

CITY OF ST. JOHNS

COMMUNITY DEVELOPMENT PLAN

***ADOPTED
NOVEMBER 28, 2000***

***2012 COMMUNITY DEVELOPMENT PLAN UPDATE
ADOPTED _____***

CITY OF ST. JOHNS
COMMUNITY DEVELOPMENT PLAN
2000 – 2020

Prepared by the City of St. Johns Planning Commission

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Table of Contents

INTRODUCTION

DESCRIPTION OF PLANNING PROCESS.....	Page 1
--------------------------------------	--------

COMMUNITY DESCRIPTION

COMMUNITY LOCATION	Page 3
--------------------------	--------

LAND USE SURVEY.....	Page 5
----------------------	--------

Single Family Residential.....	Page 6
--------------------------------	--------

Converted Single Family Residential	Page 7
---	--------

Duplex Residential.....	Page 8
-------------------------	--------

Multiple Family Residential	Page 8
-----------------------------------	--------

Mobile Home Park	Page 9
------------------------	--------

Office	Page 9
--------------	--------

Commercial	Page 10
------------------	---------

Central Business District.....	Page 10
--------------------------------	---------

Agriculture/Vacant	Page 10
--------------------------	---------

Park	Page 11
------------	---------

Public/Semi-Public	Page 11
--------------------------	---------

Industrial.....	Page 12
-----------------	---------

NATURAL FEATURES.....	Page 16
-----------------------	---------

Soils	Page 16
-------------	---------

Woodlots.....	Page 20
---------------	---------

Wetlands.....	Page 20
---------------	---------

Steep Slopes	Page 23
--------------------	---------

Wildlife.....	Page 23
---------------	---------

POPULATION CHARACTERISTICS.....	Page 26
---------------------------------	---------

Age	Page 26
-----------	---------

Gender Types.....	Page 31
-------------------	---------

Race	Page 31
------------	---------

Household Composition.....	Page 34
----------------------------	---------

Household Size.....	Page 37
---------------------	---------

Population Growth	Page 39
-------------------------	---------

Population Projections	Page 41
------------------------------	---------

Disability	Page 49
------------------	---------

Residence.....	Page 53
----------------	---------

INCOME AND OCCUPATION.....	Page 56
----------------------------	---------

Median Income	Page 56
---------------------	---------

Income Type.....	Page 58
------------------	---------

Occupations.....	Page 60
------------------	---------

Income in 1989	Page 63
----------------------	---------

Housing Characteristics	Page 66
-------------------------------	---------

Housing Age	Page 66
-------------------	---------

Housing Growth.....	Page 69
---------------------	---------

Housing Types.....	Page 72
--------------------	---------

Housing Value	Page 74
---------------------	---------

Housing Tenure	Page 77
ECONOMIC CHARACTERISTICS	Page 79
Census	Page 79
PUBLIC SERVICES	Page 88
Schools.....	Page 88
Police and Fire.....	Page 89
Hospital Facilities.....	Page 90
Public Library.....	Page 91
Public Services	Page 92
Wastewater.....	Page 92
Water	Page 97
Storm Water	Page 100
Transportation	Page 104
Transportation Classification.....	Page 105
Primary Thoroughfares.....	Page 106
Secondary Thoroughfares.....	Page 106
Collector Streets.....	Page 106
Minor Streets.....	Page 106
Access Control.....	Page 107
Pavement Condition	Page 109
DOWNTOWN.....	Page 111
Downtown Strengths.....	Page 111
Constraints and Limitations on Downtown	Page 113
Downtown Analysis.....	Page 114
Downtown Market Recommendations.....	Page 119
Traffic Circulation Recommendations	Page 120
Downtown Aesthetic Element Recommendations	Page 121
Industrial Development	Page 124
RECREATIONAL FACILITIES.....	Page 125

COMMUNITY GOALS AND OBJECTIVES

PUBLIC INPUT – TOWN MEETING SUMMARY.....	Page 137
LAND USE PLAN IMPLICATIONS OF PUBLIC OPINION SURVEY RESULTS.....	Page 141
Demographics	Page 141
Shopping Practices.....	Page 143
Community Development.....	Page 144
Parks and Recreation	Page 146
Summary of Findings	Page 147
GOALS AND OBJECTIVES	Page 150
Social Factors.....	Page 150
Economic Goals.....	Page 151
Community Policy	Page 151
The Physical Pattern.....	Page 152
Recreation and Culture.....	Page 153
Housing	Page 154
Commercial	Page 155

Industrial	Page 155
Services and Facilities	Page 156
Transportation	Page 156
Local Ecology	Page 157
Environmental Sustainability Practices.....	Page 157
Community Participation in Planning.....	Page 158

FUTURE LAND USE

LAND USE CLASSIFICATIONS.....	Page 160
Low Density Residential (LDR)	Page 160
Medium Density Residential (MDR)	Page 160
Multi-Family Low Density Residential (MFLD).....	Page 161
High Density Residential (MFHD)	Page 161
Municipal Center (P/SP)	Page 161
Office (O).....	Page 161
General Commercial (GC)	Page 162
Central Business District (CBD)	Page 162
Industrial - High Performance (I-1)	Page 162
Industrial - Liberal Performance (I-2).....	Page 163
Mixed Use (MU).....	Page 163
Park (P)	Page 163

IMPLEMENTATION PLAN

IMPLEMENTATION PLAN	Page 166
Zoning	Page 166
Zoning District Uses	Page 166
Other Text Changes	Page 170
Other Ordinances	Page 171
Subdivision Control/Land Division Ordinances	Page 171
Other Local Tools	Page 171
Engineering Construction Standards	Page 171
Procedural Manual.....	Page 171
Public Education and Promotion of the Plan	Page 172
Plan Maintenance and Update.....	Page 172
Updating the Data Base	Page 172
Population Growth	Page 172
Housing Growth and Mix	Page 173
Adjacent Planning and Zoning	Page 173
Transportation	Page 173
Utilities.....	Page 173
Reviewing the Plan Goals and Policies	Page 173
Incorporating Plan Review Into Rezoning Request Review	Page 173
Using the Land Use Plan for Zoning Review.....	Page 174
Rezoning Requests.....	Page 174
Mistake	Page 174
Changes in Conditions	Page 174

Change in Policy	Page 174
------------------------	----------

APPENDICES

APPENDIX A - Definitions	Page 176
--------------------------------	----------

Appendix AA

Transportation Suitability to Zoning and Existing Land Use	Page 179
Industrial	Page 179
Commercial	Page 180
Multiple Family	Page 180

APPENDIX B

City of St. Johns Opinion Survey Results	Page 182
--	----------

APPENDIX C

City of St. Johns Zoning Ordinance Implications of Public Opinion Survey Results	Page 186
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APPENDIX D

Public Input — Town Meeting	Page 189
-----------------------------------	----------

APPENDIX E

2012 Citizen Survey Results	Page 196
-----------------------------------	----------

APPENDIX F

Esri Business Analyst Reports for Consumer Retail Goods & Services Expenditures	Page 201
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TABLES

Table 1 - Existing Land Use, January 1998	Page 13
Existing Land Use, September 2012	Page 14
Table 2 - Limitations of Soils for Commercial and Residential Development	Page 18
Table 3 - Wildlife	Page 24
Table 4 - Age by 5 Year Increments 1990	Page 27
Age by 5 Year Increments 2010	Page 28
Table 5 - Gender Types in 1990 & 2010	Page 31
Table 6 - Race in 1990 & 2010	Page 32
Table 7 - Composition of Households in 1990 & 2010	Page 36
Table 8 - Average Persons per Household in 1990 & 2010	Page 37
Table 9 - Population Growth 1930 – 1990 & 1950 - 2010	Page 40
Table 10 - Population Growth of Surrounding Communities in 1990 & 2010	Page 41
Table 11 - Straight Line Population Projection — Method 1 Through 2020/40	Page 43
Table 12 - Proportional Projections Growth — Method 2 Through 2020	Page 44
Table 13 - Population Estimates 1980-1996	Page 44
Population Estimates 2005-2035	Page 45
Table 14 - Method 3 Population Estimates 1980-1996 & 1990-2015	Page 46

Table 15 - Population Projections — Method 4 Through 2030.....	Page 47
Table 16 - Population Projections — Method 5 Through 2030.....	Page 48
Table 17 - Disability in 1990	Page 49
Disability in 2010	Page 50
Table 18 - Residence in 1985.....	Page 53
Residence in 2010	Page 54
Table 19 - 1990 Median Household Income in 1990 & 2010	Page 56
Table 20 - Income Type in 1989	Page 59
Income Type in 2010.....	Page 60
Table 21 - Occupations in 1990.....	Page 60
Occupations in 2010.....	Page 61
Table 22 - Income in 1989.....	Page 64
Income in 2010.....	Page 65
Table 23 - Year Structure Built Pre 1939 Through 1989	Page 67
Year Structure Built through 2010	Page 68
Table 24 - Housing Growth July 1990 Through June 1997	Page 69
Housing Growth Through 2000-2007	Page 69
Housing Growth Through 2007-2012	Page 70
Table 25 - Housing Types in 1990.....	Page 73
Housing Types 2006-2010	Page 74
Table 26 - Housing Value in 1990 & 2006-2010	Page 76
Table 27 - Housing Tenure in 1990 & 2010	Page 77
Table 28 - Employment by Industry in 1990.....	Page 80
Employment by Industry in 2010	Page 81
Table 29 - St. Johns Leading Employers in 2000 & 2012	Page 82
Table 30 - Employment by Occupation 1990 Census	Page 84
Employment by Occupation 2006-2010.....	Page 85
Table 31 - Industry by Sector in 1990	Page 86
Industry by Sector in 2007.....	Page 87
Table 32 - Summary of Existing Retail Establishments Inventory Results, Primary Trade Area in 1999	Page 116
Area in 2012	Page 118
Table 33 - Summary of Existing Office Establishment Inventory Results, Primary Trade Area in 1999	Page 117
Area in 2012	Page 119
Table 34 - Recreational Facility Improvements 2000	Page 126
Potential Capital Improvement Elements.....	Page 130
Table 35 - Comparison of Age of Respondents to Census Data.....	Page 142
Table 36 - Comparison of Age of Respondents to Census Data 1999.....	Page 142
Comparison of Age of Respondents to Census Data 2012.....	Page 143
Table 37 - Proposed Zoning Districts	Page 167

MAPS

Map 1 – Community Location.....	Page 4
Map 2 – Existing Land Use 1998.....	Page 15
Existing Land Use 2012.....	Page 15b

Map 3 – Soils	Page 19
Map 4 – Wetlands	Page 22
Map 5 – Wastewater Collection System	Page 96
Wastewater Collection System 2012	Page 96b
Map 6 – Water Distribution System 2000	Page 99
Water Distribution System 2012	Page 99b
Map 7 – Storm Drainage System 2000	Page 102
Storm Drainage System 2012.....	Page 102b
Map 8 – 100-Year Flood Area	Page 103
FEMA Aerial Photo	Page 103b
Map 9 – Access Control	Page 108
Map 10 – Pavement Condition 2000.....	Page 110
Pavement Condition 2008.....	Page 110b
Map 11 – Downtown Primary and Secondary Trade Centers	Page 123
Zip Code Map	Page 123b
Map 12 – Recreational Facilities Location Map	Page 136
Recreation Proposed Parks & Recreation Projects	Page 135
Map 13 – Survey Districts.....	Page 149
Map 14 – Future Land Use.....	Page 164
Map 15 – Long Term Zoning Changes	Page 165
Map 16 – Proposed 2000 Zoning Map.....	Page 168
Map 17 – Current Zoning Map.....	Page 169

CHARTS

Chart 1 - Existing Land Use 1998.....	Page 5
Existing Land Use 2012	Page 6
Chart 2 - Age.....	Page 30
Chart 3 - Race	Page 33
Chart 4 - Household Composition 1990.....	Page 34
Household Composition 2012.....	Page 35
Chart 5 - Average Persons Per Household.....	Page 38
Chart 6 - Population Growth	Page 39
Chart 7 - Population Projections	Page 42
Chart 8 – 1990’s Population Projections.....	Page 45
2015 Population Projections	Page 46
Chart 9 - City of St. Johns & Clinton County Disabilities 1990	Page 51
Chart 10 – City of St. Johns & Clinton County Disabilities 2010.....	Page 52
Chart 11 - Residence in 1985 & 2010.....	Page 55
Chart 12 - Median Household Income 1990 & 1990/2010	Page 57
Chart 13 - Income Type in 1989	Page 58
Income Type in 2010.....	Page 59
Chart 14 - Occupations.....	Page 62
Chart 15 - Income.....	Page 63
Chart 16 - Percent of Structures Built by Decade 1990 Census.....	Page 66
Percent of Structures Built by Decade 2010 Census	Page 67
Chart 17 - Housing Growth 1990-1997	Page 70

Housing Growth 2000-2012.....	Page 71
Chart 18 - Housing Types.....	Page 72
Chart 19 - Housing Value in 1990.....	Page 74
Housing Value 2006-2010.....	Page 75
Chart 20 - Housing Tenure in 1990	Page 78
Housing Tenure in 2010	Page 79

DESCRIPTION OF PLANNING PROCESS

In 1983, the City of St Johns Planning Commission prepared the City of St Johns Community Development Plan. In 1993, the Planning Commission updated the plan. In 1998 the Planning Commission began the task of updating the plan again in response to the significant changes that were occurring in the City.

In September 2012, the St. Johns Planning Commission began in earnest to update the 2000 Community Development Plan. When the 2000 Community Development Plan was adopted, the 2000 Census information was not yet available so the 1990 Census information was used. With this 2012 Update, 2010 Census information was available. The Update to the Plan leaves the 1990 based Census information with the 2010 Census information inserted for comparison for the 20 year period.

The Planning Commission began by conducting a town meeting to gather input from the residents on their vision of a future City of St Johns. Although lightly attended, the input was energetic and provided the Planning Commission with a framework in considering changes to the existing plan. In addition the Planning Commission authorized a community wide mail-out/mail-back attitude survey (with some input also received from the City's web site). The response to the survey was very high and the Planning Commission used the results of the survey as they reviewed the plan.

In October of 2012, a Citizen Survey was mailed with an online version available for submission. With 23% return rate, street and sidewalk condition continue to be of concern. There were several written comments that will be passed on to the St. Johns City Commission for consideration. The results of the Citizen Survey may be found in Appendix D.

The Planning Commission also reviewed information updated from the previous plans on land use, population, housing and other community characteristics as well as the results of other studies that were being conducted on specific development issues in the City, including a downtown study, a parks and recreation plan, a street rehabilitation plan and water and sewer system studies.

Following review of this information, the Planning Commission considered three alternative development concepts that addressed the major issues they had identified in the planning process. The Commission selected one of the alternatives and modified it based on further review, refining it into a future land use map, future land use locational criteria and a proposed zoning map. The Commission then settled on strategies to implement the plan.

Following review of the plan at a public hearing, the plan was adopted by the Planning Commission in conformance with the Municipal Planning Act.

This plan is intended to guide the City of St. Johns in decision concerning development and land use for the next 20 years. The plan contains data from the concerning housing, households, population, employment, income and natural features. This data has been used to help guide the creation of the goals and objectives, future land use and implementation plan. Also included is a detailed analysis of the downtown, public facilities and transportation system.

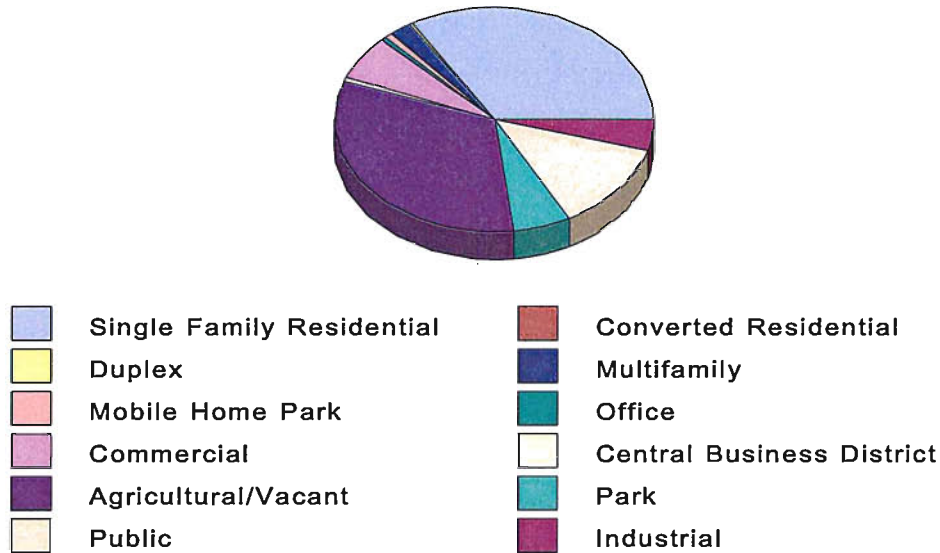
The plan places a great deal of importance on social factors intended to serve the needs and desires of its citizens. Efficient use of all community resources, to insure the community's economic viability is also a priority. Policies concerning the general well-being of the community are emphasized. Compatible and harmonious relationship between the various uses of land as they are developed for various community needs the plan are a priority. Recreation, commercial, industrial and housing have all been taken into account and addressed in this plan.

COMMUNITY LOCATION

St. Johns is located off of M-21 approximately equidistance from Grand Rapids and Flint. US-127, which trends north-south, is a direct route to Lansing which is approximately 18 miles away from St. Johns. The City serves as the County seat of Clinton County and is located in the center of Bingham Township in the northeast quadrant of the County.

LAND USE SURVEY - 1998

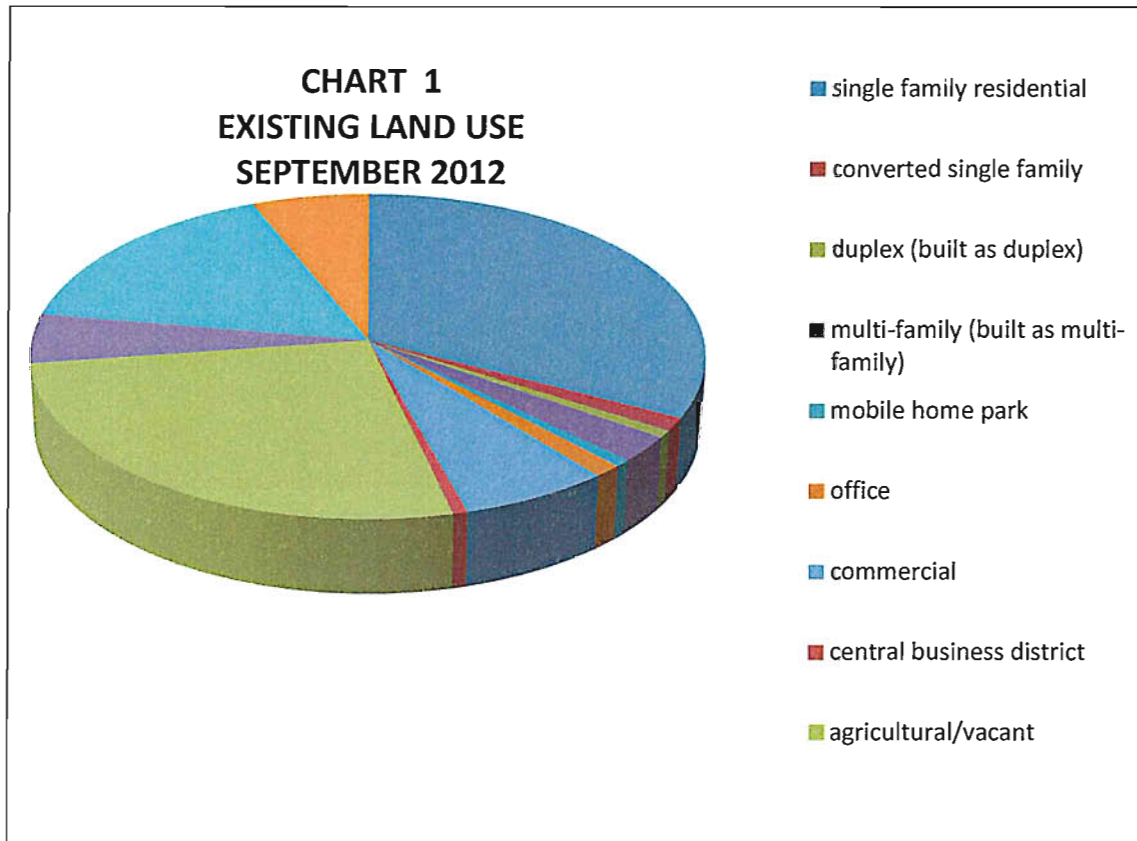
Chart 1 Existing Land Use



Land use patterns result from the historical development of a city, and from the demands of the current lifestyles of its residents and users. It is important to take these patterns and trends into consideration, when making land use decisions.

During January 8 and 9, 1998, a land use inventory was conducted by staff from ROWE's Planning Department. Using aerial photography and a windshield survey the staff members mapped out the City's current land uses. The land uses were divided into several categories; single family, converted single family, duplex, and multiple family residential; mobile home park; office; commercial; central business district; agriculture; park; public/semi-public; and industrial (Table 1 and Chart 1). By examining these categories and their distribution throughout the city, we are better able to understand how the City developed, and how the future might look.

2012 COMMUNITY DEVELOPMENT PLAN UPDATE: In September 2012, City Staff inventoried existing land uses to update the 1998 inventory. The City purchased 77 acres adjacent to the Industrial Park in 2003. Updated Existing Land Use Chart on following page.



Single Family Residential

This land use classification includes single family detached residences, but does not include those in mobile home parks. It is the largest land use in the City of St. Johns, encompassing 673.55 acres, totaling 33.48% (2012 update, 681.19 acres, totaling 31.74%) of the total land in the City. Single family residential development is wide spread throughout the City of St. Johns. It appears to have developed from the City core out, with newer subdivision-like developments on the fringes. The newest residential development area is toward the southern end of the City, off Sickels and Morton Streets, at the end of Hampshire and Lincolnshire Drives, along LaValle Court and Glastonbury Drive, and on Astwood Mews Lane. Following completion of the 1998 survey, additional residential development was also experienced in the southern end of the City in the area of Clinton/Townsend, Glastonbury/Townsend, Burbank/Townsend and Waterford

Parkway/Townsend and the north side of town in the vicinity of Lansing/Daisy Drive, Lois Lane/Loren Court *and Gibbs/Joyce/Bills/Randy Lanes*. These developments aid the population growth, as older urban areas tend to experience a population decline, as a result of a drop in the average number of persons per household.

One land use conflict was apparent within the single family residential areas. This involved industrial use in a medium density residential neighborhood. A concrete block manufacturing facility, which has now ceased operations, is located between Church and Clinton Streets, near Sturgis. It is bordered on all sides by residential development. This restricts the further development of the industrial site, and can cause difficulties, such as noise and heavy trucks, to the neighborhood if the facility resumed operation. This former manufacturing facility is now selling off its assets. *The former Karber Block office has been razed and another outbuilding constructed. The company is producing concrete septic tanks.*

Converted Single Family Residential

This land use is intended to include those buildings that originally were single family residences, but were converted to a duplex *and multi-family and contains 27.31 acres*. The phenomenon of converting larger homes into multiple unit structures gained popularity as the costs became prohibitive to utilize an older larger home for just one family. The additional rent income was very useful at helping to cover the costly repairs associated with the aging structure and mechanical systems. This practice also aided in providing affordable housing to meet the demand of a diverse housing market. Due to the nature of the development of these structures, they are found scattered throughout the City's residential neighborhoods.

The economy and housing market are once again prosperous *(prior to the housing market crash of 2007)*, the emphasis has shifted away from the conversion of these homes into multiple units, and towards the conversion of the multiple units back into single family structures. This is evidenced by the presence of vacant meter spaces, in multiple meter boxes on the homes. A nation-wide trend has developed emphasizing historic preservation, and the importance of our historic housing stock. The City of St. Johns serves as a wonderful example of several of the important styles of classic architecture. *With the housing crash, people are still buying the bigger multi-units and*

converting them to single family as the banks are selling the multi-unit properties at a greater discount which has also been beneficial for investors looking for rental properties.

Duplex Residential

This classification includes two single family residences attached by a common wall. There were various duplexes spread throughout the City. *Lumbering Hollows Condominium development* was built in 1986 through 1988 and is located off Sunview Drive and *contains six four-unit condominiums and two duplex units.* In 1990, an eight unit and twelve unit condominium buildings were constructed as part of *Lumbering Hollows.* In total, duplexes utilize 7.1 acres (14.64 acres in 2012 update) in the City, making it the second (third in 2012 update) smallest land use. Central Square *duplex condominium development* was constructed between 200-2002 and contains two single unit condominiums and six duplex units. *Fieldstone Village Condominium development* was constructed between 2001-2003 and contains two four-unit buildings at *Glastonbury/Townsend Road.* *Eastside Condominium development* was constructed between 2003-2004 and contains four duplex units located at *Walker/Traver Streets.* *Waterford Parkway at Townsend Road* constructed three duplex condominium units between 2003-2009. *Cloverridge Condominium development* was constructed between 2003 and 2006 located at *Joyce and Randy Lanes* and contains 16 duplex condominium units. *Lumbering Hollows and Central Square* are the only condominium developments that are currently built out. *It was a very active condominium construction period before the housing market crash of 2007.*

Multiple Family Residential

This land use includes all residential structures containing three or more units other than those created through the conversion of single family homes into apartments. Multifamily units were also found throughout the City, on a total of 45.03 (54.27 for 2012 update) acres although generally they were clustered together rather than scattered. To the south, *Autumn Ridge apartments* were built in 1989, off of Sunview Drive, contains a total of 120 units and makes up a great deal of the total acreage in this category. To the north, *Northfield Pines* is a 32 unit development on *Lansing Street* that was built in 1998. *Eastfield Oaks* contains 32 units located at *E. Gibbs/Randy Lane* and was constructed in 2001. *Summerfield Place* is adjacent to *Eastfield Oaks* and 16 out of the 32 units were

constructed in 2003, remaining were put on hold due to the market. Also Clinton Commons, a 60 unit development, *with community center* located at the Care Center on Scott Road was constructed in 1999. Multiple family residences provide an excellent buffer between intense uses, such as commercial and industrial, and lower density residential districts. In both of the instances above, these developments serve as a buffer in commercial use areas.

Mobile Home Park

This classification includes areas designated for mobile home development only. The City contained one mobile home park, the St. Johns Mobile Home Park. This park is fairly small, containing 13.27 acres *(14.48 acres with 2012 survey)*, and approximately 112 *sites*. It is located off of Gibbs Street in the northwestern portion of the City. Mobile home parks serve as a source of affordable housing, and are part of a balanced housing mix.

Office

This land use classification includes business, financial, medical, professional, and related service establishments. Office areas are generally found fronting the major thoroughfares and grouped with other office uses nearby. Quite often, the office uses are contained in mixed use areas, grouped with commercial uses. The office uses in St. Johns comprised of 0.57% *(11.8% with 25.33 acres based on 2012 update)* of the total land use. Office uses were mixed among the commercial districts of the City. Most office uses were located on US-27, in the Central Business District, and in the *office building* at the corner of Scott Road and Sturgis Street. *Newer office parks were constructed on Townsend Road with Fieldstone Village (2001-2002) and Waterford Parkway (2004-2005). Eastside Condominium development in an office condo containing four units that was built at M-21/Traver in 2003 with plans to construct two more four-unit buildings that did not materialize. The remaining property of Eastside Condominium was sold in 2011 for a Dollar General Store that was constructed in same year.*

Commercial

The commercial classification includes all commercial operations within the City, excluding those located in the Central Business District. Commercial uses were primarily contained in two areas of St. Johns. They are the areas of commercial development located at the north and south ends of the City, on US-27. This is reflective of the newer automobile driven commercial trends. These trends demand multiple services catered to the automobile, and other forms of commerce to be easily accessible by the automobile. This results in linear, single-story development of commercial strips along major thoroughfares. Due to the nature of this development, it is a large consumer of land. There is also commercial development on the east and west ends of M-21. The commercial district of the City contains 126.60 acres (137.11 acres with 2012 update), and is the fourth largest user of land.

Central Business District

In comparison to the commercial district, the Central Business District only uses 12.54 acres (13.10% with 2012 update) of land. This served as the original location of commerce for the area, and is located in the heart of the city, between Spring and Ottawa Streets, Railroad and State Streets. Its proximity to the railroad, indicates its early reliance on this form of transportation for transportation of goods. It is characterized by a pedestrian scale and orientation, with on street parking, and buildings fronting the street. It would be advantageous for the City to look into utilizing the abandoned railroad right-of-way as a "Rails-to-Trails" parks and recreation opportunity. 2012 update – the C-I-S (Clinton-Ionia-Shiawassee) Trail will begin construction in spring 2013.

Agriculture/Vacant

This land use classification is the second largest in the City, equaling 33.02% of the total acres (26.41% with 551.53 acres as per 2012 update). This classification includes those areas that are wood lots, bodies of water, agricultural land, or other vacant lots, as well as land which is covered by roads or railways; or contains utility stations and/or major utility lines. It includes the property known as the Fell Farm in the City's southwest side. This farm has been purchased by the City and is contiguous to City Park. This land is intended to be developed for recreational use. Primarily, vacant land is located on the

peripheral edges of the City. As the City grows and expands, it consumes what was traditionally farm fields. This process of development, leaves existing farmland and green space surrounding the boundaries of the City.

Park

This land use consumes 115.02 acres *(102.25 acres with 2012 update)* of City land, making it the fifth *(sixth with 2012 update)* largest land use. The City contains a total of seven parks, two of which are very large, the Clinton County 4-H fairgrounds, and the Main City Park adjacent to the High School. *The City sold the football field in 2007 and Bishop Field/Sickles Street tennis courts in 2010 to St. Johns Public School so they could enhance the football field area.* The Veterans' Memorial Park contains the City pool, *which has closed and a Community Spray Park is planned.* The remaining parks are neighborhood oriented, and are found nuzzled in the residential neighborhoods. These parks seek to provide recreational and social opportunities for children living in those areas.

