

Location: Ovid and Victor Townships

Distance: 8 miles

Sleepy Hollow State Park covers over 2,600 acres of land. The Little Maple River winds through the site and is the source of the 410-acre Lake Ovid, an impoundment located in the center of the park that is a popular cool water fishery. The park contains a modern campground, a primitive organization campground, three picnic areas, a halfmile beachfront, 16 miles of non-motorized trails, a boat launch, fishing piers, and hunting during the appropriate seasons. Mountain biking and crosscountry skiing are also popular uses of the various trails. Several playground areas are also located adjacent to the picnic areas providing swings, slides and other equipment.



Motz County Park

Location: Greenbush Township

Distance: 5 miles

Motz County Park is a 42-acre regional destination built on a former sand and gravel quarry. Acquired in 2007 with support from the Michigan Natural Resources Trust Fund, the park is designed for universal access and water-based recreation. With free admission, it welcomes 60,000–80,000 visitors annually—15% from outside Clinton County. Facilities are thoughtfully designed and well-maintained, earning the park the 2010 daVinci Award from the MS Society. It also hosts youth-focused conservation and recreation programs.

Clinton Lakes County Park

Location: Greenbush Township

Distance: Approximately 6 miles southeast of

St. Johns

Clinton Lakes County Park spans 272 acres and offers a wide range of outdoor activities, including fishing, swimming, hiking, canoeing, nature observation, and seasonal hunting. Like its neighbor Francis Motz Park, the site was once a sand and gravel quarry. Its two lakes—Big Clinton and Little Clinton—have been stocked with game fish under DNR guidance.

Acquired in 2013 with support from the Michigan Natural Resources Trust Fund and County funds, the park has seen phased development, including paved roads, ADA beach access, and a dog-friendly shoreline. An 87-acre former farm field has been restored as native prairie, enhancing opportunities for wildlife viewing and upland hunting. Continued improvements have been supported by partnerships with the DNR, U.S. Fish & Wildlife Service, and local conservation organizations.

Clinton Trails County Park

Location: Riley Township

Distance:14 miles

Clinton Trails County Park is an undeveloped 67-acre property acquired in September, 2023. The property is located about a mile west of Riley Township Hall on Pratt Road. The park features amenities such as outstanding shore and paddle craft fishing, miles of hiking trails, and nature watching and photography opportunities.











11.





2025 Parks Survey

Public input was the primary guide to developing the Parks and Recreation Plan. Several methods were used, including a community survey at the beginning of the process, a public posting of the plan for community review, and a community meeting near the end of plan development.

The community survey was developed based on the previous recreation plan's questions and responses. Several recreation plans, including the State of Michigan and Clinton County, were reviewed for applicable questions to incorporate into the survey. Special care was taken to process and incorporate any written feedback received during the last community survey. Developed online using Survey Monkey, the community survey was distributed using the City's website and social media presence, and sent to approximately 800 recipients in the City's email database. A press release was also sent out in a local newspaper giving residents options to take the survey. Community members could take the survey online or call the City Offices to have a paper copy mailed. An effort was made to reach as many citizens as possible. Overall, 242 people responded to the survey, roughly half them were from the city (119), representing approximately 3.6% of the population of the City of St. Johns. This group is believed to be representative of the city demographic as a whole. Survey responses are incorporated into the Action Program Rationale and a full copy of the survey and responses can be found in Appendix A: Survey and Results.

The plan was posted for community review on November 11, 2020. Citizens could contribute feedback in several ways, including through an online comment form, email, and phone.



(under development)

Chris said to keep this and move below the parks survey responses

As part of the development of the Master Plan, St. John conducted a survey of property owners and residents in the community. The results of the survey were used to guide the planning process and create a shared vision for the community. Survey responses were gathered in December 2018 and January 2019.

Community Survey Respondents

There were 214 responses to the survey. Survey respondents were asked at what intersection they lived at. Based on the intersection they stated they were assigned a community. About 90 percent of the respondents lived in St. Johns ten percent of the respondents lived in a surrounding community.

Summary

Respondents were asked about their favorite and least favorite aspects of both St. Johns and about key locations for downtown. The current parking situation and what should happen to FC Mason building are examples of some of the questions on the survey. The tables will show the results of questions posed to the entire City.

Methodology

All of the answers in the survey were open ended questions except for one. The answers to the questions all had to be read and coded based on themes and trends in the responses. Some categories were combined in the end to make the responses more comprehensive. For example, intersections were a category when talking about intersections. All intersections will be combined into one category so we can see the total number of respondents that complained about intersections opposed to seeing each intersection breakdown. Questions were allowed to be coded as multiple things. Because of this the percentages reflect the number of respondents that stated that as a response. For example, 50 percent of the residents said that restaurants would make downtown better however, 80 percent of residents could also say that business can make downtown better. The percentages do no add up to 100 but reflect the number of respondents that respondents in a certain way.



1. What do you do when you go to Downtown St. Johns? Do you shop? Dine? Play? Work? Tell us your favorite places!

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
Don't go	3.29%	2.78%	11.11%	_
Library	7.04%	7.78%	_	12.50%
Live	0.94%	0.94%	_	_
Local Business	49.30%	48.89%	33.33%	62.50%
Local Events	3.29%	2.78%	_	_
Local Institutions	1.41%	1.67%	_	_
Local Restaurants	81.69%	85.00%	77.78%	87.50%
Play	4.23%	3.89%	_	_
Work	6.57%	6.67%	_	_
TOTAL	100%	100%	100%	100%

2. When you go downtown, where do you park? Do you have a "secret" spot? Do you prefer street parking or a parking lot? Or do you just try to get as close as possible to your destination?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
As close as possible	46.70%	47.78%	44.00%	12.50%
Illegally	0.47%	_	_	_
Large Lot	7.08%	7.78%	_	12.50%
Nowhere to park	6.60%	7.22%	_	12.50%
Plenty Parking	3.77%	4.44%	_	_
Street	38.21%	35.56%	55.56%	50%
Walk	3.77%	4.44%	_	_
US 27	0.47%	_	11.11%	_
Wherever a spot is open	7.55%	7.22%	_	25%
Park Downtown	_	0.47%	_	
TOTAL	100%	100%	100%	100%



3. If your first of choice of downtown parking area is full, what do you do? Head home? Find a parking lot? Go a block over? Let us know your parking "Plan B"!

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
A block over	36.97%	37.99% 55.56%		37.50%
Behind Location	2.37%	2.23%	11.11%	_
Call 911	0.95%	1.12%	_	_
Find a place	14.69%	15.64%	11.11%	12.50%
Go Home	12.32%	12.29%	11.11%	_
Head to Lansing	0.47%	0.56%	0.56% —	
Look Again	16.59%	16.20% 11.11%		12.50%
No Problem	3.32%	3.91%	_	_
Outside of Downtown	5.21%	3.35%	_	25%
Parking Lot	11.85%	11.17%	_	_
Side Street	_	12.29%	11.11%	_
Walk	_	6.70%	_	_
TOTAL	100%	100%	100%	100%

4. Enough about parking.
Let's talks about our
aspirations for St. Johns.
If the FC Mason / Federal
Mogul facility (the one at
Mead and Lincoln Streets,
north of Downtown) could
become anything, what
should it become? Should
the building be kept and
repurposed? Or should it be
torn down and replaced by
something else?

RESPONSES	OVERALL
Apartment	9.05%
Commercial	15.71%
Community Center	3.33%
Factory	4.29%
Farmers Market	1.43%
Government's Choice	10.48%
Housing	2.86%
Low Income Apartments	4.29%
Marijuana Facility	1.90%
Movie Theater	2.86%
Not Apartments	1.43%
Park	5.24%
Parking	5.24%
Repurpose	22.86%
Restaurant	8.10%
Super Market	4.76%
Torn Down	14.76%
Youth Center	6.67%
Other	5.23%
TOTAL	100%



5. When you walk, run, or bike along the Meijer Trail (the one that runs through the center of town), what do you wish was along the trail that you don't see today? There are empty buildings and land—what should go in those locations?

