CITY OF ST. JOHNS MASTER PLAN & PARKS AND RECREATION PLAN

COMMENT PERIOD AND PUBLIC HEARING NOTICE

NOTICE IS HEREBY GIVEN, pursuant to the Michigan Planning Enabling Act and the Michigan Department of Natural Resources Guidelines for Community Parks and Recreation Plans, that the draft City of St. Johns Master Plan and Parks and Recreation Plan will be available for public review, and that a public hearing will be held on the plans.

The plans will be available at St. Johns City Hall (100 E State St #1100, St. Johns, MI 48879) and at cityofstjohnsmi.com from September 23, 2025 to November 18, 2025.

The St. Johns Planning Commission will hold a public hearing on December 3, 2025 at 5:30 pm at Clinton County Courthouse, Suite #2200 (100 E State St, St. Johns, MI 48879).

Written comments on the proposed Master Plan and Parks and Recreation Plan may be submitted online at www.surveymonkey.com/r/masterplanstjohns, by email to ckhorey@mcka.com, or by mail to St. Johns City Hall, 100 E State St, Suite #1100, St. Johns, MI 48879.

Chris Khorey, AICP Contract Planner

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Acknowledgments

St. Johns

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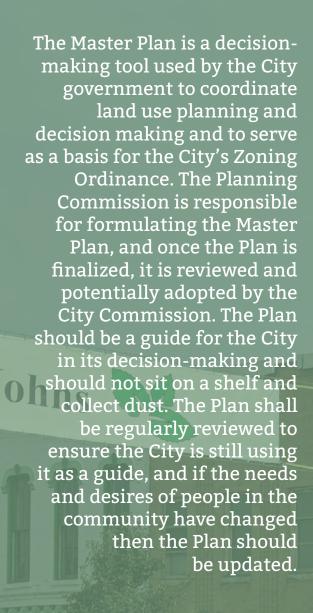
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Downtown St

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.



02. **Action Plan**

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
BT	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	TIMEFRAME
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 Park	Construct Accessible Walk System	В	2
PR-11		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 Tarrey David	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	1	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.

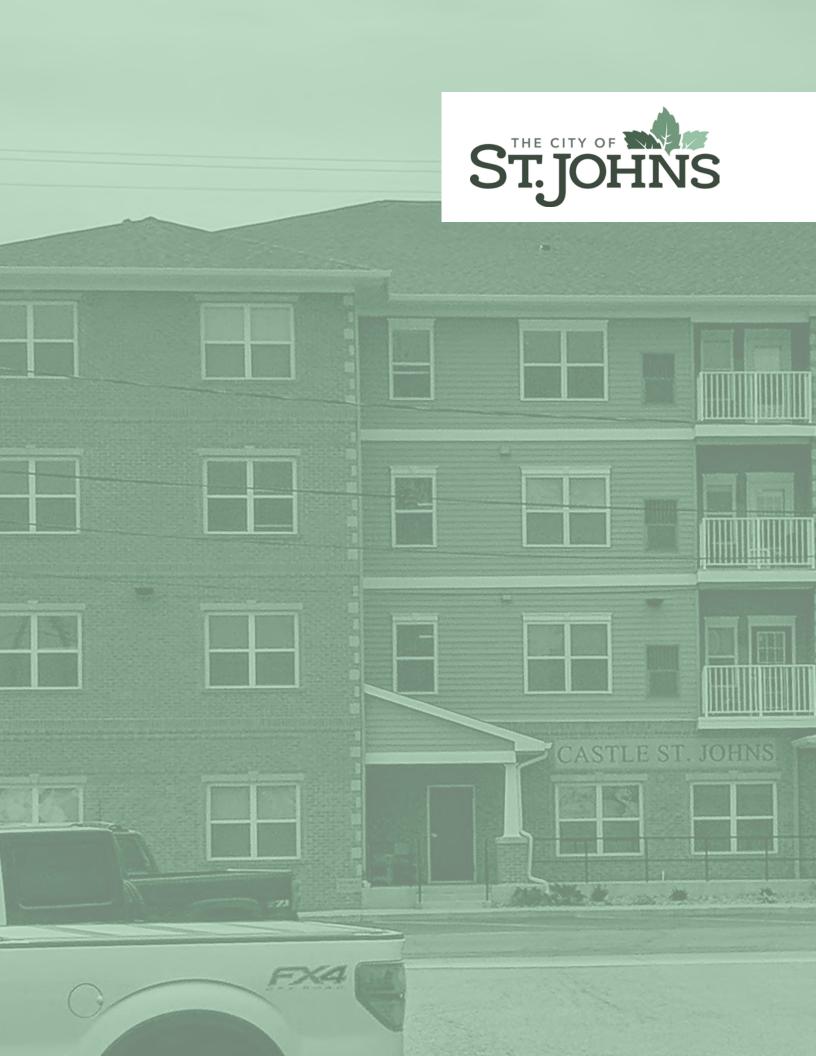
Recommended Changes to the Zoning Ordinance

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		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.
- d) 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.
- f) 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.
- e) 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.

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

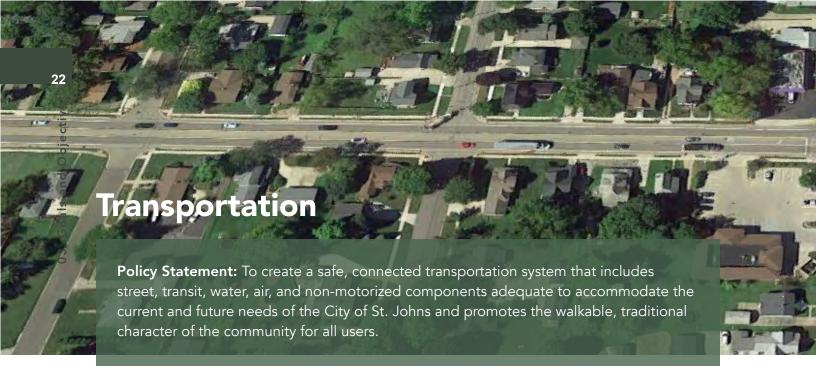
- a) Position planning, zoning, and economic development resources to promote the construction of housing meeting the needs identified in this plan.
- Target investment in parks to ensure City-wide access to high quality recreational amenities.
- Involve residents in planning and maintaining open space 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.
- e) 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.

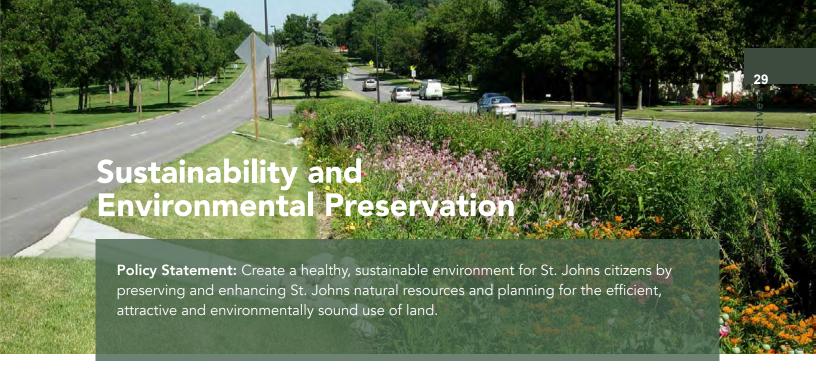


GOAL #1: CONTINUE TO OFFER HIGH QUALITY SERVICES AND FACILITIES FOR RESIDENTS.

- 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.

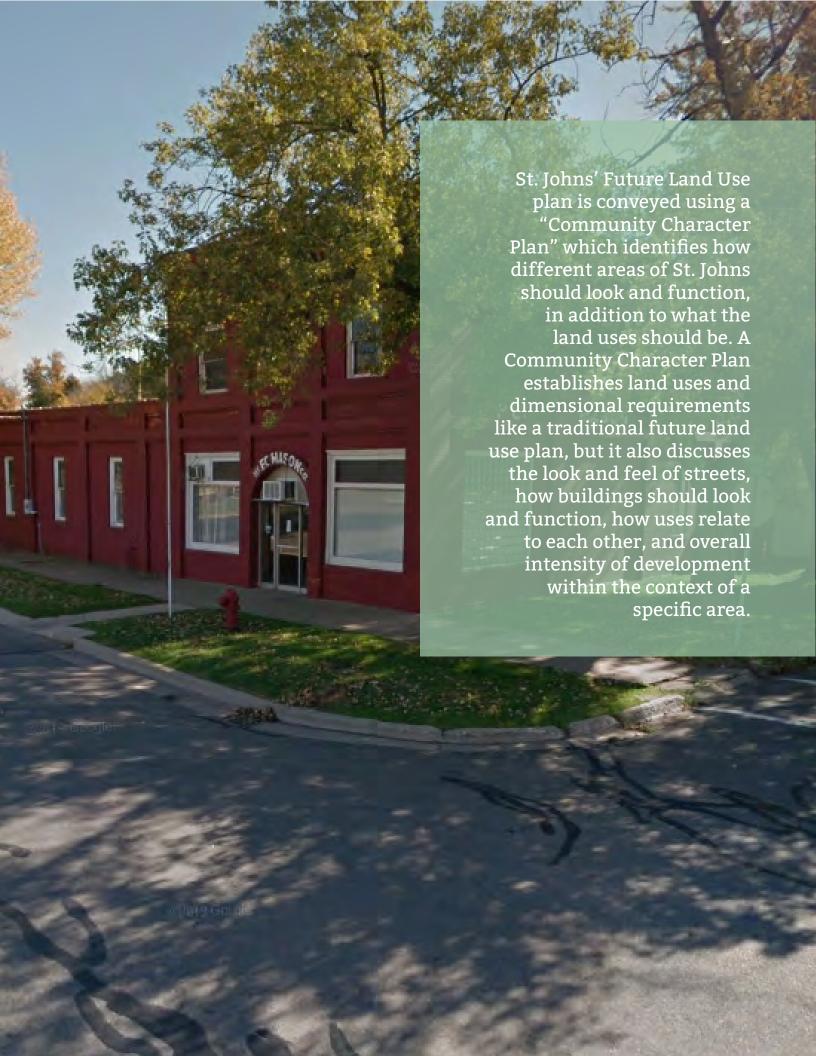
- a) Promote the clean-up of contaminated sites with innovative incentives through zoning flexibility and with assistance from the Brownfield Redevelopment Authority.
- b) Promote sensitive and responsible storm water management practices by developing guidelines and policies based on Best Management Practices.
- 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.