Public/Semi-Public

This classification includes uses such as schools, libraries, churches, and City service buildings. The schools of St. John are classically distributed throughout the City. The elementary schools were historically strewn amongst the neighborhoods, to provide a safe, comfortable, neighborly educational environment for the very young. The development of the two newer elementary schools, are located on the fringes of the City, allowing for further expansion of facilities, as needed. The middle and high school are grouped together, in the southwestern corner of the City. Here they have room to expand to meet the increasing educational needs of the area youth. *The High School facilities are currently undergoing expansion with new academic and athletic additions.*

The development of churches in the City follows both the historic and the new trends of development. Several churches are located in close proximity to the Central Business District, where they were historically placed to serve the members of the surrounding neighborhoods. As the focus and lifestyles of the area residents changed, the automobile driven society placed their churches on easily accessible thoroughfares, such as US-27.

Public lands are the third largest land use. They consume 256.19 (337.98 acres with 2012 update) acres within the City. This totals 12.74% (16.18% with 2012 update) of all land within the City limits.

Industrial

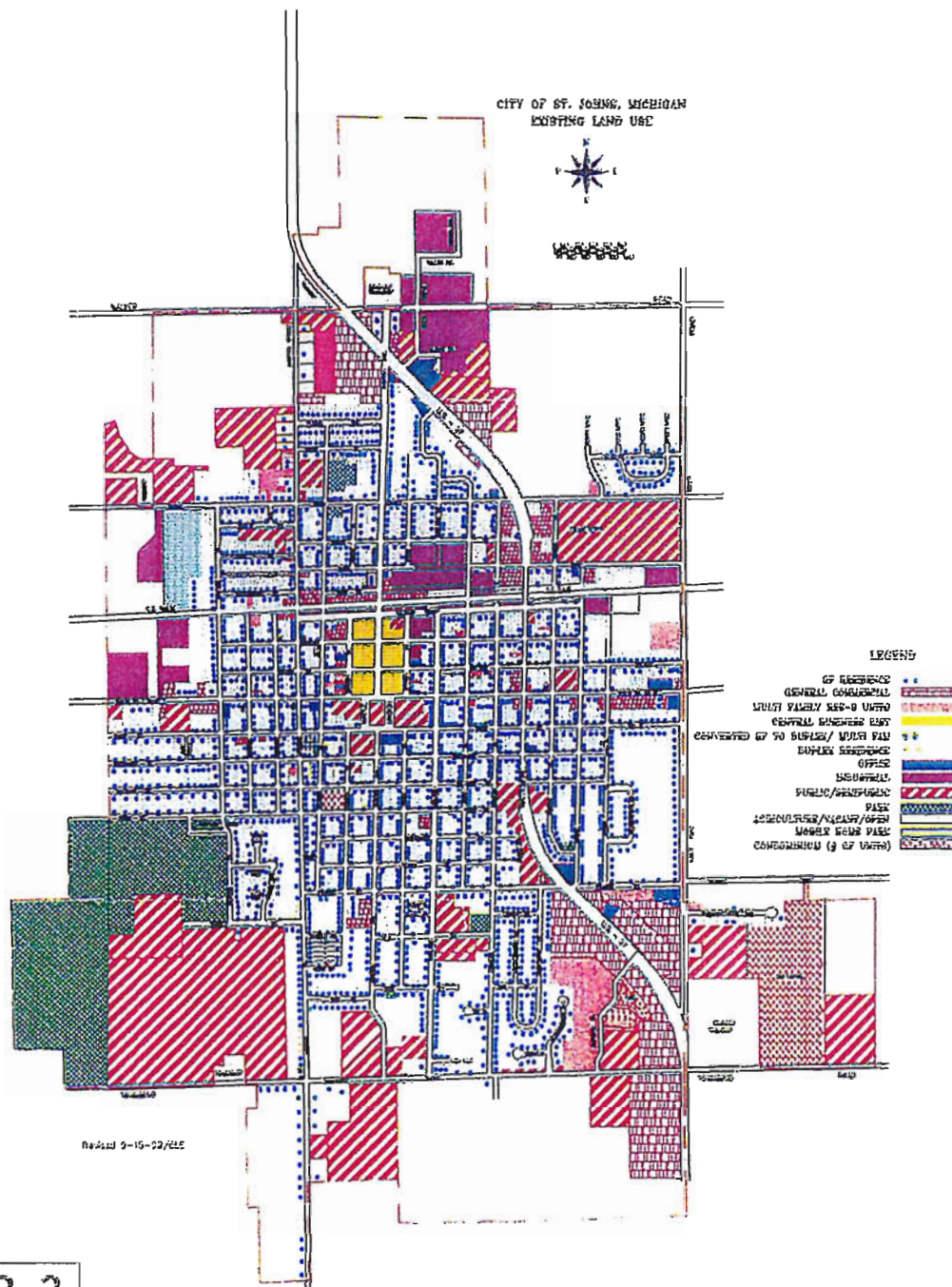
The industrial classification includes manufacturing, assembling, and fabricating facilities; warehouses, heavy auto repair, and non-manufacturing uses which are industrial in their nature, totaling 86.96 acres (129.22 acres with 2012 update). Industrial uses were found in three primary locations within the City of St. Johns. To the north, the industrial uses are located along North Bus 127, Steel and Mead Streets and in the St. Johns Industrial Park on Kuntz Street, Zeeb Drive, Tolles Drive, and Technical Drive. To the south, the aforementioned former concrete block industry, off of Church and Sturgis. The last is the historical development of industry along the former railroad, through the center of town, including extensive development on the City's west side. Before the semi-truck, industry relied heavily upon the rail for transportation of raw materials and goods, to distant markets. As other means of overland transportation became available, demand on the rail lessened, but is still necessary. With the abandonment of the railroad, the locational advantage of the area for industrial development has significantly reduced.

TABLE 1 EXISTING LAND USE, JANUARY 1998		
Single Family Residential	673.55	33.48%
Converted Single Family	1.96	0.10%
Duplex	7.1	0.24%
Multifamily	93.92	2.24%
Mobile Home Park	13.27	0.66%
Office	11.47	0.57%
Commercial	126.60	6.29%
Central Business District	12.54	0.62%
Agricultural	615.28	33.02%
Park	115.02	5.72%
Public	253.92	12.74%
Industrial	86.96	4.32%
Total Acres	2011.6	100.00%

TABLE 1		
EXISTING LAND USE, SEPTEMBER 2012		
Single Family Residential	681.19	32.61%
Converted Single Family	27.31	1.31%
Duplex	14.64	0.70%
Multifamily	54.27	2.60%
Mobile Home Park	14.48	0.69%
Office	25.33	1.21%
Commercial	137.11	6.56%
Central Business District	13.10	0.63%
Agricultural/Vacant	551.53	26.41%
Park	102.25	4.90%
Public	337.98	16.18%
Industrial	129.41	6.02%
Total Acres	2088.60	100.00%

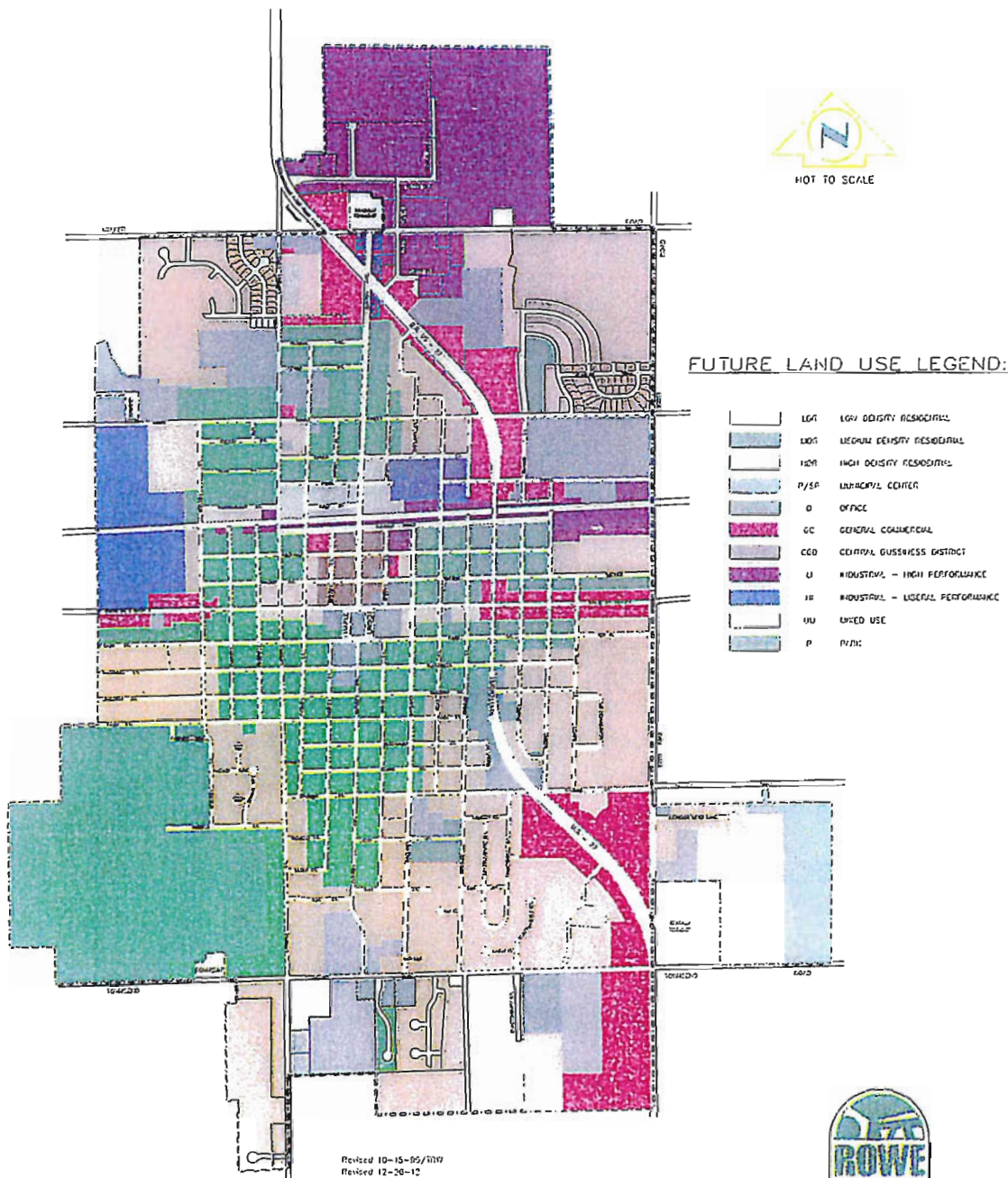
CITY OF ST. JOHNS, MICHIGAN

EXISTING LAND USE MAP



CITY OF ST. JOHNS, MICHIGAN

COMPREHENSIVE LONG RANGE LAND USE PLAN 2000-2020



MAP 14

ROWE
INCORPORATED
SUMMER 2000
6211 TAYLOR DRIVE, FORT, IN 46007
(317) 331-7500

NATURAL FEATURES

When preparing a master plan, it is important to examine the natural features of a community. Natural features play an important role in the life of a community, they help to improve the quality of life, and need to be protected. They also may have a significant impact on a community's ability to develop land. Often natural features cause constraints on development, and may prevent or alter its course.

Soils

A generalized soil survey was completed for the City of St. Johns, in 1978, by the U.S. Department of Agriculture Soil Conservation Service. Part of the initial recreational planning process should examine and evaluate the existing soil types as a factor in the location and management of recreational uses.

The soils within the City of St. Johns may be broadly categorized as the Capac-Parkhill-Marlette Soil Association. These soils are very poorly drained to well drained loams, on nearly level to gently sloping till plains.

The Capac soils occupy the broad, nearly level tops of low swells and short, gentle side slopes of wet depressions and broad flats. The Parkhill soils are found in the shallow depressions of the broad flats. The Marlette soils are found on the gently sloping low ridges and short side slopes along drainageways. The individual soils found within this association include:

- CaA - Capac Loam, 0-4% slope
- CbB - Capac-Marlette Loams, 1-6% slope
- MaB - Marlette Loam, 2-6% slope
- MaC - Marlette Loam, 6-12% slope
- MeA- Metamora-Capac Sandy Loams, 0-4% slope

- Pr - Parkhill Loam
- OwB - Owosso-Marlette Sandy Loam, 2-6% slope
- Sb - Sebewa Loam
- SpB - Spinks Loamy Sand, 0-6% slope
- WbA - Wasepi Sandy Loams, 0-3% slope

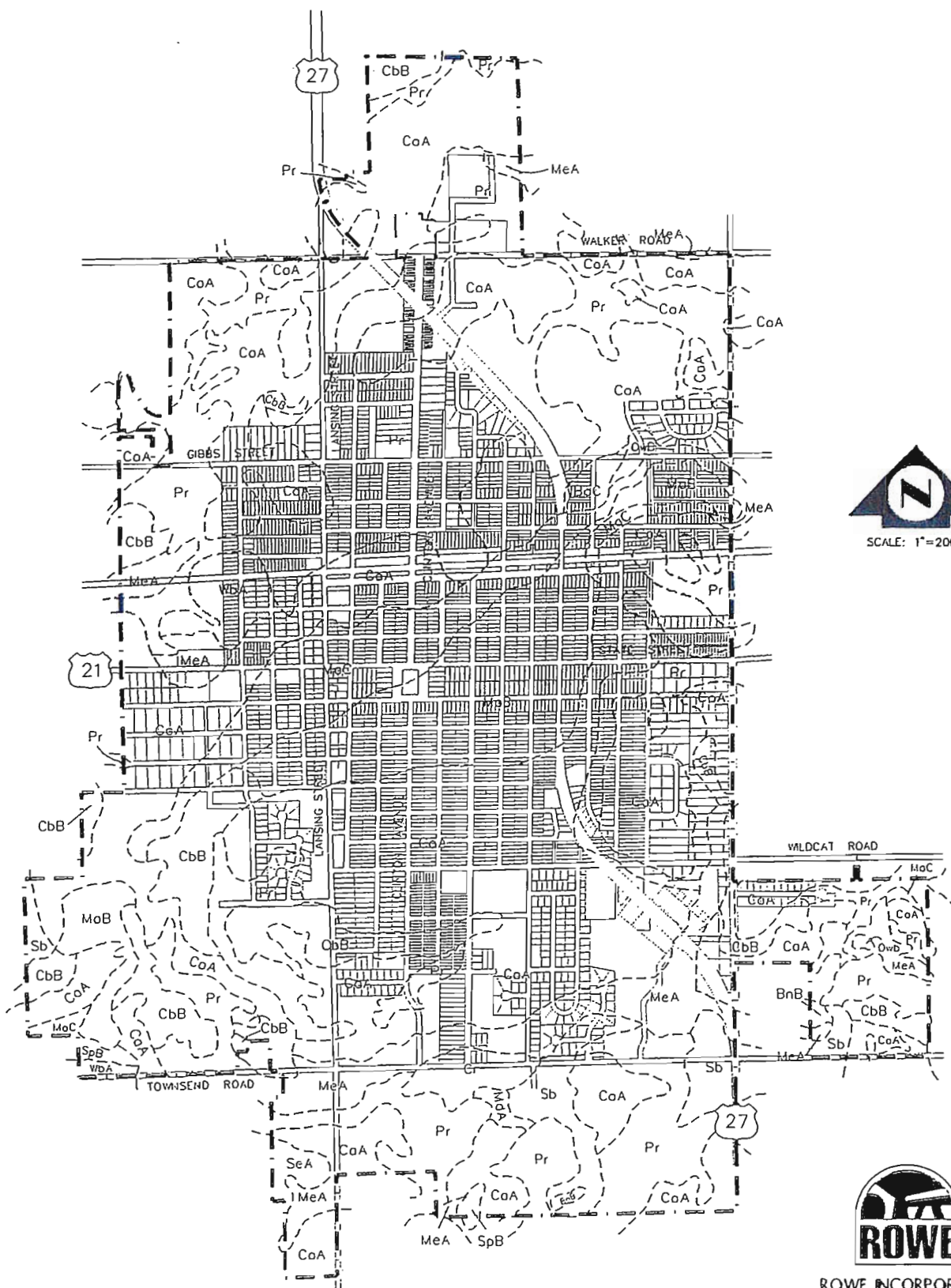
Table 2 shows the soil suitability of these soil types for commercial and residential development.

TABLE 2
LIMITATIONS OF SOILS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENT

Soil Series and Map Symbols	Septic tank absorption fields	Sewage lagoons	Dwellings with basements	Small commercial buildings
Capac: CaA CaB	Severe: wetness percs slowly	Severe: wetness	Severe: wetness	Severe: frost action; wetness
Marlette: MaB MaC	Moderate: percs slowly	Moderate: seepage; slope	Slight:	Moderate: frost action
Metamora: MeA	Severe: wetness; percs slowly	Severe: wetness	Severe: wetness	Severe: wetness; frost action
Owosso: OwB	Severe: percs slowly	Severe: seepage	Slight:	Moderate: frost action
Parkhill: Pr	Severe: wetness; percs slowly; floods	Severe: wetness	Severe: wetness; floods	Severe: frost action; wetness; floods
Sebewa: Sb	Severe: wetness; floods	Severe: wetness; seepage	Severe: wetness; floods	Severe: wetness; frost action; floods
Spinks: SpB	Slight:	Severe: seepage	Slight:	Slight:
Wasepi: WbA	Severe: wetness	Severe: seepage; wetness	Severe: wetness	Severe: wetness; frost action

CITY OF ST. JOHNS, MICHIGAN

GENERALIZED SOILS SURVEY MAP



MAP 3

ROWE
 ROWE INCORPORATED
 SUMMER 2000
 6211 TAYLOR DRIVE, FLINT, MI 48507
 (510) 341-7500

Woodlots

For the purpose of this plan, woodlots are defined as forested areas over five acres in size. The urban character of the City of St. Johns limits the likelihood of several woodlots. The agricultural base upon which the City was built, generally carried with it a disregard for significant stands of trees, as it was necessary to clear them for farming. Due to these two factors, there are only three noticeable woodlots left within the City of St. Johns.

The largest most prevalent woodlot is contained and protected within the jurisdiction of the City Park. The trees were protected from foresting, as the facilities for the picnic shelters and playgrounds were built within the trees. The large majority of the park, to the west, remains relatively undisturbed, as only a walking trail meanders through it.

Another woodlot is located just south of Townsend and east of Lansing Street. This woodlot is located primarily on an individual's lot, surrounded by residences and a hospital serving psychiatric and incarcerated patients. As this stand of trees remains relatively intact, it is important to protect it from future development, possibly by using cluster or planned unit developments, if a situation ever arises.

Recent developments have made great attempts to preserve some of the third woodlot. This area is located between the apartment buildings off of Sunview Drive and the new residences on Glastonbury Drive. A significant portion of the woodlot remains intact, as the houses were built within the trees, and the two developments are separated by a county drain, which will serve to protect the trees from future development.

Wetlands

Wetlands are areas of land where water is found on the surface or close to the surface, either permanently or seasonally. Wetlands serve many functions such as, storage areas for excess surface water, habitats for wildlife, preserving water quality, and recharging ground water supply. Since wetlands play such a vital part in the preservation of life, the State Legislature passed the Goemaere-Anderson Wetlands Protection act in 1979 (Act 203 of the Public Acts of Michigan, 1979). This act was intended to provide for the "preservation, management, protection, and use of wetlands."

There are no official state wetlands maps that clearly identify these areas considered wetlands. Two types of maps are commonly used in the identification of wetlands. The Michigan DNR's Michigan Resource Inventory System's (MIRIS) Land Use/Land Cover Maps and the U.S. Fish and Wildlife Service's National Wetlands Inventory Maps. Using data derived from the National Wetlands Inventory maps, which are prepared primarily using high altitude aerial photography, the City of St. Johns Wetlands Map (Map 4) was created. The inventory classifies all identified wetlands based on Ecological System, Subsystem, Class, and Subclass. The only types of wetland areas found in the City of St. Johns were areas from the Palustrine System. Most of these areas are in the Forested, Emergent, Scrub-Shrub, or Open-Water class. As the map illustrates, there are only a handful of wetland areas within the City (approximately 13 locations).

As this map indicates, the wetland areas are primarily concentrated on the perimeter of the City, away from the highly concentrated residential areas. In the western and southern areas of the City, these areas have no conflict with existing and/or proposed development. The majority of these areas are in park or low density residential areas away from the mainstream development. On the eastern side of the City, the map shows development already in existence on areas shown as wetlands. So, therefore the conclusion must be reached that these areas were not in conflict or were in conflict and have been filled so as to be in agreement. Finally, wetland areas in the northern areas of the City could pose a conflict with development of the parcels in which they lay, being that these specific areas are temporarily to seasonally flooded. This could have a significant impact on the development allowed by right in this area under current zoning, that mainly being industrial.

WETLANDS MAP



Steep Slopes

Development in areas with steep slopes can significantly increase construction costs as well as the cost of providing municipal services, and can result in increased soil erosion. Therefore, steep slopes are a natural feature that most communities examine in development of a Community Development Plan.

Generally the U.S. Soil Conservation Services suggest that slopes in excess of 21% should not be developed, while areas with slopes between 12% and 21% require care in their development. In examination of the Clinton County Soil Survey it was found that within the City of St. Johns there were no areas of slope which exceed a 12% slope. So, therefore there exist no areas of steep slope within the City that would hinder further development.

Wildlife

Table 3 indicates the suitability of each type of soil for the improvement, maintenance, or creation of wildlife habitat. It further rates the type of wildlife species that would be best suited for the soil and habitat conditions. The soil map and table should be consulted when assessing the impact or appropriateness of a recreational development, in a general area.

TABLE 3
WILDLIFE

Soil Series and Map Symbols	Elements of Habitat							Kinds of Habitat		
	Grain and Seed Crops	Domestic Grasses and Legumes	Wild Herbaceous Plants	Hardwood Trees	Coniferous Plants	Wetland Plants	Shallow Water Areas	Openland	Woodland	Wetland
Pr	Good	Fair	Fair	Fair	Fair	Good	Good	Fair	Fair	Good
Sebewa: Sb	Good	Fair	Fair	Fair	Fair	Good	Good	Fair	Fair	Good
Selfridge SeA	Poor	Fair	Good	Good	Good	Fair	Fair	Fair	Good	Fair
Spinks: SpB	Poor	Fair	Good	Good	Good	Poor	Very Poor	Fair	Good	Very Poor
Wasepi: WbA	Fair	Good	Good	Good	Good	Fair	Fair	Good	Good	Fair

POPULATION CHARACTERISTICS

When embarking on the planning process, it is important to first examine the population characteristics of a community. The characteristics and trends of a community provide important indicators as to what future conditions should be planned to accommodate. These factors include age, gender types, race, composition, persons per household, and disabilities. Examination of these factors provide a firm rational for basing future planning decisions upon.

Age

Table 4 displays the age classifications, of area residents, in five year increments from the 1990 Census. Comparisons show that the age composition of the City of St. Johns is fairly consistent with its neighbors' profiles. The median age for the City is 31.2 *(37.2 based on 2010 Census)*, Clinton County at 32.3 *(38.4 per 2010 Census)*, Bingham Township at 30.8 *(39.6 from 2010 Census)* and the City of Dewitt at 30.2 *(39.8 per 2010 Census)*. The greatest percentage (63.8) of the City of St. Johns population is under the age of 40 *(54.0% from 2010 Census)*. The City also has the greatest percentage of people 60 years of age and older at 16.4 *(20.6% per 2010 Census)*. Bingham Township has 14.3% of its population 60 years of age and older *(17.4% from 2010 Census)*, while the City of Dewitt has 7.1% *(15.6% per 2010 Census)*, and Clinton County has 12.9% *(18.7% from 2010 Census)*.

The distribution of the City of St. Johns population is more representative of an obelisk, than the typical pyramid with the young at the bottom. This illustration shows that the age cohorts remain fairly high and equal, until age 40 *(50 per 2010 Census)*. At that point the percentage of people in each age classification begins to taper off. This equates to a relatively high demand for family oriented services, especially in comparison to Bingham Township and the City of DeWitt. Over the next 20 years, the City of St. Johns is likely to experience a shift in demand with an increasing need for senior services. However, as the families turn to empty nesters and new households, it will be likely that there will be an increase in demand for housing units, as the average number of people per household drops, as discussed in the section on "Household size."

TABLE 4
AGE BY 5 YEAR INCREMENTS 1990 CENSUS

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
0-4	534	7.3	191	7.5	343	8.6	4,333	7.5
5-9	629	8.6	205	8.1	402	10.1	4,762	8.2
10-14	624	8.6	216	8.5	400	10.1	4,802	8.3
15-19	546	7.5	200	7.8	302	7.6	4,402	7.6
20-24	521	7.2	220	8.6	224	5.6	3,831	6.6
25-29	642	8.8	207	8.1	294	7.4	4,489	7.8
30-34	601	8.3	225	8.8	385	9.7	4,997	8.6
35-39	547	7.5	186	7.3	406	10.2	4,804	8.3
40-44	453	6.2	177	7.0	386	9.7	4,549	7.9
45-49	398	5.5	129	5.1	274	6.9	3,888	6.7
50-54	294	4.0	120	4.7	157	3.9	2,991	5.2
55-59	303	4.1	108	4.2	123	3.1	2,520	4.4
60-64	304	4.2	81	3.2	84	2.1	2,125	3.7
65-69	266	3.6	60	2.4	56	1.4	1,788	3.1
70-74	202	2.8	59	2.3	46	1.1	1,360	2.3
75-79	195	2.7	43	1.7	39	1.0	1,056	1.8
80-84	130	1.8	45	1.8	24	1.0	644	1.1
85 <	95	1.3	74	2.9	19	0.5	542	0.9

TABLE 4 AGE BY 5 YEAR INCREMENTS 1990 CENSUS								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Median	31.2	—	30.8	—	30.2	—	32.3	—
Total Population	7,284	100	2,546	100	3,964	100	57,883	100

Source: US Census, 1990.

TABLE 4 AGE BY 5 YEAR INCREMENTS 2010 CENSUS								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
0–4	547	7.0	176	6.2	244	5.4	4,444	5.9
5–9	516	6.6	213	7.5	336	7.5	5,175	6.9
10–14	565	7.2	241	8.4	386	8.6	5,533	7.3
15–19	587	7.5	222	7.8	337	7.5	5,607	7.4
20–24	440	5.6	137	4.8	254	5.6	6,031	8.0
25–29	511	6.5	119	4.2	223	4.9	3,972	5.3
30–34	573	7.3	151	5.3	245	5.4	4,084	5.4
35–39	496	6.3	187	6.5	238	5.3	4,395	5.8
40–44	506	6.4	199	7.0	342	7.6	5,253	7.0

TABLE 4 AGE BY 5 YEAR INCREMENTS 2010 CENSUS								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
45–49	540	6.9	256	9.0	360	8.0	5,905	7.8
50–54	487	6.2	250	8.7	452	10.0	5,836	7.7
55–59	475	6.0	212	7.4	386	8.6	5,171	6.9
60–64	395	5.0	149	5.2	261	5.8	4,271	5.7
65–69	290	3.7	105	3.7	202	4.5	3,208	4.3
70–74	227	2.9	99	3.5	92	2.0	2,298	3.0
75–79	213	2.7	79	2.8	64	1.4	1,700	2.3
80–84	221	2.8	35	1.2	52	1.2	1,245	1.7
85 <	276	3.5	29	1.0	33	0.7	1,254	1.7
Median	37.2	—	39.6	—	39.8	—	38.4	—
Total Population	7,865	100	2,859	100	4,507	100	75,382	100

Source: US Census, 2010.