RESPONSES	RESPONSES OVERALL		BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS	
Affordable Housing	1.47%	1.71%	_	_	
Art	4.90%	5.71%	_	_	
Benches	10.78%	12.00%	_	_	
Bike Repair	5.29%	5.14%	_	_	
Commercial	11.27%	12.57%	11.11%	_	
Do not use trail	10.78%	11.43%	11.11%	_	
Exercise Station	1.96%	2.29%	_	_	
Extend Trail	2.45%	2.29%	_	_	
Flowers	9.31%	9.71%	_	14.29%	
Food Stands	3.43%	4.00%	_	_	
Green Grass	1.96%	1.71%	_	_	
History Stops	2.94%	2.86% —		14.29%	
Lighting	2.94%	2.86%	2.86% 11.11%		
Not Sure	13.73%	14.29%	14.29% —		
Nothing	5.93%	5.14%	_	14.29%	
Parks	5.39%	4.57%	33.33%	_	
Refreshments	4.90%	4.57%	11.11%	_	
Restrooms	15.20%	13.14%	33.33%	14.29%	
Security	2.45%	2.29%	11.11%	_	
Trees	8.33%	8.00%		_	
Waste Baskets	3.43%	2.86% —		_	
Water Station	9.31%	9.14% 11.11%			
Remove buildings	_	_	_	14.29%	
Smooth the trail	_	_	11.11%	_	
Other	12.26%	14.36%	_	_	
TOTAL	100%	100%	100%	100%	



6. Do you ride your bike around town? If so, where? Is there anywhere you avoid because it's too unsafe to be on a bike? What can St. Johns and Bingham Township do to make it safer and more fun to ride a bike?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
Add Sidewalk to Walmart	1.96%	2.29%	_	_
Bike Lanes	7.35%	6.86%	20%	_
Do Not Bike Downtown	1.96%	4.00%	_	_
Downtown	4.41%	4.57%	_	_
Drivers Are Dangerous	3.43%	2.86%	10%	_
Fix Potholes	3.43%	3.43%	10%	_
Fix Sidewalks	4.90%	5.14%	_	_
M21	2.45%	2.86%	_	_
More Lighting	1.96%	2.29%	_	_
No	29.41%	28.00%	40%	66.67%
No Problem	4.41%	4.00%	_	16.67%
Not in Town	1.96%	1.71%	10%	_
Not Sure	7.84%	8.00%	10%	16.67%
Old 27	7.84%	8.00%	_	16.67%
On Side Streets	3.43%	3.43%	10%	_
On Trail	13.24%	14.29%	10%	_
Ride Everywhere	4.90%	5.71%	_	_
Signage	1.47%	1.71%	_	_
Streets are Dangerous	3.43%	2.86%	10%	_
Underpass Kids	1.47%	1.71%	_	_
Other	15.19%	23.42%	_	_
Police Presence	1.47%	_	_	_
No Destination	_	_	10%	_
TOTAL	100%	100%	100%	100%



Are you able to walk to destinations (parks, schools, businesses, etc) from your house? Which ones?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS	
Anywhere	20.10%	20.11%	_	_	
Bad Sidewalks	2.39%	2.79%	_	_	
Commercial	7.18%	8.38%	_	_	
Don't Walk	33.97%	30.17%	90%	83.33%	
Downtown	22.49%	24.58%	_	_	
Grocery Store	2.87%	3.35%	_	_	
High School	4.31%	5.03%	_	_	
Hospital	3.83%	4.47%	_	_	
No Problem	2.39%	2.23%	_	16.67%	
Too Far	6.70%	6.15%	10%	_	
Old 27	3.35%	3.91%	_	_	
Park	16.75%	18.44%	_	_	
Restaurant	1.44%	1.68%	_	_	
School	9.57%	10.61%	_	_	
Other	5.26%	6.14%	_	_	
No Sidewalk	_	_	10%	_	
TOTAL	100%	100%	100%	100%	

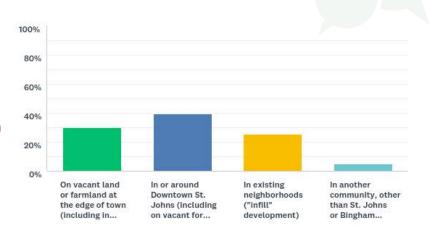


8. When you're driving your car, do you find any roadways or intersections in St. Johns or Bingham Township unsafe or otherwise frustrating? Which ones?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
INTERSECTION				
1st most mentioned: Lansing Street and M21	14.49%	14.12%	20%	_
2 nd most mentioned: Scott and M21	8.21%	9.04%	10%	_
STREET				
1st most mentioned: Business 27	13.53%	13.56%	10%	33.33% not defined
2 nd Most mentioned: Lansing Street	4.83%	5.08%	10%	_
4 Way stop	2.42%	2.26%	_	_
Add Left Turns	3.38%	3.95%	_	_
Add Traffic Light	6.76%	7.34%	_	_
Bad Conditions	11.11%	10.73%	10%	16.67%
Blocked View	4.83%	5.08%	_	_
Difficult Left turns	4.35%	4.52%	_	_
Potholes	_	_	_	16.67%
Poor Signage	_	_	_	16.67%
No Problem	_	_	_	50.00%
COMMERCIAL				
1st most mentioned: McDonald's	3.86%	4.52%	_	_
1st most mentioned: Post Office	_	_	10%	_
2nd Most mentioned: Kroger	3.86%	4.52%	_	_
No Problem	29.47%	28.25%	30%	_
Speed Limit	3.38%	3.39%	_	_
Surgis To Townsend	3.38%	3.95%	_	_
TOTAL	100%	100%	100%	100%



9. The new Glanbia
Nutritionals
facility on the
north side of town
is expected to
employ around 300
people. This may
generate a need
for new housing.
Where should that
housing be built?



10. Bingham Township is a largely rural community. But development is likely to occur. If development occurs in Bingham, where would you want to see it? Is your answer different for residential development vs commercial or industrial? Is there anywhere the development absolutely should NOT go?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
Along Business 27	6.59%	5.63%	_	16.67%
Along M21	3.30%	3.75%	_	_
By Freeway Exits	3.30%	3.75%	_	_
Commercial	8.24%	6.88%	33%	16.67%
Downtown	4.40%	4.38%	_	_
East of Town	2.75%	2.50%	_	16.67%
Industrial Stays the Same	2.20%	2.50%	_	_
No	9.34%	10.00%	11.11%	_
No Comment	31.32%	31.88%	22.22%	50%
North of Town	7.69%	7.50%	11.11%	16.67%
Not By Parks	2.75%	3.13%	_	_
Not By Residential	2.75%	2.50%	_	_
Not Farmland	7.14%	5.63%	11.11%	16.67%
Not In Downtown	2.20%	2.50%	_	
Outskirts	1.65%	1.25%	_	16.67%
Reuse Building Commercial	8.24%	9.38%	_	_
Reuse Building Residential	6.04%	6.88%	_	_
Southside	3.85%	3.75%	11.11%	_
Stay the same	2.20%	2.50%	_	_
Within City Limits	6.59%	5.63%	_	_
Other	6.18%	9.37%	_	_
Residential	_	_	11.11%	_
TOTAL	100%	100%	100%	100%

11. How can we get travelers to stop in St. Johns to patronize local businesses?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
Better Advertisement	27.04%	26.90%	30%	25%
Better Downtown	16.84%	16.96%	20%	12.50%
Better Gateway	13.27%	12.87%	20%	25%
Better Restaurants	8.67%	7.60%	10%	25%
Diverse Commercial	40.82%	40.94%	50%	37.50%
Gap Development	2.04%	2.34%	_	_
Keep Good Conditions	3.06%	3.51%	_	_
Lower Rents	2.55%	2.92%	_	_
Marijuana Dispensaries	1.53%	1.75%	_	_
More Community Events	10.20%	9.94%	20%	12.50%
More Family Events	8.16%	8.77%	10%	_
More Hotels	3.06%	2.92%	10%	_
More Parking	6.12%	5.85%	_	_
Not Sure	5.10%	4.68%	10%	12.50%
Other	4.08%	4.67%	_	_
TOTAL	100%	100%	100%	100%

12. Finally, what is one thing you would improve about greater St. Johns if you could? Or is it perfect already?

RESPONSES	OVERALL	CITY OF ST JOHNS RESIDENTS	BINGHAM TOWNSHIP RESIDENTS	OUTSIDE RESIDENTS
Affordable Housing	2.06%	1.76%	1.76%	12.50%
Better Parking	5.67%	5.88%	5.88%	_
Better Services	15.46%	17.65%	17.65%	_
Clean Up abandon Areas	4.12%	4.12%	4.12%	_
Diversity	3.09%	2.35%	2.35%	12.50%
Fix Roads	8.76%	8.82%	8.82%	_
Fuller Commercial	28.35%	27.65%	27.65%	50.00%
It is perfect	4.64%	4.71%	4.71%	_
Lower Taxes	2.58%	2.94%	2.94%	_
More Activities for Kids	10.82%	10.00%	10.00%	_
More Community Events	6.70%	5.88%	5.88%	12.50%
More Restaurants	5.67%	5.29%	5.29%	12.50%
Not Sure	10.31%	11.18%	11.18%	12.50%
Safer Roads to schools	1.55%	1.76%	1.76%	_
TOTAL	100%	100%	100%	100%



13. Please tell us (generally) where you live. The nearest intersection is all we're looking for.

The breakdown on responses was 91% of the responses were clearly from St. Johns. 5% of the responses came form Bingham Township and 4% came from other municipalities. The low response from residents living outside of St. Johns could lead to higher percentages in their categories, but some questions about walkability accurately represent City residents and people who do not live in St. Johns. One would expect that more people walk in St. Johns than outside residents because living in St. Johns would mean the resident is closer to amenities. Compared to living outside of the community and being further away from St. Johns assets. This was accurately represented in the survey. However, the responses for Bingham Township residents and other communities was low.