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

_

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

Community Character Plan

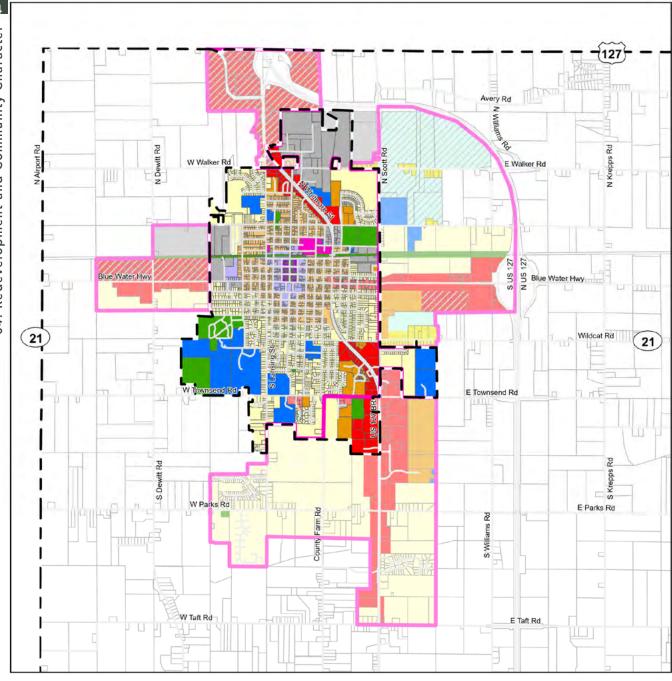
The Community Character Plan serves as a guide for how the community envisions itself in the next 10 to 15 years. It is based on an analysis of land uses issues in the City, existing land use, demographics, housing conditions, retail market potential, housing market potential, community infrastructure, 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.

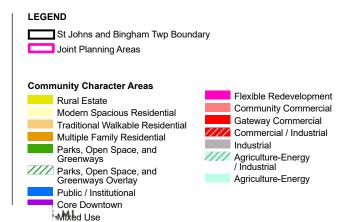


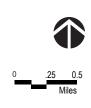
MAP 1.

Future Land Use

City of St. Johns, Michigan

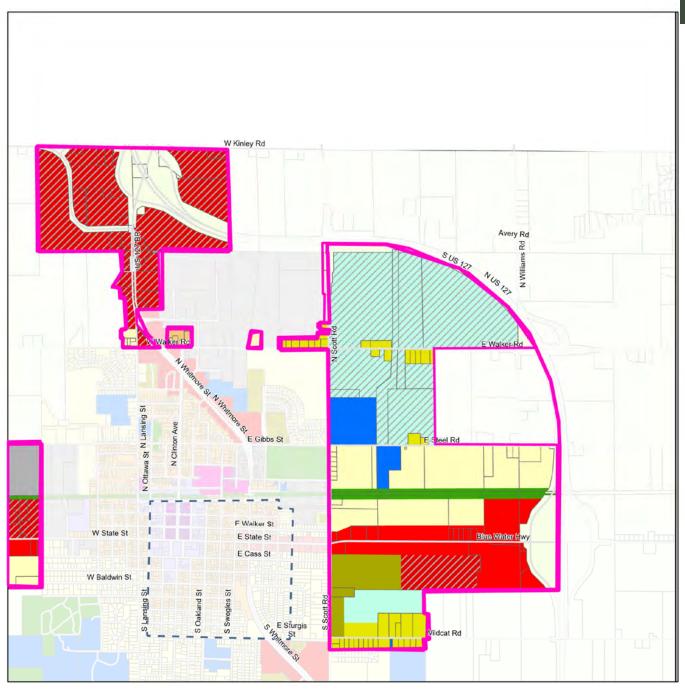
March 19, 2025





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



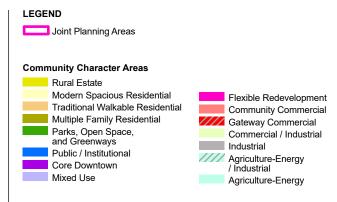


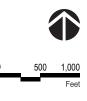
MAP 2.

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.

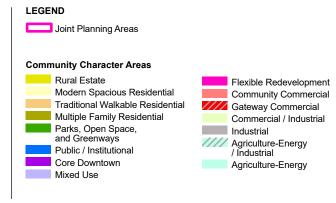


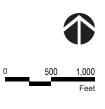
MAP 4.

South Joint Planning Area

City of St. Johns, Michigan

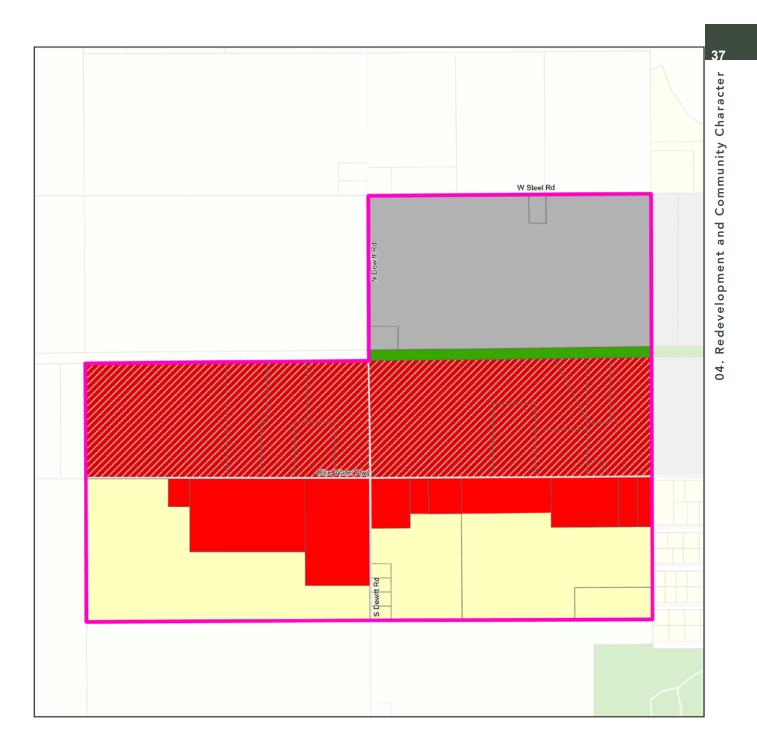
March 19, 2025





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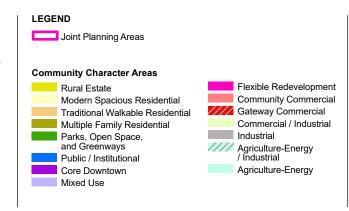


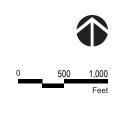


West Joint Planning Area

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.

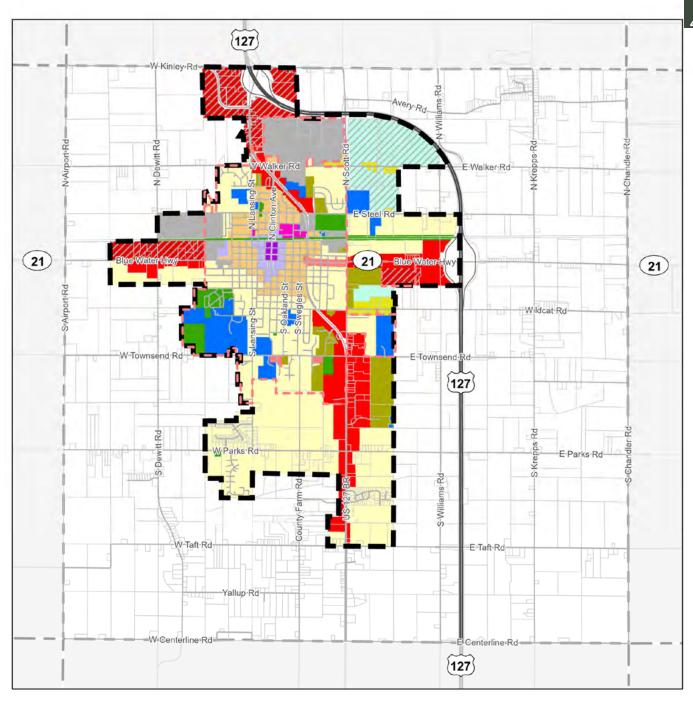
OLD 127 COMMERCIAL – "LEAPFROG" DEVELOPMENT PROHIBITION

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.



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.









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.

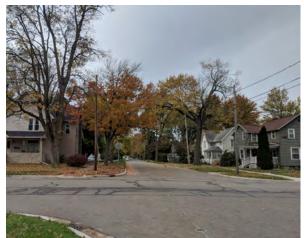
Appropriate Land Uses. Typical uses include attached and detached residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses.

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.







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:

Minimum Lot Width:

BUILDING SETBACKS

Minimum:

As necessary for parking

Maximum:

As necessary to preserve buffering in rear

Side:

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: None

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.









DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:

Minimum Lot Width:

BUILDING SETBACKS

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

BUILDING HEIGHT

Minimum:

1 story

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



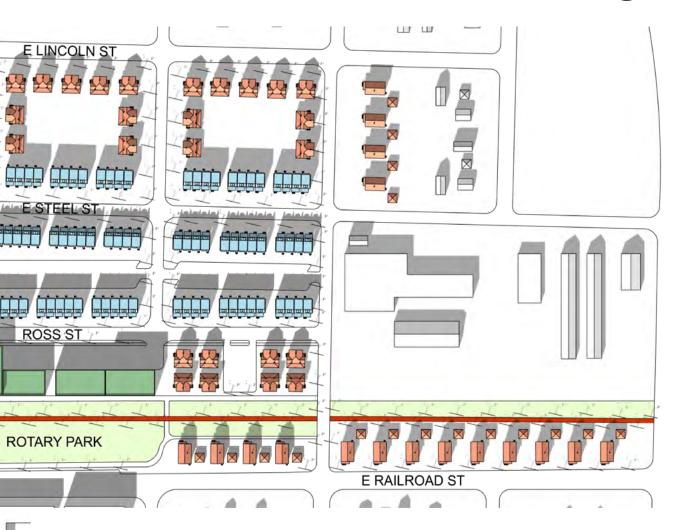


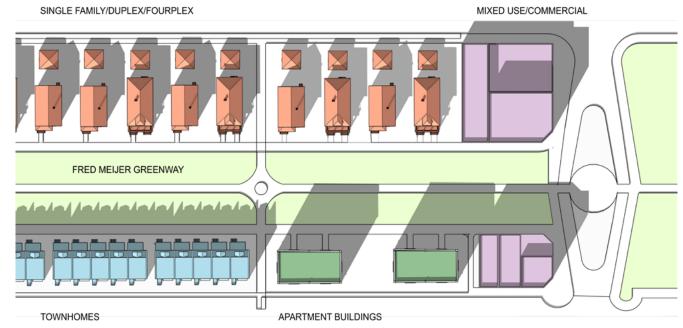
located on the rear street-facing side, preserving the walkability of the Meijer Trail and emphasizing it as a public recreation space shared by residents. Well-designed facades on the street facing sides ensure compatibility with the existing neighborhood. Taller, higher density building types in the 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

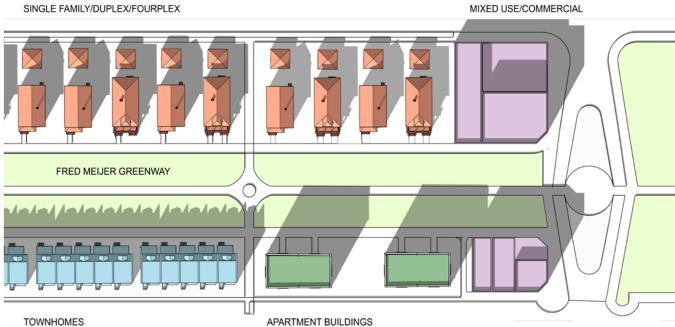


MEIJER TRAIL NON-MOTORIZED CORRIDOR REDEVELOPMENT: CONCEPT 2: STREET FACING

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.







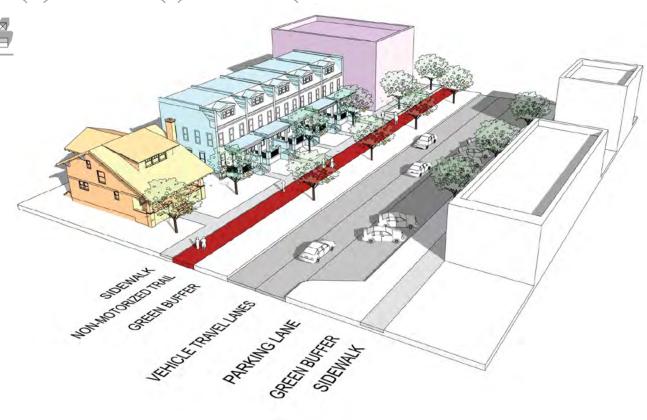






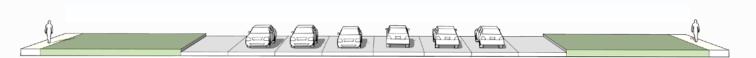
Vehicular access for housing along the trail is located behind housing via an alley, limiting vehicular crossing of the trailway to street intersections and reducing pedestrian and vehicle interaction points. This retains the separated nature of the trail and improves safety.

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.

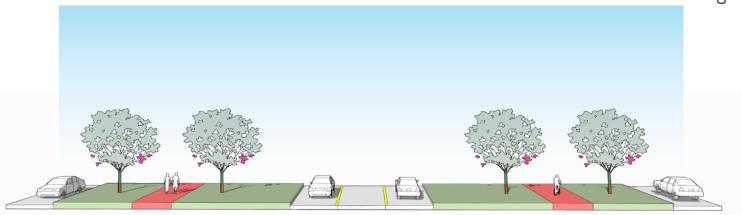


1. THREE-LANE ROAD DIET

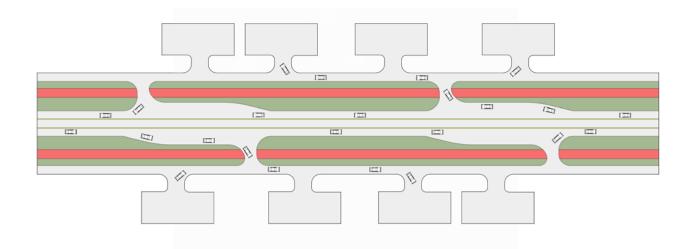
North of Baldwin, US 127 narrows down to a three-lane road configuration: two travel lanes with a continuous center left-turn lane. This concept proposes carrying this street design south, and putting the existing six-lane cross-section on what is sometimes referred to as a "road diet".

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.

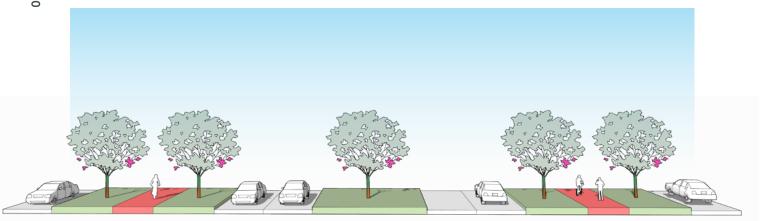


Businesses still have separate driveways on the slip street, but the exits off US 127 are consolidated. Vehicles travel one-way down the slip street.

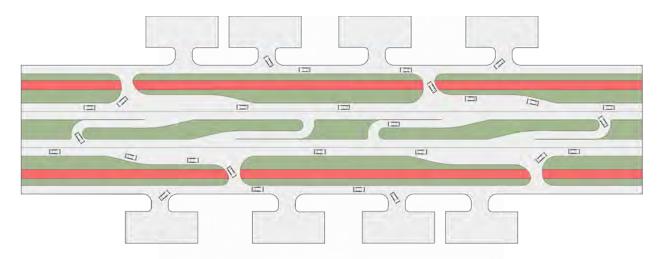
2. LANDSCAPED MEDIAN WITH FOUR-LANE CONFIGURATION

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.

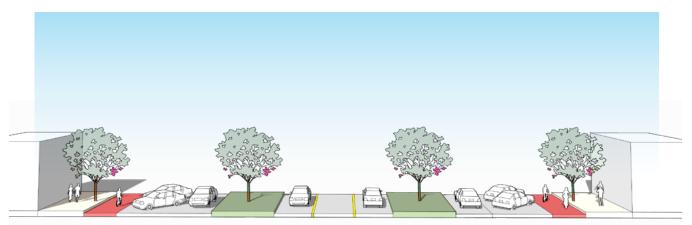


3. STOREFRONT-ORIENTED SLIP STREETS

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.





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.

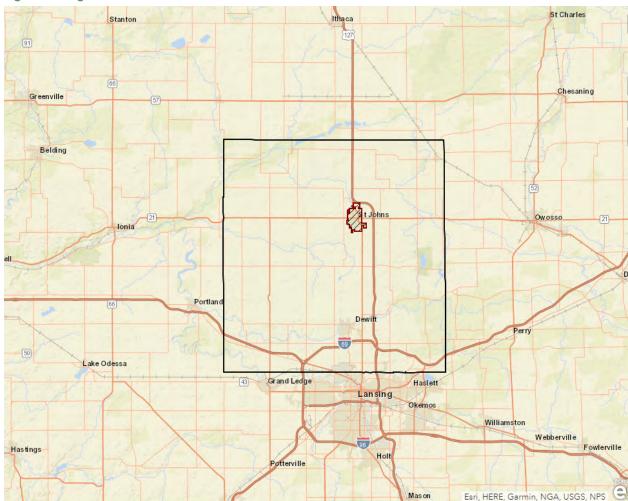


Figure 2: Regional Location



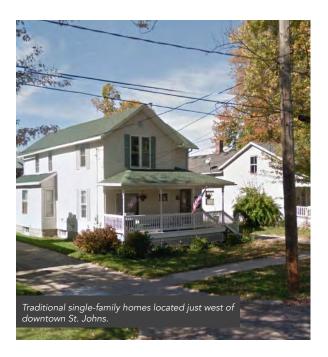
City / Township Area Attractions

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

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

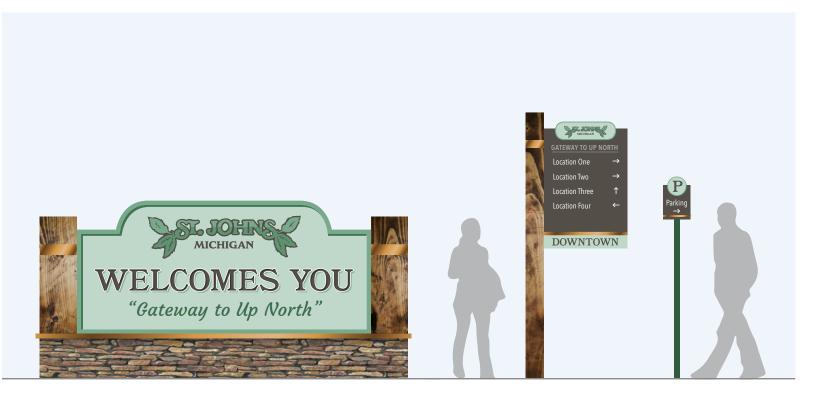
The City of St. Johns has introduced using the slogan "Gateway to Up North" (alternately "Where Up North Begins") which seeks to attract visitors traveling on the US 127 corridor. The slogan can be incorporated into wayfinding signage to direct passersby to the many attractions in St. Johns and Bingham 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.