Gender Types – 1990 Census

Chart 2 Age

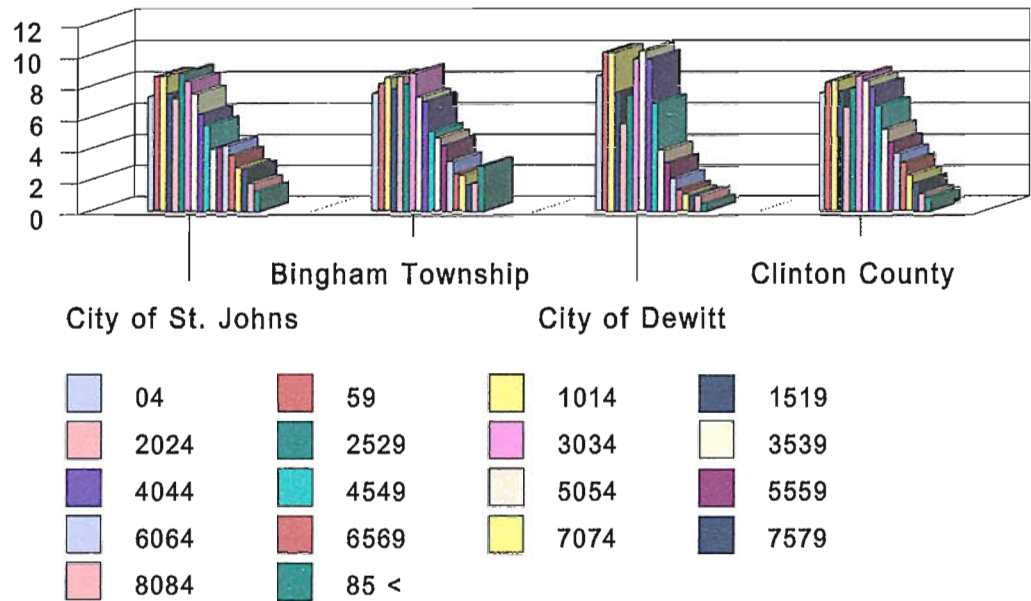
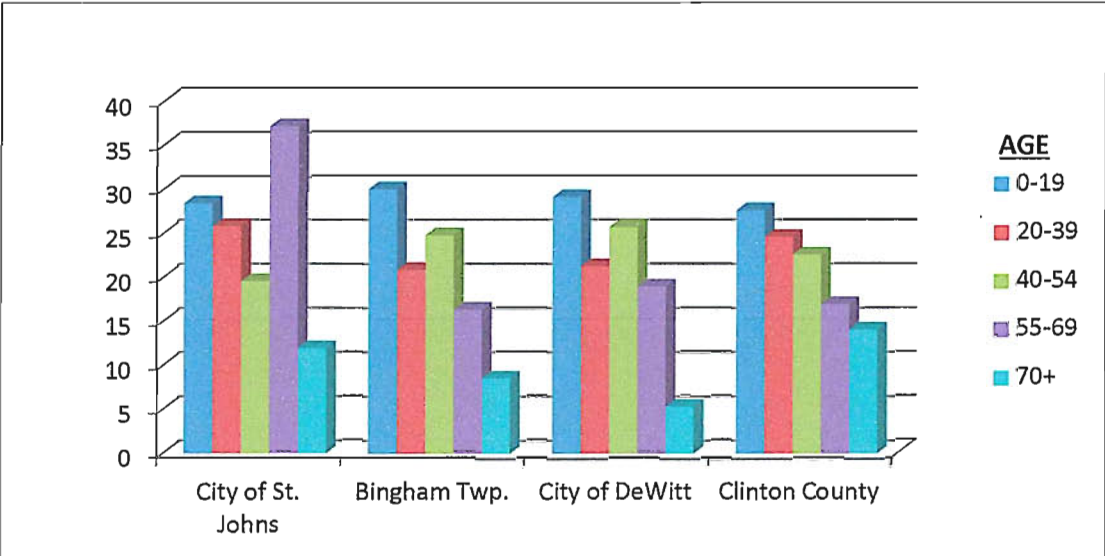


CHART 2 AGE – 2010 CENSUS



Source: US Census 2010

The City of St. Johns is comprised of 47.5% (47.7% per 2010 Census) males and 52.5% (52.3% per 2010 Census) females (Table 5 and Chart 2). This is slightly less diversified than the surrounding communities. However, it still follows the national trend of more females, per community, than males.

TABLE 5 GENDER TYPES IN 1990								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
Males	3,459	47.5	1,228	48.2	1,964	49.5	28,812	49.8
Females	3,825	52.5	1,318	51.8	2,000	50.5	29,071	50.2

Source: US Census, 1990.

TABLE 5 GENDER TYPES IN 2010								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
Males	3,751	47.7	1,454	50.8	2,192	48.6	37,057	49.2
Females	4,114	52.3	1,405	49.2	2,315	51.4	38,325	50.8

Source: US Census, 2010.

Race

The population of the City of St. Johns is fairly homogeneous, with 97.6% (93.9% from 2010 Census) of them reported as white (Table 6 and Chart 3). This distribution is more diversified than the surrounding communities. Bingham Township reported it was 98.6% (95.8% per 2010 Census) white, while the City of Dewitt (94.9% from 2010 Census) and Clinton County (92.9% per 2010 Census) both totaled 97.9%.

TABLE 6 - RACE IN 1990								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
White	7,112	97.6	2,511	98.6	3,878	97.9	56,639	97.9
Black	9	.1	3	.1	25	.6	218	.4
American Indian, Eskimo, or Aleut	16	.2	6	.2	9	.2	276	.5
Asian or Pacific Islander	47	.7	4	.2	13	.3	199	.3
Other Race	100	1.4	22	.9	39	1.0	551	.9

Source: US Census, 1990.

TABLE 6 - RACE IN 2010								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
White	7,389	93.9	2,739	95.8	4,277	94.9	70,018	92.9
Black	111	1.4	11	.4	61	1.4	1549	2.1
American Indian, Eskimo, or Aleut	49	.62	21	.7	18	.4	333	.4
Asian or Pacific Islander	46	.58	12	.4	41	.9	1130	1.5
Some Other Race	91	1.2	34	1.2	24	.5	868	1.2
Two or More Races	179	2.3	42	1.5	85	1.9	1484	1.9

<u>Totals</u>	7,865		2,859		4,506		75,382	
<u># Hispanic Out of Any Race</u>	358	4.6	101	3.5	157	3.5	2947	3.9

Source: US Census, 2010.

Chart 3 Race in 1990

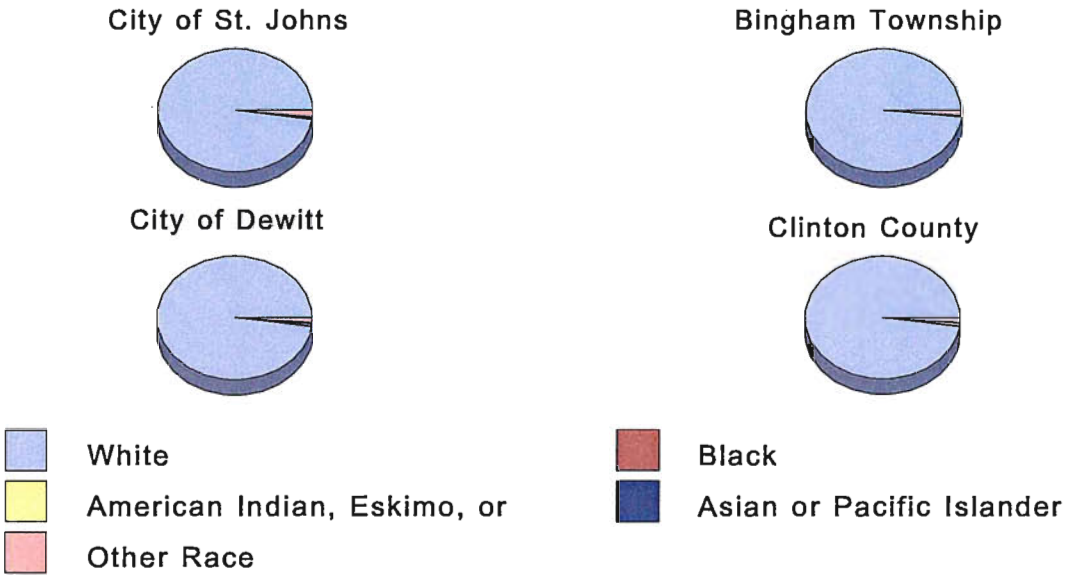
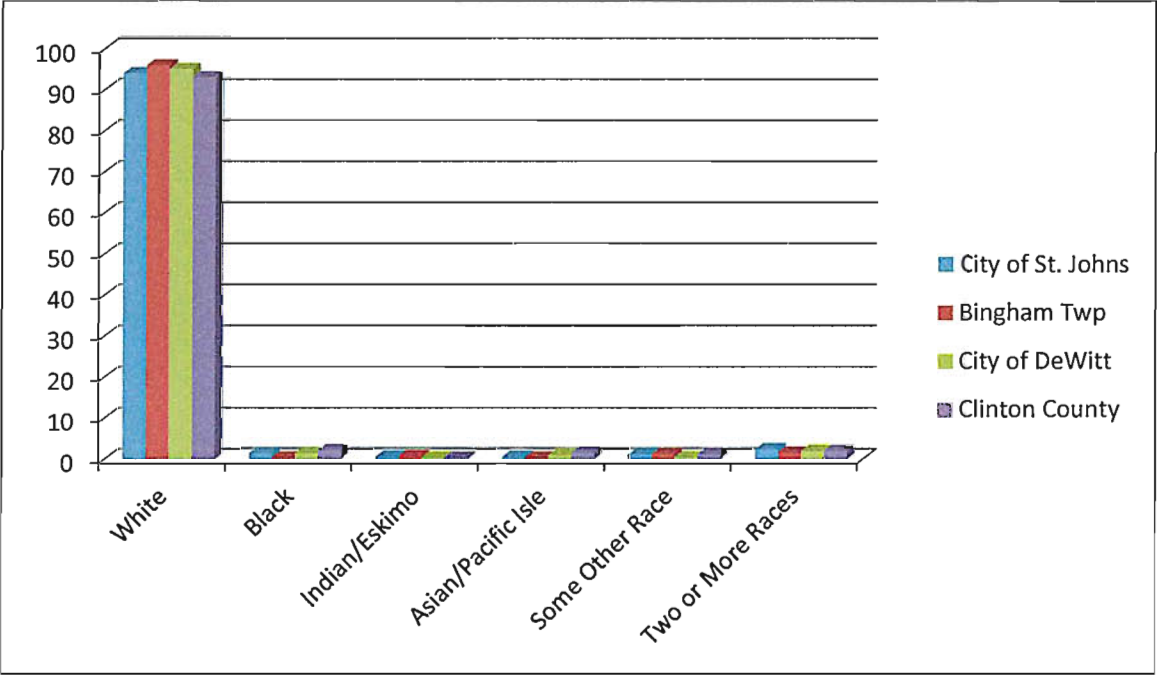


CHART 3 RACE IN 2010



Source: US Census 2010

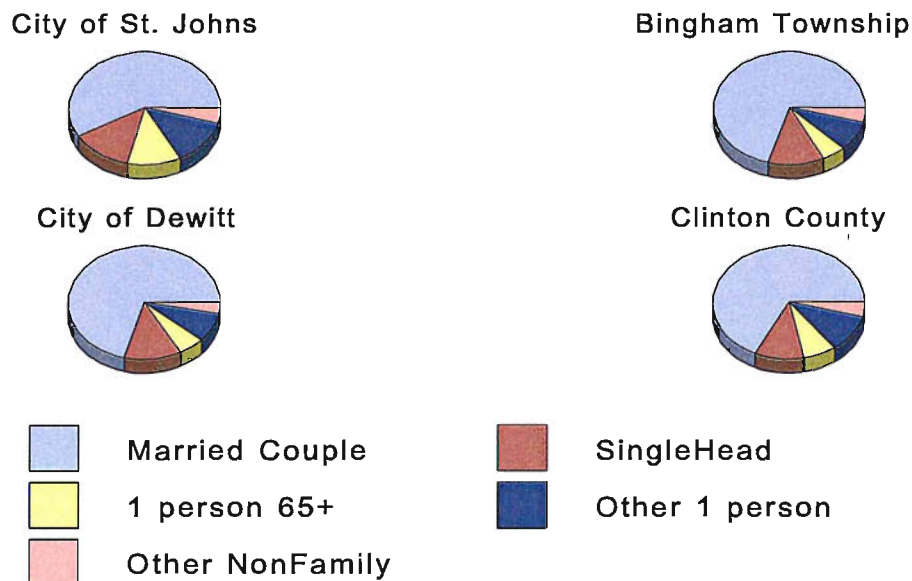
Household Composition

Household composition is a term used to describe the general makeup of a household. Household composition may be broken up into five categories:

- Married couple families, composed of both spouses, with or without children.
- Single head of household families, containing one parent and a dependent.
- One person household, 65 years or older.
- Other one person, less than 65 years old.
- Other non-family

Household composition is an important factor to consider. It's interconnection with age, income, and housing demand, make it a key element to the population characteristics of a community.

Chart 4 Household Composition in 1990

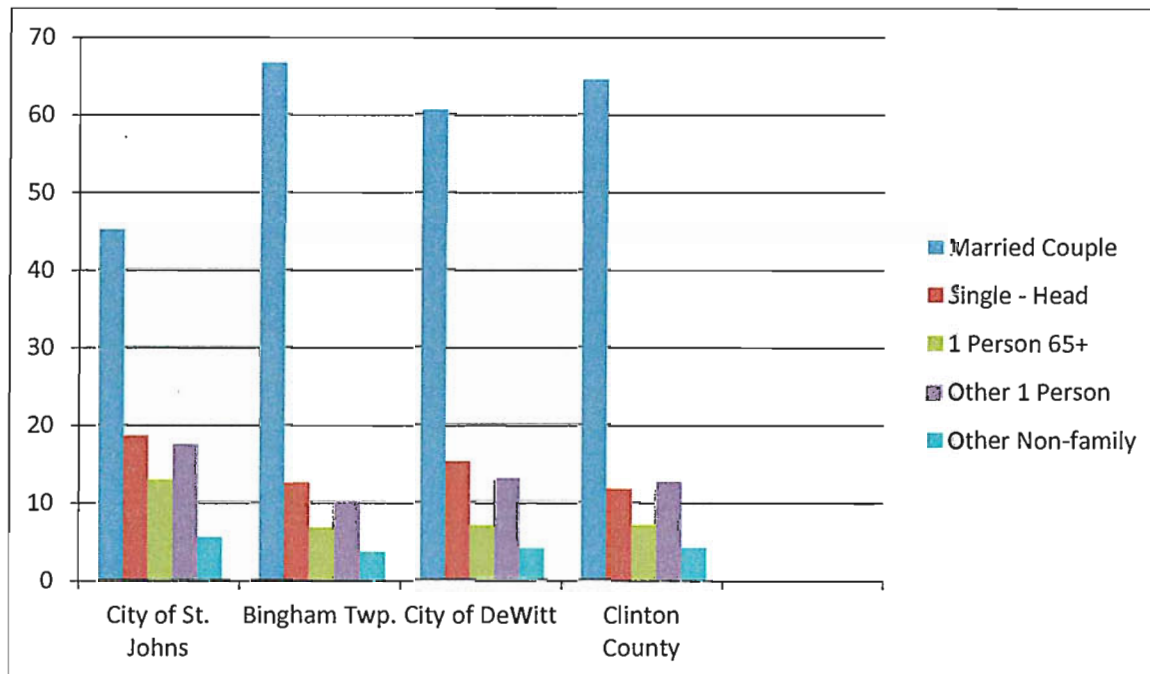


The City of St. Johns is largely comprised of married couple families (58.5%) (45.22% per 2010 Census) (Table 7 and Chart 4). This usually translates into a relatively large percent of housing consisting of single family detached housing. This percentage was lower than the surrounding areas, who were comprised of approximately 70% (64% per

2010 Census married couple families. The lower percent is easily explained by the fact that the City contained the highest percent of one person households, over the age of 65 of 11.4 **(12.96% per 2010 Census)**. Bingham Township only had 5.2% **(6.81% per 2010 Census)** of its households in this category; similarly the City of DeWitt reported 5.4% **(6.98% per 2010 Census)** and Clinton County had 7.0% **(7.10% per 2010 Census)**.

This large percentage is explained by the larger percentage of people over the age of 60 that the City of St. Johns reported.

CHART 4 – HOUSEHOLD COMPOSITION IN 2010



Source: US Census 2010

TABLE 7 COMPOSITION OF HOUSEHOLDS IN 1990								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Married Couple	1,624	58.5	570	70.8	928	71.0	13,768	68.1
Single-Head	364	13.1	94	11.7	160	12.3	2,149	10.6
1 person 65+	318	11.4	42	5.2	71	5.4	1,405	7.0
Other 1 person	355	12.8	66	8.2	109	8.3	2,075	10.6
Other Non-Family	116	4.2	33	4.1	39	3.0	815	4.0
Total	2,777	100	805	100	1,307	100	20,212	100

Source: US Census, 1990.

TABLE 7 COMPOSITION OF HOUSEHOLDS IN 2010								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Married Couple	1,423	45.22	685	66.63	1,049	60.57	15,203	68.1
Single-Head	588	18.68	129	12.55	265	15.3	2,773	10.6
1 person 65+	408	12.96	70	6.81	121	6.98	1,681	7.0
Other 1 person	552	17.54	105	10.21	227	13.11	2,992	10.6
Other Non-Family	176	5.59	39	3.80	70	4.04	1,004	4.0
Total	3,147	100	1,028	100	1,732	100	23,653	100

Source: US Census, 2010.

Household Size

TABLE 8 AVERAGE PERSONS PER HOUSEHOLD IN 1990				
	1990	1980	1970	1960
City of St. Johns	2.59	2.86	3.26	3.24

Source: US Census, 1990.

TABLE 8 AVERAGE PERSONS PER HOUSEHOLD IN 2010					
	2010	1990	1980	1970	1960
City of St. Johns	2.38	2.59	2.86	3.26	3.24

Source: US Census, 2010.

Several socio-economic factors influence the size of a household. The move as a society from agriculture to technology, the increased economic pressure of raising and educating children, and the break-up of the nuclear family from an increasing divorce rate, all contribute to the decline in the average number of people per household. Another phenomenon affecting households is the aging of the population. As a family of two parents and two children grows older, each of the children leave home and establish new households. This leaves one household of two people, and two new households of one person each. The result is a decrease in the number of people per household, a stable population, and an increase in demand for dwelling types, specifically differing types from the traditional single-family detached home.

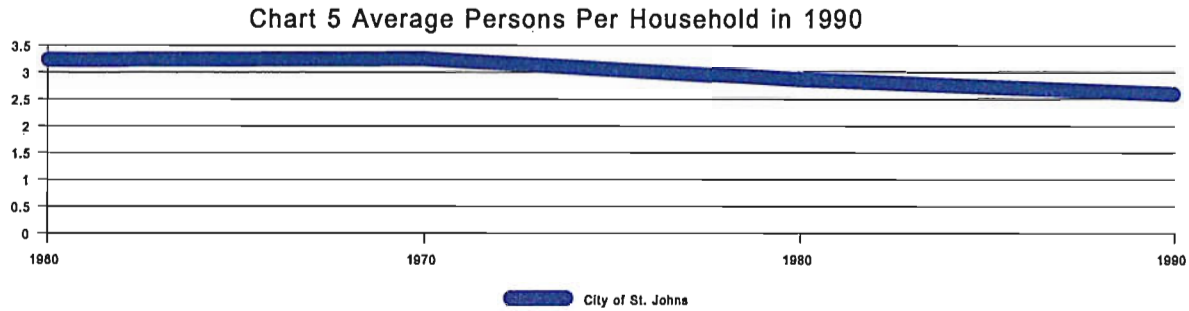
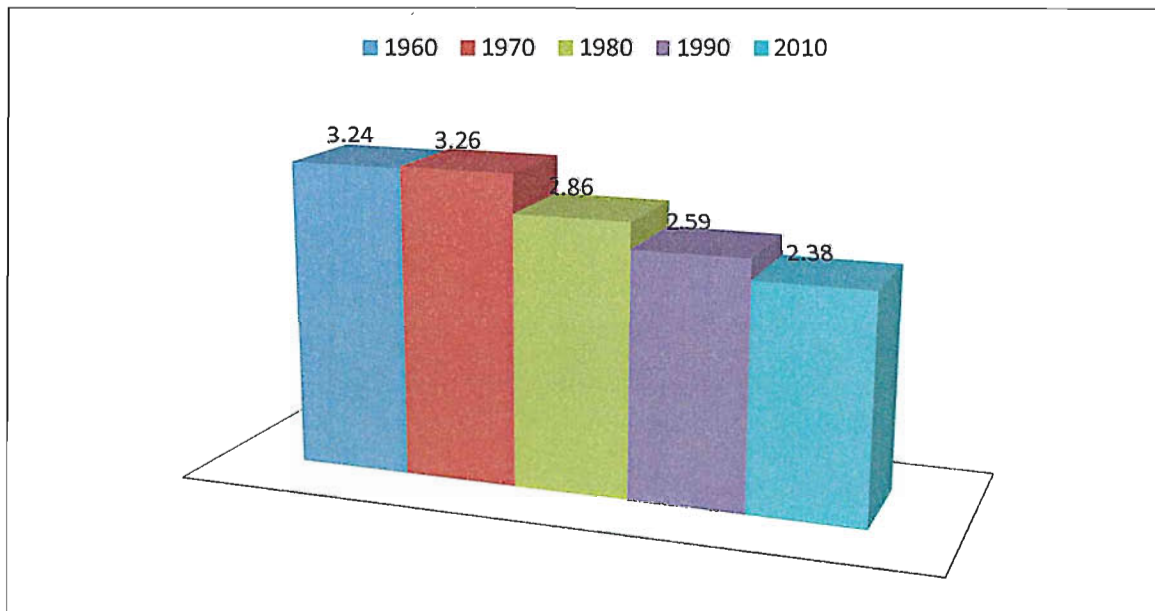
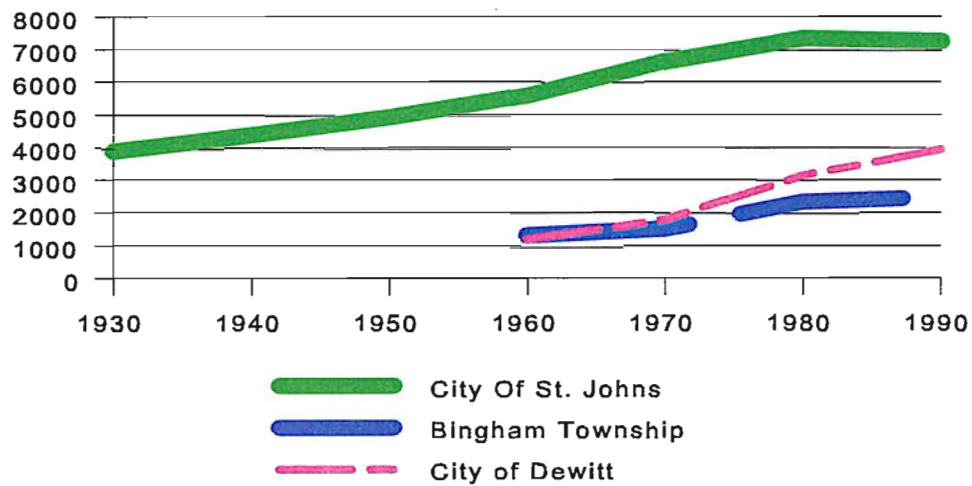
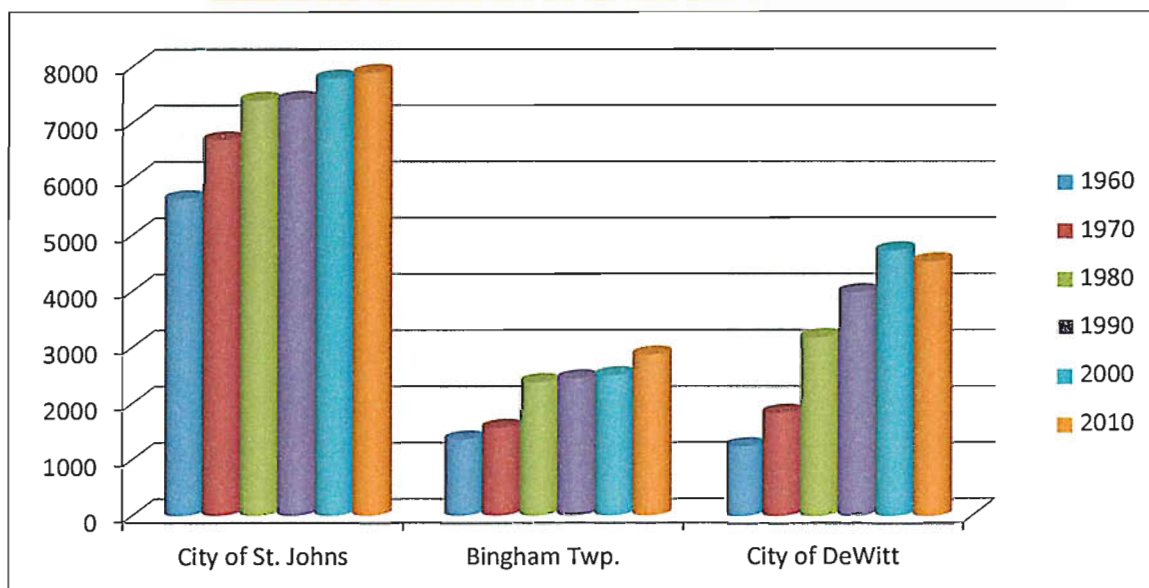


CHART 5 AVERAGE PERSONS PER HOUSEHOLD 2010



Source: US Census 2010

The City of St. Johns appears to be experiencing some of these trends. While the household size did increase between 1960 and 1970, this could be attributable to a higher percentage of younger families (Table 8 and Chart 5). Overall, the average household has decreased by 20% (26.54% per 2010 Census) in the span of 30 (50 as per 2010 Census) years.

Population Growth**Chart 6 Population Growth in 1990****CHART 6 POPULATION GROWTH IN 2010**

Source: US Census 2010

The population growth trend for the City of St. Johns appears to follow the national model for more established communities (Tables 9, 10 and Chart 6). The City's proximity to Lansing, allowed the area to experience growth from suburbanization. As people left the central City of Lansing, they fled to outlying areas such as the City of St. Johns, its rural character and charm made it inviting and still within commuting distance from Lansing. This trend came to a halt with the recession in the early 80s as reflected in the marginal increase in population from 1980 to 1990. The trend started again between 1990-2000 with significant residential growth but slowed based on *2010 Census due to the housing market crash that started on 2007.*

TABLE 9 POPULATION GROWTH 1930 - 1990							
	1990	1980	1970	1960	1950	1940	1930
City of St. Johns	7,392	7,376	6,672	5,629	4,954	4,422	3,929

Source: City of St. Johns

TABLE 9 POPULATION GROWTH 1950 - 2010							
	2010	2000	1990	1980	1970	1960	1950
City of St. Johns	7,865	7,768	7,392	7,376	6,672	5,629	4,954

Source: City of St. Johns

TABLE 10
POPULATION GROWTH OF SURROUNDING
COMMUNITIES IN 1990

	1990	1980	1970	1960
Bingham Township	2,438	2,371	1,561	1,356
City of Dewitt	3,964	3,165	1,829	1,238
Clinton County	57,883	55,893	48,492	37,969

Source: US Census, 1990.

TABLE 10
POPULATION GROWTH OF SURROUNDING
COMMUNITIES IN 2010

	2010	2000	1990	1980
Bingham Township	2,859	2,493	2,438	2,371
City of Dewitt	4,507	4,702	3,964	3,165
Clinton County	75,382	64,753	57,883	55,893

Source: US Census, 2010.

Population Projections

Population projections are an integral part of any future plan. They provide a forecast of the areas of need, by extrapolating current trends into the future. The world is ever changing, a plan must be ready to guide a community through there changes. Housing projections for a community the size of St. Johns is problematic because the decision of a few property owners to develop or not can have a huge impact on growth. For this reason, any projections must be viewed only as an educated guess and any policies based on those projections should be continually checked with current information on growth.

Chart 7 Population Projections

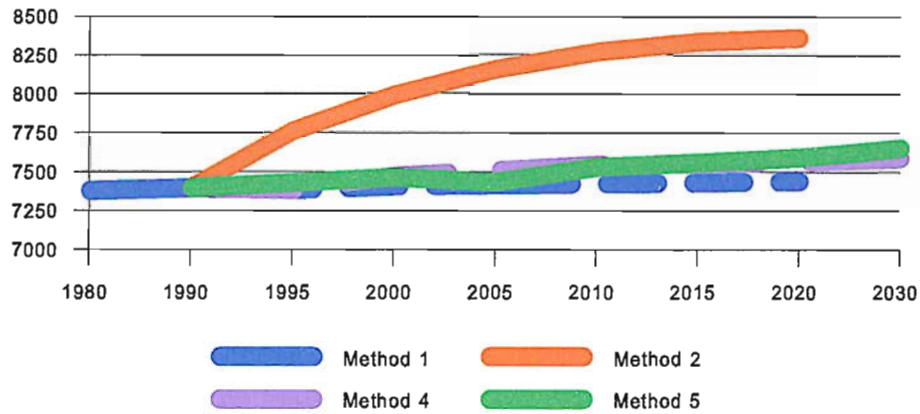
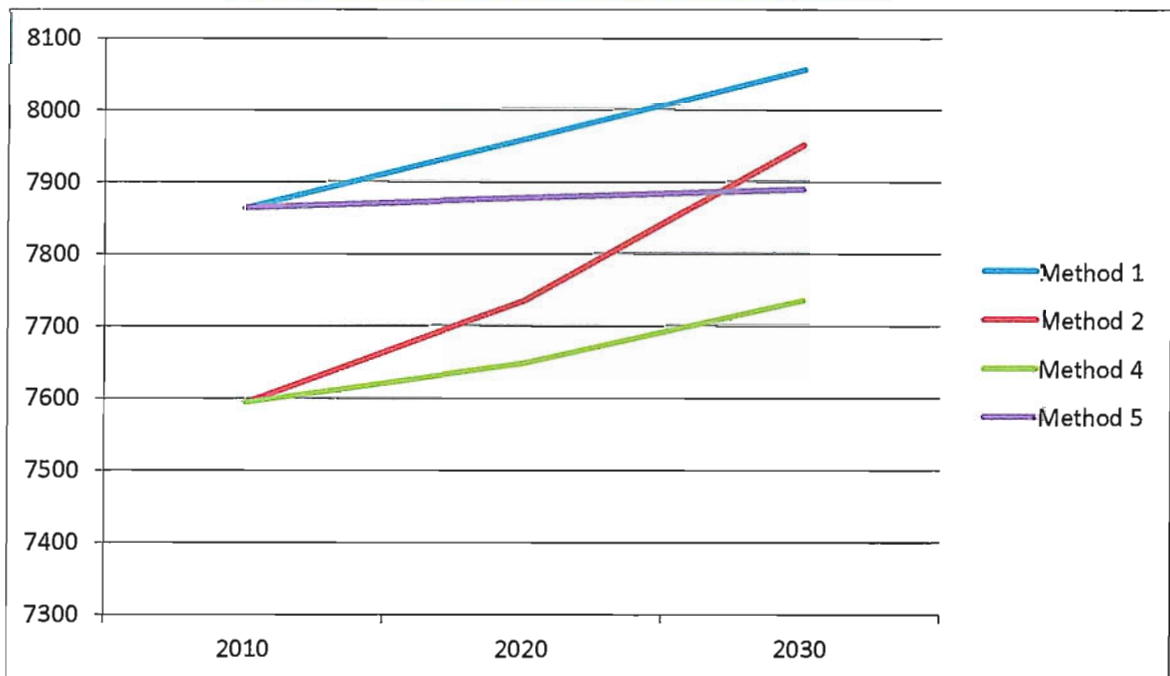


Chart 7 Population Projection Update



Source: City of St. Johns

TABLE 11
STRAIGHT LINE POPULATION PROJECTION — METHOD 1
THROUGH 2020

	1980	1990	% Change 1980 – 1990	2000	2010	2020
City of St. Johns	7,376	7,392	0.2	7,407	7,422	7,437

Source: City of St. Johns

TABLE 11
STRAIGHT LINE POPULATION PROJECTION — METHOD 1
THROUGH 2040

	2000	2010	% Change 2000 – 2010	2020	2030	2040
City of St. Johns	7,768	7,865	1.2	7,959	8,055	8,152

Source: City of St. Johns

A range of projections were prepared for the City using a variety of projections techniques. The above projection assumes that the population growth will follow the trend established in the previous decade, without deviation (Table 11 and Chart 7). Under this scenario it is assumed that the City of St. Johns will continue to gain population to gain at a rate of 0.2% (**1.2% per 2012 update**) per decade. This would result in an additional population gain of 45 people (**287 for 2012 update**) over three decades. This indicates a relatively modest population gain of less than 1% (**3.52% for 2012 update**) over the next three decades.