QUESTION 13 OVERALL RESPONSES		
St. Johns	90.95%	
Bingham Township	5.03%	
Other	4.02%	



Redevelopment Ready Checklist

The Redevelopment Ready Communities (RRC) program, administered by the Michigan Economic Development Corporation (MEDC), supports communities in becoming more attractive for investment and redevelopment. Through a structured, best-practice framework, the program helps cities align their policies, plans, and processes with modern development standards. Certification signals to developers and businesses that a community has removed unnecessary barriers and is committed to efficient development processes.

The City of St. Johns achieved full RRC certification in April 2021, following a comprehensive evaluation of its development practices and a focused effort to align local policies with RRC standards. Since certification, the city has benefited from increased visibility to investors and a stronger foundation for planning and economic development.

As the city approaches the five-year mark since certification, it must complete a series of updates to maintain its status. RRC certification is not permanent, and requires continued alignment with best practices, annual progress reporting, and periodic policy review. The following checklist outlines the items the City of St. Johns has already completed as well as those it must revisit to ensure renewal of its RRC Certification.

KEY:	
	Complete
	To Be Completed for Certification
	Not Completed, Unnecessary for Certification



Best Practice 1.1: Master Plan

EXPECTATION	STATUS	NOTES
The master plan reflects the community's desired direction for the future.		The Introduction, Goals & Objectives (Chapter 3), and Community Character Plan (Chapter 4) collectively reflect a vision based on extensive analysis, public input, and collaboration with Bingham Township.
The master plan identifies strategies for priority redevelopment areas.		Chapter 2 (Action Plan) includes a Redevelopment Action Plan with specific sites (e.g., silos site, Meijer Trail, FC Mason) and actions such as developer recruitment and infrastructure investment. Chapter 4 covers the Greater Downtown Redevelopment Plan and other priority corridors.
The master plan addresses land use and infrastructure, including complete streets.		Chapters 4 (Redevelopment), 6 (Mobility), and 7 (Land Use) address infrastructure systems, walkability, and corridor redesign. Complete streets concepts are emphasized in mobility goals, with detailed plans for bike lanes, tree plantings, sidewalk connectivity, and traffic calming (e.g., Meijer Trail and Old 127 corridors).
The master plan includes a zoning plan.		The Zoning Plan (pages 13–16) outlines existing districts, their relationship to character areas, and specific zoning changes needed. It includes dimensional standards and recommendations for ordinance updates (e.g., to support Missing Middle Housing and Form-Based Code).
The master plan establishes goals, implementation actions, timelines and responsible parties.		The Action Plan (pages 8-12) provides a matrix with each project's: » Priority level (A, B, C), » Timeline (1 = 1 year, 2 = 1–3 years, etc.), » Responsible parties (City, County, DDA, Developers, etc.), » Funding source categories (City Operating, Grants, Private, TIF/DDA).
The master plan is accessible online.		Master Plan is accessible via the City of St. Johns website.
Progress on master plan implementation is assessed annually.		No annual PC reports on city website for last several years.

Best Practice 1.2: Downtown Plan

EXPECTATION	STATUS	NOTES
The downtown or corridor plan identifies development area boundaries.		The Downtown Future Land Use map on page 6 of the 2020 Downtown Plan clearly shows the downtown area boundaries.
The downtown or corridor plan clearly identifies priority projects.		The Action Plan (Chapter 6) include numerous downtown-specific projects, which each assigned priority levels, timelines, responsible parties, and potential funding sources.
The downtown or corridor plan includes mixed-use and pedestrian- oriented development elements.		The Community Character Districts for Core Downtown and Downtown Edge explicitly support mixed-use development, including commercial, housing, and civic functions; as well as pedestrian-oriented streetscapes, with guidance on sidewalks, storefronts, building placement, and amenities.
The plan is available online.		Master Plan is accessible via the City of St. Johns website.

Complete
To Be Completed for Certification
Not Completed, Unnecessary for Certification

Best Practice 1.3: Capital Improvements Plan

EXPECTATION	STATUS	NOTES
The capital improvements plan details a minimum of six years (beginning with the current year) of public structures and improvements and is updated annually.		The plan spans FY24/25 through FY29/30 and includes a column labeled "After 6th Year", providing the minimum six-year window required.
The capital improvements plan coordinates projects to minimize construction costs.		
The capital improvements plan coordinates with adopted community plans and the budget.		CIP is updated annually to reflect goals stated in the Master Plan and other community needs.
The plan is available online.		Plan is accessible via the City of St. Johns website.

Best Practice 1.4: Public Participation Plan

EXPECTATION	STATUS	NOTES
The plan identifies key stakeholders, including those not normally at the visioning table.		The City's public participation plan isn't clearly outlined in the plan.
The plan describes public participation methods and the appropriate venue to use each method.		
The plan includes the use of both traditional and proactive engagement methods.		
The plan identifies how the community will report out results of engagement efforts.		
The community reviews and updates the plan on a regular basis.		
The community provides an update on engagement activity to the governing body at least annually.		

Best Practice 2.1: Zoning Alignment with Master Plan

EXPECTATION	STATUS	NOTES
The community has evaluated the master plan's recommendations to determine if changes to the zoning map or ordinance are needed.		A Zoning Action Plan is included in Chapter 2 which lists recommended changes to the Zoning Ordinance based on Master Plan goals and objectives.
The community has made updates to the zoning ordinance to align with the goals and zoning recommendations from the master plan.		

Best Practice 2.2: Zoning Accessibility and User-Friendliness

EXPECTATION	STATUS	NOTES
The ordinance and zoning map are accessible online.		Both are accessible via the City of St. Johns website.
The ordinance portrays clear definitions and requirements.		
The ordinance includes graphics, tables or charts.		

Complete		
To Be Completed for Certification		To Be Completed for Certification
Not Completed, Unnecessary for C		Not Completed, Unnecessary for Certification



Best Practice 2.3: Zoning for Concentrated Development

EXPECTATION	STATUS	NOTES
The ordinance allows mixed-use buildings by-right in designated areas of concentrated development.		Mixed-use is allowed by-right within the Central Business District; residential units are permitted above ground-floor commercial.
RRC requires ONE or more of the following elements in areas of con	centrated d	evelopment for Essentials, and TWO for Certified.
Build-to lines		Allowed in the Central Business District per § 155.170.
Open store fronts		
Outdoor dining		Allowed by default.
Minimum ground floor transparency		
Front-facing doorways		Required per § 155.196.B.
Parking located in the rear of the building		
Walk-up windows		
Public art program		
Temporary or permanent parklets		

Best Practice 2.4: Zoning for Housing Diversity

EXPECTATION	STATUS	NOTES		
RRC requires TWO or more of the following elements for Essentials, and THREE for Certified.				
Accessory Dwelling Units		Allowed by default, depending on lot size.		
Townhouses/Rowhouses		Permitted by right in the Mixed Uses and Planned Unit Development Districts.		
Triplexes		Permitted by right in the R-2 Medium Density Residential and R-3 Medium Density Residential Districts based on lot size.		
Quadplexes		Permitted by right in the R-2 Medium Density Residential and R-3 Medium Density Residential Districts based on lot size.		
6-Plexes		Permitted by right in the R-3 Medium Density Residential Districts.		
Commercial		Permitted by right in the MC Municipal Center, GC General Commercial, CBD Central Business District, and O Office District.		
Stacked Flats				
First Floor Residential with Commercial				
Residential Above Commercial		Permitted in Mixed Use Buildings in the CBD Central Business District.		
Micro Units		The City Commission may allow the construction of units that are smaller than the minimum by special use approval, per § 155.043.		
Cottage Housing/Bungalow Courts		Allowed in PUDs.		
Tiny Houses				