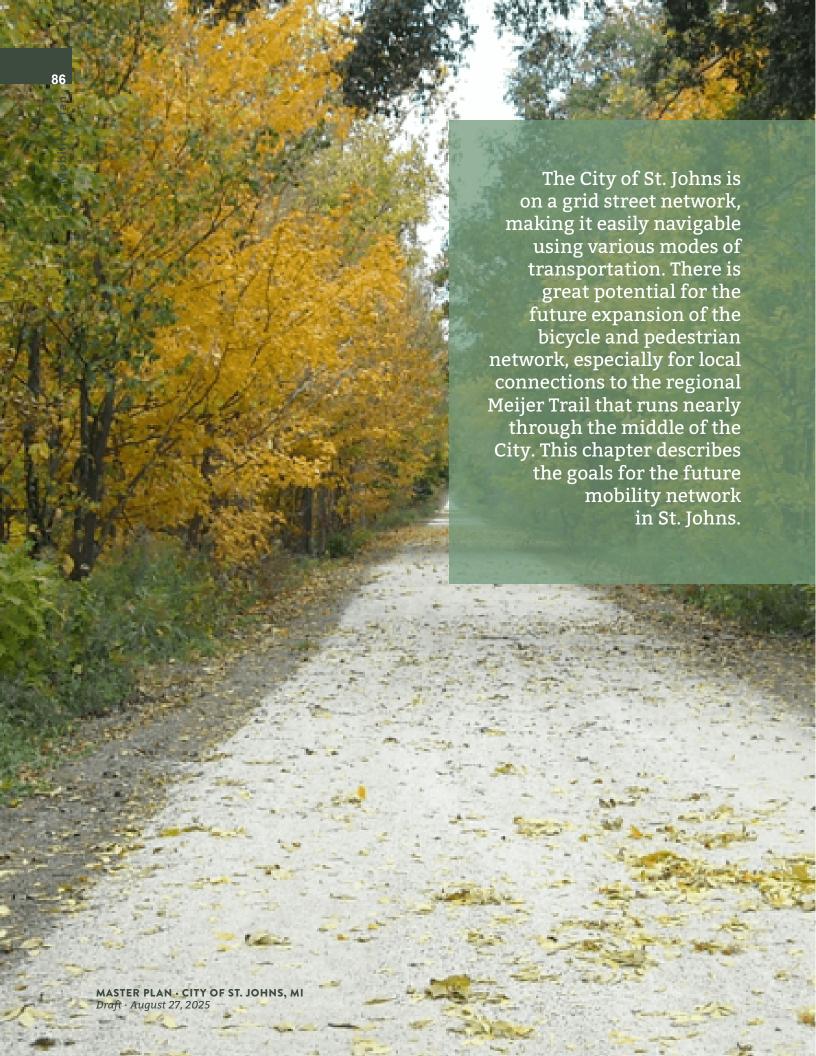
- Maintain a current parks and recreation plan which inventories all parks and their amenities as well as sets a plan for each park over the next five to ten years.
- Perform an accessibility analysis of each park to ensure it may be accessed by all members of the community.

- 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 lanes	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 MPH	Sidewalks and bike 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

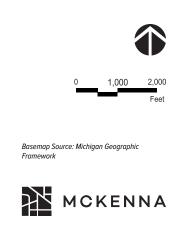


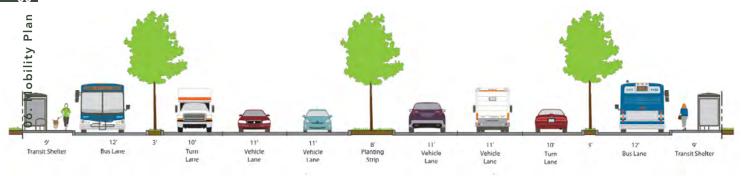
Corridor Design Plan

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.

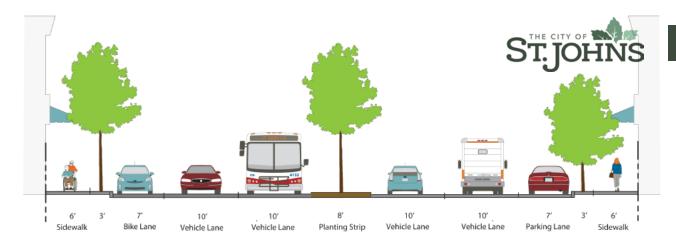
However, these corridors are also lined with businesses, and many residents live in close proximity to them. Therefore, the needs of local traffic, pedestrians, and bicyclists must be taken into account as well.

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

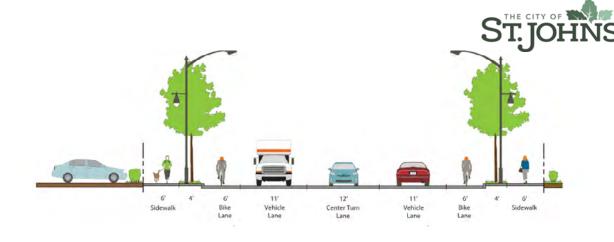
- » 80-100 feet of ROW
- » 1,000 to 5,000 cars per day
- » 20-30 MPH
- » Heavy Pedestrian Usage
- » On-Street Parking and Local Traffic

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

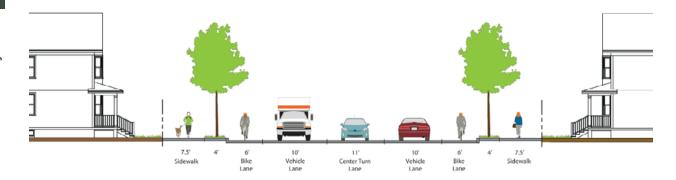
Business Connectors are roadways that travel through non-residential areas – particularly high intensive commercial and industrial areas. They are designed for high levels of truck traffic. While pedestrians and bicyclists should be able to traverse them safely, and transit access should be efficient, 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.

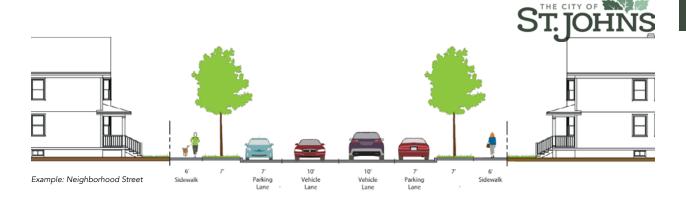
Neighborhood Connectors within the City of St. Johns include:

» 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

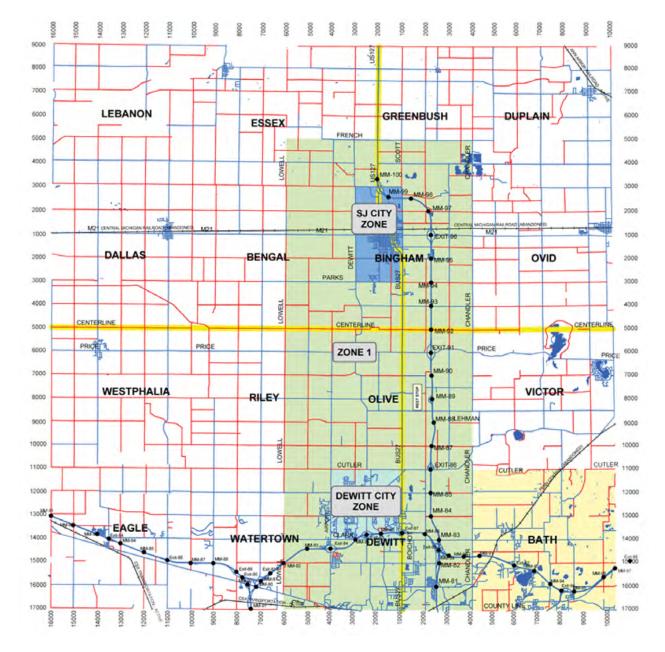
South Side Master Streets Plan

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.

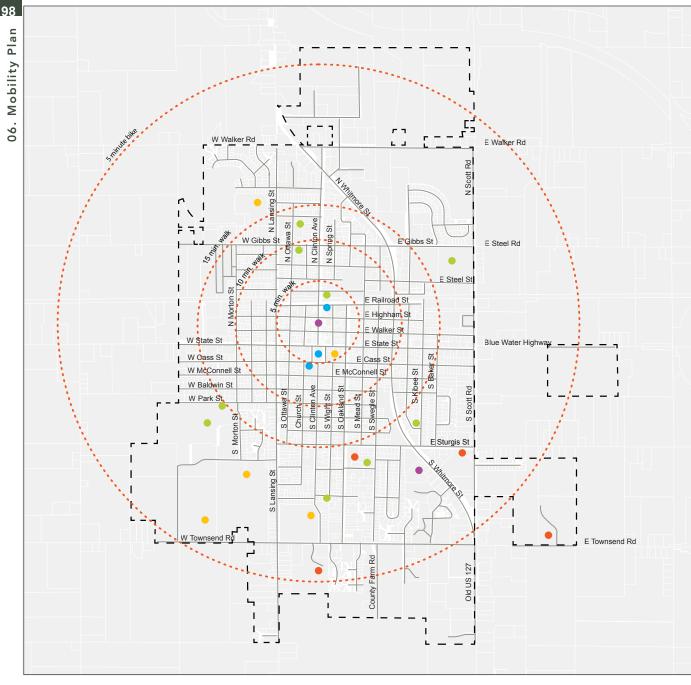
There are no fixed route services serving St. Johns. The City will work with Clinton Transit to evaluate service and ridership on an ongoing basis, and to evaluate the need for fixed-route service, including commuter service to Lansing and East Lansing, in the future.