TABLE 12
PROPORTIONAL PROJECTIONS GROWTH — METHOD 2
THROUGH 2020

	Census	Projected					
	1990	1995	2000	2005	2010	2015	2020
Clinton County	57,883	61,600	63,400	64,700	65,600	66,100	66,300
City of St. Johns	7,392	7,761	7,988	8,152	8,265	8,328	8,354

Source: Population Project for Michigan to the Year 2000, Michigan Department of Management and Budget, 1996 and the City of St. Johns

The office of the State Demographer prepared population projections for each county in the State of Michigan (Table 12). The proportional growth projection above assumes that the City of St. Johns would continue to maintain the same percentage of the county's population, that it had achieved in 1990. This percentage is then applied to each forecasted year, to obtain the city's population projection.

The 2010 Census Population for Clinton County is 75,382 with is considerably higher than the Table 12 projections through the Michigan Department of Management and Budget. The City of St. Johns 2010 Census Population is 7,865, which is well below the aforementioned projections.

TABLE 13
POPULATION ESTIMATES 1980-1996

	1990	7-91	7-92	7-93	7-94	7-95	7-96	Total Increase	% Change
City of St. Johns	7,392	7,677	7,666	7,667	7,639	7,630	7,555	163	2.2

Source: Tri-County Regional Planning Commission

TABLE 13**POPULATION ESTIMATES 2005-2035**

	2005	2010	2015	2020	2025	2030	2035	Total Increase	% Change
City of St. Johns	7,574	7,595	7,648	7,735	7,846	7,951	8,029	455	6.0

Source: Tri-County Regional Planning Commission

Tri-County Regional Planning Commission prepared population forecast for growth that has been experienced, from the 1990 census to July of 1996 (Table 13), updated Tri-County Population for the Trend Scenario based on 1990 Census.

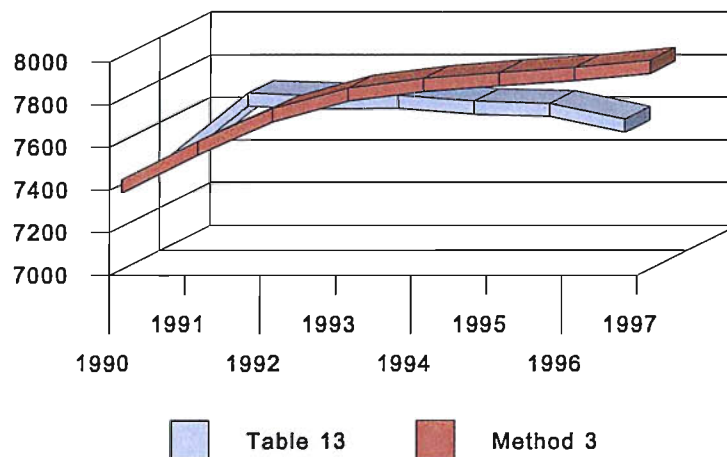
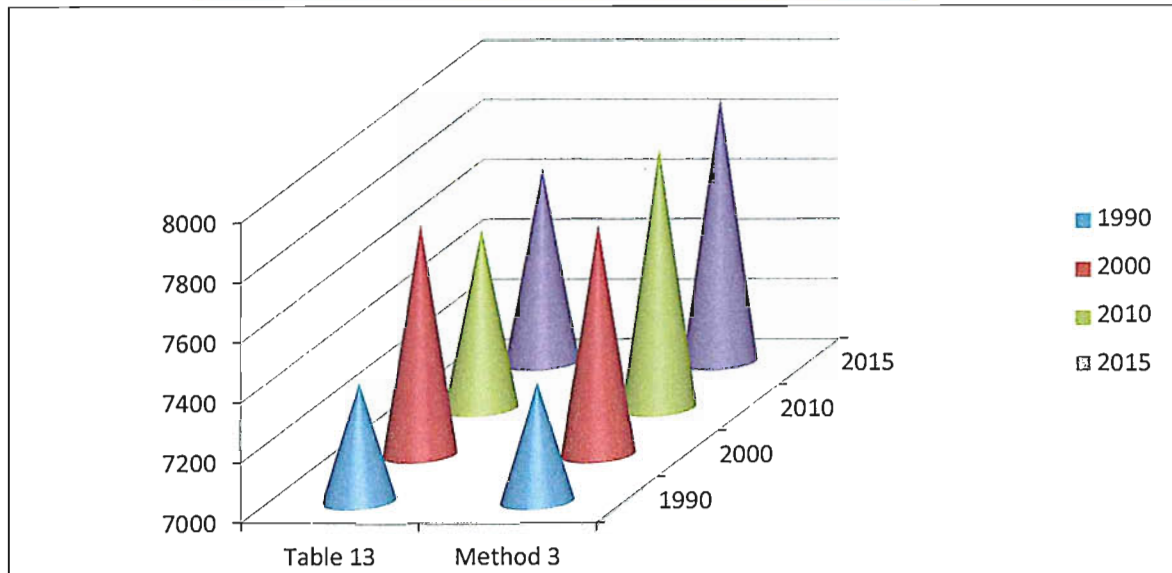
Chart 8 1990s Projections

CHART 8 - 2015 PROJECTIONS



Source: Tri-County Planning

TABLE 14
METHOD 3
POPULATION ESTIMATES 1980-1996

	1990	6-91	6-92	6-93	6-94	6-95	6-96	6-97	Total Increase	% Change
City of St. Johns	7,392	7,566	7,721	7,819	7,863	7,891	7,914	7,947	555	7.5

Source: City of St. Johns

TABLE 14
METHOD 3
POPULATION ESTIMATES 1990-2015

	1990	2000	2010	2011	2012	2013	2014	2015	Total Increase	% Change
City of St. Johns	7,392	7,768	7,865	7,865	7,867	7,871	7,876	7,881	489	6.6

Source: City of St. Johns

As part of the planning effort, a forecasted population, for June of 1997 (*through 2015 for update*), was prepared (Table 14 and Chart 8). This projection took the net number of housing starts per year, new builds minus demolitions, multiplied by the average number of people per household (2.59), in 1990 (*2.38 for 2010*), and then added that number to the previous years population. By 1996 (*2015 for update*), method 3 forecasted an additional 5.3% (*6.6% for update*) growth over the numbers prepared by Tri-County's methods (*3.5% for update*) may have differed, and included a decreasing household size. *With the depressed housing market, only two new houses were built and one demolished between 2011 and June 2012.*

TABLE 15
POPULATION PROJECTIONS — METHOD 4
THROUGH 2030

	1990	2000	2010	2020	2030
City of St. Johns	7,392	7,470	7,542	7,561	7,587

Source: Tri-County Regional Planning Commission

TABLE 15 - UPDATED
POPULATION PROJECTIONS — METHOD 4
THROUGH 2030

	1990	2000	2010	2020	2030
City of St. Johns	7,392	7,470	7,595	7,648	7,735

Source: Tri-County Regional Planning Commission

The numbers portrayed in method 4 were projected by the Tri-County Regional Planning Commission (Table 15 and Chart 8). Once again, the base 1990 (*2000, 2010*) numbers differs from the census. Tri-County's 1999 estimates projects an increase of 195 people over the span of 40 years, resulting in a 2.6% increase. *The second table are updated Tri-County projections that show an increase of 343 people over same span that results in*

a 4.6% increase. Glancing back at the number they prepared for 1991 to 1996, it appears as if they feel from 1993 to the year 2000, the population will continue to increase, at a rate of 2.6%. From the year 2000 to 2030, the population would then increase by 1.6% (3.5% for 2012 update).

TABLE 16 POPULATION PROJECTIONS — METHOD 5 THROUGH 2030					
	1990	2000	2010	2020	2030
City of St. Johns	7,392	7,461	7,526	7,588	7,647

Source: City of St. Johns

TABLE 16 - UPDATED POPULATION PROJECTIONS — METHOD 5 THROUGH 2030					
	1990	2000	2010	2020	2030
City of St. Johns	7,392	7,461	7,865	7,877	7,889

Source: City of St. Johns

Method 5 assumes that:

- The average number of net units built by year in the 1990s will continue (30.57).
- *2000-2005 net units of 340.
- *2006-June 2012 net units totaled 34. Housing Market Crash of 2007 greatly impacted the housing construction industry.
- The average number of persons per household will continue to decrease, at a decreasing rate. This was calculated by finding the difference between 1980 and 1990, .27 and decreasing that by 25% each decade.
 - 2000 – 2.39 (2.43 as per 2000 Census)
 - 2010 – 2.24 (2.38 as per 2010 Census)

2020 – 2.13 (2.29 for update)

2030 – 2.05 (2.20 for update)

The average vacancy rate is 5%. (8.8% as per 2010 Census).

The projection was then prepared by multiplying the average number of net units by the average vacancy rate, by the household size, for that decade, and adding it to the previous decades population (Table 16). These numbers resulted in an increase of 255 (497 for update) people in 40 years, at a rate of 3.4% (6.3% for update). This estimate is less optimistic than Tri-County's, especially if the difference in base numbers was factored in. However, the two numbers projected for 2030, only differ by 60 (62 for update) people, indicating a higher probability than many of the other methods.

Disability

Table 17, Chart 9 and Chart 10, demonstrates that 5.5% (12.5% as per 2010 Census), of the total population, of the City of St. Johns, have a disability. This figure is higher than Bingham Township (3.9%) (12% per 2010 Census), the City of Dewitt (3.4%) (9.4% per 2010 Census), and lower than Clinton County, as a whole (3.8%) (14.37% as per 2010 Census). This may be explained by the fact that services and appropriate housing are more accessible in more urban areas. In comparison, very rural areas may not be able to meet the transportation needs of a person with a disability. This may cause the individual to live in relative isolation, especially if living alone.

TABLE 17								
DISABILITY IN 1990								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Persons 16 to 64 Years:								
w/a mobility & self-care limitation	18	.2	0	0	12	.3	178	.3
w/a mobility limitation only	76	1.0	22	.9	22	0.6	364	.6

TABLE 17
DISABILITY IN 1990

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
w/a self-care limitation only	90	1.2	41	1.6	41	.9	601	1.0
Persons 65 Years Plus:								
w/a mobility & self-care limitation	19	.3	11	.4	11	0	235	.4
w/a mobility limitation only	141	1.9	0	0	0	1.3	556	1.0
w/a self-care limitation only	68	.9	25	1.0	25	.3	301	.5
Total Persons w/Disability	412	5.5	99	3.9	99	3.4	2,235	3.8

Source: US Census, 1990.

TABLE 17
DISABILITY IN 2010

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Persons 16 to 64 Years:								
w/a mental disability	133	1.7	41	1.4	91	2.0	1,213	1.6
w/a physical disability	247	3.1	75	2.6	111	2.5	2,167	2.9
w/a self care disability	55	.7	15	.5	17	.4	493	.7
Persons 65 Years Plus:								
w/a mental disability	112	1.4	7	.2	6	.02	549	.7

TABLE 17
DISABILITY IN 2010

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
w/a physical disability	286	3.6	18	.6	109	2.4	1,653	2.2
w/a self care disability	67	.9	7	.2	20	.4	482	.6
Total Persons w/Disability	997	12.7	140	4.9	278	6.2	6,493	8.6

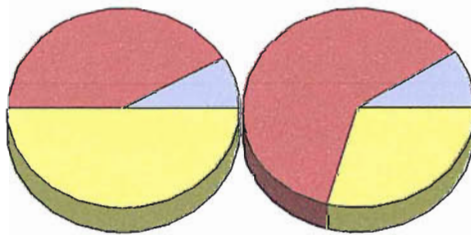
Source: US Census 2010

Chart 9 and Chart 10 from 1990 Census:

Chart 9 City of St. Johns Disabilities

Persons 16 to 64

Persons 65 Years Plus



■ w/a mobility & selfcare limitation
■ w/a mobility limitation only
■ w/a self care limitation only

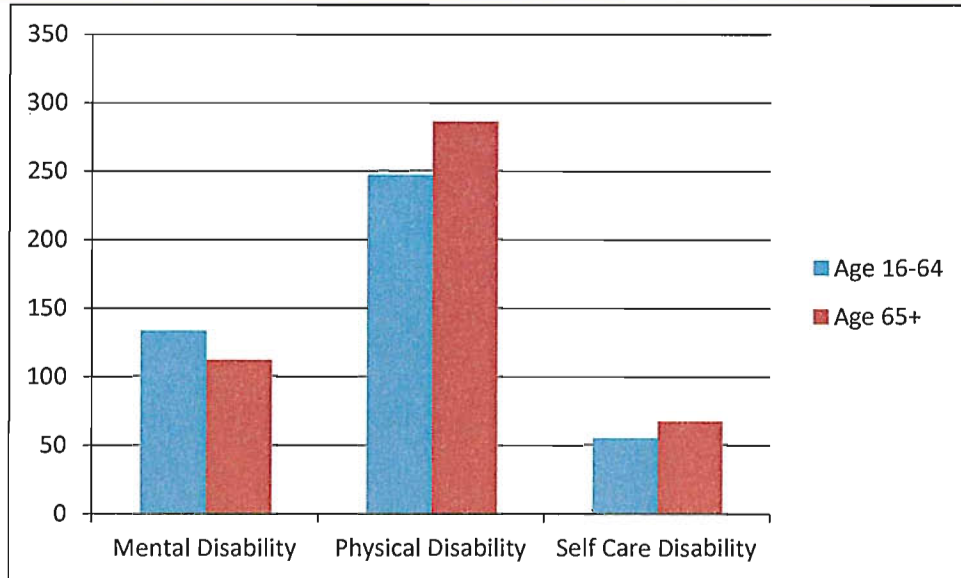
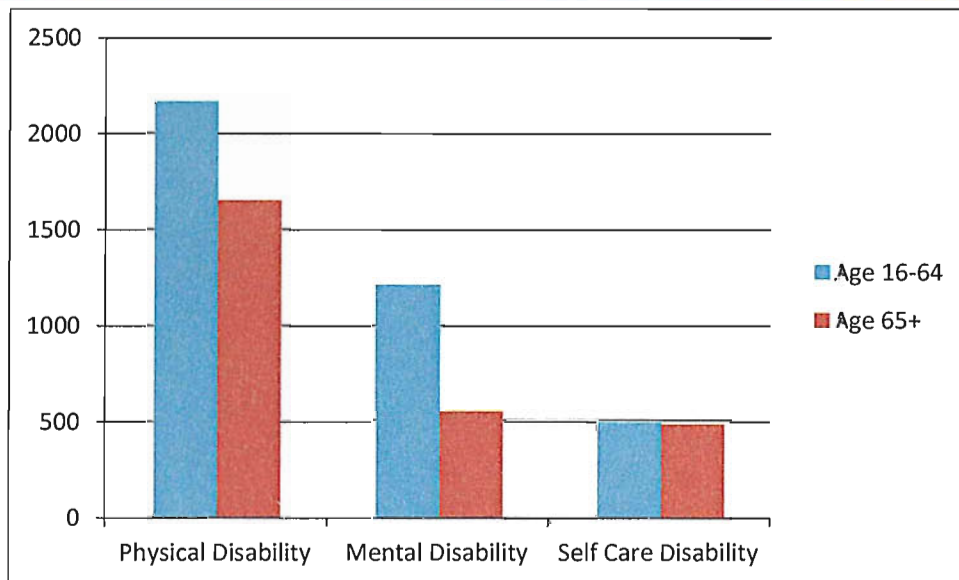
Chart 10 Clinton County Disabilities

Persons 16 to 64

Persons 65 Years Plus



■ w/a mobility & selfcare limitation
■ w/a mobility limitation only
■ w/a self care limitation only

CHART 10 - ST. JOHNS DISABILITY CHART - 2010**CHART 10 - CLINTON COUNTY DISABILITY CHART - 2010**

Source: US Census 2010

Residence

Table 18 and Chart 11 indicates that 54% of the residents in 1990 had lived in the same house since 1985. This figure was lower than Bingham Township (59.9%) and Clinton County (57.9%). However, the City of St. Johns reported the highest percentage of residents who had resided elsewhere in the county in 1985, but now live in the City (25.7%). Unfortunately, that number does not indicate how much of the 25.7% moved from one house to another in the City. The indication is that the City population is as “mobile” as its neighbors, and a resident of the City is no more or less likely to be a long term resident than neighboring areas.

Graphic Mobility – 54% of City of St. Johns residents lived in the same house with 25.7% moving to a different house in the City. 10% of St. Johns residents moved to town from elsewhere in Clinton County.

TABLE 18 - RESIDENCE IN 1985								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Same House	3,930	54.0	1,525	59.9	1,761	44.4	33,521	57.9
Same County	1,871	25.7	521	20.5	716	18.1	8,559	14.8
Same State	727	10.0	239	9.4	794	20.0	9,427	16.3
Northeast	0	0	0	0	55	1.4	233	0.4
Midwest	93	1.3	26	1.0	152	3.8	587	1.0
South	100	1.4	24	0.9	49	1.2	748	1.3
West	32	.4	13	0.5	94	2.4	391	0.7
Foreign County	0	0	7	0.3	0	0	90	0.2
Total Population	7,284	—	2,546	—	3,964	—	57,883	—

Source: US Census, 1990.

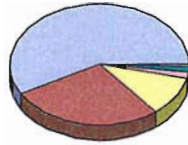
TABLE 18**RESIDENCE ONE YEAR AGO – 2010 CENSUS**

	City of St. Johns		Clinton County	
	#	%	#	%
Same House	7,149	54.0	65,875	57.9
Different House	683	25.7	7,432	14.8
Same County	439	10.0	2,811	16.3
Different County	244	0	4,621	0.4
Same State	202	1.3	3,777	1.0
Different State	42	1.4	844	1.3
Abroad	5	.4	130	0.7
Total Population	7,837	—	73,437	—

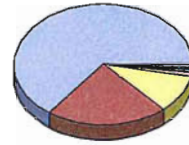
Source: US Census, 2010. Population 1 yr. and over. City of DeWitt and Bingham Twp. was not available.

Chart 11 Residence 1985

City of St. Johns



Bingham Township



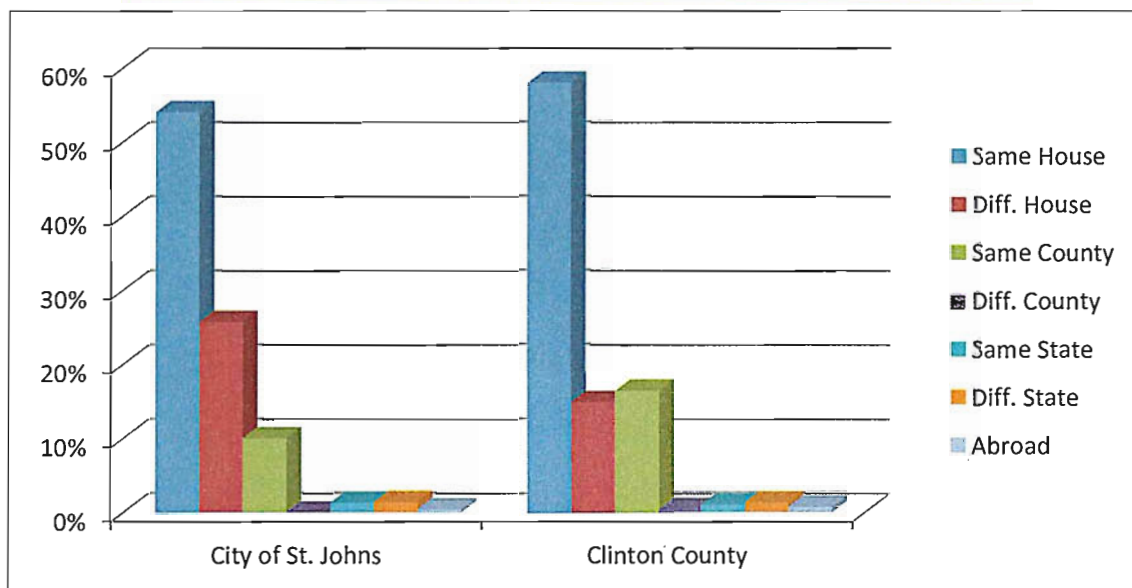
City of Dewitt



Clinton County



CHART 11 – RESIDENCE 2010 CENSUS



Source: US Census 2010

INCOME AND OCCUPATION

Median Income

Table 19 and Chart 12 exhibits that the median income in the City of St. Johns is lower than that of its neighbors. The City of St. Johns median income went down .12% between 1990 and 2010 Census. Bingham Township's median income decreased 17.98%, City of DeWitt went down 10.03% and Clinton County was lowered 18.24%.

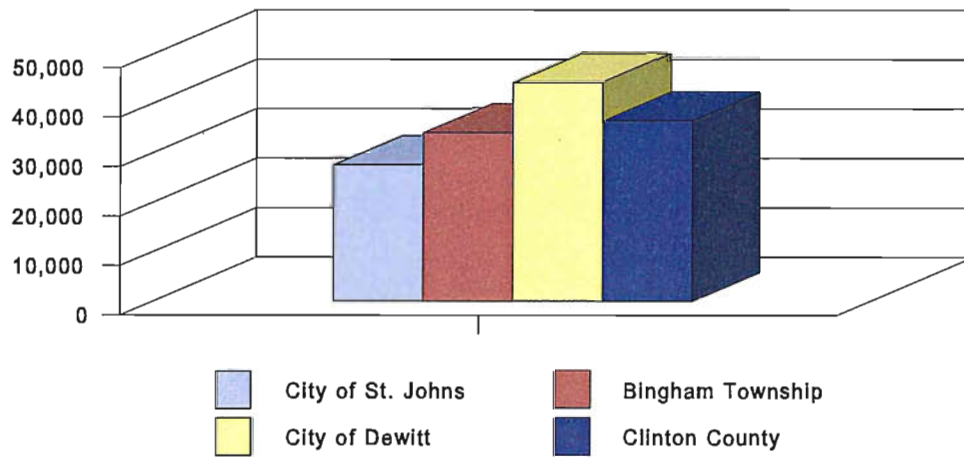
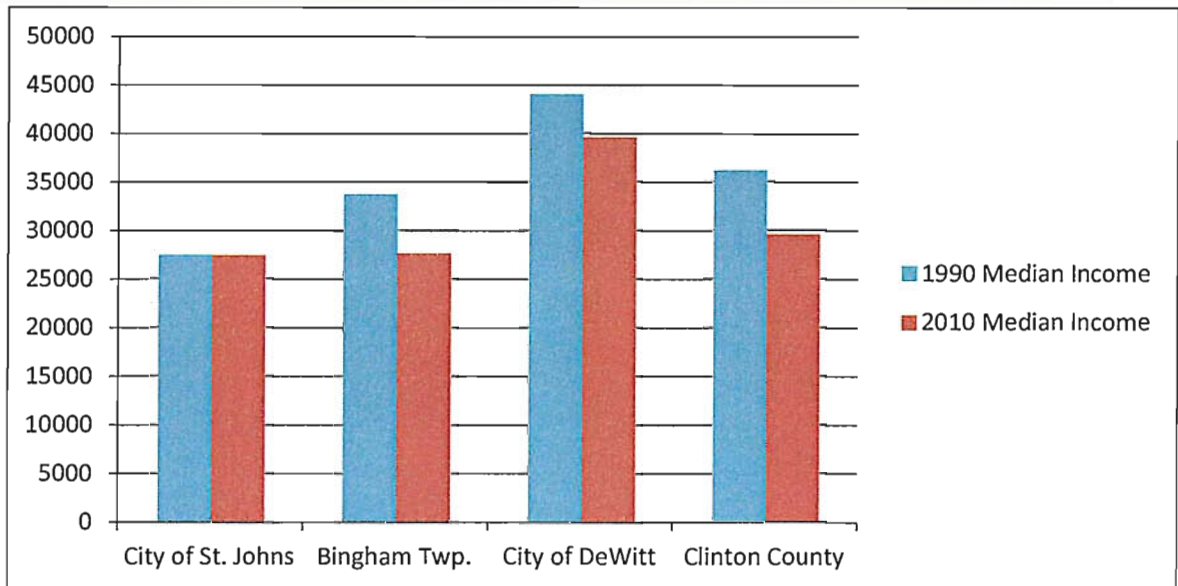
TABLE 19 1990 MEDIAN HOUSEHOLD INCOME	
City of St. Johns	27,451
Bingham Township	33,750
City of Dewitt	44,004
Clinton County	36,180

Source: US Census, 1990.

Based on the assumption that affordable housing attracts the younger married couples, single parents, and the elderly, a lower median income is expected. In comparison, older married couples tend to reside in rural areas where their higher income may contribute to higher property values.

TABLE 19 2010 MEDIAN HOUSEHOLD INCOME	
City of St. Johns	27,418
Bingham Township	27,682
City of Dewitt	39,591
Clinton County	29,582

Source: US Census, 2010.

Chart 12 Median Household Income in 1990**CHART 12 – 1990/2010 MEDIAN HOUSEHOLD INCOME**

Source: US Census, 2010

Income Type

The percentage of residents receiving income from wages and salary in the City of St. Johns (29.2%) (30.7% per 2010 Census), is similar (higher per 2010 Census) to that of Bingham Township (27.5%) (27.6% per 2010 Census), lower than the City of Dewitt (29.4%) (31.1% per 2010 Census), and higher than Clinton County (28.7%) (29.3% per 2010 Census) (Table 20 and Chart 13). However, the percentages of people receiving social security, public assistance, and retirement income were all higher than the surrounding communities. The total percentage of the City of St. Johns' residents receiving this type of income was 21.4% (26.9% per 2010 Census), while Bingham Township was 12.4% (21.0% per 2010 Census), the City of Dewitt was 10.5% (19.2% per 2010 Census), and Clinton County was 15.9% (21.5% per 2010 Census). The most likely explanation for this lies in the greater number of people in St. Johns who are over 60 and/or have a disability. Both of the numbers for these groups were higher in the City of St. Johns than in other areas, and their link to social security, public assistance, and retirement benefits seems logical. Self-employment income in the City of St. Johns based on the 2010 Census is 5.0%, which is similar to that of Clinton County at 4.62% but higher than Bingham Twp. at 3.5% and lower than the City of DeWitt at 6.5%.