Complete		Complete
To Be Completed for Certification		
Not Completed, Unnecessary for Certification		Not Completed, Unnecessary for Certification

Best Practice 2.5: Zoning for Parking Flexibility

EXPECTATION	STATUS	NOTES
RRC requires TWO or more of the following elements for Essentials, and	THREE for C	ertified.
Reduction or elimination of required parking when on-street or public parking is available		Parking exemption and parking reduction zones surrounding the city center are established in § 155.342(C).
Connections between parking lots		
Shared parking agreements		Allowed per § 155.340(E).
Parking Maximums		
Elimination of Parking Minimums		
Parking Waivers		Parking exemption and parking reduction zones surrounding the city center are established in § 155.342(C).
Electric Vehicle Charging Stations		Permitted per § 155.343(J).
Bicycle Parking		Providing Bicycle parking is encouraged by reducing car space requirements by 1 for every 5 bike spaces provided per § 155.342(D) (1)(c)1.
Payment in Lieu of Parking		§ 155.342(D)(1)(c)3.
Reduction of Required Parking for Complementary Mixed Uses		Allowed per § 155.340(E).
Banked/Deferred Parking		

Best Practice 2.6: Zoning for Green Infrastructure

EXPECTATION	STATUS	NOTES
These are only required for Certified (where at least THREE must be	included).	
Low impact development techniques (rain gardens, bioswales, etc.) Rain water collection (blue roofs, cisterns, water harvesting, stormwater vaults, etc.) Green roofs		
Permeable pavement		Permitted for use in parking areas per § 155.341(E).
Steep-slope Protections		
Street-Tree Planting Standards		Decidious trees are required every 30 linear feet along public street frontage per § 155.299.
Tree Preservation or Replacement Standards		
Parking Lot Internal Landscaping Standards		Parking lots that exceeding 16 spaces shall be landscaped with one tree per eight spaces, and subject to additional requirements in § 155.298.
Open space preservation development (i.e., cluster housing)		Residential Cluster Housing Developments are permitted by special use permit in R-1, R-2, R-3 District per § 155.443.
Required Native or Low-Maintenance Plantings		
Renewable Energy		
Buffering standards around water bodies or other natural resources		
Off-site stormwater regulations allowing site developers to participate in district-scale stormwater management plans		

Complete		
To Be Completed for Certification		To Be Completed for Certification
Not Completed, Unnecessary for C		Not Completed, Unnecessary for Certification



Best Practice 3.1: Defined Processes

EXPECTATION	STATUS	NOTES
Processes for site plan review, special land use, rezoning, variances, and text amendments are clearly laid out in the zoning ordinance.		Descriptions of these processes can be found in the Site Plan Review Special Uses, ZBA, and Amendment Procedures chapters of the Zoning Ordinance.
Development review standards are clearly defined.		

Best Practice 3.2: Point of Contact

EXPECTATION	STATUS	NOTES
The community has an identified development review point of contact, which is clearly indicated on the website.		McKenna's contact info is clearly listed.

Best Practice 3.3: Conceptual Review

EXPECTATION	STATUS	NOTES
The community advertises online that conceptual site plan review meetings are available.		Conceptual Site Plan Review Meetings are advertised on the Community Development and Zoning page of the city website.
The community has clearly defined expectations posted online and a checklist to be reviewed at conceptual meetings.		Also found on the Community Development and Zoning page of the city website.

Best Practice 3.4: Internal Review Process

EXPECTATION	STATUS	NOTES
The internal review process addresses key steps of the application from submittal to permit, timelines, reviewers, and approval standards.		Internal Review processes are clearly outlined in the Special Use and Site Plan Review Chapters.
The community has established a joint review team.		Committee and Planning Commission currently review Site Plans, no joint review team.

Best Practice 3.5: Approval Process

• • •		
EXPECTATION	STATUS	NOTES
Site plans for permitted uses are approved administratively or by the planning commission.		Depending on project size, site plans for permitted uses are approved administratively (small scale) by Committee (medium) or by Planning Commission (large).
Permitted uses do not require a formal public hearing (but allow for public comment and other engagement as deemed necessary).		

Best Practice 3.6: Fee Schedule

EXPECTATION	STATUS	NOTES
The fee schedule is available online in an easy-to-find location.		The Fee Schedule is easily accessible on the Fee and Rate Schedule page of the city website, although the link to the latest Fee Schedule has not been updated on the Community Development and Zoning page.
The fee schedule is reviewed annually and updated as needed.		

	Complete
	To Be Completed for Certification
	Not Completed, Unnecessary for Certification

Best Practice 3.7: Payment Methods

EXPECTATION	STATUS	NOTES
The community clearly indicates on its website accepted method(s) of payment for development fees.		Accepted forms of payment are outlined in the Online Permit Application Guide PDF on the Community Development and Zoning page of the city website.
The community accepts credit card payment for development fees.		BS&A permitting software accepts credit card payments.

Best Practice 3.8: Access to Information

EXPECTATION	STATUS	NOTES		
The Community has compiled a "Guide to Development" which includes the following:				
Relevant Contact Information		Contact information for Chris Khorey is found at the end of the Online Permit Application Step-by-Step Guide on the Community Development and Zoning page.		
Relevant meeting schedules; flowcharts of development review processes		Development Review Flowchart link is broken.		
Conceptual meeting procedures		Site Plan Pre-Application Checklist is available on the Community Development and Zoning page.		
Applications for all major development review processes (at least site plans, special land-uses, variances, and rezoning)		Available through BS&A, linked on the Community Development and Zoning page.		
Fee schedule		The Community Development and Zoning page links to the 2020-21 Fee Schedule and should be updated.		
Special meeting procedures				
Financial assistance tools				
Design standards and other local guidelines		The Master Plan is easily accessible via the Community Development and Zoning page, but design standards can't be found in an independent document.		
Information on building processes and contacts		Links and contact information for the Clinton County Building Department are provided.		
The Guide to Development is Available Online		The above items are not contained in one comprehensive "Guide to Development" document, but are available on the Community Development and Zoning page.		

Best Practice 3.9: Project Tracking

EXPECTATION	STATUS	NOTES
The community uses a tracking mechanism for projects during the development process, from application to permits.		The City uses BS&A permitting software.

Complete
To Be Completed for Certification
Not Completed, Unnecessary for Certification



Best Practice 4.1: Board and Commission Recruitment Process

EXPECTATION	STATUS	NOTES
Board and commission applications are available online.		The Boards and Committees Application can be found on the Boards and Committees page of the city website.
The community has clearly documented the process for board and commission appointments online.		

Best Practice 4.2: Expectations and Interests

EXPECTATION	STATUS	NOTES
The community outlines expectations for board and commission positions.		Expectations are not clearly outlined.
The community identifies associated interests and background for board and commission positions.		Preferred backgrounds are not clearly defined.

Best Practice 4.3: Orientation

EXPECTATION	STATUS	NOTES
The orientation materials include all relevant planning, zoning and development information.		Orientation guidebooks containing the necessary information for the ZBA, Planning Commission and City Commission are available on the city website.

Best Practice 4.4: Bylaws

EXPECTATION	STATUS	NOTES
The community has adopted bylaws for appointed development-related boards and commissions.		Bylaws can be found in the City Ordinances, hosted online via American Legal Publishing eCode.
The bylaws are available online.		

Best Practice 4.5: Planning Commission Annual Report

EXPECTATION	STATUS	NOTES
The Planning Commission prepares an annual report for the governing body.		Annuals reports are available on the Planning Commission page of the city website through 2020, but more recent reports are not available.

Best Practice 4.6: Training Plan

EXPECTATION	STATUS	NOTES
The Training Plan identifies training goals and expectations.		A Training Opportunities section is present on the Boards and Committees page of the city website, but only includes city manager contact information.
The Training Plan identifies funding sources.		
The Training Plan identifies how training participants share outcomes with other officials and staff.		
The Training Plan identifies how the community consistently encourages training.		
The Training Plan is updated annually.		