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.



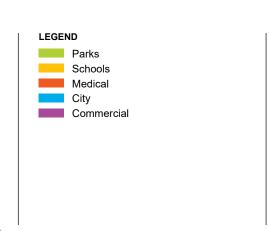


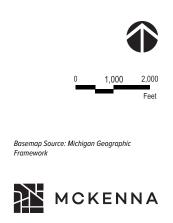
MAP 8.

Community Destinations

City of St. Johns, Michigan

December 18, 2024 Draft





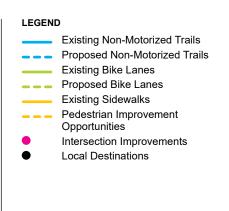


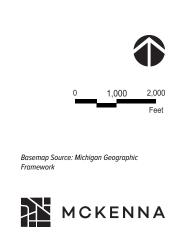
MAP 9.

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



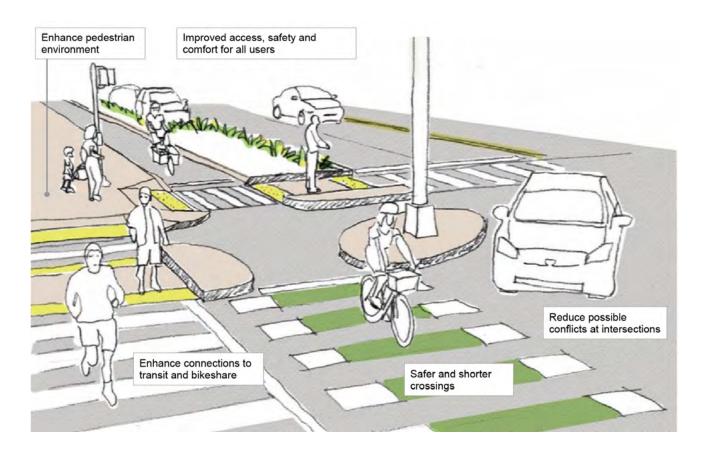
INTERSECTIONS AND CROSSWALKS

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.

L 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

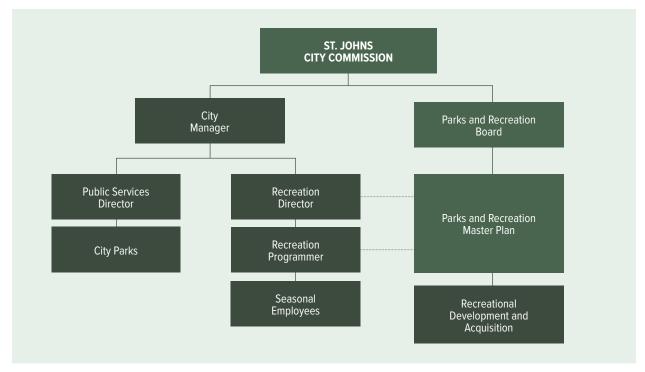
ROLES OF COMMISSIONS AND ADVISORY BOARDS, STAFF DESCRIPTION, AND ORGANIZATIONAL CHART

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.

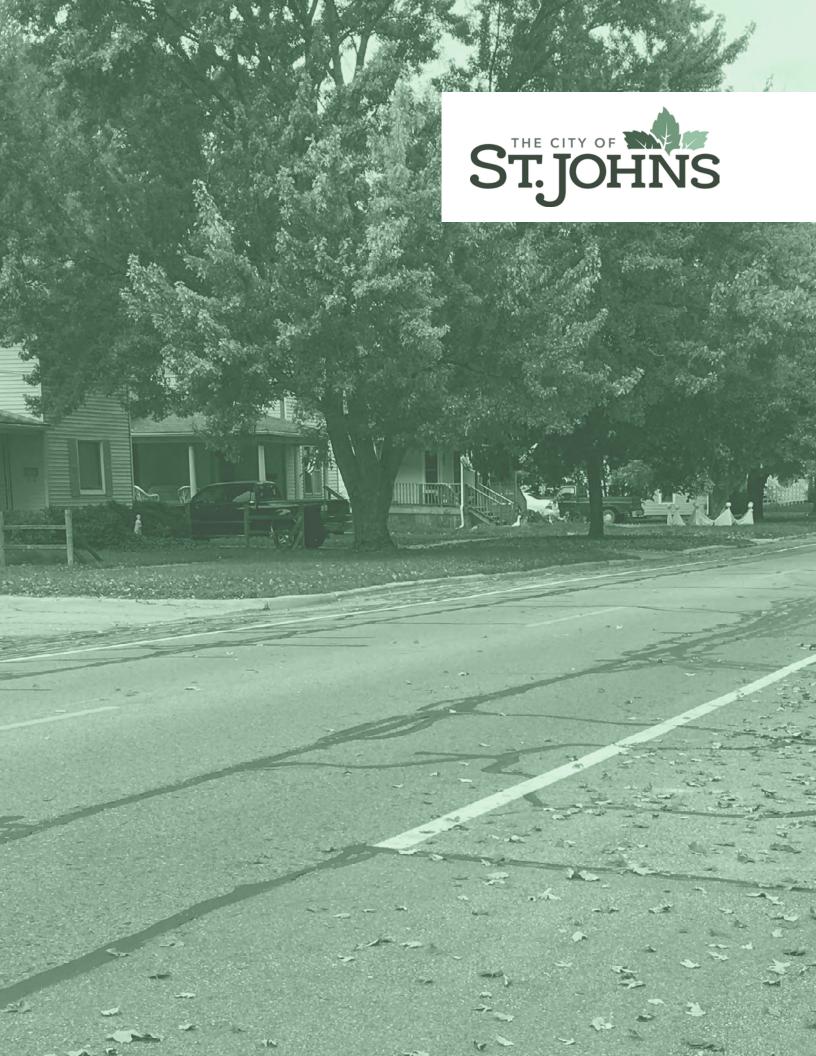


Previous Grant Status Report

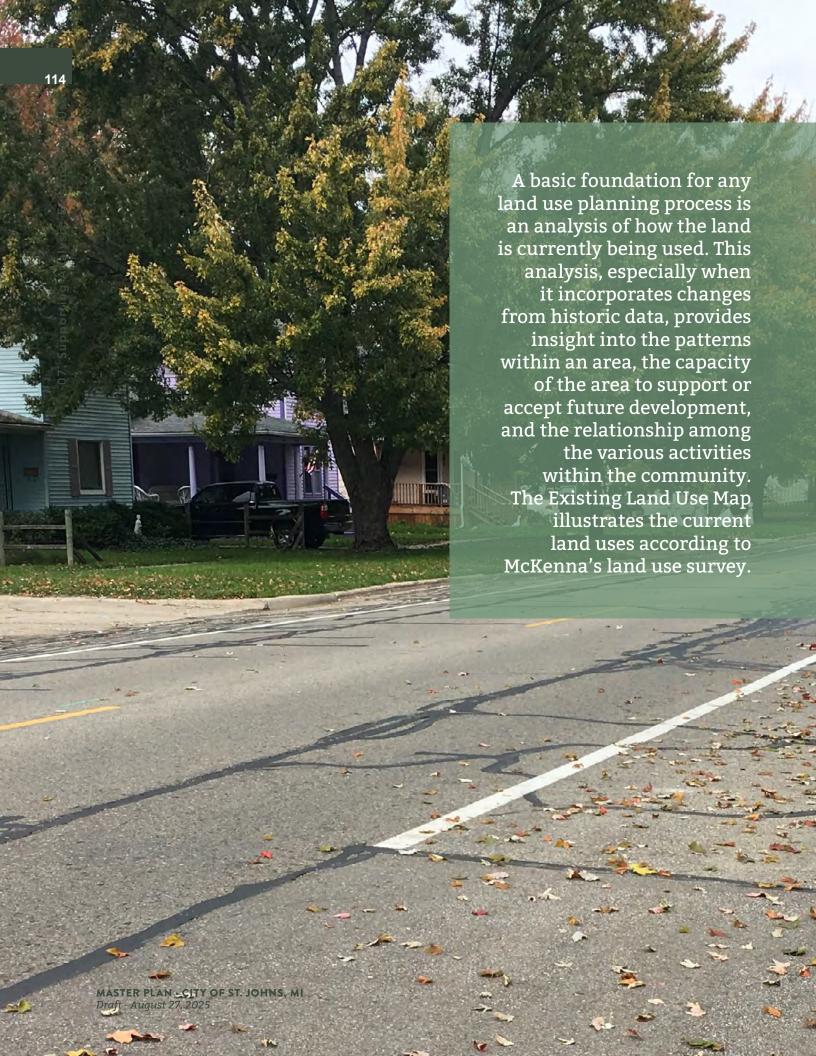
The City of St. Johns has received numerous grants from the Michigan Department of Natural Resources since 1972 (See Table 4).