Chart 13 Income Type in 1989

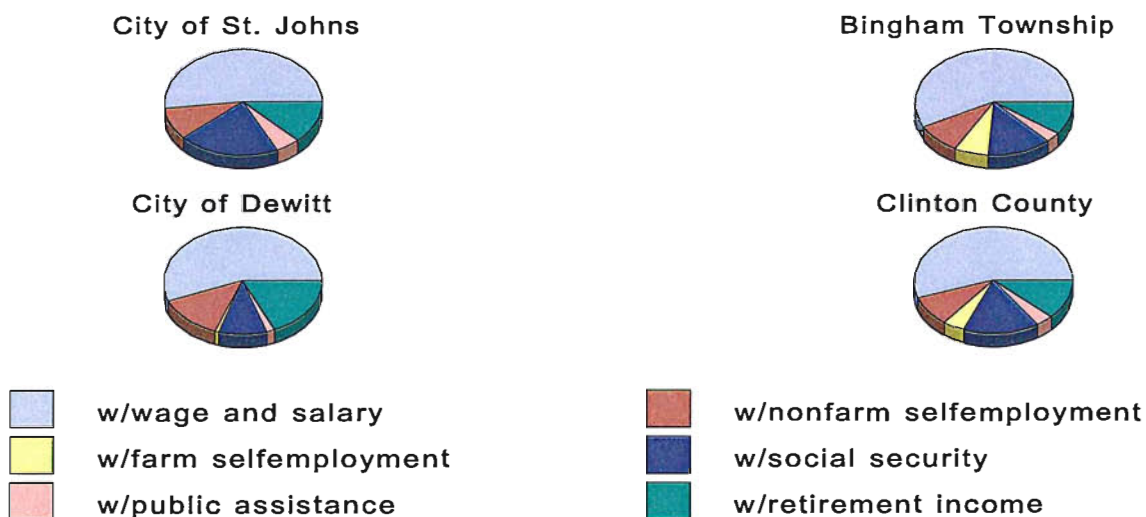
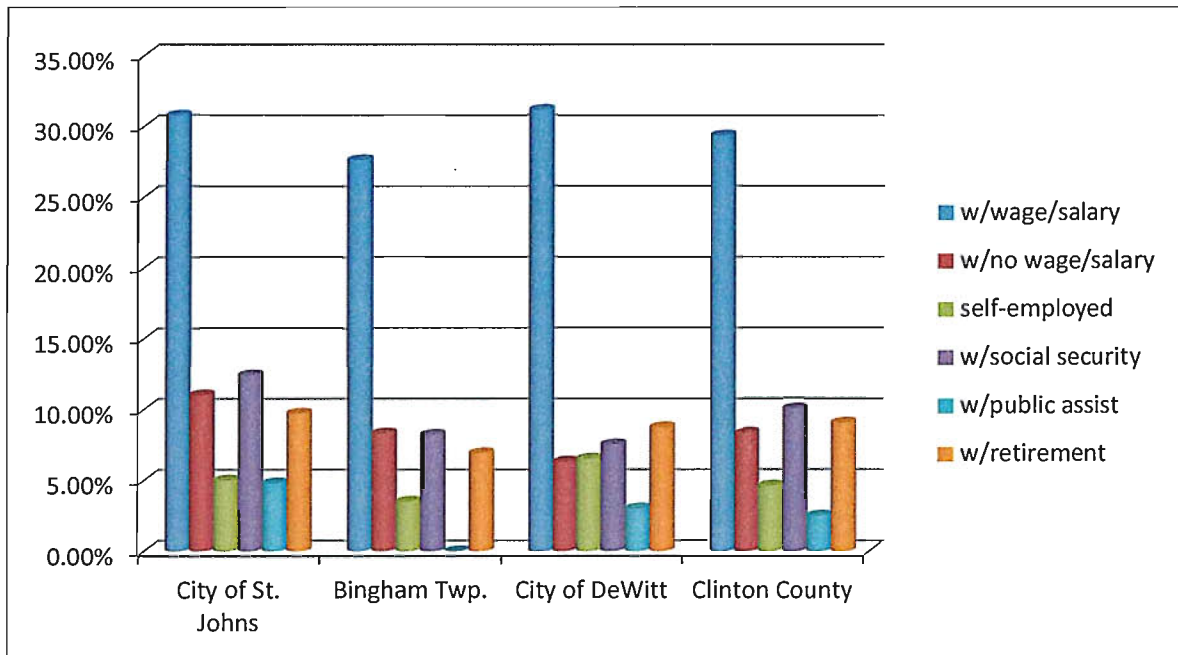


CHART 13 – INCOME TYPE IN 2010

Source: US Census 2010

TABLE 20
INCOME TYPE IN 1989

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
w/wage and salary	2,124	29.2	700	27.5	1167	29.4	16,596	28.7
w/non-farm self-employment	405	5.6	110	4.3	274	6.9	2,745	4.7
w/farm self-employment	0	0	84	3.3	15	0.4	1,330	2.3
w/social security	839	11.5	158	6.2	205	5.2	4,632	8.1
w/public assistance	202	2.8	38	1.5	30	0.8	1,035	1.8
w/retirement income	517	7.1	120	4.7	180	9.5	3,532	6.1
% of Total Population	7,284		2,546		3,964		57,883	

Source: US Census, 1990.

TABLE 20 -INCOME TYPE IN 2010

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
w/wage and salary	2,412	30.7	790	27.6	1402	31.1	22,071	29.3
w/no wage or salary income	864	11.0	237	8.3	283	6.3	6,250	8.3
w/self-employment	396	5.0	100	3.5	293	6.5	3,458	4.6
w/social security	973	12.4	235	8.2	340	7.5	7,526	10.0
w/public assistance	380	4.8	169	5.9	137	3.0	1,918	2.5
w/retirement income	764	9.7	197	6.9	391	8.7	6,802	9.0
% of Total Population	7,865		2,859		4,507		75,382	

Occupations

Source: US Census

TABLE 21 - OCCUPATIONS IN 1990

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Managerial and Professional	916	26.0	254	19.3	669	19.3	6,318	21.8
Technical, Sales, and Admin.Support	1,147	32.6	401	30.6	703	30.6	9,382	32.4
Service	595	16.9	235	17.9	231	17.9	3,706	12.8
Farming, Forestry, and Fishing	37	1.0	54	4.1	7	4.1	953	3.3
Prec Prod, Craft, and Repair	326	9.3	177	13.5	178	13.5	4,079	14.1
Operators, Fabricators, and Laborers	499	14.2	191	14.6	232	14.6	4,541	15.6

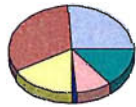
TABLE 21 - OCCUPATIONS IN 2010				
	City of St. Johns		Clinton County	
	#	%	#	%
Managerial and Professional	1,150	26.2	4,980	13.7
Technical, Sales, and Admin.Support	1,687	38.4	16,573	45.7
Service	733	16.69	6,178	17.1
Farming, Forestry, Fishing,Construction, Extraction, Maintenance & Repair	217	4.9	2,947	8.1
Production,Material Moving, Transportation,	507	11.5	4,854	13.4
Protective Service	99	2.3	695	1.9

Source: US Census, 2010. Bingham and DeWitt info not available.

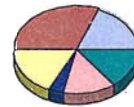
Table 21 and Chart 14 indicates the City of St. Johns has a higher percentage of managerial/professional occupations than Clinton County, similar percentage of service occupations and lower percentages in the remaining categories.

Chart 14 Occupations in 1990

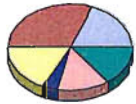
City of St. Johns



Bingham Township



City of Dewitt



Clinton County

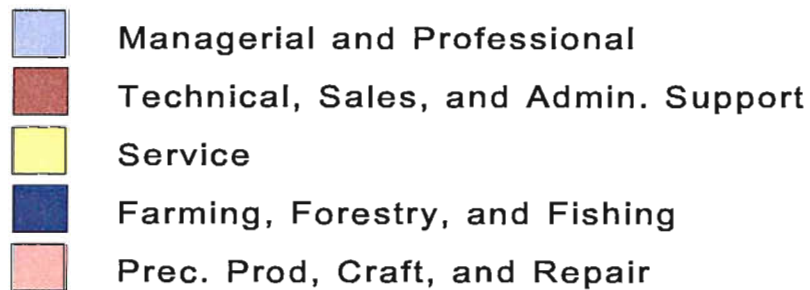
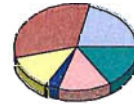
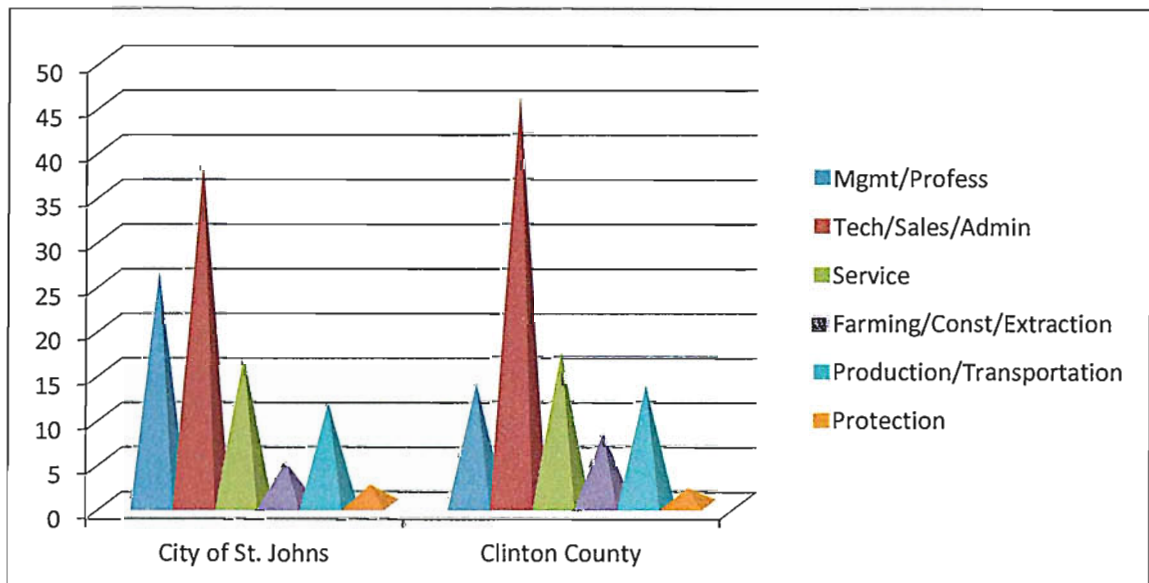
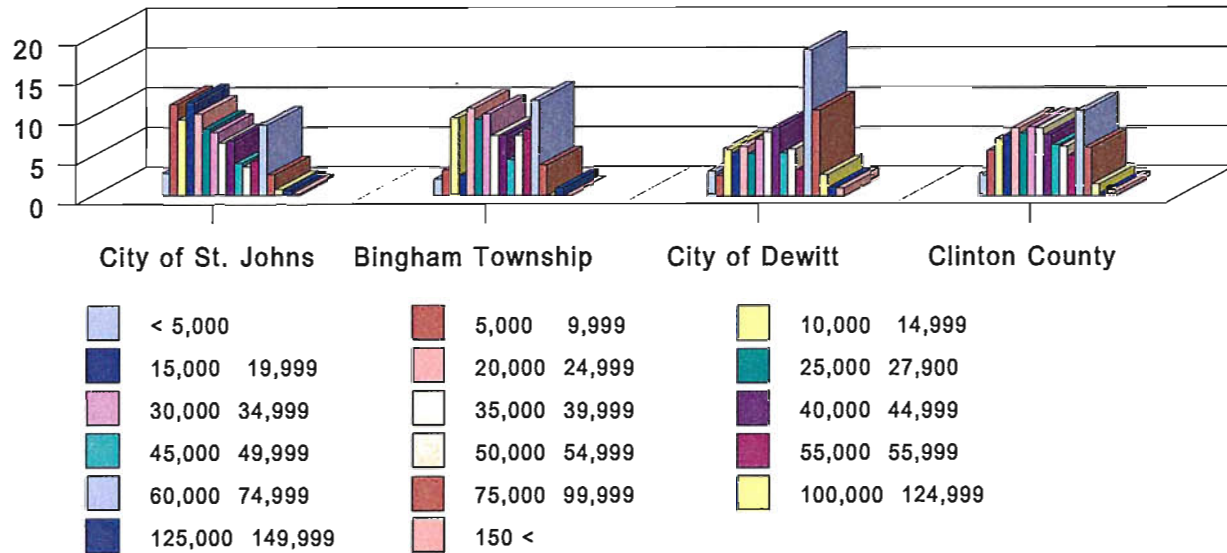
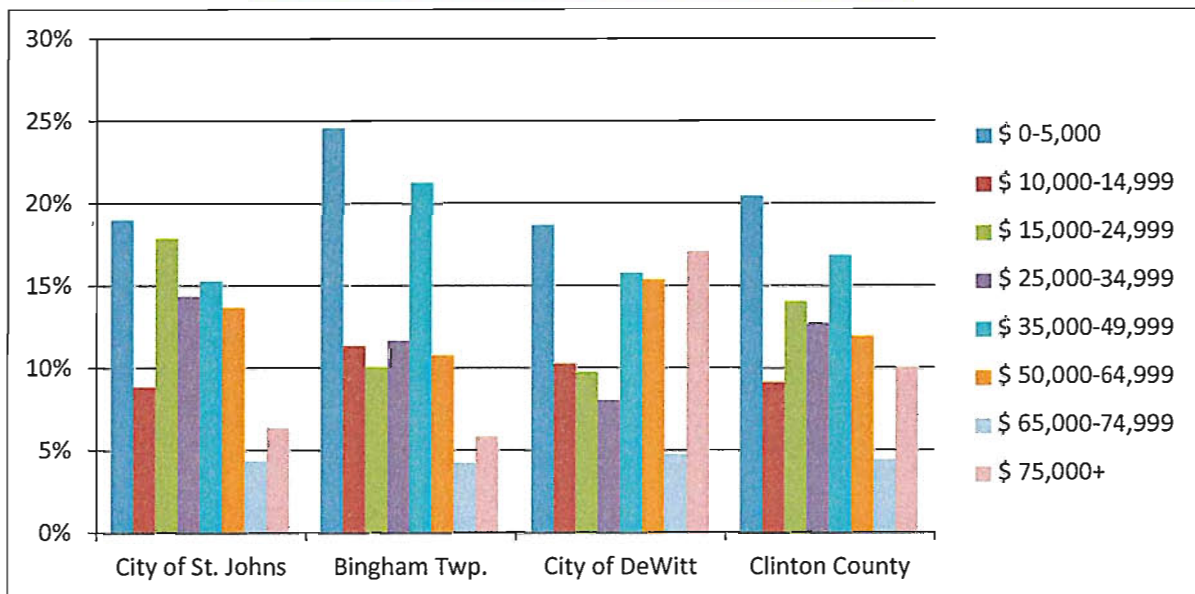


CHART 14 – OCCUPATIONS IN 2010



Source: US Census 2010

*Income in 1989***Chart 15 Income in 1990****CHART 15 – INCOME IN 2010**

Source: US Census 2010

The income level for the City of St. Johns is highest between the levels of \$15,000 and \$24,999 (21.8%) *(\$ 0 – 9,999 for 19% as per 2010 Census)* (Table 22 and Chart 15). Another significant percentage (11.4%) *(17.9% as per 2010 Census)* make between \$5,000 and \$9,999 *(\$ 15,000-24,999 as per 2010 Census)*. Percentages remain relatively high until \$44,999 *(\$55,999 as per 2010 Census)*. This distribution resulted in a median income of \$27,451 *(\$27,418 as per 2010 Census)*, lower than the surrounding communities. This may be explained by the higher than average amount of people receiving social security, public assistance, and retirement benefits.

TABLE 22
INCOME IN 1989

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
< 5,000	78	2.8	17	2.1	38	2.9	518	2.6
5,000 – 9,999	320	11.4	25	3.2	33	2.5	1,149	5.7
10,000 – 14,999	266	9.5	77	9.7	76	5.8	1,412	7.0
15,000 – 19,999	325	11.6	20	2.5	71	5.4	1,511	7.5
20,000 – 24,999	285	10.2	86	10.9	81	6.2	1,708	8.5
25,000 – 27,900	231	8.3	75	9.5	69	5.3	1,584	7.8
30,000 – 34,999	222	7.9	81	10.2	93	7.1	1,741	8.6
35,000 – 39,999	183	6.6	59	7.5	105	8.0	1,726	8.5
40,000 – 44,999	189	6.8	59	7.5	112	8.5	1,531	7.6
45,000 – 49,999	112	4.0	36	4.5	71	5.4	1,300	6.4
50,000 – 54,999	100	3.6	60	7.5	77	5.9	1,244	6.2
55,000 – 55,999	120	4.3	66	8.3	43	3.3	1,001	5.0
60,000 – 74,999	246	8.8	94	11.9	238	18.2	2,050	10.5
75,000 – 99,999	74	2.6	30	3.8	140	10.7	1,219	6.0

TABLE 22
INCOME IN 1989

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
100,000 – 124,999	23	.8	0	0	35	2.7	312	1.5
125,000 – 149,999	17	.6	7	.9	14	1.1	81	.4
150 <	6	.2	0	0	13	1.0	106	.5

Source: US Census, 1990.

TABLE 22
INCOME IN 2010

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
0 – 9,999	1,069	19.0	470	24.6	587	18.7	10,744	20.5
10,000 – 14,999	502	8.9	218	11.4	324	10.3	4,829	9.2
15,000 – 24,999	1,010	17.9	194	10.1	307	9.8	7,380	14.1
25,000 – 34,999	810	14.4	224	11.7	254	8.1	6,692	12.8
35,000 – 49,999	864	15.3	407	21.3	494	15.8	8,890	16.9
50,000 – 64,999	773	13.7	207	10.8	482	15.4	6,292	12.0
65,000 – 74,999	245	4.4	82	4.3	152	4.8	2,372	4.5
75,000 >	359	6.4	112	5.9	535	17.1	5,279	10.1
Source: US Census, 2010.								

Housing Characteristics

Housing is one of the basic necessities, and an integral part to any plan. Without a clear understanding of the housing needs and trends of a community, proper planning for the future can be difficult.

Housing Age

The greatest (*second greatest as per 2010 Census*) percentage of housing stock, in the City of St. Johns, 36.3% (*29.4% as per 2010 Census*), was built previous to 1939 (Chart 16). There is another large (*largest as per 2010 Census*) percentage, 18.2% (*31.8% as per 2010 Census*), of structures built between 1970 and 1979 (*1960-1979 as per 2010 Census*). These trends are similar to both Bingham Township and Clinton County.

Chart 16 Percent of Structures Built by Decade

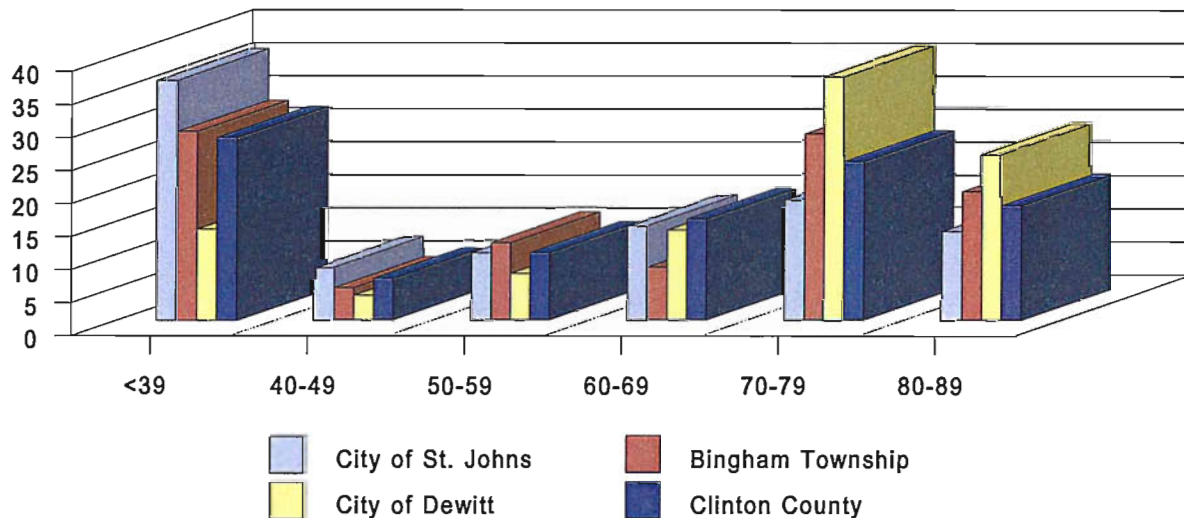
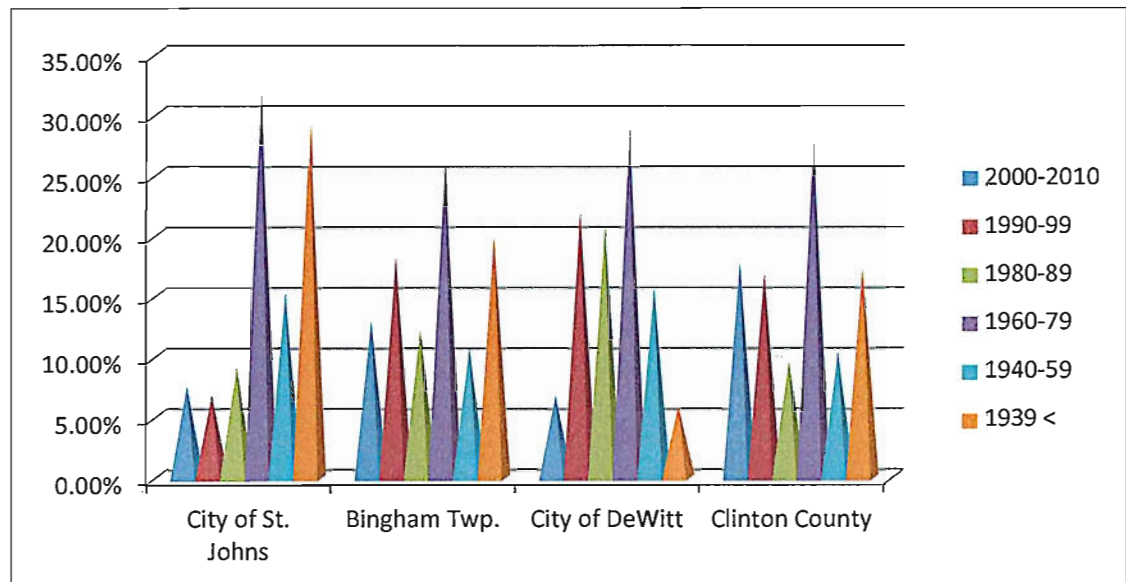


CHART 16 – PERCENT OF STRUCTURES BUILT BY DECADE

Source: US Census 2010

The large amount of pre-1940s housing stock is easily explained by the City of St. Johns status as an older established urban community (Table 23). The housing boom of the 70s is justified by the suburbanization trend that gained momentum in the late 60s and came to a relative halt with the recession of the early 80s. As people left the City of Lansing for more rural areas, they migrated into Clinton County and created an increased demand for housing. The City of Dewitt's proximity to Lansing, allowed it to experience more growth than the central area of the County. However, the City of St. Johns and Bingham Township were still within commuting distance, and were thus affected.

TABLE 23								
YEAR STRUCTURE BUILT PRE 1939 THROUGH 1989								
		80–89	70–79	60–69	50–59	40–49	39>	Total
City of St. Johns	#	382	523	406	290	228	1,041	2,870
	%	13.3	18.2	14.2	10.1	7.9	36.3	100
	#	162	235	66	97	40	238	838

TABLE 23 YEAR STRUCTURE BUILT PRE 1939 THROUGH 1989								
		80–89	70–79	60–69	50–59	40–49	39>	Total
Bingham Township	%	19.3	28.0	7.9	11.6	4.8	28.4	100
City of Dewitt	#	338	497	183	93	52	184	1,347
	%	25.1	36.9	13.6	7.0	3.7	13.7	100
Clinton County	#	3,616	4,984	3,175	2,117	1,292	5,775	20,959
	%	17.2	23.8	15.2	10.1	6.2	27.5	100

Source: US Census, 1990.

TABLE 23 YEAR STRUCTURE BUILT PRE 1939 THROUGH 2010								
		2000–2010	90–99	80–89	60–79	40–59	39>	Total
City of St. Johns	#	249	223	298	1,042	501	963	3,276
	%	7.6	6.8	9.1	31.8	15.3	29.4	100
Bingham Township	#	134	187	125	267	110	204	1,027
	%	13.0	18.2	12.2	26.0	10.7	19.9	100
City of Dewitt	#	115	369	349	489	264	99	1,685
	%	6.8	21.9	20.7	29.0	15.7	5.9	100
Clinton County	#	5,041	4,758	2,719	7,958	2,945	4,900	28,321
	%	17.8	16.8	9.6	28.1	10.4	17.3	100

Source: US Census, 2010.

Housing Growth

TABLE 24 -HOUSING GROWTH JULY 1990 THROUGH JUNE 1997					
	New Structures			Demolished	
	Single Family Detached	Duplex Units	Apartment Units	Single Family Detached	Net Units
Jul 90 – Jun 91	18	2	48	1	67
Jul 91 – Jun 92	13	0	48	1	60
Jul 92 – Jun 93	14	0	24	0	38
Jul 93 – Jun 94	14	4	0	1	17
Jul 94 – Jun 95	11	0	0	0	11
Jul 95 – Jun 96	10	0	0	1	9
Jul 96 – Jun 97	13	0	0	0	13

Source: The City of St. Johns

TABLE 24 -HOUSING GROWTH JULY 2000 THROUGH JUNE 2007					
	New Structures			Demolished	
	Single Family Detached	Duplex Units	Apartment Units	Single Family Detached	Net Units
Jul 00 – Jun 01	17	3	33	1	55
Jul 01 – Jun 02	23	3	4	0	33
Jul 02 – Jun 03	35	3	4	0	55
Jul 03 – Jun 04	27	6	16	0	17
Jul 04 – Jun 05	18	5	0	0	28
Jul 05 – Jun 06	4	4	0	0	8
Jul 06 – Jun 07	10	5	4	0	19

Source: The City of St. Johns

TABLE 24 - HOUSING GROWTH JULY 2007 THROUGH JUNE 2012

	New Structures			Demolished	Net Units
	Single Family Detached	Duplex Units	Apartment Units	Single Family Detached	
Jul 07 – Jun 08	1	0	0	1	0
Jul 08 – Jun 09	0	2	0	0	4
Jul 09 – Jun 10	2	0	0	0	2
Jul 10 – Jun 11	2	0	0	1	1
Jul 11 – Jun 12	2	0	0	1	1

Source: The City of St. Johns

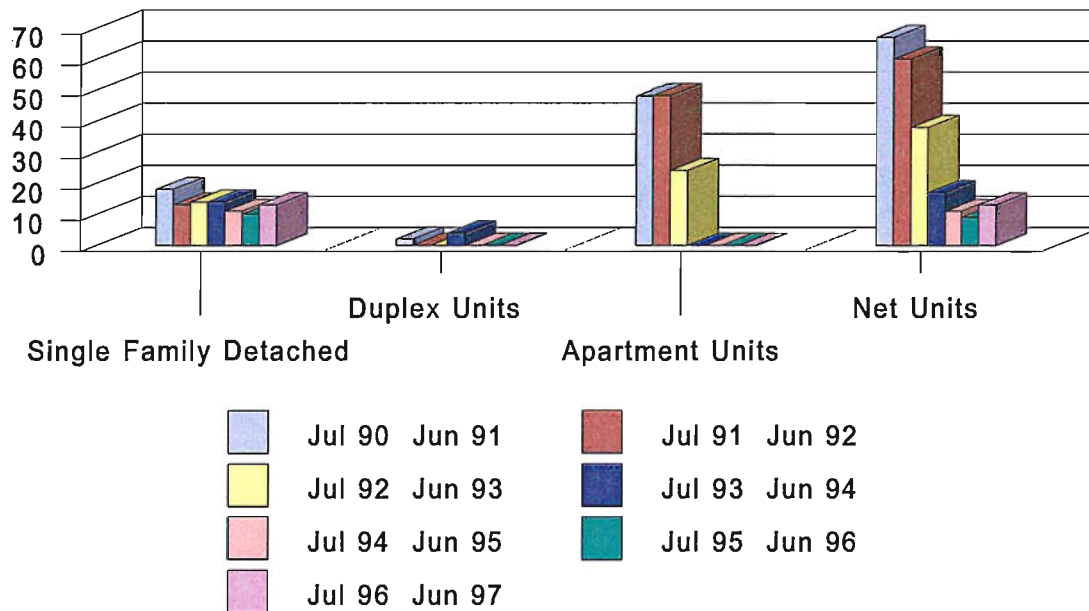
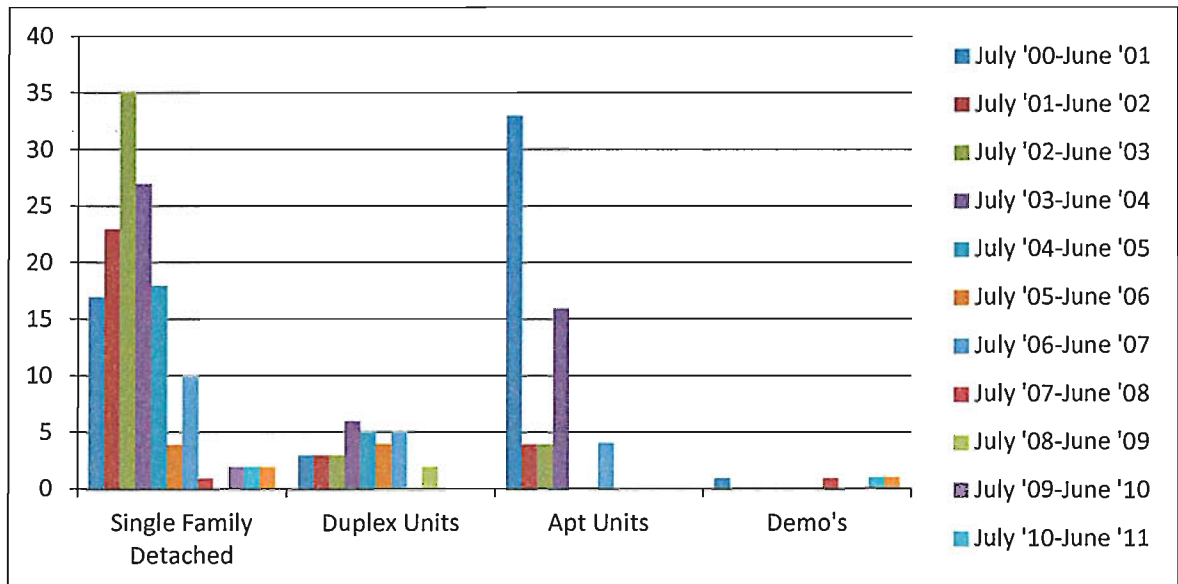
Chart 17 Housing Growth July 1990 through June 1997

CHART 17 – HOUSING GROWTH JULY 2000 – JUNE 2012

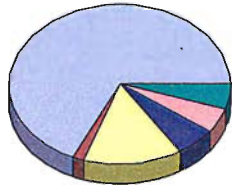


Source: US Census 2010

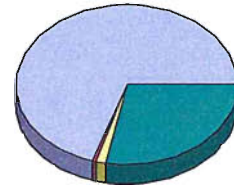
The numbers above indicate that the City of St. Johns continues *(continued to grow until the housing market crash in 2007)* to be a growing, desirable place to live (Table 24 and Chart 17). The addition of apartments in the early 1990s *(and early 2000's was)* is favorable, and helps to provide a well-diversified housing stock *(as well as the condominium construction boom of the early to mid - 2000's)*.