Best Practice 4.7: Joint Meetings

EXPECTATION	STATUS	NOTES
The community holds collaborative work sessions, meetings, trainings		Joint Special Meetings of the City Commission and Planning
or other joint events at least annually.		Commission are held several times a year.

Best Practice 5.1: Economic Development Strategy

EXPECTATION	STATUS	NOTES
The economic development strategy identifies the economic opportunities and challenges of the community.		Latest Economic Development Strategy available online is from January 2021.
The strategy addresses activities related to key economic development initiatives including business and talent attraction/ retention, education and infrastructure.		
The economic development strategy defines specific goals, actions, timelines and responsible parties for implementation.		
The economic development strategy coordinates with a regional economic development strategy.		
The economic development strategy is accessible online.		
Progress on the economic development strategy is reported annually to the governing body.		

Best Practice 5.2: Incentive Tools

EXPECTATION	STATUS	NOTES
The community's identified local economic development tools are outlined online.		Links to Economic Development resources through LEAP are available on the Economic Development page of the city website.
The process for accessing the local economic development tools, and application materials (if applicable) are available online.		Also available through LEAP.

KE	Y:	
		Complete
		To Be Completed for Certification
		Not Completed, Unnecessary for Certification







13.

Appendix: Michigan State University Student Design Project







Staff Acknowledgments



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#41-2025 CITY OF ST. JOHNS CITY COMMISSION RESOLUTION

A RESOLUTION TO DISTRIBUTE THE MASTER PLAN and PARKS AND RECREATION PLAN FOR ST. JOHNS

At a regular meeting of the City Commission of the City of St. Johns, held on September 22, 2025 in the City of St. Johns, Clinton County, commencing at 6:00 p.m.

Absent:
The following preamble and resolution were offered by Commissioner and supported by Commissioner
WHEREAS, St. Johns desires to update its local zoning regulations, as authorized by the Michigan Zoning Enabling Act, Public Act 110 of 2006.
WHEREAS, the Michigan Zoning Enabling Act requires that zoning be based on an adopted Master Plan.
WHEREAS, the Michigan Planning Enabling Act, Public Act 33 of 2008, authorizes Cities to conduct a Master Plan process.
WHEREAS, St. Johns desires to continue to improve its Parks and Recreation facilities to continue to serve the community.
WHEREAS, Parks and Recreation upgrades should be thoroughly planned to ensure successful provision of desired amenities.
WHEREAS, State-level Parks and Recreation Grant Programs require a 5-Year Plan to be filed with the Michigan Department of Natural Resources.
WHERAS, the St. Johns Planning Commission, utilizing a public process and engaging the residents of St. Johns, has recommended that the draft Master Plan/Parks and Recreation Plan for the City Commission be distributed to neighboring communities, Clinton County regional entities and the general public for review and comment as

NOW, THEREFORE, BE IT RESOLVED THAT, the Master Plan/Parks and Recreation Plan recommended by the Planning Commission is hereby approved for distribution by the

YAYS:

required by Public Act 33 of 2008.

City Clerk to begin the required public comment period.

NAYS:	
ABSENT:	
RESOLUTION DECLARED ADOP	PTED.
Scott Dzurka, Mayor	Mindy J. Seavey, City Clerk
5 5	true and complete copy of action taken by the City of gular meeting held on September 22, 2025.
	_
Mindy J. Seavey, City Clerk	

CITY OF ST. JOHNS, MICHIGAN REQUEST FOR COMMISSION ACTION September 22nd, 2025 City Commission Meeting

Department: Fire Department	Attachments:	Submitted to CA for Review
Subject: SCBA Compressor and Fill Station and Financing	[X] MacQueen (Arctic Quote) [X] Breathing Air Systems (Bauer Quote)	[N/A] [N/A]
	[X] Dinges Quote (Stallion) [X] Republic First National Financing Proposing	[N/A]
	[X] PEAC Solutions Financing Proposal	[N/A]
	[X] Tax Exempt Leasing Corp	[N/A]
Prepared by: Kevin Douglas, Fire Chief	Approved by: Chad A. Gamble, I City Manager	P.E.,

SUMMARY/HIGHLIGHT: The St. Johns Fire Department is requesting Commission approval for the purchase of a new Self-Contained Breathing Apparatus (SCBA) compressor and fill station. This request is for a total project cost of approximately \$50,000. By utilizing the \$36,000 budgeted in the current fiscal year and financing the remaining amount over a one-year term, we can acquire both the compressor and a new fill station simultaneously. This approach provides significant long-term savings by taking advantage of a vendor discount for a combined purchase and avoids potential future price increases.

BACKGROUND/DISCUSSION: The St. Johns Fire Department's current SCBA compressor and fill station have been in service for 29 years, nearing the end of their operational lifespan. A recent inspection has determined that the compressor is no longer serviceable, necessitating its replacement. The department's Fiscal Year 25/26 budget included a line item for the purchase of a new compressor only. However, upon receiving quotes from vendors, it has become evident that a more fiscally responsible path is to purchase a new compressor and a new fill station together.

Quotes from MacQueen Group (Arctic Compressor), Dinges Fire Company (Stallion), and Breathing Air Systems (Bauer) all demonstrate that a new, combined unit is the best option. The Arctic Compressor system, with installation and a gold warranty, is quoted at a total of \$49,999.70. Due to ongoing material cost increases, tariffs, and general market price volatility, purchasing both components now allows the department to receive a significant discount from the vendor that would not be available if the purchases were separated into different fiscal years. This combined acquisition ensures our breathing air capabilities are modernized and fully operational, eliminating the risk of a single point of failure.

STRATEGIC PLAN OBJECTIVE: This project aligns with Public Facilities Goal #1 "Continue to offer high quality services and facilities for residents."

FISCAL IMPACT: The total cost for the new SCBA compressor and filling station is approximately \$50,000. The St. Johns Fire Department has \$36,000 currently budgeted for this

purpose. The department obtained financing options from three different sources (Republic First National, PEAC Solutions, and Tax Exempt Leasing Corporation) and the lowest option was a one-year financing option from Tax Exempt Leasing Corp., which would allow us to utilize the full budgeted amount as a down payment. The remaining balance of approximately \$14,000, plus a financing fee, would be covered by a single annual payment of \$15,368.90, which would be included in the Fiscal Year 26/27 budget. This financing plan allows the department to acquire essential equipment now, rather than waiting and facing higher costs in the future, while spreading the cost over two fiscal years. We would also be spending less than was projected in the CIP Plan for FY 26/27 as that amount was \$22,000.00. MacQueen has also allowed us to prepay for Annual Maintenance and Air Sampling for the next 2.5 years as well with this project.

Although the MacQueen quote is just over \$2,000 dollars more than the Breathing Air quote, the services that they have included in our quote will save the city now as we will not have to pay for those services for the next 2.5 years.

The sales reps that quotes were received from have advised that over the last few years, price increases have been anywhere from 5% - 15% annually. They also mentioned that if we were to purchase separately, we would have to pay to ship again next year the fill station as well as another appointment for installation.

RECOMMENDATION: Staff recommends a motion to proceed with the purchase and financing of an Arctic Compressor and Fill Station from MacQueen and using Tax Exempt Leasing Corp for financing, pending review of financing documents and approval by the City Attorney.