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	1978	Northside Tennis Courts	Senior Citizen Park	Closed
BF89-359	1989	Veteran's Memorial Swimming Pool Renovation	Main City Park	Closed
<mark>26-01670</mark>	2006	Kibbee St Park and JC Park Renovations	Jaycee and Kibbee Parks	Closed
TF-09-169	2009	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









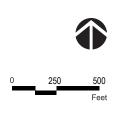
MAP 10.

Existing Land Use

City of St. Johns, Michigan

January 23, 2025





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









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.

94 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.

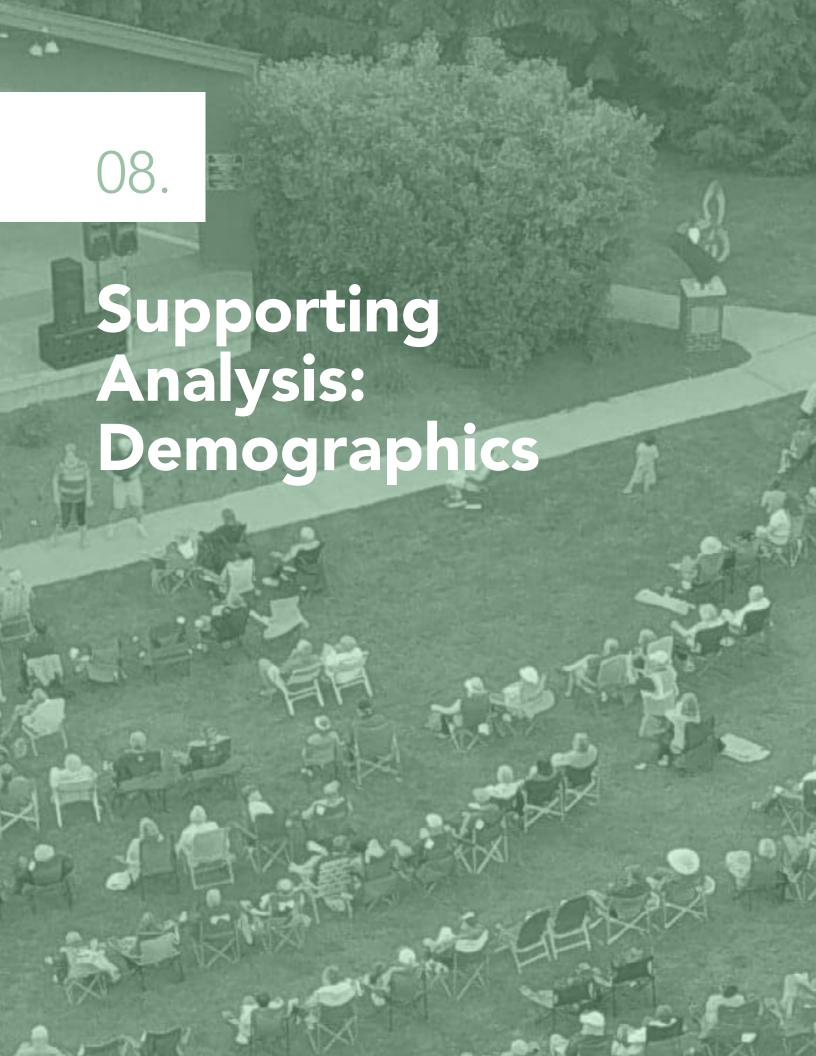
Agriculture and Vacant Land

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.





Population

The table below shows the relative populations of St. Johns and the comparison communities.

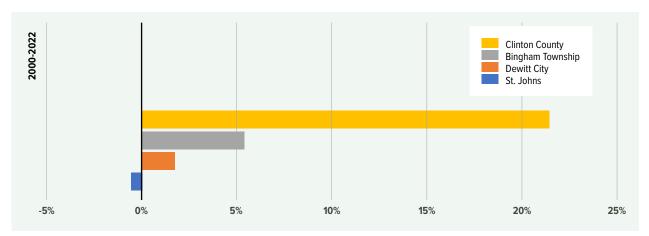
Table 5: Population

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

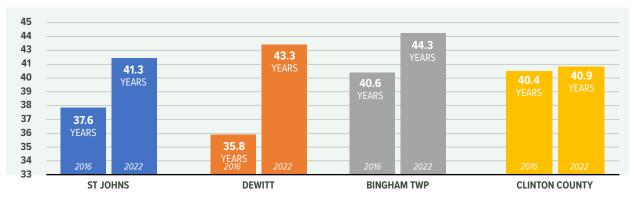
The Age of a community's population has very real implications for planning and development, whether it is an increased or decreased need for schools to serve the population under 18, or a need for housing alternatives for emptynesters and older residents.

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.

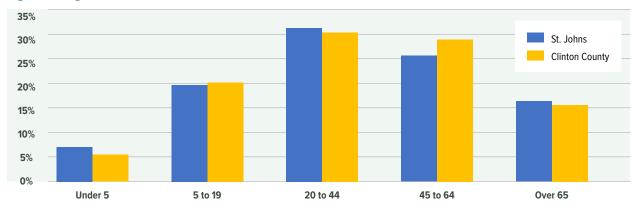
Table 6: Gender Breakdown by Age Structure, 2022

	ST. JO	OHNS	DEWITT CITY		BINGHAM	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%	6.4%	6.1%
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.

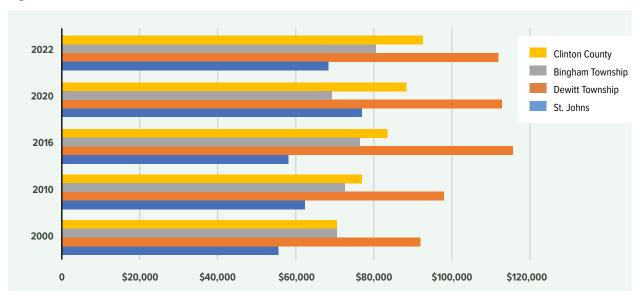
Table 12: Median Household Income

	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

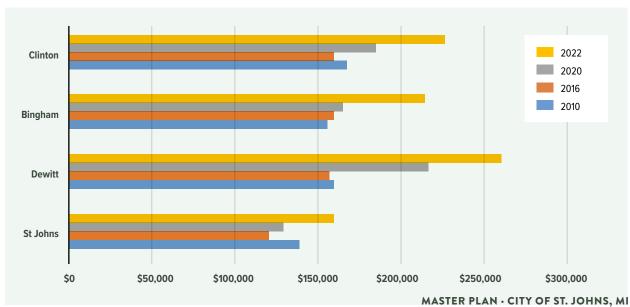


The median household income for St. Johns and Dewitt had different starting points in 2000 but grew at similar rates between 2000 and 2010. However, between 2010 and 2016 Dewitt's median household income sky rocketed while St. Johns' decreased by approximately \$3,000. Clinton County and Bingham Township 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. JOHNS					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.

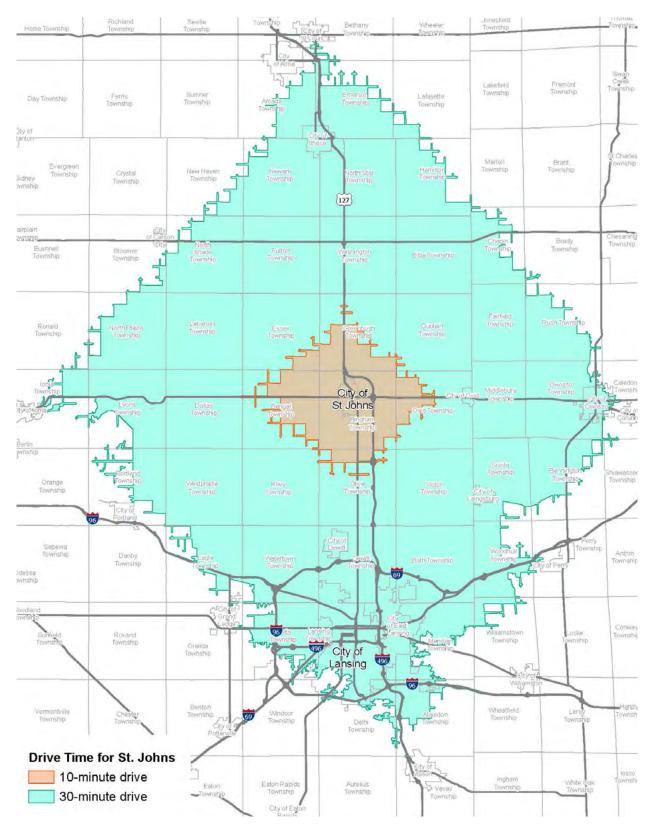
The 30-minute drive area includes most of the surrounding rural areas and reaches communities as far

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

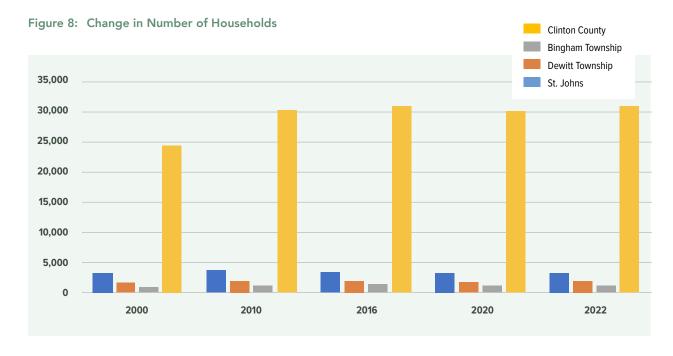
This section analyzes the composition and characteristics of households in St. Johns. Households are an important unit of analysis because changes in the number of households are an indication of changing demand for housing units, retail, and services. Tracking household changes ensures sufficient land 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.