Housing Types**Chart 18 Housing Types in 1990**

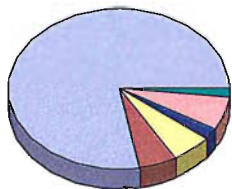
City of St. Johns



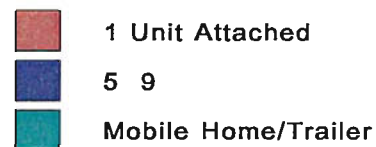
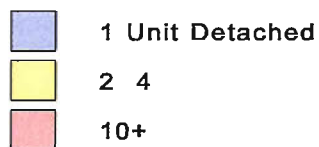
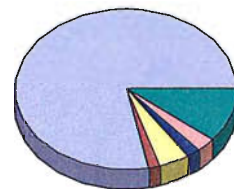
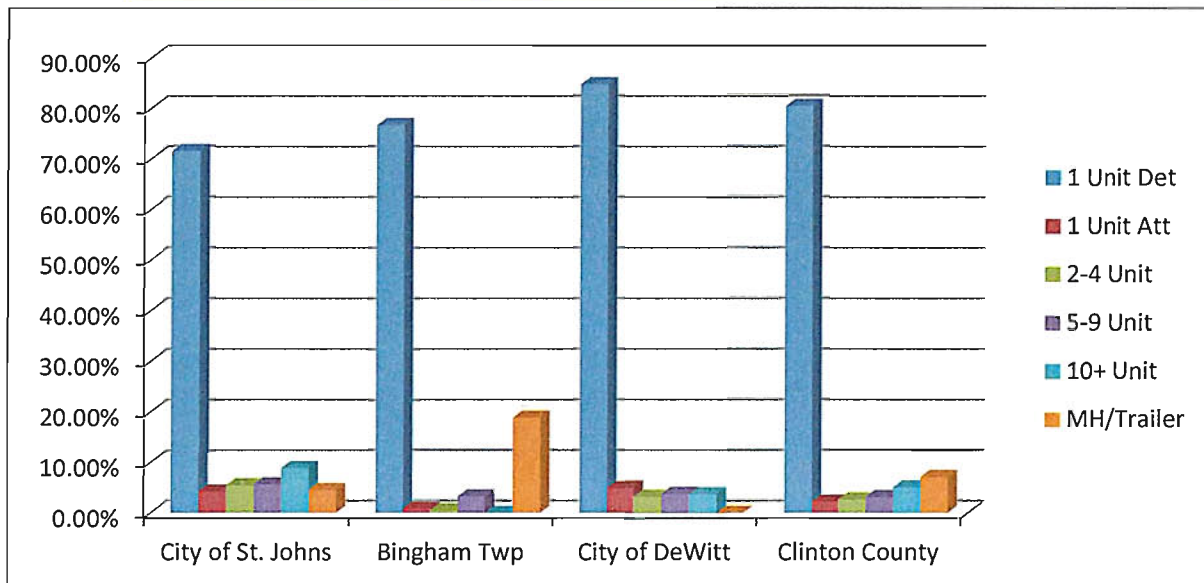
Bingham Township



City of DeWitt



Clinton County

**CHART 18 – HOUSING TYPES 2006-2010**

Source: US Census 2010

Table 25 and Chart 18 shows that in 1990 68.3% (*2010 Census 71.4%*) of all housing types in the City of St. Johns were single unit detached housing. This number is smaller than that of the surrounding communities, Bingham Township (70.2%) (*76.6% as per 2010 Census*), the City of Dewitt (78.2%) (*84.7% as per 2010 Census*), and Clinton County (78.5%) (*80.1% as per 2010 Census*). This lower percentage of single unit detached housing is offset by the City of St. Johns possessing the largest percentage of two to four unit housing (14.2%) (*5.4% as per 2010 Census*). These numbers tend to support the data that the City of St. Johns has a large percentage of married families in single unit detached and their larger percentage of seniors, who would tend to utilize apartment-like dwellings.

TABLE 25 -HOUSING TYPES IN 1990								
	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
1 Unit Detached	1,961	68.3	588	70.2	1,052	78.2	16,461	78.5
1 Unit Attached	48	1.7	3	.4	76	5.6	329	1.6
2 – 4	407	14.2	12	1.4	80	5.9	964	4.6
5 – 9	170	5.9	0	0	30	2.2	383	1.8
10+	141	4.9	1	.1	90	6.7	566	2.7
Mobile Home/Trailer	143	5.0	234	27.9	19	1.4	2,256	10.8
Total	2,870		838		1,347		20,959	

Source: US Census, 1990.

TABLE 25 – HOUSING TYPES 2006-2010

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
1 Unit Detached	2,342	71.5	787	76.6	1,427	84.7	22,685	80.1
1 Unit Attached	138	4.2	8	.8	83	4.9	623	2.2
2 – 4	177	5.4	5	.5	52	3.1	736	2
5 – 9	184	5.6	34	3.3	62	3.7	878	3.1
10+	288	8.8	0	0	61	3.6	1,416	5.0
Mobile Home/Trailer	147	4.5	193	18.8	0	0	1,983	7.0
Total	3,276		1,027		1,685		28,321	

Source: US Census, 2010.

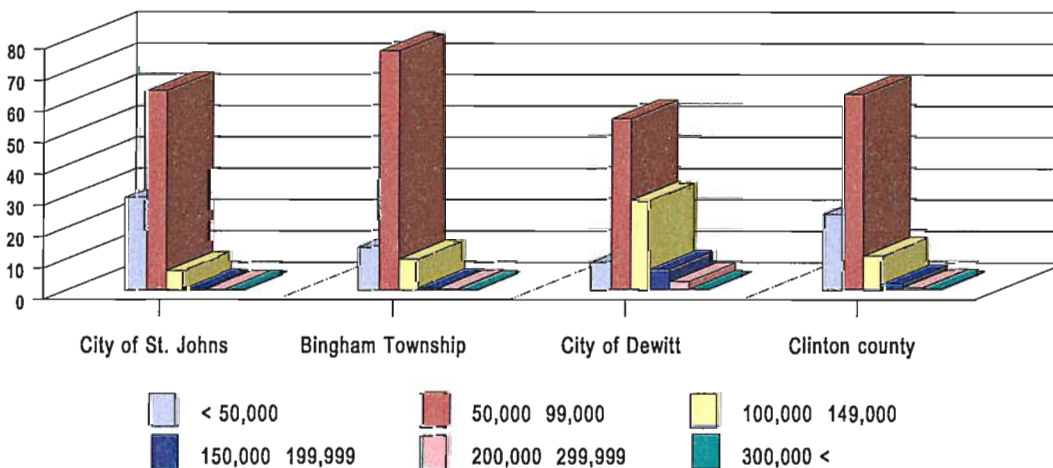
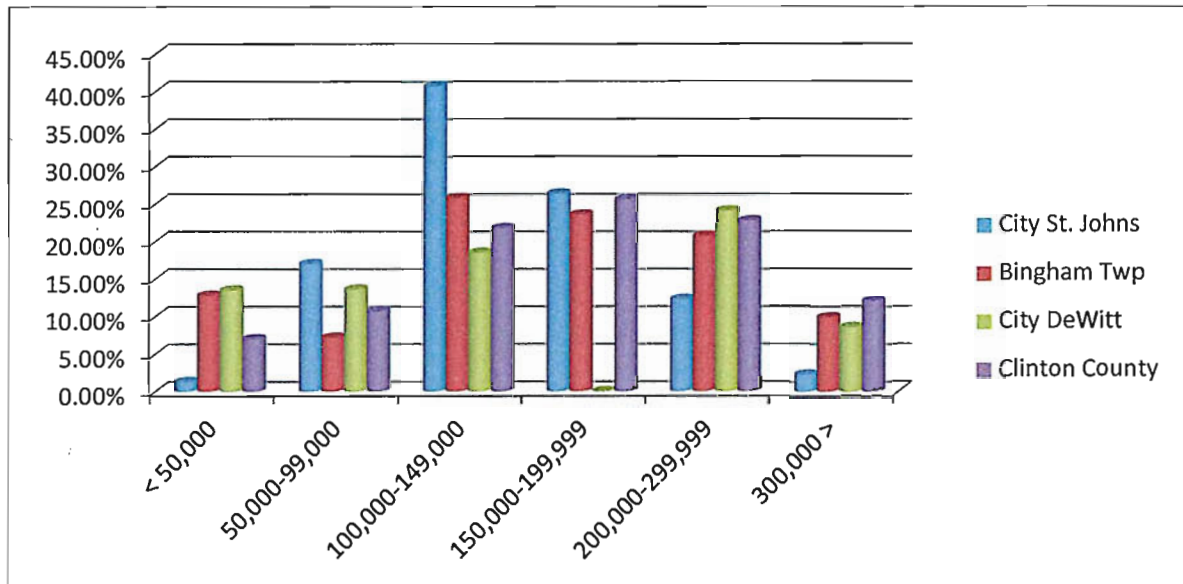
Housing Value**Chart 19 Housing Value in 1990**

CHART 19 – HOUSING VALUE 2006-2010 (OWNER OCCUPIED)

Source: US Census 2010

Table 26 and Chart 19 illustrates that 93.1% (59% as per 2010 Census) of the City of St. Johns' housing was valued at less than \$100,000 in 1990 (\$149,000 as per 2010 Census). This figure is slightly lower (higher as per 2010 Census) than Bingham Township (89.6%) (45.6% as per 2010 Census), the City of Dewitt (62.9%) (45.6% as per 2010 Census), and Clinton County (86.4%) (39.5% as per 2010 Census). This is explained by St. Johns' higher percentage of homes 50 years old and older. Traditionally, older housing stock has not been able to demand the higher price of newer housing stock. Especially when the value of the lot size is calculated in.

Median house values more than doubled in the City of St. Johns (2.27), Bingham Township (2.15) and Clinton County (2.47) between the 1990 and 2010 Census figures. City of DeWitt increase was 1.78.

TABLE 26 - HOUSING VALUE IN 1990

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
< 50,000	486	29.6	49	13.6	82	8.8	2,738	24.3
50,000 – 99,000	1,041	63.5	273	76.0	506	54.1	6,980	62.1
100,000 – 149,000	102	6.2	34	9.5	265	28.3	1,223	10.9
150,000 – 199,999	10	.6	2	.6	60	6.4	200	1.8
200,000 – 299,999	1	.1	1	.3	22	2.4	65	.6
300,000 <	0	0	0	0	0	0	37	.3
Median	61,000	—	72,300	—	89,600	—	68,000	—
Total	1,640	100	359	100	935	100	11,243	100

Source: US Census, 1990 and 2010.

TABLE 26 - HOUSING VALUE IN 2006-2010 (Owner Occupied)

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
< 50,000	31	1.3	112	12.8	619	13.5	1,625	7.0
50,000–99,000	410	17.0	63	7.2	623	13.6	2,501	10.7
100,000–149,000	983	40.7	225	25.8	851	18.5	5,102	21.8
150,000–199,999	636	26.4	206	23.6	995	21.7	5,992	25.6
200,000–299,999	297	12.3	181	20.7	1,106	24.1	5,335	22.8
300,000 <	56	2.3	86	9.9	395	8.6	2,818	12.1
Median	139,000	—	156,000	—	159,600	—	167,700	—
Total	2,413	100	873	100	4,589	100	23,373	100

Housing Tenure

TABLE 27
HOUSING TENURE IN 1990

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Owner Occupied	1,892	66.0	704	84.0	1,030	76.5	16,785	80.0
Renter Occupied	885	30.8	101	12.0	277	20.6	3,427	16.4
Vacant	93	3.2	33	4.0	40	2.9	747	3.6
Total Housing Units	2,870	100	838	100	1,347	100	20,959	100

Source: US Census, 1990.

TABLE 27
HOUSING TENURE IN 2010

	City of St. Johns		Bingham Township		City of Dewitt		Clinton County	
	#	%	#	%	#	%	#	%
Owner Occupied	2,036	64.7	918	89.3	1,317	76.0	22,612	78.6
Renter Occupied	1,111	35.3	110	10.7	415	24.0	6,154	21.4
Vacant	304	8.8	46	4.3	76	4.2	1,929	6.3
Total Housing Units	3,451	100	1,074	100	1,808	100	30,695	100

Source: US Census, 2010

Table 27 and Chart 20 show that 66% (64.7% as per 2010 Census) of St. Johns housing stock is owner occupied. This number is lower than the surrounding communities, and is countered by having a higher percentage of renter occupied units. The probable reason for this trend would be that not only is there a higher demand for rentals in an

urban area, but St. Johns also has a larger amount of elderly who in downsizing their house and responsibilities, may want maintenance-free apartments, and the closeness of other residents.

Chart 20 Housing Tenure in 1990

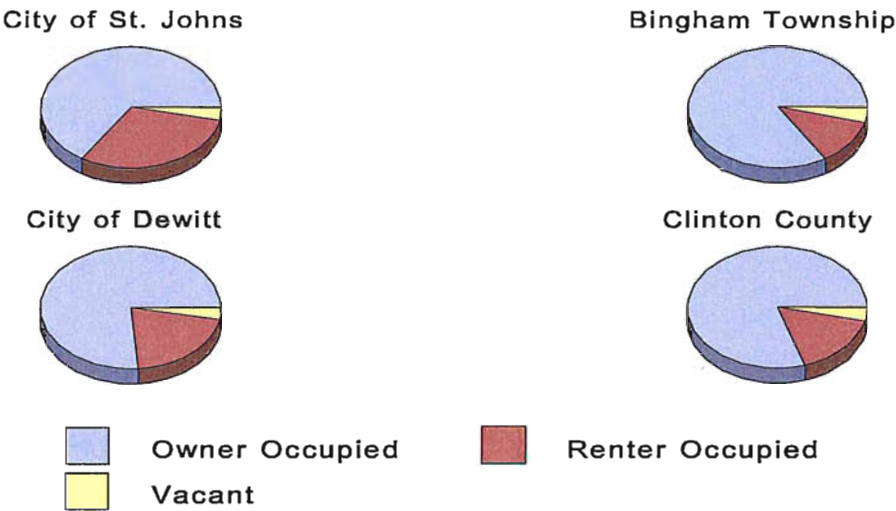
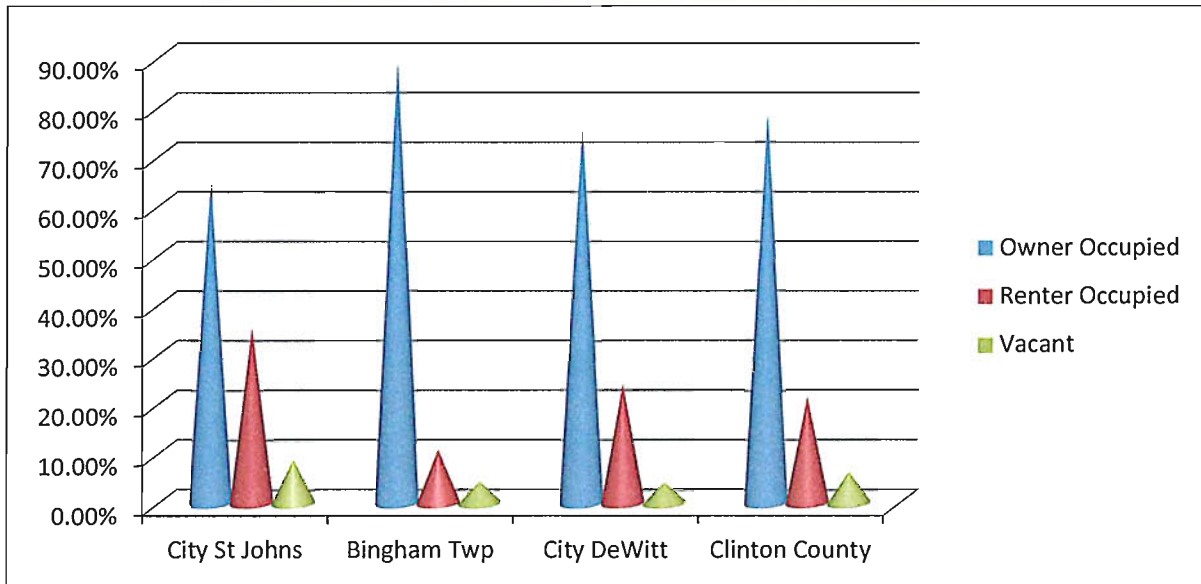


CHART 20 – HOUSING TENURE 2010

Source: US Census 2010

ECONOMIC CHARACTERISTICS

Census

The 1990 (and 2010) census provides us with a brief view of the economy in the City of St. Johns. Most economic data is collected on a county level. The census shows that the largest percentage of people in the City are employed in the retail trade industry, 23.15%. (Educational/Health Services is largest with 22% as per 2010 Census). The next three leading industry employers are manufacturers of durable goods (14.43%), health services (9.55%), and educational services (9.26%) (Table 28). As per 2010 Census, the next three leading employers are retail at 12.2%, public administration at 11.4% and manufacturing at 10.4%.

TABLE 28
EMPLOYMENT BY INDUSTRY IN 1990

	City of St. Johns		Clinton County	
	#	%	#	%
Agriculture, Forestry, Fisheries	51	1.45%	1100	3.80%
Mining	0	0.00%	20	0.07%
Construction	127	3.61%	1762	6.08%
Manufacturing, nondurable	90	2.56%	769	2.65%
Manufacturing, durable	508	14.43%	5159	17.80%
Transportation	58	1.65%	764	2.64%
Communications, Public Utilities	41	1.16%	481	1.66%
Wholesale Trade	138	3.92%	1039	3.59%
Retail Trade	815	23.15%	4972	17.16%
Finance, Insurance, Real Estate	226	6.42%	1696	5.85%
Business, Repair Service	120	3.41%	1195	4.12%
Personal Services	136	3.86%	777	2.68%
Entertainment, Recreation	18	0.51%	230	0.79%
Health Services	336	9.55%	2055	7.09%
Educational Services	326	9.26%	2753	9.50%
Other Professional, Related Services	293	8.32%	1584	5.47%
Public Administration	237	6.73%	2623	9.05%

Source: US census 1990

TABLE 28				
EMPLOYMENT BY INDUSTRY IN 2010				
	City of St. Johns		Clinton County	
	#	%	#	%
Agriculture, Forestry, Fisheries, Mining	48	1.3%	877	2.5%
Construction	125	3.5%	1,870	5.3%
Manufacturing	375	10.4%	4,092	11.5%
Transportation, Warehousing, Utilities	115	3.2%	1,460	4.1%
Information	30	.8%	539	1.5%
Wholesale Trade	73	2%	923	2.6%
Retail Trade	439	12.2%	3,889	10.9%
Finance, Insurance, Real Estate	335	9.3%	2,935	8.3%
Other Service, exc public admin	299	8.3%	1,886	5.3%
Entertainment, Recreation	314	8.6%	2,615	7.4%
Health/Educational Services	794	22.0%	8,178	25.8%
Professional, Scientific, Mgmt, Admin, Waste Mgmt Services	252	7.0%	2,923	8.2%
Public Administration	412	11.4%	3,345	9.4%
Source: US Census 2010				

A further look at the County Economic Profile, as prepared by the Michigan Jobs Commission, supports the census data by identifying the leading employers, in the City of St. Johns (Table 29). These principal employers, largely represent the categories which contained the higher percentages of employees by industry.

TABLE 29 ST. JOHNS LEADING EMPLOYERS		
Firm	Employees	Product/Service
Federal-Mogul Corp.	620	bushings and washers
Saint Johns Public Schools	460	education
Sealed Power/Dana	320	piston ring finishing and machining
Clinton Memorial Hospital Association	330	hospital/ home health care
Clinton County	279	government
Hazel Findley County Manor	190	nursing care facility
Barnard Manufacturing	111	parts manufacturing
L&L Food Store	93	grocery store
M&M Distributing	109	warehouse restaurant supply and fleet maintenance
McDonalds	80	restaurant

Source: City of St. Johns, July, 2000.

TABLE 29 ST. JOHNS LEADING EMPLOYERS - 2012		
Firm	Employees	Product/Service
St. Johns Public Schools	490	Education
RESA	435	Education
Mahle	330	Piston ring finishing and

		machining
Sparrow Clinton Hospital Association	283	Hospital/ home health care
Walmart	275	Retail/grocery
Clinton County	225	Government
Hazel Findley Country Manor	225	Nursing Care Facility
M & M Restaurant Supply	200	Warehouse restaurant supply and fleet maintenance
Kroger	150	Grocery retailer
Barnard Manufacturing	140	Parts manufacturer

Source: Clinton County Chamber 2012

The City of St. Johns employs the largest percentage of its employees as administrative support personnel, 16.88% (Table 30) (*As per 2010 Census, the largest percentage of employees in St. Johns are executive, administrative, financial and managerial at 26.2%; followed by sales at 22.9% and service at 16.7%*). This also holds true for the County as a whole, 18.23% (*as per 2010 Census, Clinton County's highest percentage of employees are in service class for 17.1%*). Higher percentages of people are employed in the occupations of executive, administrative, managerial, professional, technical, sales, service, handlers, equipment cleaners, helpers, and laborers, than the County. This is largely explained by the City's urban character. These occupations are generally more common in urban areas, which tend to contain more office space, and company headquarters. It is also explained by the tendency of industrial employers to locate in urban areas, which provide a larger employee base, often willing to accept lower wages. Of the principal manufacturing employers in Clinton County, 5 of the top 10 were located in the City of St. Johns.

TABLE 30
EMPLOYMENT BY OCCUPATION

	City of St. Johns		Clinton County	
	#	%	#	%
Executive, Administrative, Managerial	472	13.41%	3239	11.18%
Professional	444	12.61%	3079	10.62%
Technical	139	3.95%	1016	3.51%
Sales	414	11.76%	3082	10.64%
Administrative Support	594	16.88%	5284	18.23%
Home Occupations	16	0.45%	149	0.51%
Protective Service	43	1.22%	502	1.73%
Service	536	15.23%	3055	10.54%
Farming, Forestry, Fishing	37	1.05%	953	3.29%
Precision Prod, Craft, Repair	326	9.26%	4079	14.08%
Machine Operators, Assemblers, Inspectors	198	5.63%	2198	7.58%
Transportation, Material Moving	139	3.95%	1252	4.32%
Handlers, Equipment Cleaners, Helpers, Laborers	162	4.60%	1091	3.76%

TABLE 30 EMPLOYMENT BY OCCUPATION 2006-2010				
	City of St. Johns		Clinton County	
	#	%	#	%
Executive, Administrative, Managerial, Financial	1,150	26.2%	4,980	13.7%
Computer, Engineering, Science	186	4.2%	1,951	5.4%
Technical, Healthcare	149	3.4%	1,915	5.3%
Sales	1,004	22.9%	8,876	2.5%
Community Service, Education, Legal, Media	348	7.9%	3,831	10.6%
Protective Service	99	2.3%	695	1.9%
Service	733	16.9%	6,178	17.1%
Farming, Forestry, Fishing, Extraction, Construction, Maint & Repair	217	4.9%	2,947	8.1%
Transportation, Material Moving, Production, Handlers, Equip Cleaners, Laborers, Helpers	507	11.5%	4,854	13.4%

Source: US Census 2010

TABLE 31
INDUSTRY BY SECTOR IN 1990

Industry	Total Employees				Payroll (\$1,000)				Establishments			
	State		Clinton County		State		Clinton County		State		Clinton County	
	1989	1990	1989	1990	1989	1990	1989	1990	1989	1990	1989	1990
Total	100%	100%	99.67%	100%	100%	100%	99.06%	100%	100%	100%	100%	100%
Agricultural	0.37%	0.39%	0.87%	0.83%	0.28%	0.29%	0.74%	0.87%	1.19%	1.17%	1.56%	1.73%
Mining	0.29%	0.29%	0.00%	0.00%	0.36%	0.36%	0.00%	0.00%	0.25%	0.24%	0.22%	0.22%
Construction	4.13%	4.02%	7.32%	6.88%	5.01%	4.81%	8.88%	8.28%	8.80%	8.72%	14.64%	14.24%
Manufacturing	28.95%	27.65%	25.71%	22.76%	41.18%	39.82%	36.49%	34.57%	7.64%	7.48%	4.92%	5.39%
Transportation	4.36%	4.37%	6.87%	5.67%	5.44%	5.58%	8.62%	7.95%	3.10%	3.00%	4.47%	4.10%
Wholesale Trade	5.90%	5.96%	6.85%	7.17%	7.54%	7.63%	9.36%	8.74%	7.07%	6.94%	7.37%	6.69%
Retail Trade	21.80%	22.03%	27.55%	30.15%	10.52%	10.55%	17.02%	17.79%	25.67%	24.98%	28.16%	26.75%
Finance, Insurance	5.66%	5.70%	3.79%	3.67%	5.68%	5.90%	3.14%	3.40%	7.30%	7.24%	6.03%	5.61%
Services	27.78%	28.47%	19.62%	20.92%	23.40%	24.34%	14.80%	17.03%	32.98%	32.10%	26.59%	26.11%
Unclassified	0.77%	1.12%	1.10%	1.07%	0.59%	0.73%	0.00%	0.00%	6.02%	8.11%	6.03%	6.03%

Source: US Census, 1990.

TABLE 31
INDUSTRY BY SECTOR IN 2007

Industry	Total Employees		Payroll (\$1,000)		Establishments	
	State	Clinton County	State	Clinton County	State	Clinton County
	2007	2007	2007	2007	2007	2007
Information	77,639	163	4,313,517	7,577	3,791	17
Utilities	22,221	-	1,734,247	-	397	-
Mining	6,403	-	356,433	-	344	-
Construction	160,110	-	7,244,160	-	21,790	-
Manufacturing	581,739	2,159	29,910,293	106,198	13,675	67
Transportation, Warehousing	106,859	-	4,454,227	-	5,876	-
Wholesale Trade	336,060	815	18,314,245	31,641	22,610	46
Retail Trade	470,794	2,123	10,001,473	52,422	37,619	186
Finance, Insurance	175,299	-	9,307,954	-	15,165	-
Services	2,608,647	8,278	106,944,078	215,044	175,827	884
Real Estate & Rental Leasing	54,874	264	1,685,661	7,969	8,862	65

Source: US Census, 2010.

The 1990 US Census indicates that in 1990 the largest percentage of payroll in Clinton County was from manufacturing, while retail actually employed more people (Table 31). *(2010 Census information indicates the largest percentage of payroll and number of employees is from the service category which includes educational, health care, accommodation and food services. Manufacturing has second highest payroll and*

employee count with retail trade coming in third). This may be explained by the tendency of specialized trades in manufacturing to command higher wages than those in retail. It does illustrate however, the extreme reliance that the County has upon manufacturing, and in turn St. Johns, as it contains 50% of the top manufacturers in Clinton County. This indicates a need for the economy of the City of St. Johns to diversify. A diversification would safeguard the community from the negative impacts that result when industries experience a decline.

PUBLIC SERVICES

Schools

The schools in the City of St. Johns have undergone a large amount of changes in the past few years. It has included the construction of additions to the high school and three of the elementary schools, and includes a new middle school and two new elementary schools. As part of the project, the school district demolished two school structures, Teresa Merrill and Perrin-Palmer, and sold the Swegles building to the adjoining property owner, the Baptist Church for a church educational facility.

The school district had demonstrated need for new schools. The increase in the number of school age children resulted in the district wide use of 38 portable trailers as classrooms. It was possible to go from kindergarten to fifth grade without having a class in the school building itself. Several of the buildings had also reached an age that necessitated severe repairs or replacement.

The high school and new middle school sit adjacent to each other at Townsend and Lansing Street. Across Lansing Street, also on Townsend, sits one of the new elementary schools. The other is located in the northwest corner, off of Lansing Street, north of Gibbs.

2012 Update – In May 2010, voters approved the sale of \$64 million in bonds to fund renovations to the high school, upgrade football stadium area, make investments in technology, complete renovations to the elementary and middle school buildings and purchase fuel efficient busses.

Police and Fire

The City of St. Johns is serviced by a local police and fire department. They are located adjacent to each other in the heart of the downtown. City staff has indicated that these departments are well respected and have done well at keeping pace with the expanding population.

The police department is staffed by twelve *(ten full time officers as per 2012 update)* full time officers. Through conversations with the St. Johns Police Department, they indicated that the industry average ratio of officers to residents is 1 to 500. Based on this ratio and the 1990 census population figures, the department should have approximately 15 officers. If we also applied the ratio to the projected population for 1997 *(as well as the 2012 Census)*, the department should be staffed by 16 officers.

The police jurisdiction is limited to the City limits, where they provide 24 hour service. Their station consists of a report room, patrol officers room, supervisor's office, and a front office. Plans for the future include the expansion of the building to include an evidence room, locker rooms, a meeting room.

The fire department is staffed by one part time fire chief and 20 volunteers. Their facilities consist of the fire hall, with a training room, kitchen, chief's office, which houses two assistants, and storage for the trucks and equipment, which consists of a pick-up, 3 pumpers, a grass fire pick-up, a tanker, and a ladder truck. *(2012 Update – two pumpers, one rescue truck and a ladder truck)*. The facility connects directly to the police department, allowing easy cross-departmental aid. The old fire hall and the Municipal Building are currently for sale *(have been sold)* as the city offices moved into the new Clinton County Courthouse in 2000.

The fire department services approximately a 100 *(50 square miles as per 2012 update)* square mile area including the City of St. Johns, Bingham Township, Greenbush Township *(City no longer serves Greenbush as per 2012 update)*, and one half of Bengal Township. They have an ISO rating of 5 for their service to the City, and a level 7/8 to the Townships, due to water supply.

2012 Update – In 2002, Bingham and Greenbush Townships decided to partner with Victor Township to form Clinton Area Fire and Rescue (CAFR) and to no longer contract with the City of St. Johns for fire services. In 2011, Bingham Township, in an effort to save money, left CAFR and contracted with the City once again for fire services.

Plans for the future include replacing each truck at about 20 years of age. Future growth in the City and Townships would require the Fire Department to upgrade sooner, but there is no standard for the ratio of firefighters to a community, unless set by the community itself.