MacQueen 350 Austin Circle Delafield, WI 53018

(262) 646-5911 Fax: (262) 646-5912

Ship To: CITY OF ST. JOHNS FIRE DEPARTMENT

ATTN: KEVIN DOUGLAS (517)-285-7030

109 E STATE STREET ST. JOHNS, MI 48879

Invoice To: CITY OF ST. JOHNS

109 EAST STATE STREET ST. JOHNS MI 48879

Attention: KEVIN DOUGLAS

Branch					
16 - DELAFIE	LD, WI				
Date	Time				Page
09/05/2025	15:	48:33	(0)		1
Account No	Phone No	ı		Est N	lo 04
STJOH002				042	2499
Ship Via		Purchase	Order		
		QUOTE			
Tax ID No					
38-6004648					
			Sale	sperso	n
				416	/ 555

ESTIMATE EXPIRY DATE: 09/14/2025

PARTS	ESTIMATE -	NOT A	N INVOICE
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Description U Oty Price Amount Part# *PLEASE CONTACT YOUR SALES REP, SARAH OLIVER WITH ANY QUESTIONS: 810-853-1344 (CELL), OR EMAIL SARAH.OLIVER@MACQUEENGROUP.COM *SHIPPING AND HANDLING NOT INCLUDED* REFERENCE NUMBER: 042499

C-E3-7.5-A6-E1C E3-7.5-A6-E1 3ST 6000PSI 7.5 STAGE, 6000 PS, 7.5 HP,8 CFM SINGLE PHASE ELECTRIC MOTOR, SOUND SUPPRESSING CABINET. INCLUDES FILTER SYSTEM TO PROCESS 24,000 CU FT., MAGNETIC STARTER, AUTO DRAIN SYSTEM, GAUGE PANEL, HIGH PRESSURE SWITCH AND ELECTRONIC CO MONITOR	hp 3	1	23650.00	23650.00
	ARCTIC HIGH TEM	1	225.00	225.00
ARCTIC HIGH TEMP SWITCH		4	250 00	252 22
A-S5000 ARCTIC LOW OIL SWITCH	ARCTIC LOW OIL	1	370.00	370.00
C-FS2C55	DBL FILL W/CONT	1	12150.00	12150.00
DBL FILL W/CONTROLS 5500 PSI	•			
F-03560	JIC CAP	3	1.90	5.70
JIC CAP				
	ARCTIC HOSE 96"	2	102.00	204.00
ARCTIC HOSE 96" (8 FT)				
7000 PSI W/ ENDS A-H1000-0072	ARCTIC HOSE 72"	1	92 00	82.00
ARCTIC 7000 PSI HOSE, 72" W/		Т	02.00	02.00
A-11350	ARCTIC CGA-702	1	65.00	65.00
		_	55.50	



350 Austin Circle Delafield, WI 53018

MacQueen

(262) 646-5911 Fax: (262) 646-5912

Ship To: CITY OF ST. JOHNS FIRE DEPARTMENT

ATTN: KEVIN DOUGLAS (517)-285-7030

109 E STATE STREET ST. JOHNS, MI 48879

Invoice To: CITY OF ST. JOHNS

109 EAST STATE STREET ST. JOHNS MI 48879

Attention: KEVIN DOUGLAS

Branch					
16 - DELAFIE	LD, WI				
Date	Time				Page
09/05/2025	15:	48:33	(0)		2
Account No	Phone No			Est N	lo 04
STJOH002				042	2499
Ship Via		Purchase	Order		
		QUOTE	C		
Tax ID No					
38-6004648					
			Sale	sperso	n
				416	/ 555

ESTIMATE EXPIRY DATE: 09/14/2025

Attention: KEVIN DOUG	i LAS	ESTIMATE	EXPIRY DATE: 09/	L4/2025	
PARTS ESTIMATE - NOT AN INVOICE					
Part#	Description	U Oty	Price	Amount	
CGA-702 N&N W/JIC ELBOW					
FRT	SHIP & HNDLING	1	650.00	650.00	
GOLD WARRANTY	GOLD WARRANTY	1	6500.00	6500.00	
GOLD WARRANTY FOR ARCTIC COM	MPRESSOR				
INSTALLATION	INSTALLATION	1	1015.00	1015.00	
COMPRESSOR SEMI ANNUAL SERVICE	E SEMI ANNUAL PM	5	500.00	2500.00	
A100DY	AIR SAMPLE KIT	11	130.00	1430.00	
NFPA BREATHING AIR SAMPLE TE	EST KIT				
INCLUDES LAB TESTING OF SAME	PLE AND COPY				
OF TEST RESULTS UPON COMPLET	TION				
X65247	X-PENDABLE CTG	5	110.00	550.00	
X-PEND CTG, FITS PD1803					
TRAVEL TIME	TRAVEL/SET-UP	5	90.00	450.00	
SHOP SUPPLIES	SHOP SUPPLIES	5	30.60	153.00	
			Subtotal:	49999.70	
			Tax:	.00	
Authorization:			TOTAL:	49999.70	



SALES@BREATHINGAIR.COM | SERVICE@BREATHINGAIR.COM

OHIO - CORP HQ NORTH CAROLINA FLORIDA

NORTH CAROLINA 336.674.0749 PENNSYLVANIA 614.515.5765 FLORIDA 352.629.7712 MICHIGAN 517.786.4060

SALES & SERVICE CENTERS

TENNESSEE 423.634.3184 ILLINOIS 217.768.4408



210 LABRADOR DR. RANDLEMAN, NC 27317

LTL Motor Freight

\$46,982.22

8855 E. BROAD STREET REYNOLDSBURG, OH 43068

WWW.BREATHINGAIR.COM | WWW.SAFEAIRSYSTEMS.COM

614.864.1235

INDIANA/KENTUCKY

614.986.1025

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QUOTE

Breathing Air Systems 8855 E. Broad Street Reynoldsburg OH 43068 Requested By: Kevin Douglas

Title: Fire chief

Email:

Kdouglas@stjohnsmi.gov Phone: (989) 224-6721

 Quote Date:
 07/30/2025

 Quote #:
 QUO-MI611

 Customer ID:
 850302

Bill To

ST JOHNS FIRE DEPARTMENT

109 E STATE ST

Saint Johns MI 48879

United States

Sales Rep Name Justen Diaz

Service Location

ST JOHNS FIRE DEPARTMENT

109 E State St St Johns MI 48879 United States

Sales Rep Email jdiaz@breathingair.com

Expires 09/28/2025
Terms Net 30

Shipping Method

FOB

Est Delivery Time Quote Total

Sales Rep Phone

NOTE: Unless otherwise stated below, our quotes do not include the offloading, uncrating, or placement of compressors or fill stations. Customers are responsible for the wiring to or into an electrical compressor and to the electrical supply. Warranty is as proposed.

(517) 763-3779

ITEMS QUOTED MAY BE ON NEXT PAGE:

Item	Quantity	Description	Rate	Amount
LEGACY 2 / 8-E1	1	Bauer Open Vertical Compressor/Purifier configured for 8.0 scfm, 6000 psig, 3-stage compressor, 7.5 hp, single phase motor and 67,000 cu ft capacity purifier, integrated purification system that meets NFPA 1989 requirements for firefighting and CGA Grade E air for SCUBA.	\$27,110.00	\$27,110.00
		-Open vertical configuration made of formed sheet and plate goods provides a firm foundation for all pressure bearing components -BAUER PLC based controller -NEMA 4 rated electrical enclosure with UL® listed control panel -All wiring harnesses incorporated within a corrugated loom with number coding for easy system diagnosis -Emergency stop push button -Automatic condensate drain system -Compressor on/off, final pressure, oil pressure, high temperature shutdown		
BAS-4021CO-24v	1	CO MONITOR 24V FOR LEGACY	\$3,279.73	\$3,279.73
CFS5.5-2SX4X4	1	Fill Station - BAUER- Class 2. Independently tested containment fill station meets NFPA 1901. Fills two SCBA cylinders and has four cascade controls with valves and gauges. Features cylinder scuff guard - fill control panel with adjustable regulator - SCBA fill connection - top mounted cascade control panel with regulated remote outlet - Two fill hoses with bleed valves and safety door interlock. 5500 psi fill pressure.	\$18,817.34	\$18,817.34
Subtotal				\$49,207.07
Discount 12%			-12%	\$-5,904.85
Labor	12	Service Labor- per hour	\$145.00	\$1,740.00
SLP-HP-WITH START-UP	1	Single High Pressure Air Test Kit to be taken at time of start-up by Breathing Air Service Technician.	\$115.00	\$115.00
START-UP KIT	1	START-UP KIT FOR EQUIPMENT INSTALLATION	\$300.00	\$300.00

 Subtotal
 \$45,457.22

 Shipping Cost (LTL Motor Freight)
 \$1,525.00

 Tax (%)
 \$0.00

 Total
 \$46,982.22

PAYMENT TERMS: INVOICES ARE SUBJECT TO LATE CHARGES AT THE RATE OF 1.5% PER MONTH (ANNUAL 18%).

ALL PART RETURNS OR EXCHANGES MUST BE COMPLETED WITHIN 45 DAYS FROM INVOICE DATE. ALL RETURNS REQUIRE A RETURN MERCHANDISE AUTHORIZATION. ALL RETURNS ARE SUBJECT TO A 15% RESTOCKING FEE. SHIPPING CHARGES WILL BE ADDED WHEN ORDERS ARE FULFILLED.