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. JO	OHNS		CLINTON COUNTY						
	20	2016		2020		2022		2016		2020		22
	#	%	#	%	#	# %		%	#	%	#	%
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			D	EWITT CITY BING			BINGHAM TOWNSHIP			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

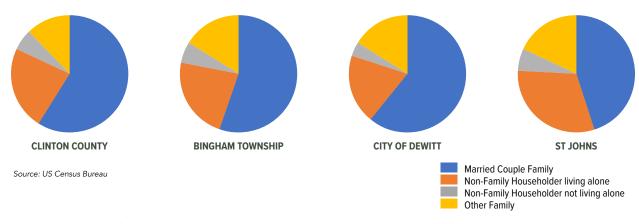
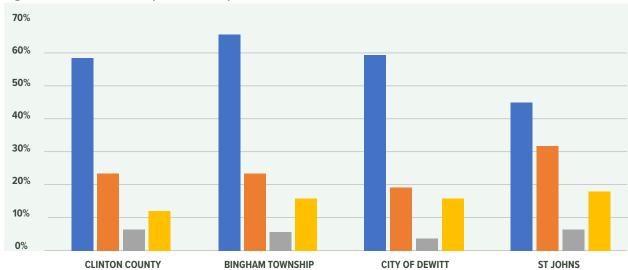


Figure 10: Household Composition Comparison, 2022



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.

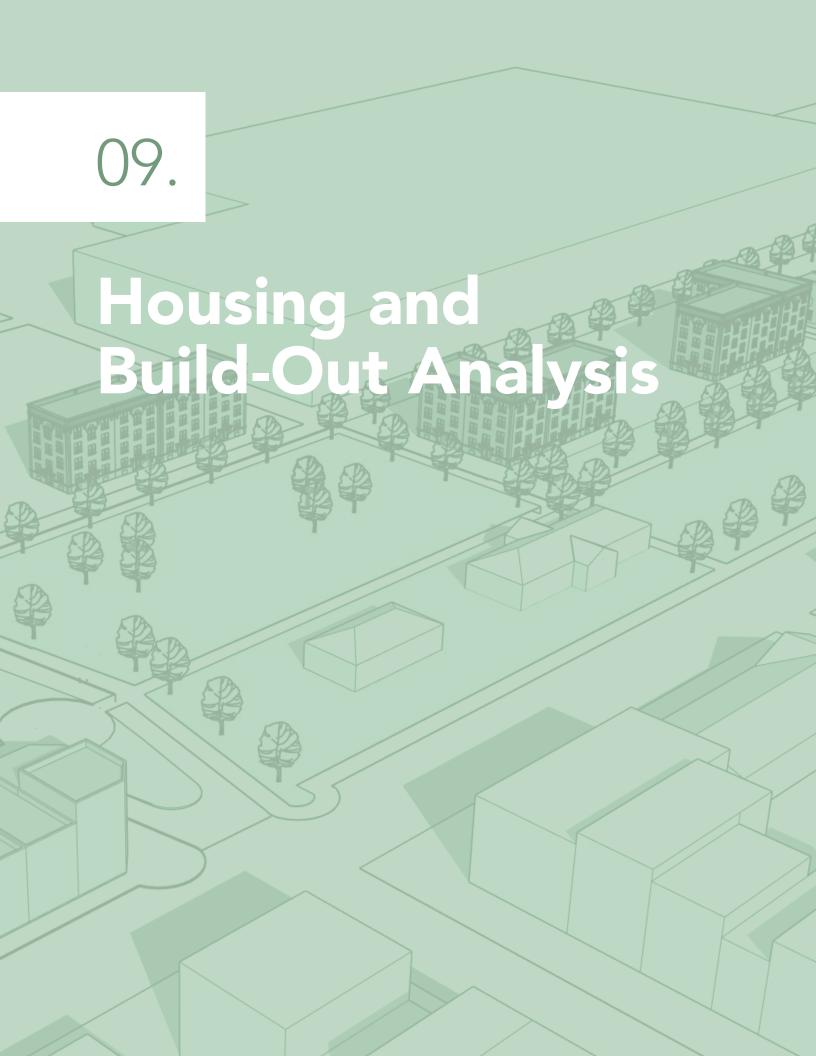
St. Johns has a large white population which makes up 97.9% of the population. St. Johns has the highest percent of individuals that do not have a high school degree and are over 25 years of age compared to the surrounding communities with the exception of Bingham Township. Compared to Bingham Township, 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 UNITS CAPACITY	
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	I 1	Industrial	30.88	1,345,132.80
1400 N US127 BR	300-004-300-096-50	11	Industrial	3.822	166,486.32
1400 N US127 BR	300-004-300-094-00	I 1	Industrial	5.67	246,985.20
TOLLES RD	300-004-300-081-01	I 1	Industrial	5.32	231,739.20
1400 N US127 BR	300-004-300-096-11	I 1	Gateway Commercial	2.625	114,345.00
1400 N US127 BR	300-004-300-097-00	I 1	Gateway Commercial	1.72	74,923.20
810 E STEEL ST BEHIND	300-490-099-001-01	I 1	Parks, Open Space, and Greenways	0.3	13,068.00
215 N SCOTT RD	300-440-000-114-01	I 1	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	MC	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
X	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	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		
x	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	US 27 030-022-300-015-00 C-2 Modern Spacious Resider Gateway Commercial		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

Zoning District	Total Va	Total Vacant Area		re Adjustment	# Lots	Maximum Lot	Maximum Buildable Maximum Lot Square Footage		Calculation Notes
Zoning District	Acres	Square Feet	Acres	Square Feet	#Lots Coverage (sf) (Residential and Commercial) Dwelling Units (Residential)		Calculation Notes		
R1									
under 7500 (.17 acres)	0.15	6,577.56	0.15	6,577.56		2,631.02	6,577.56	13	max buildable square footage/minimum dwelling unit size
7500 and over	192.73	8,395,362.36	154.18	6,716,289.89		2,686,515.96	6,716,289.89		infrasturcture adjusted square 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
R3	40.57	1,767,359.88	40.57	1,767,359.88		972,047.93	2,430,119.84	405	infrastructure adjusted acres/max 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	-	
CBD	0.88	38,332.80	0.70	30,666.24		30,666.24	76,665.60	153	max buildable square footage/minimum dwelling unit size
0	-	-	-	-		-	-	-	
l1	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	-	
Р	-	-	-	-		-		-	
Т	-	-	-	-				-	
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	Zoning District Total Vacant Ar	cant Area	Infrastructure Adjustment		-	Maximim Lot - Coverage (sf)	Maximum Buildable Square Footage (Residential and	Maximum Buildable Dwelling Units (Residential)	Calculation Notes
	Acres	cres Square Feet Acres Square Feet Commercia	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	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

Analysis considers development styles permissible by right only.

Commercial Total 42,612,979.46 Residential Total

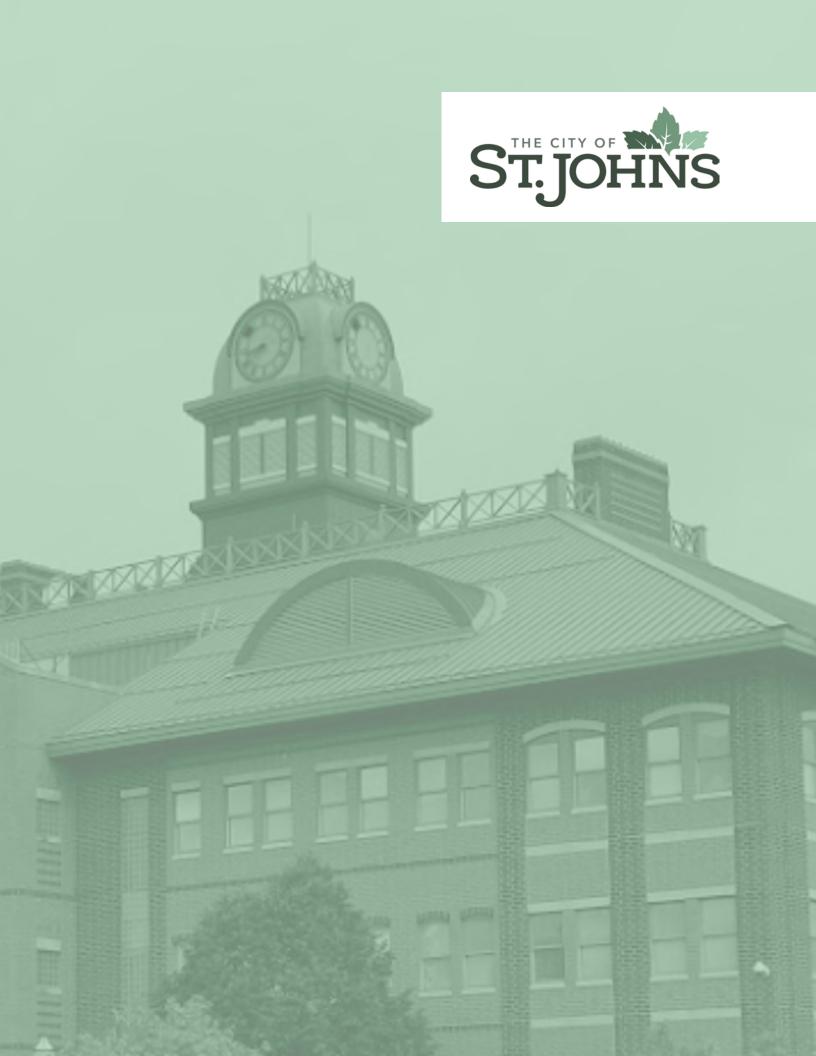
St. Johns Zoning Requirements

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%	-	1			
MU	60%	2.5	0%	500	4,000			