Hospital Facilities

The Clinton Memorial Hospital in the City of St. Johns has recently undergone \$10.5 million worth of renovation. The project included gutting the building one floor at a time. This allowed for minimal disturbance of patients and provided the opportunity to upgrade the hospitals mechanical systems and layout.

The hospital has also become affiliated with Sparrow Hospital of Lansing. This allows for specialists to visit the local hospital on a periodic basis to provide services in a more convenient manner. The hospital employs approximately 240 people *(283 as per 2012 update)*, of which 60 to 70 are nurses, 15 active staff doctors, and about 155 technical, support, and office staff.

Hospital services include in 25 available beds; patient, pediatric, and general medical care; complete outpatient services; obstetrical department; in and out patient surgery; coronary care and cardiopulmonary services; ACR certified general radiography, mammography, and ultrasounds; complete laboratory services; cat scans and x-rays; MRI's available one day per week via a mobile unit; meals on wheels; and a 24 hour emergency room and medical center for urgent and minor care.

Physicians available through the hospital specialize in cardiology, pulmonology, urology, podiatry, gastroenterology, orthopedics, neurology, oncology, hematology, and pain management services.

2012 Update – In an effort to retain the hospital in the City on its current site, the City vacated a portion of Elm Street in 2012 to help facilitate the hospital's desire for expansion of the emergency services area. The City approved the expansion plans for Sparrow Clinton Hospital in the fall of 2012.

A separate facility of the hospital is their Rehab and Wellness Center. They have Physical, Speech and Occupational Therapists on site with Audiology services available. There are athletic trainers available with classes available along with weight equipment.

Public Library

The library in the City of St. Johns, renovated an existing building and moved into its new facility in 1998. It is staffed by 3 full time and 10 part time employees. It houses approximately 27,000 print materials. In addition the library also contains books on tape and videos. Programs offered by the library include "Story Time," holiday programs, summer reading programs, special monthly themes, often tied to school, and public access to computers and the Internet.

The libraries plans for the future are bright. They plan to expand the story time program hours; increase the Saturday programs, such as Reader's Theater; and work with the Senior Center, Sun Tree Group, other similar groups, and a transportation service to provide special activities for a senior's day at the library. Physical plans for the future include occupying the rest of additional space available in the building, and expanding the building to include a larger meeting room, study areas, and more computers.

2012 Update - The Library offers a variety of services to the City of St. Johns and the surrounding townships. A collection of over 44,000 items is made available for public use in a variety of formats. In addition to books for all age levels, the Library has books on CD, DVDs, eBooks and downloadable audio books. Nine computers are made available for public use, eight for general use and one dedicated to genealogy research and the taking of exams. The Library has two computers that house children's educational games and a number of individuals take advantage of the Library's free Wi-Fi to conduct their online business. Patrons also have access to MeLCat, the state wide interlibrary loan system from which they can order library materials from all over the state. The Library is staffed by 2 full time and 8 permanent part time employees.

The Library offers over 300 programs a year reaching a variety of age groups at both the Library and outreach locations. The traditional storytimes are offered three times a year with daytime and evening sessions, serving four different age groups starting at 12 months and going to eight years old. Jr. Readers Book Club and Tween programs are held three times a year for youth ages seven to twelve. Several special children's programs are offered throughout the year including Summer Reading program, Holiday program, March is Reading Month programs and the Easter Bunny program. In addition, the Library provides a Summer Reading program for adults along with Computer Classes three times a year. Staff also provides outreach services to the area senior residential facilities once a month. The Library hosts special events and/or guest speakers several times a year for the public's enjoyment. The goal of the Library's program offerings is to provide educational opportunities that promote literacy and lifelong learning in a fun format.

Public Services

Utility services for gas, electric, and telephone *(as well as cable, Wi-Fi and internet services as per 2012 Update)* are provided by private industries. The privatization of these industries assures adequate capital to provide increased levels to society, as growth demands.

Wastewater

The current wastewater treatment facility in the City of St. Johns was constructed in 1980 to replace a facility that no longer met the needs of the City. A wastewater treatment facility study was conducted in 1995 to assess the condition of the system.

The study reported that at the 1995 operational level, the system would reach its capacity by the year 1997. As a result, the City completed improvements that added 0.6 million gallons per day (MGD) of capacity, thus increasing the facility's capacity from 1.9 MGD to 2.5 MGD. The 0.6 MGD expansion also included additional considerations for future growth.

Some of the problems experienced in the system are the aging and wearing of equipment, inflow and infiltration (I/I), and not enough capacity at pump stations and interceptors, in particular, the interceptor and lift station at Townsend and Sunview Drive. To address the problem areas, several million dollars of improvements were proposed. Improvements completed between 1993 and 1998 include lining and/or replacing 3.11

miles of sewer mains, the replacement of 15 bio-disk units for secondary treatment, the addition of 5 bio-disk units, the addition of one filter bank for tertiary treatment, standby generator renovated, extensive site work at the Wastewater Treatment Plant (WWTP), addition of another sludge storage tank, renovation of the Townsend Road Lift Station and extension of the force main serving this lift station directly to the treatment plant. This last improvement eliminated backups in the Scott Road interceptor. Map 4b illustrates the current sanitary sewer system.

At the time of this report, the City has addressed approximately half of the recommendations from the study. They plan to begin a second phase in about 10 years. To reduce peak flows from I/I during storm and snow-melt events the City plans to undertake a second program of lining and/or replacing existing sewer lines.

2012 Update –

In the early 1990's, portions of the City of St. Johns Wastewater Treatment Facility, located in Clinton County, were approaching its life expectancy, and the was in need of improvements. Classified as a Class "B" facility with biological treatment, it receives wastewater from the City of St. Johns and parts of nearby Bingham Township, serving a population of approximately 9,200 persons.

In 1995, C2AE (then Capital Consultants, Inc.) prepared a Wastewater Treatment Facility Study, which evaluated the WWTF processes, defined improvement alternatives, and recommended a construction program to provide capacity for the City's projected wastewater needs through the year 2017. The study outlined a phased implementation plan, which led to the first phase of improvements starting in 1997.

The project included site work, the installation of new rotating biological contactors (RBCs), new gravity filters, a new biosolids storage tank, a utility/communication system, and electrical service/distribution system upgrades. A year later, plant controls were updated to a SCADA (Supervisory Control and Data Acquisition) system to help staff monitor operations more effectively, along with other operational improvements. In preparation for Phase 2, the



One of two new 45-foot diameter clarifiers.

City asked C2AE to update the 1995 study with flow and waste load projections through the year 2025 to include the replacement or repair of aged equipment and building components, and site utility work.

Phase 2 focused on improvements to raw sewage pumping, screening, grit removal, equalization and primary treatment facilities. Major improvements included:

Replacement of screening equipment

- Replacement of raw sewage pumps
- Construction of a building addition to house new grit removal facilities
- Construction of two (2) primary clarifiers and sludge pumping building
- Modifications to the existing equalization facilities
- Demolition of the existing primary clarifiers
- SCADA system expansion



Improvements to raw sewage pumping provide firm capacity of 10.5 MGD to accommodate the peak hour flows

The design elevated the aerated grit tank and converted the equalization tanks from in-line operation to side-stream operation. In this scheme, flow can be returned by gravity from equalization, thereby eliminating the need for separate equalization pumps, and reducing energy consumption at the facility.



Aerated Grit Tank and Screening Equipment

The new aerated grit tank and equipment is housed in a new building addition. The addition also houses new screening equipment.

During design the City and the C2AE project team elected to install an innovative energy recovery system, extracting heat from the plant's treated effluent. Water-to-water heat pumps were installed in the Raw Sewage Pumping and Primary Sludge Pumping Building. The heat recovered from the treated effluent is used to heat the buildings via a hot water heating system.

To capitalize on their knowledge of the existing SCADA system, the City elected to utilize their current instrumentation and control contractor, RS Technical Services, Inc. of Lowell, Michigan to implement the improvements to the SCADA system. RS Technical Services was involved from the beginning of the design and helped ensure that the expansion of the SCADA system accommodated the processes to be improved, and other existing processes where cost effective.

Davis Construction of Grand Rapids, Michigan, who also completed the Phase 1 project in 1997, completed this construction. A good working relationship and high level of coordination between all parties allowed this project to be successfully completed five months ahead of schedule. Final project cost was less than 1% over the original bid amount, well below the industry average of 3 – 5%.



Water-to-water heat pumps in the Grit/Raw Sewage Pumping Building

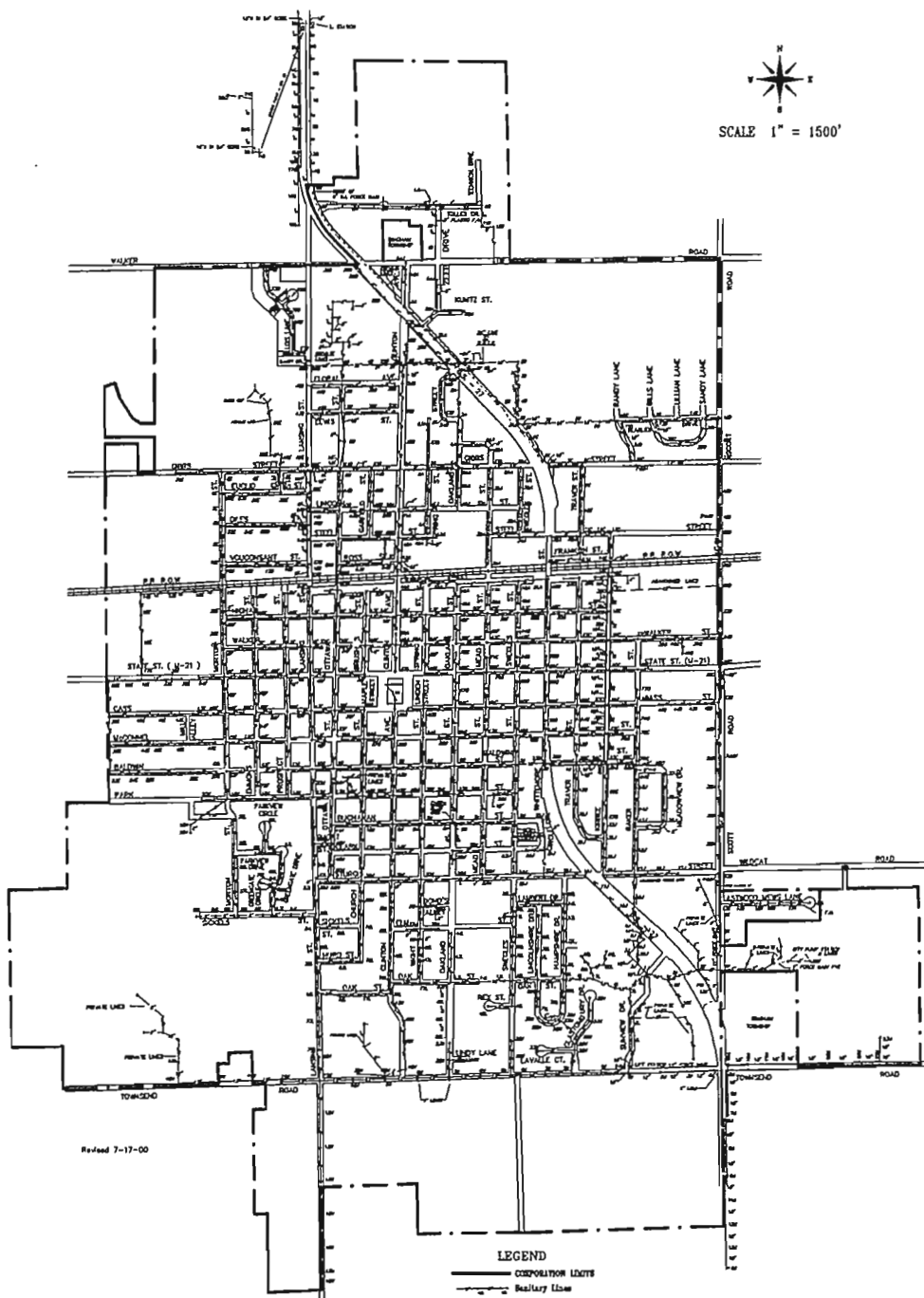
The completion of the Phase 2 improvements provides increased capacity and reliability of the raw sewage pumping system, improved screening and flow equalization, increased performance of the primary treatment process, expanded SCADA system and a reduction in facility energy consumption. The project also places the City in a better position to accept additional flow from Bingham Township resulting from a recent agreement between the communities. Additional improvements that were identified in the original facility study will be implemented in future phases as the City continues its commitment to maintain the reliability of this important asset.

The City continued to address the inflow and infiltration problem in 2009 and 2010 by relining sanitary sewers, smoke testing, and conducting investigations of improper connection to reduce the occurrences of Sanitary Sewer Overflows (SSO) at the Townsend Road Lift Station. In November 2011, the City received a \$306,175 S2 Grant from MDEQ that will conduct a sewer evaluation survey and prepare a project plan to identify improvements to eliminate overflows at the lift station.

CITY OF ST. JOHNS, MICHIGAN

WASTEWATER COLLECTION SYSTEM

SUMMER 2000

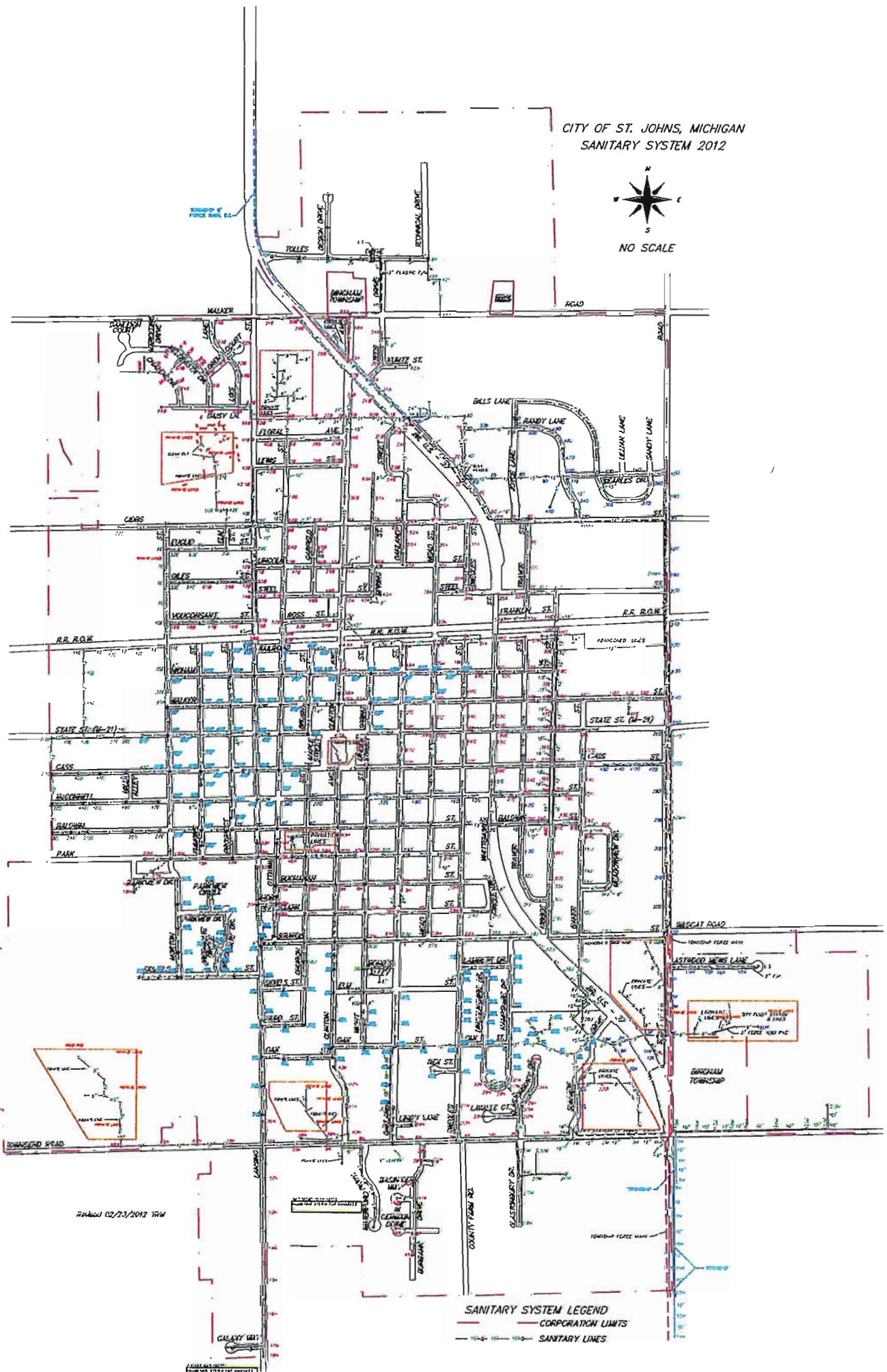


MAP 5

CITY OF ST. JOHNS, MICHIGAN
SANITARY SYSTEM 2012



NO SCALE



Water

The water system in St. Johns consists of a well field in the northern part of the City limits, a well field in the southern part of the City limits (*southern well fields were abandoned due as natural arsenic levels were above MDEQ threshold limits as per 2012 Update*), a ground storage reservoir, an elevated storage tank and a distribution system. Water mains range in size from 4 to 16 inches. The wells in the southern well field pump directly to the distribution system. Wells in the northern well field supply a ground storage reservoir. From the ground storage reservoir, water is pumped to the City with high service pumps. Map 5 is a layout of the existing system.

The majority of the distribution system consists of 4 inch and 6 inch water mains creating a grid throughout the City. Pipes date back to the 1940s and are beginning to exhibit deficiencies. As with most older systems, main breaks are becoming more frequent and pipe capacities are inadequate to supply development. Multiple areas of low flow and/or low pressure have become a concern, specifically as they directly relate to fire protection. Numerous complaints regarding chlorine smell and rusty water have been received by the City staff. The water supply tends to have a high iron content and hardness. To sequester the iron, phosphate is added to the water system. The continued addition of phosphate may eventually bind up in the system creating additional problems, but is currently effective at addressing the iron problem. The system does experience low flow problems in a few specific areas, but that can be alleviated by looping some dead-end mains. Dead-ends allow water to remain stagnant causing some of the problems previously mentioned.

2012 Update – Lost water is lost revenue for the City. An acceptable target range for lost water is 10-15%, with 10% as the City's goal. Different elements contribute to lost water such as leaks, meter errors, non-metered sources, fire-fighting and hydrant flushing. Ways to help minimize lost revenues include annual water audit, leak detection and repair strategy, meter change out program, annual meter testing on production and large use meters, document known unmetered uses (fire-fighting, hydrant flushing, public buildings, water main breaks, etc).

The water system for the City of St. Johns has a firm capacity of 3.6 MGD (*3.2 MGD as per 2012 Update*), which assumes that the largest pump is out of service. Currently the

system operates at approximately 30% *(56% as per 2012 Update)* of capacity, or 1.2 MGD *(1.9 MGD as per 2012 Update)*. A facilities plan is currently being prepared for the water system.

To address these system deficiencies, in 1999 *(also in 2012 as per 2012 Update)* the City of St. Johns developed a capital improvement plan that assesses the need for water main replacement and upgrading throughout the St. Johns Water System distribution area.

The proposed improvements include increasing 4 inch mains critical for looping to 6 inch mains plus main tie-ins. In areas of low flow availability and high chlorine concentrations, new water mains are proposed to loop existing pipes together. Increasing pipe sizes to compliment looping is also proposed. These improvements are expected to improve fire flow availability and decrease the low pressure zone.

The plan includes a two-year segmenting approach to complete the proposed improvements.

Segment 1

- Increasing the size of 3750 linear feet of 4-inch existing water mains
- 6520 linear feet of water main looping
- Constructing the proposed water main tie-ins
- Replacement of high service pump 2

Segment 2

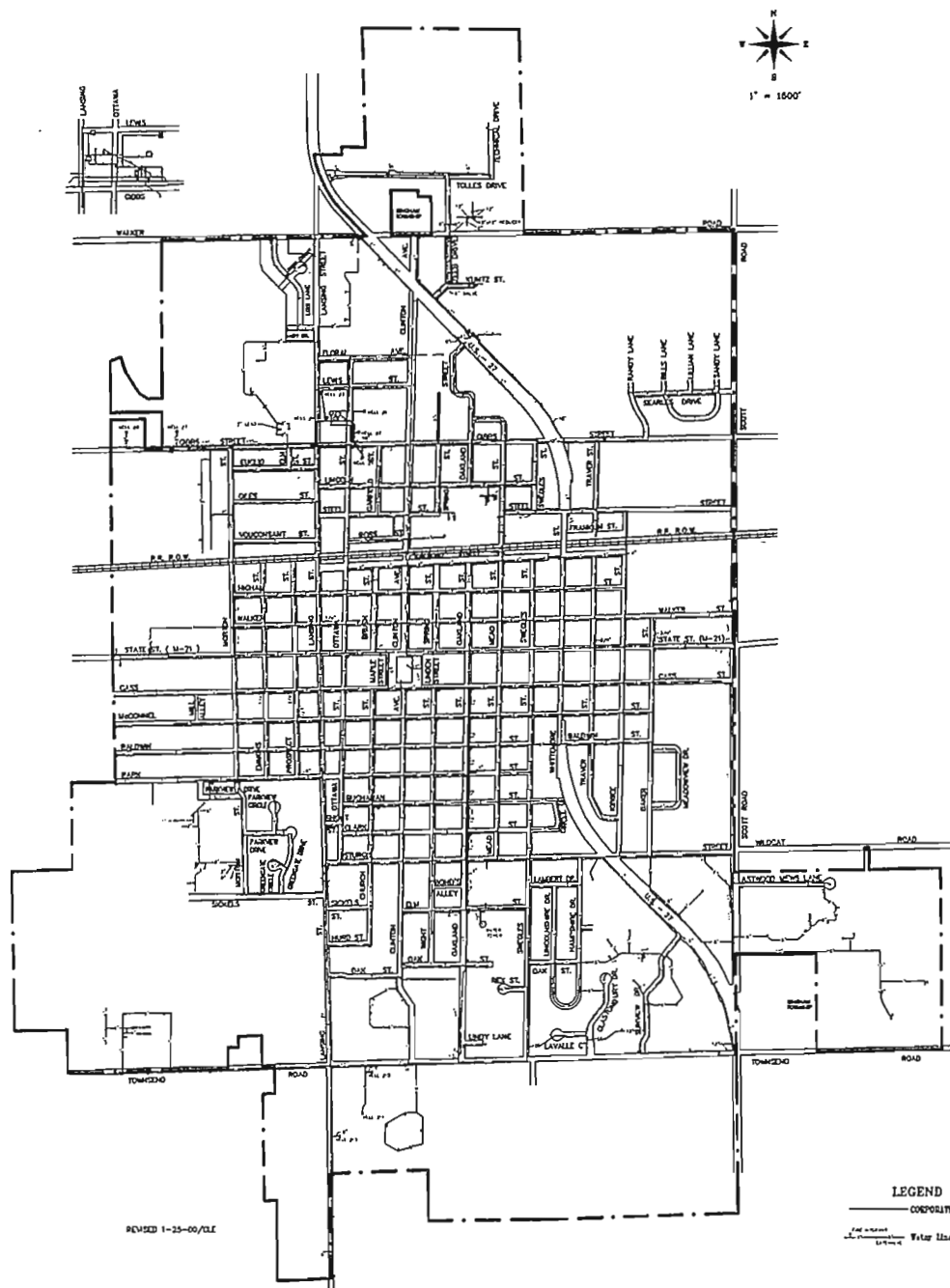
- Increasing the size of 6390 linear feet of 4 inch to 6 inch mains
- 5954 linear feet of water main looping
- Purchase of a generator for the pumps in northern well field

It appears that the system contains adequate storage to meet peak hour demands as well as emergency water needs.

CITY OF ST. JOHNS, MICHIGAN

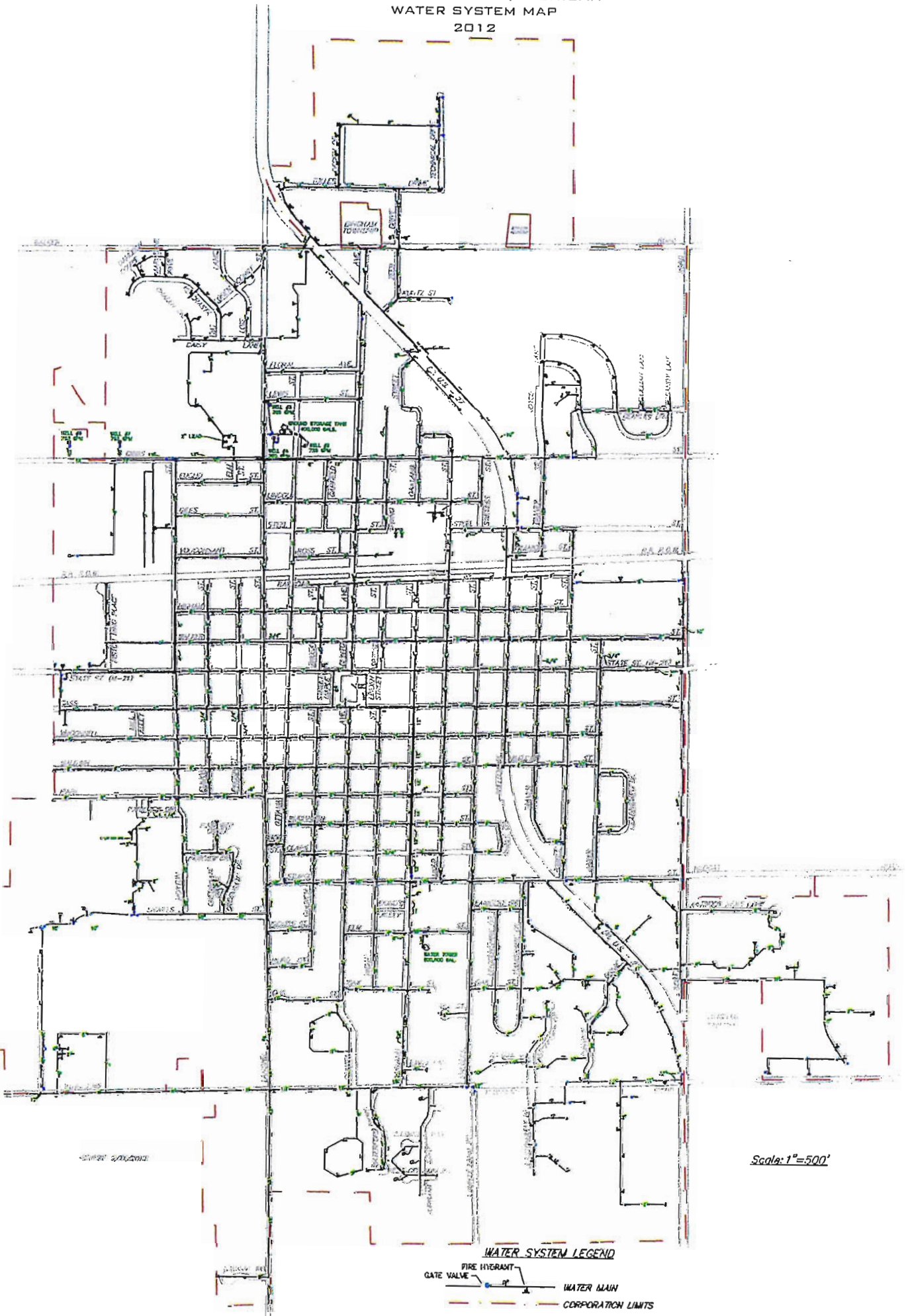
WATER DISTRIBUTION SYSTEM

SUMMER 2000



MAP 6

CITY OF ST. JOHNS, MICHIGAN
WATER SYSTEM MAP
2012



Storm Water

When the City of St. Johns sewer system was originally constructed, it was a combined system, meaning that this one system collected both storm runoff and sanitary sewage. Sometime in the last 50 or 60 years, this practice was discontinued and separate systems were constructed with new developments. In the late 1970s, the City embarked on a large program to construct new storm drains in areas served by the combined system and use the older system strictly as a sanitary sewer. This project also provided drainage to some areas that did not have adequate storm drains. One area that was not addressed by this project, due to cost overruns, was in the northern part of the City. This area, roughly bounded by Lansing Street, Floral Avenue, US-27 BR and Walker Road still needs drainage improvements to conform to today's standards.

The 1970s project also included three regional detention ponds to lessen the impact on downstream properties of high volumes of runoff. Other regional and private detention ponds were added over the next thirty years to control runoff within the City limits, most notably the three ponds constructed in 1997 with the new middle and elementary schools. Each new development within the City is now evaluated on an individual basis as to the requirements for detention. *2012 Update – The City requires on-site storm retention basins for all new development sites. The City is working with the Drain Commissioner on a new drain that will connect to the Steel and Walbridge drainage area targeted for completion in 2013.* Map 5b illustrates the current storm sewer system in the City.

A comprehensive street master plan authored by Wolverine Engineers recommends adding storm drains as necessary to bring areas of the City current with today's standards. This would be accomplished by including the required work in street reconstruction projects on an annual basis. Potential improvements would be up-sized drains, elimination of ditches and drains the entire length of a street (to serve sump pumps).