NOTE: PAYMENTS BY CREDIT CARD WILL INCUR A CONVENIENCE FEE TOTALING 3.0% OF THE INVOICE TOTAL ON ALL TRANSACTIONS EXCEEDING \$1,200.00. A WIRE FEE OF \$45.00 WILL BE ADDED TO ALL ORDERS PAID BY WIRE.

Quote Approved By:	_(Print Name)
Approved By Signature:	
Title:	
Approved Date:	

CUSTOMER REQUIREMENTS

Important Information

I agree to the following requirements to ensure a trouble-free delivery and installation of my new system:

OFF LOADING

In most situations your system will be delivered by a freight company. Customers are responsible for accepting all deliveries including, but not limited to unloading, uncrating, inspecting, and placing the equipment in the proper location prior to equipment startup

RECOMMENDED ELECTRICAL WIRING AND BREAKER FOR EQUIPMENT ON QUOTE NUMBER:

QUO-MI611

Service Disconnect with Time Delay Fuse	Wire Size/Gauge	Phase/Power	Volts
60	8	Single	230

CUSTOMER ELECTRICAL WIRING FOR MOTOR-DRIVEN SYSTEMS

- If your system is stationery, confirm that your available building power matches or will match the recommended electrical wiring and breaker for your new equipment.
- If your system is mobile, confirm that the generator/power supply on the truck matches the voltage and phase that you have ordered for your new system and that the generator is of sufficient rating to start electric motor
- Consult a qualified electrician to confirm your power for either a stationary or mobile system
- Complete the section below to confirm your building power or generator/power supply on your truck, including service disconnect with Time Delay Fuse, Wire Size/Gauge, Phase/Power and Voltage where system is to be installed. Equipment is ordered to match your entries below and any changes will result in addition charges once the equipment has been ordered.

Service Disconnect with Time	Wire Size/Gauge	Phase/Power	Volts
Delay Fuse			

- For most applications, you will need to install a suitable electrical breaker, service disconnect switch with flexible conduit and wiring to connect to the new system. All electrical service components must be rated for their intended duty, motor horsepower, voltage, phase and corresponding amperage for your system application. Therefore, allow your licensed electrician to properly size your electrical hookup per NEC and/or other prevailing electrical code requirements. Customers are also responsible for all electrical connections. Any improper electrical connections may result in additional installation charges.
- It is imperative that the above electrical wiring, etc. be properly installed prior to Breathing Air Systems' scheduled installation visit so as not to delay the final installation of your new system. If installation is delayed due to incomplete or improper wiring, it will not delay the billing cycle for the system. Additional charges may apply to the customer if Breathing Air Systems has to provide additional labor or travel related to incomplete or improper wiring.
- Your cooperation in following these steps will play an important part in the satisfactory installation and reliable performance of your new system. So, if you have any questions, please feel free to contact Breathing Air Systems for technical help. Thank you!
- I have read and understand the Customer Requirements document:

Accepted By Signature:	Date:
Printed Name:	Title:
Contact Name:	Phone:
Fire Dept System Address:	

SUPPLEMENTAL BAUER WARRANTY FOR MUNICIPAL CUSTOMERS OF BREATHING AIR SYSTEMS OR SAFE AIR SYSTEMS, WITH MAINTENANCE AGREEMENT

For municipal purchasers of BAUER's Reciprocating Compressor Products from Breathing Air Systems or Safe Air Systems, BAUER's Limited Warranty on Reciprocating Compressor Products for municipal breathing air systems, on the BAUER compressor system, fill station and other BAUER manufactured components, will be extended to five (5) years, commencing from the earlier of: (1) the date of commissioning (system start-up) or (2) six (6) months from the date of shipment from BAUER, provided the municipal purchaser maintains a maintenance agreement with Breathing Air Systems or Safe Air Systems, for such five (5) year period, to provide service in accordance with BAUER's published factory recommendations. This five (5)-year extended warranty does not apply to wear and tear parts such as lubricants, purification filter elements, oil filters, O-rings, serviceable valve parts, and piston rings, which are subject to regular maintenance in accordance with BAUER's published factory recommendations. A copy of this Supplemental Bauer Warranty signed by both the municipal customer and Breathing Air Systems or Safe Air Systems, must be provided to BAUER, at time of purchase, for the municipal customer to receive the extended five (5)-year warranty.

If at any time during the five (5) year service period the customer fails to complete the maintenance required by BAUER's published factory recommendations (at least annually, but could be more often based on hours of usage under BAUER's published factory recommendations) with Breathing Air Systems or Safe Air Systems, this extended five (5)- year warranty will be void and any warranty claims beyond two (2) years will be denied. The extended five (5)-year warranty will also only apply if BAUER parts (including lubricants and filters) are used for all system maintenance. The Bauer Warranty Registration Form must be on file with BAUER and proof of completed annual maintenance must be provided by your Authorized BAUER Service Center for all warranty claims.

MAINTENANCE AGREEMENT

Unless otherwise agreed in an additional written maintenance contract, the municipal purchaser by signing below agrees to obtain maintenance service on the equipment referenced in the below purchase order from Breathing Air Systems/Safe Air Systems. All maintenance and related maintenance parts will be billed at time of service and are not included with your equipment purchase unless prepaid with your equipment purchase. The month of service will be determined by Breathing Air Systems/Safe Air Systems. Your maintenance program will renew annually until cancelled in writing.

ORIGINAL PURCHASE ORDER:	
CUSTOMER NAME:	_
CUSTOMER REPRESENTATIVE:	-
CUSTOMER SIGNATURE:	_
DATE:	
BREATHING AIR SYSTEMS / SAFE AIR SYSTEMS	
SALES OR SERVICE REP:	_
SIGNATURE:	DATE.

Subject to all other terms of Bauer's Limited Warranty on Reciprocating Compressor Products for municipal breathing air systems (which is incorporated in full by this reference), and to the referenced equipment being maintained as provided herein, Bauer Compressors, Inc. agrees to honor an extended five (5)-year warranty on certain products purchased by the municipal customer, on the terms set forth in the first two paragraphs above..

BAUER COMPRESSORS, INC. - 1328 Azalea Garden Road, Norfolk Virginia 23502 - Phone: (757) 855-6006 Telefax (757)855-8654

BREATHING IR SYSTEMS

8855 E. BROAD STREET REYNOLDSBURG, OH 43068 OHIO - CORP HQ 614.864.1235 INDIANA/KENTUCKY 614.986.1025 NORTH CAROLINA 336.674.0749 PENNSYLVANIA 614.515.5765 FLORIDA 352.629.7712 MICHIGAN 517.786.4060 TENNESSEE 423.634.3184 ILLINOIS 217.768.4408



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AIR TEST PROGRAM OPTIONS

SALES & SERVICE CENTERS
SALES@BREATHINGAIR.COM | SERVICE@BREATHINGAIR.COM

NFPA Guidelines recommend testing your breathing air on a quarterly basis and a before/after air test done at the time of service. All air test programs test to the NFPA 1989 standard which also covers Grade D and Grade E. If you need to test to a different standard, please contact Breathing Air Systems or Safe Air Systems to discuss.

Option 1 - SEMIANNUAL

- Testing twice a year
- Program is \$240.00 for the entire year
- One semiannual program contains:
 - 2 test kits
 - 2 information cards
 - Adapters
 - 1 mailing bag (for your first sample)
 - 1 prepaid postage label (to send the box and adapters back with your last kit)
 - Air analysis and certificates (via email)
- This option operates outside of the NFPA recommendation on testing breathing air.

Option 3 - MONTHLY

- Testing once every month
- Program is \$1348.00 for the entire year
- One monthly program contains:
 - 12 test kits
 - 12 information cards
 - Adapters
 - 11 mailing bags (for your first 11 samples)
 - 1 prepaid postage label (to send the box and adapters back with your last kit)
 - Air analysis and certificates (via email)

Option 2 - QUARTERLY

- Testing once every quarter
- Program is \$448.00 for the entire year
- One quarterly program contains:
 - 4 test kits
 - 4 information cards
 - Adapters
 - 3 mailing bags (for your first 3 samples)
 - 1 prepaid postage label (to send the box and adapters back with your last kit)
 - Air analysis and certificates (via email)

Option 4 - OPT OUT

 This option operates outside of the NFPA recommendation on testing breathing air.