Clinton County Zoning Requirements

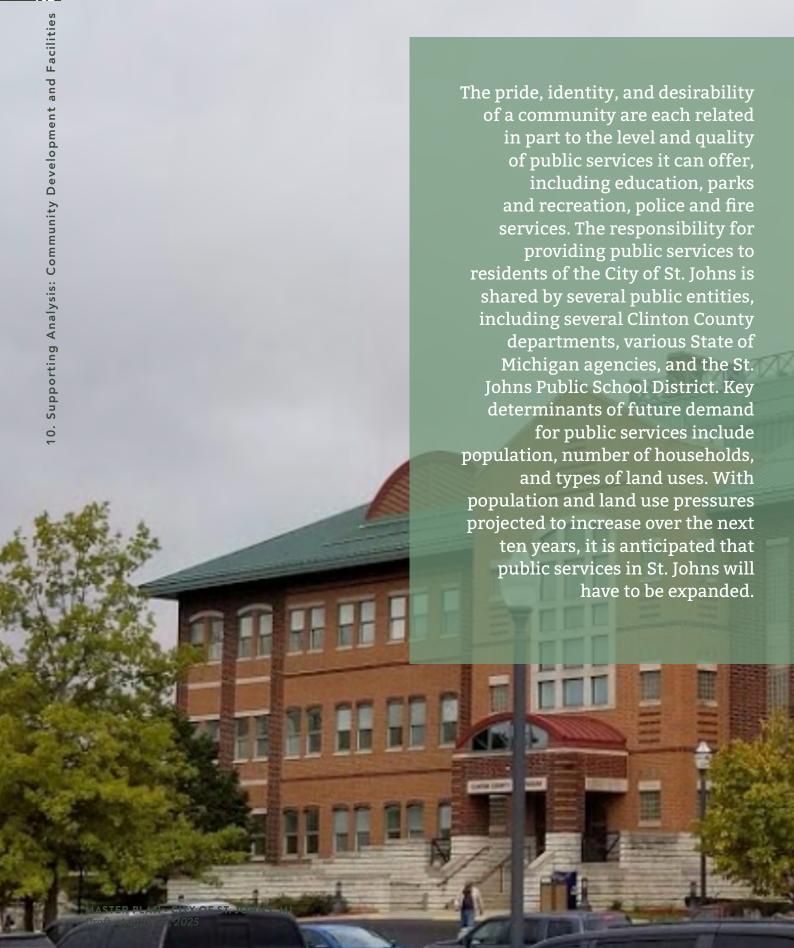
Clinical County Zoning Re	oquii ciriciito						
Zoning District	Maximum Lot Coverage	Maximum Height (Stories)	Infrastructure Adjustment	Minimum Dwelling Unit Size (sf)	Minimum Lot Size (sf)	Maximum Units/Acre	
A-1	5%	3	0%		1,742,400		
A-2	25%	3	0%		435,600		
A-3	25%	3	0%		217,800		
RR	30%	3	0%		43,560		
R-1	30%	3	0%		15,000		
R-2	30%	3	0%		8,000		
MF	30%	3	0%		130,680		
МН	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		
I-1	55%	4	0%		43,560		
I-2	60%	4	0%		87,120		



10.

Supporting Analysis: Community Development and Facilities







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.

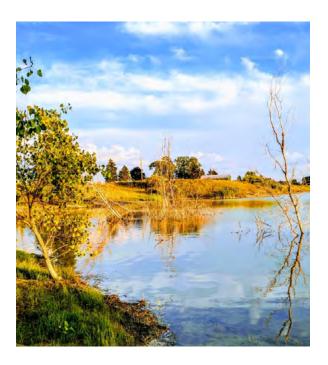
Transportation

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.

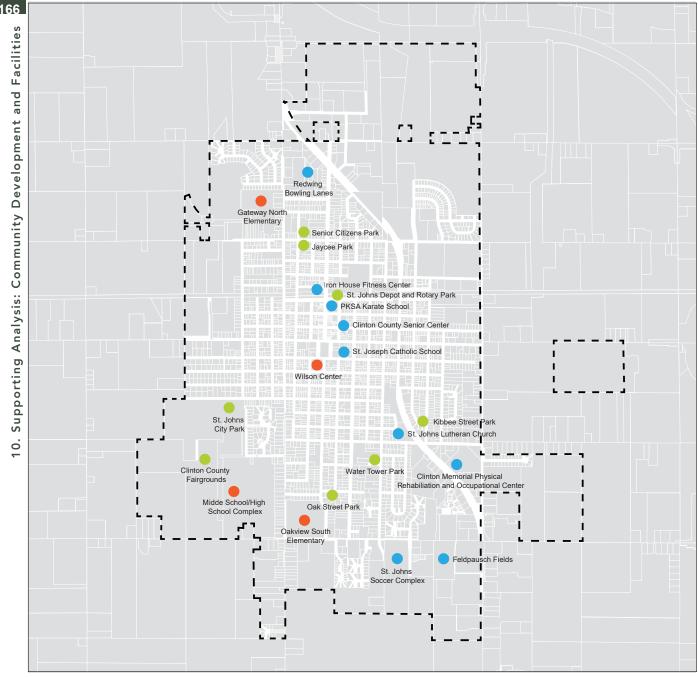








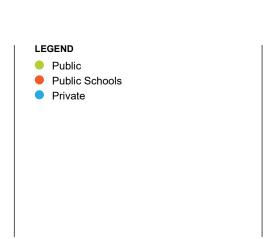


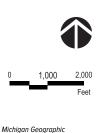




City of St. Johns, Michigan

July 15, 2025



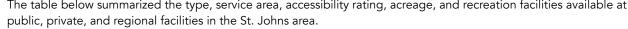


Basemap Source: Michigan Geographic Framework. City of St. Johns, 2025. McKenna 2025.



Recreational Facilities Inventory

The table below summarized the type, service area, accessibility rating, acreage, and recreation facilities available at



RECREATIONAL FACILITIES INVENTORY	PARK TYPE*	SERVICE AREA**	ACCESSIBILITY RATING***	ACREAGE	BALL DIAMONDS	BATTING CAGES	BASKETBALL COURTS	FOOTBALL FIELD	SOCCER FIELDS	TRACK	СУМ	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	TRAILS /PATHS	SPLASH PAD	PAVILION	PICNIC AREA	BENCHES	GRILLS	DRINKING FOUNTAINS	RESTROOMS	BIKE RACKS	OTHER
PUBLIC FACILITIES	4	N	∢	A	<u> </u>	<u> </u>	m m	Ĭ.	Ŋ	=	9	=	N	Ŋ	Δ	<u>a</u>	2	Δ.	0	<u>N</u>	Δ	ه د		N N	4	<u>a</u>	Ω	9	٥	~	ω	
	LUP	SJA	3	92.5	5 X		Х		Х			2	х	х	v	v	v	v	Х	v			3	x	4	х	Х	Х	Х	v		Warming House
St. Johns Depot and Rotary Park	CP	SJA	2	1.9			^		A				^		^	^	^	, A	^	^			х	_	Х	X	^	^		X		Train Depot Museum
Jaycee Park	MP	NB	4	0.62	_													Х					^		^	X		Х	X	^		num Depot Museum
Kibbee Street Park			4				V																								v	
Water Tower Park	MP	NB	4	0.3			X											X								X		X	X		Х	
	MP	NB	1	0.72			Х											X								X			X			
Oak Street Park	MP	NB	1	0.7			2					2 -						X	Х							X		2				
Senior Citizen Park	MP	NB	1	1.59			2					2						Х							X	X	Х	2		Х		A CONTRACTOR AND ADDRESS OF THE CONT
Clinton County Fairgrounds (County Operated)							2											2												Х		Animal Barns, Smith and Peck Halls, Indoor and Outdoor Arenas
Gateway North Elementary School					2		2		X		X	10						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																						х	(х						Observation Deck
Babcock's Landing																						X	(
Maple River State Game Area																						х	(
Grand River																						х										
Muskrat Lake Game Area																						х								Х		
Sleepy Hollow State Park																		Х			х		Х									Fishing Piers
Motz County Park																		х			х		Х		х	х				Х		-
Clinton Lakes County Park																					х		СХ							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

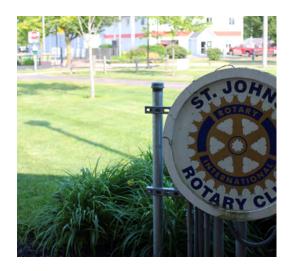
The Main City Park is the largest park in the city (92.5 acres) and hosts the majority of the City's recreational activities and amenities. Categorized as a Large Urban Park, it serves not only the City of St. Johns but surrounding communities as well. The park has many athletic facilities, including 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.





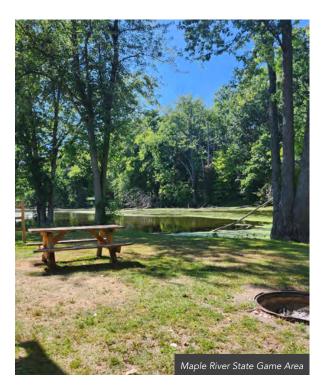


Regional Facilities

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%	_	_
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	OVERALL	CITY OF ST JOHNS RESIDENTS	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%	11.11%	14.29%
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%

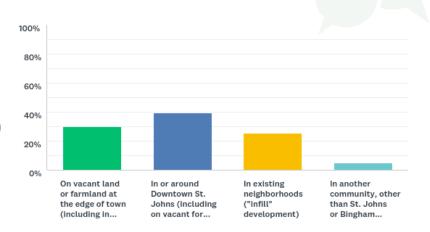


8. When you're driving your car, do you find any roadways or intersections in St. Johns or Bingham Township unsafe or otherwise frustrating? Which ones?

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

<u> </u>		
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
	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
To Be Completed 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
	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.		

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	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		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		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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