Customer Signature:	Date:
Location/Fire Dept Name:	Station #:



SALES & SERVICE CENTERS SALES@BREATHINGAIR.COM | SERVICE@BREATHINGAIR.COM

OHIO - CORP HQ 614.864.1235 INDIANA/KENTUCKY 614.986.1025 NORTH CAROLINA 336.674.0749 PENNSYLVANIA 614.515.5765 FLORIDA 352.629.7712 MICHIGAN 517.786.4060 TENNESSEE 423.634.3184 ILLINOIS 217.768.4408



210 LABRADOR DR. RANDLEMAN, NC 27317

8855 E. BROAD STREET REYNOLDSBURG, OH 43068

WWW.BREATHINGAIR.COM | WWW.SAFEAIRSYSTEMS.COM

THE NATION'S LARGEST DISTRIBUTOR OF



CONTACT INFO SHEET

To ensure our records are up to date

Please fill out and return

Lisa@breathingair.com or Fax: 614-986-1013

Mail to: Breathing Air Systems, Attn: Lisa Diehl, 8855 East Broad Street, Reynoldsburg, OH 43068

Busine	ess Name:	
MAIN	Office/Department phone:	-
SYSTE	M LOCATION:	
	Street Address:	
	Primary Onsite Contact Name:	
	Primary Contact phone:	
	Email: (for Service Reports & Air test results)	
	Secondary Contact Name:	
	Secondary Contact Phone:	
<mark>ACCO</mark>	UNTS PAYABLE CONTACT:	
	Preferred method of billing/sending invoices: ELECTRONIC VIA EMAIL	REG US MAIL
	Person to contact:	
	Email:	
	Phone:	
	Mailing Address:	



Dinges Fire Company

243 E Main St. Amboy, IL 61310

Phone: 815.857.2000

www.DingesFire.com

Bill To:

St. Johns Fire Dept (St.Johns,MI) C\O: Chief Kevin Douglas 109 E. State Street St. Johns, MI 48879

Ship To:

St. Johns Fire Dept (St.Johns,MI)(S) 109 E. State Street St. Johns, MI 48879

Quantity	Item	Description	Price	Total
1		CENTAUR 2 Design - 10 HP 220/1/60 VAC- 13 CFM - 6000 psi -4 Stage 4 Cylinder - Pressure Lubricated with all Standard Features. STATIONARY TWO POSTION CONTAINMENT FILL STATION, ACCEPTS SCBA AND SCUBA CYLINDERS 80 CU FT COMPLETE WITH REGULATOR, SHUT OFF VALVE AND SCBA GAUGE. INDIVIDUAL SHUTOFF VALVE	\$46,800.00	\$46,800.00
1	Stallion-COM	FOR EACH POINT OF FILL. OPTIONAL BANK FEATURES AVAILABLE. (Storage Capacity is 4Cylinders. ASME/ISO INTERGRATED CARBON MONOXIDE MONITOR FITS, CENTAUR2 / CENTAUR2-4 / CENTAUR3 / ENBARR / GIDRAN / PERCHERON / PEGASUS / SAT	\$3,340.00	\$3,340.00
1	Stallion-CEN- 4BK	AIR CONTROL PANEL, FOUR BANK CASCADE CONTROL	\$2,610.00	\$2,610.00
4	Stallion-55- 002-3E	HOSE 2' 7000 PSI	\$55.00	\$220.00
4	Stallion-96- 702-23	702 NUT AND NIPPLE	\$39.00	\$156.00
4	Stallion-100- C105-g-3/8	DOT / ASME BOTTLE CLAMP 9 3/8	\$44.00	\$176.00

^{*} Sales tax will be applied to customers who have not provided a tax exempt certificate.

Sub Total \$53,302.00

Shipping TBD

Total \$53,302.00

Notes:

 $^{^{\}star}$ Quote Created on 08/15/2025. Pricing valid until 09/16/2025, unless noted otherwise.

^{*} Financing options may be available. Please contact your sales rep for more information and a payment estimate.

^{**}This is a quotation only. Please do not make payment based off this quotation. An invoice will be sent to you when product is ready for delivery. Contact your local sales representative with any questions or requests.**

^{***}Some products may not be able to be cancelled after an order is approved if is a built to spec or custom item. Restocking fees may apply if custom products are cancelled after order and before delivery.***

- *** Start up & Training Included ***
- *** Freight Est: \$2625.00 ***
- *** Electrical hook up needs to be performed by a certified tech according to local codes ***



2525 West State Road 114 Rochester, IN 46975

> (800) 700-7878 Fax: (800) 865-8517

www.republicfirstnational.com

September 5, 2025

To: Sarah Oliver
Vendor: MacQueen
From: Stephanie Perez

Customer: City of St Johns (Fire Department)

Thanks for the opportunity to give you a quote on your latest project!

Equipment: New Fill Station and Compressor

Unit Cost: \$50,000.00

Down Payment: \$36,000.00

Net Financed: \$14,000.00

Frequency of Payments: Annual

Term in Years:

1 Payment of: \$ 16,437.75 Factor: 1.17413 APR: 17.4% Total Cost with Interest: \$52,437.75

Delivery Date: To be determined First Lease Payment Due: September, 2026

- * A document fee of \$399 is due upon signing.
- * To qualify for the quoted rates, audited financial statements required.
- * This is a proposal only and not a commitment to finance. This proposal is subject to credit review and approval and proper execution of mutually acceptable documentation.
- * This transaction must be designated as tax-exempt under Section 103 of the Internal Revenue Code of 1986 as amended.
- * Lessee's total amount of tax exempt debt to be issued in this calendar year will not exceed the \$10,000,000 limit.
- * Payments and rates reflect pre-application of escrow earnings and manufacturer discounts, if any.

Sincerely,

Republic First National Corporation

Stephanie Perez stephanie@rfnonline.com



Date: 9/15/25

To: Saint Johns Fire Dept. From: Catherine Bonneau Subject: Finance Proposal

Dealer: MacQueen

The estimated total amount Leased is \$50,000

1st Payment: \$36,000 2nd Payment: \$15,804.75 Documentation Fee: \$350

Please be advised that the interest rate and/or payments provided herein are preliminary and for informational purposes only and is meant to provide a rate guidance over the next 30 days. This rate is not guaranteed or a final offer. The final interest rate will be determined based on a comprehensive credit review and other relevant factors. Any reliance on this preliminary quote without considering the final credit review is at your own risk.

I look forward to discussing this proposal with you in detail to ensure that it meets your financing needs. Please feel free to call directly with any questions that you may have (856)505-4231

Catherine Bonneau
Regional Sales Manager
856-505-4231
Cbonneau@peacsoutions.com







615-396-3131



615-396-3232



www.taxexemptleasing.com

September 11, 2025

VIA E-MAIL: kkinde@stjohnsmi.gov

Kristina Kinde, Treasurer|Deputy City Manager City of St. Johns 100 East State Street, Suite #1100 St. Johns, Michigan 48879

Dear Kristina:

I am pleased to provide the following quote for City of St. Johns for the financing of a new fill station and compressor. This quote is valid for 14 days and is subject to credit review and proper documentation.

Equipment Cost (Approximate): \$50,000.00 Down Payment: \$36,000.00 Financed Amount: \$14,000.00

Payment Frequency: Annual, in arrears (first payment due one year from lease date)

 Term:
 1-year

 # of Payments:
 One (1)

 Rate*:
 9.99%

 Payment*:
 \$15,398.60

 Factor^:
 1.0990

 Documentation Fee:
 None

Note: If the equipment will require a "build-out period", the financed amount will be placed into an escrow account at lease signing and funds disbursed as instructed by the customer.

I have attached an application that must be completed in order to proceed with the credit process. Once completed, please fax the application to 615-396-3232 or e-mail to markz@taxexemptleasing.com.

I appreciate this opportunity and look forward to proceeding. Please let me know if I can answer any questions. I can be reached at 615-396-3131.

Kind Regards,

Mark M. Zaslavsky

President

^{*} Rate and payment assume that the Customer is a tax-exempt entity and the purchase of the equipment falls within the type of equipment allowed as tax-exempt under the I.R.S. Code. In the event this purchase is not exempt, the rate and payments will be adjusted accordingly. Further, it is assumed that the transaction will be "bank-qualified" and that the customer will not issue more than \$10 million in tax-exempt leases or bonds in the current calendar year.

[^] Factor is based on quoted rates. If the equipment cost changes or a down payment is made, the new payment amount can be calculated by multiplying the new financed amount by the rate factor.