2012 Update – Based on a study completed in 1996 in cooperation with the Clinton County Drain Commissioner, FEMA (Federal Emergency Management Agency) identified a large 100-year flood area in 2008 for the Townsend Road - US-27 BR area (Map 6). FEMA made the final determination, effective May 3, 2011 that a flood area exists near and along East Townsend Road from County Farm Road to BR 127. The

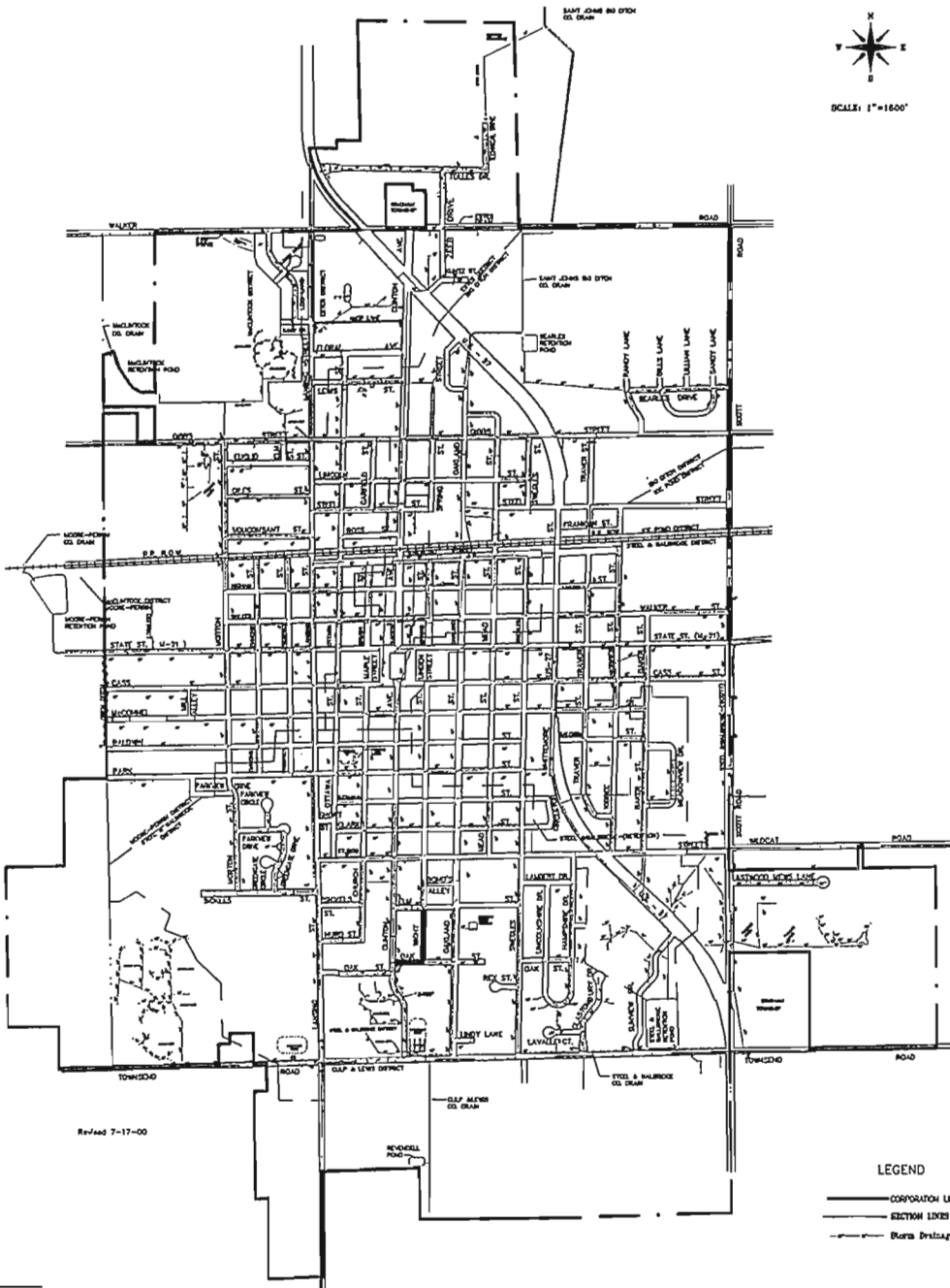
Flood Insurance Rate Map (FIRM) has been published and is available at the County for review. An aerial photograph showing the hazard area is attached on Map #8. This area is the result of undersized culverts on the Steel Walbridge Drain south and east of the City. Developments within this flood-prone area need to be evaluated for impact by flooding.

In 2012, the Clinton County Drain Commissioner in cooperation with the City of St. Johns and Bingham Township determined that it was necessary to improve the storm water discharge on the south side of the City and into Bingham Township. The project enhances the existing City of St. Johns Regional Detention Basin to be more effective over a large range of rain events. It also will provide detention to a large area of the City which did not have any runoff storage protection.

In addition, a new 30" tile drain is being constructed south of Pauli Ford to provide a new regional outlet for the existing private drain near the Bee's baseball fields. These upgrades will significantly reduce the number of flooding events in the area south of Townsend Road near the existing Bee's baseball fields and will provide a much needed relief drain for the existing Steel-Walbridge Drain. The new outlet will discharge to the Steel-Walbridge Drain near BR US-27 and the south entrance to Bingham Commerce Park.

STORM DRAINAGE SYSTEM

SUMMER 2000



MAP 7

The map illustrates the stormwater management system for the City of Scott, Missouri. It shows a network of drains, detention facilities, and detention ponds across various districts. The districts labeled include McClintock District, Estes District, Big Ditch District, Steel & Walbridge District, Moore-Perrin District, and Culp & Lewis District. Major drains shown are Saint John's Big Ditch, McClintock Co. Drain, Steel & Walbridge Co. Drain, and Culp & Lewis Co. Drain. Detention facilities and ponds are marked throughout the system. The map also shows section lines and corporation limits. A legend at the bottom right defines the symbols used: a solid line for Corporation Limits, a dashed line for Storm Lines, and a dotted line for Section Lines. A north arrow and the text 'NO SCALE' are located in the bottom right corner.

STORM SYSTEM LEGEND

- CORPORATION LIMITS
- - - STORM LINES
- ... SECTION LINES

NO SCALE

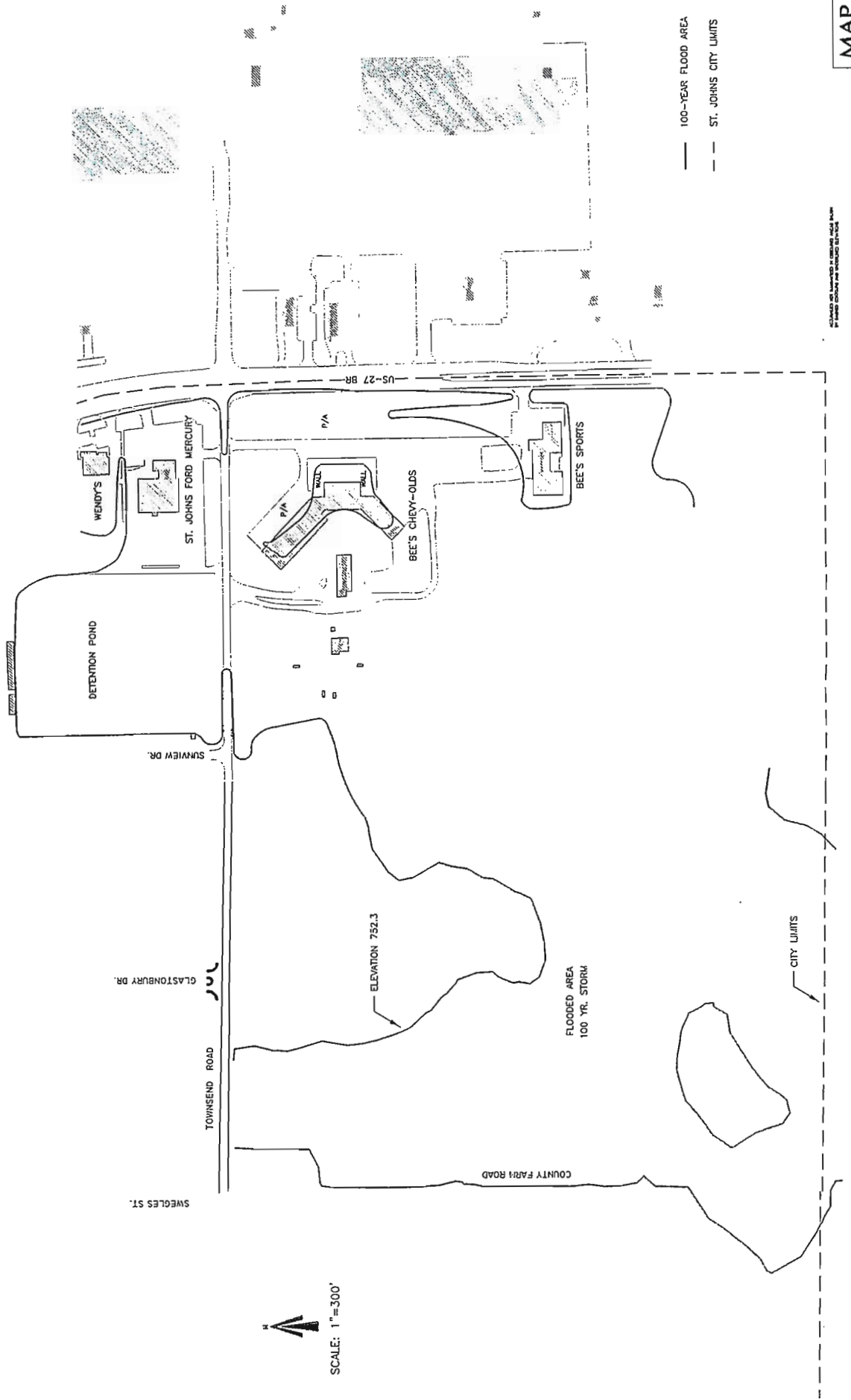
STORM SYSTEM LEGEND

— CORPORATION LIMITS

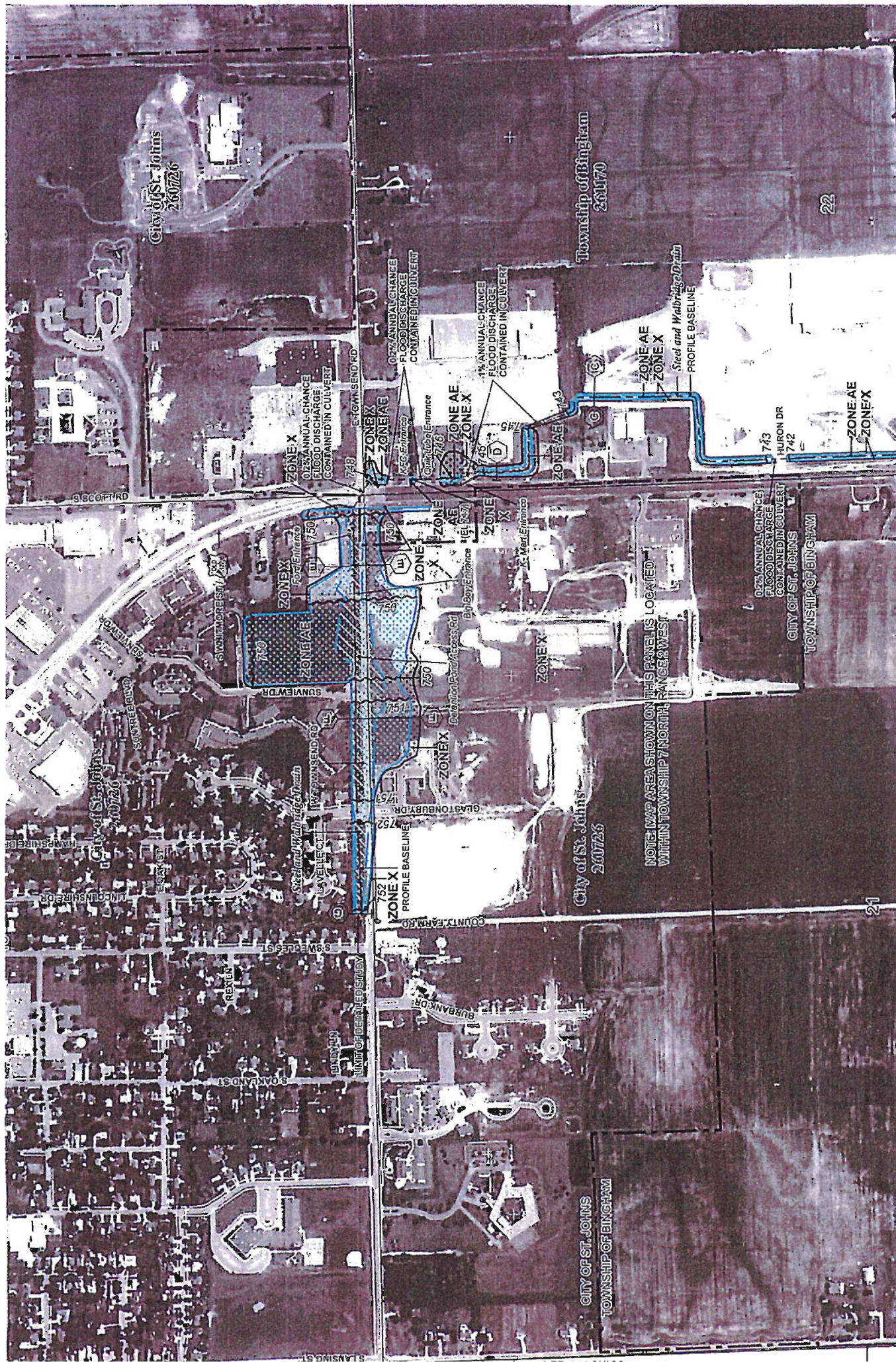
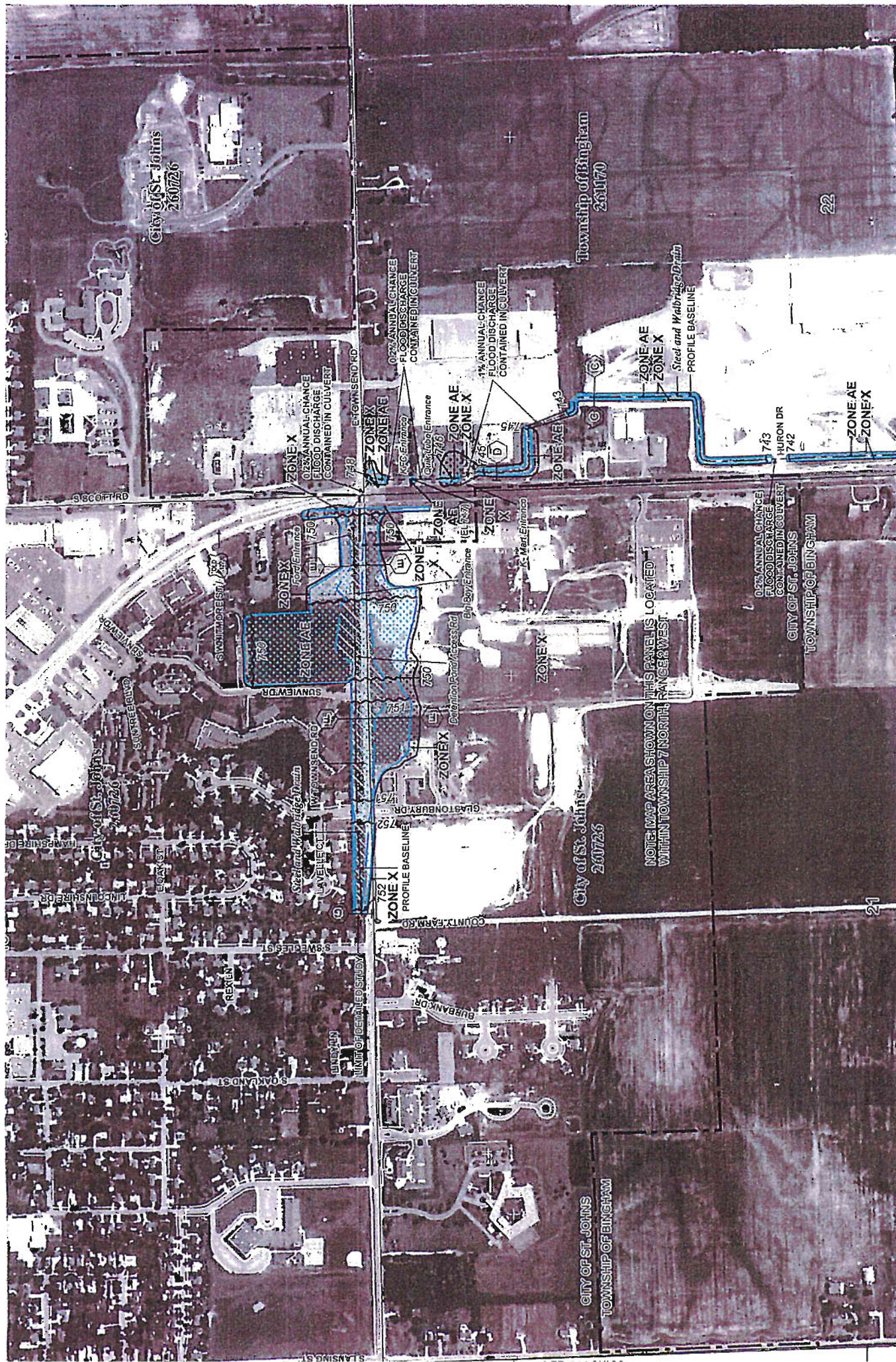
STORM LINES:

SECTION LINES

CITY OF ST. JOHNS 100-YEAR FLOOD AREA



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Transportation

The City of St. Johns developed as a result of the railroad. The railroad was used as the City's primary means for transporting its farm goods. As the transportation industry's attention shifted from the train to the automobile, the rail lost some of its significance. In the last decade, it was felt that the rail was no longer necessary and the tracks were removed from Ionia to Owosso in the 1990's.

This shift in the transportation methods used by businesses has created a need for additional truck traffic. This traffic must utilize streets not designed to accommodate vehicles of their size, let alone the volume of traffic created.

The streets were developed on a grid pattern, resulting in short blocks and multiple intersections at 90° angles. When this arrangement of streets is compounded with densely built blocks and tree-lined streets, visibility is decreased and the danger is increased.

In 2012, the City of St. Johns adopted a Complete Street ordinance which encourages healthy, active living, reducing traffic congestion and dependence on fossil fuels, and improving the safety and quality of life for residents of the City of St. Johns by providing safe, convenient and comfortable routes for multiple modes of transportation, include walking, bicycling, personal vehicles and public transportation.

In 2012, a citizen survey was circulated to the residents asking their opinion on a number of local issues and road conditions and pedestrian traffic routes (sidewalks) were listed as a priority. Residents continue to be concerned with the condition of the City roads and sidewalks and the creation of bike paths and alternate routes for pedestrian traffic.

The existing railroad bed on the north side of town is being converted into a rail-to-trails project (non-motorized traffic) and will provide another area for biking, walking, hiking and cross country skiing. There will be portions (outside the city limits) along the Clinton-Ionia-Shiawassee (CIS) trail that will be developed for equestrian traffic for people and horses. This project is coupled with improvements to the existing railroad depot and associated grounds to create a multi-purpose area for people to gather along the future trail route.

City staff reports that the intersection of M-21 and BR 127 is a problem, with traffic backups caused during peak traffic hours. The rerouting of traffic onto the BR 127 bypass has helped to alleviate some of the congestion and problems, but the corner is still dangerous. There have been no studies completed in the last fifteen years that indicate the impact that the US-127 bypass will have on local traffic. The other problem cited was the tendency of southbound BR 127 truck traffic to use Lansing Street as a means of connecting to westbound M-21. It is felt that the road does not have the capacity to handle the traffic and that the traffic does not observe the speed limit.

2012 Update – MDOT widened the intersection to accommodate the longer semi-truck's turning radius as to not ride up on the curb.

2012 Update - The City's mass transit needs are served by the Clinton Area Transit System (CATS), which assumed public transportation authority on May 13, 2002. CATS serves all of Clinton County and is based in the City of St. Johns. CATS operates curb-to-curb service with door-to-door service available at higher rates. The system utilizes 25 vehicles and has 38 employees. Clinton Area Transit is operating at the southwest corner of Railroad and Brush Streets. They purchased a 10 acre parcel on N. Scott Road to construct a new bus garage and office in 2009 with site plan approval in 2010.

Transportation Classification

Previously, the City of St. Johns has utilized two classification systems in describing their roads. The City used the Act 51 classification system, which is the state road classification system, and the National Functional Classification System. There was no road classification system established in the current zoning ordinance, and the road designations, as outlined in the previous master plan, followed the system established by the Act 51 map.

To clarify this situation, ROWE staff examined the two systems, the zoning ordinance, and the previous plan, as well as developments that have occurred and current road usage patterns. As a result, a new road classification system for the City of St. Johns was developed. This new system sought to keep the vocabulary established in the previous plan and established the categories of;

- primary thoroughfares,
- secondary thoroughfares,
- collector streets,
- and minor streets.

Primary Thoroughfares

A primary thoroughfare represents major state and federal highways, designed to carry large volumes of traffic. This traffic originates outside of the City limits, and has a destination in or beyond the City. Destinations would include the industrial corridor, the Central Business District, highway-oriented commercial areas, or neighboring communities.

The two roads designated as primary thoroughfares are Business Route US-27 and M-21. The recent relocation of US-27, to a bypass, has helped to alleviate the large volume of traffic that was once carried by this road. However, Business Route US-27 still carries its highway designation and has large volumes of traffic. M-21, is a state highway, but lacks the capacity necessary to accommodate its large volume of traffic. Future development should take into consideration this capacity issue.

Secondary Thoroughfares

A secondary thoroughfare serves as a major intra-city street. These streets seek to connect the major sources of traffic and carry the high volumes of internal traffic. They are designed to carry City residents to their community destinations. Residential structures fronting these streets should have a sufficient right-of-way buffer and no on-street parking should be allowed.

Collector Streets

Collector streets collect and distribute traffic from residential areas to secondary thoroughfares. This results in a concentration of traffic along specified routes from the minor streets to the secondary thoroughfares. This seeks to discourage traffic in residential areas inconsequential to the destination. Quite often, these streets also serve as the main route to destinations such as schools, churches, and similar activities.

Minor Streets

Minor streets are the final traffic carrying entity. They serve to connect individual

residences to collector streets. These streets are designed to handle small volumes of traffic. In addition to the local residential destination traffic, these streets accommodate mail and local deliveries, garbage collection, school buses, and emergency vehicles. All other traffic is discouraged and should use the collector streets. The classification seeks to protect the residential character, as well as the safety of the residents.

Access Control

A May 1999 study of the US-27/BR-27 corridor from Dewitt Township north to Greenbush Township recommended several changes to that portion of US-27 that runs through the City of St. Johns. A summary of their recommendations is outlined in Map 7. The improvements generally consist of reducing the number of curb cuts by combining driveways, providing service drive connections, reorienting driveways to side streets and reducing the width of poorly designed driveways. The study suggests as an alternative that the southern section of US-27 between Townsend Road and Sturgis Road be reconfigured with a limited access boulevard that had very few cross-overs, which would limit left turns out of businesses along this section of highway.

These recommendations should be considered when parcels along US-27 are evaluated for site plan approval. In addition, the road access concepts should be incorporated into the new zoning ordinance development standards.

City of St. Johns
Clinton County, Michigan

1811 4 Mile Road, NE
Grand Rapids, Michigan 49525-2463
V: 616/201-2864 F: 616/201-1493
www.grograinhouse.com

Aerial Photography provided by the Clinton County GIS Department
Date of Photography: Fall 1997

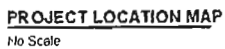


Figure 5

Pavement Condition

The February 2000 Street Master Plan evaluated pavement conditions for City streets taking into account the condition of water, sanitary sewer and storm sewer lines as well. The plan identified priority streets for pavement improvements as shown in Map 8.

Discussion with City staff identified four street segments that they felt should be considered priority for improvement. They include Walker Road west of US-27, Walker Road east of US-27, Scott Road south of Sturgis and behind Walmart and Gibbs Street west of Lansing Street.

2012 Update - The February 2008 Street Master Plan evaluated pavement conditions for City streets taking into account the condition of water, sanitary sewer and storm sewer lines as well.

Discussion with City staff identified street segments that they felt should be considered priority for improvement. They include Walker Road west of US-27, Walker Road east of US-27, Gibbs Street east/west of Lansing Street and Railroad Street between Kibbee and Lansing Street.

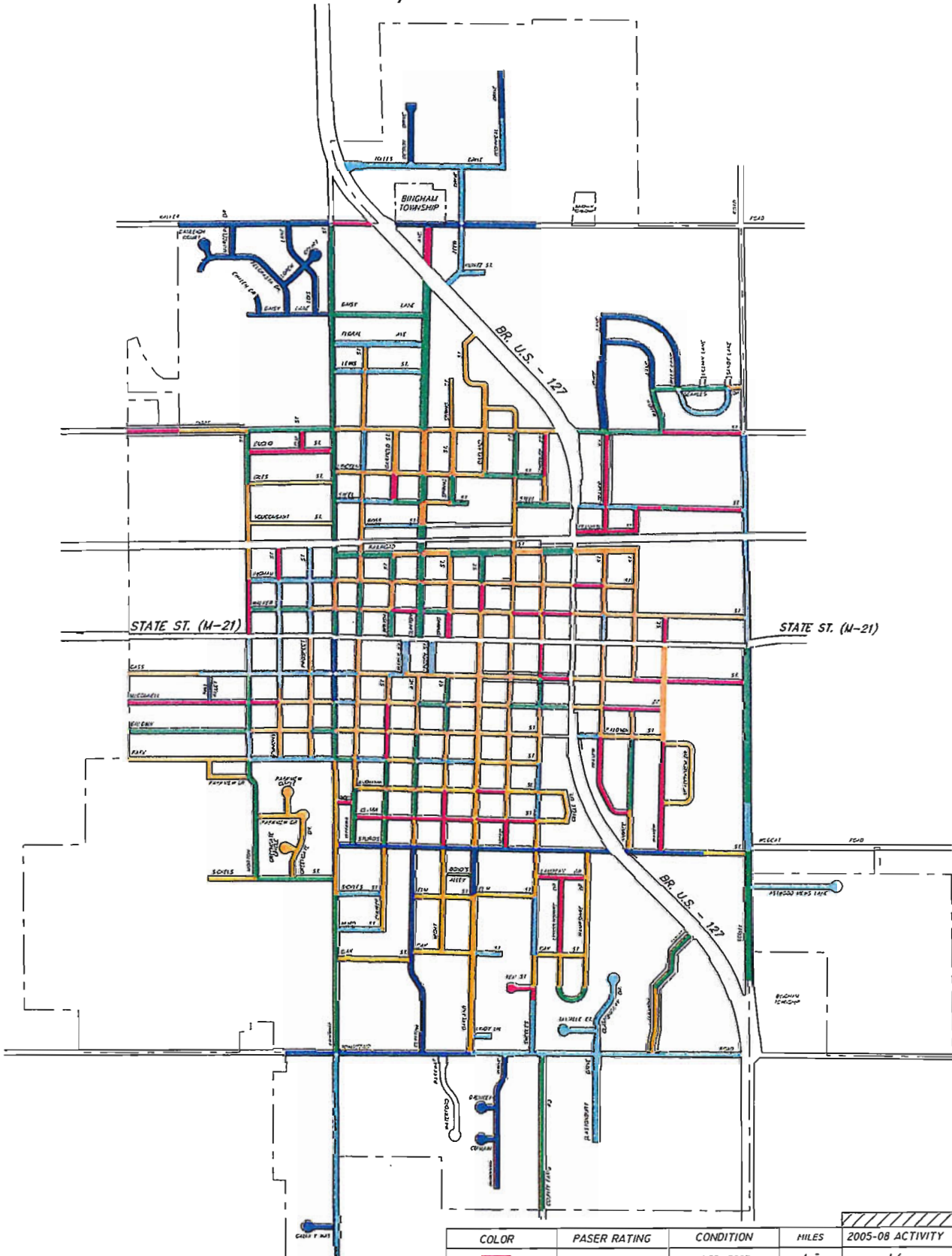
The City uses Road Soft software to rate and inventory street conditions. Currently in 2011 the City rated all streets. (Good 23.81 miles, Fair 15.38 miles and Poor 75.17 miles.) The City continues to apply for grants through Tri-County Regional Planning for street projects. The City also uses budgeted monies each year for heavy maintenance projects.

In 2012 the City adopted a Complete Streets Ordinance that ensures that streets will be examined to accommodate all types of users of the street. Pedestrian, Vehicular, Public Transit and non-motorized traffic must be considered during the design phase.

Map 10 shows the conditions of streets in 2008.

PASER Street Ratings

2008
City of St. Johns



COLOR	PASER RATING	CONDITION	MILES	2005-08 ACTIVITY
■	2	VERY POOR	4.3	1.6
■	3	POOR	15.3	1.5
■	4-5	FAIR	7.4	2.0
■	6-7	GOOD	9.0	4.1
■	8-10	VERY GOOD	5.6	3.9
	NONE	NOT A CITY STREET	0.2	0.0
			41.80	13.10
TOTAL MILES				

DOWNTOWN

The City of St. Johns downtown commercial district is roughly an area bounded by Railroad Street on the north, Spring Street on the east, Brush Street on the west and McConnell Street on the south. It is a traditional mid-western downtown oriented to pedestrian circulation on sidewalks adjacent to city streets arranged in a gridiron pattern.

The City of St. Johns formed the Downtown Management Board to promote the health and vitality of the downtown area. The Board arranged for a team of students from the Urban and Regional Planning Program at Michigan State University to develop a Downtown Improvement Plan. This section is a summary of that plans finding and recommendations.

2012 Update – The Downtown Management Board (DMB) now goes by PSD (Principal Shopping District). A DDA (Downtown Development Authority) also has been established as a development tool to be eligible for possible grant opportunities. The City also established a Commercial Rehab District in the downtown area which freezes the taxable value for up to ten years for eligible property owners so they are not penalized tax-wise for substantial building improvements.

Downtown Strengths

Many strengths can be identified for the City of St. Johns. They serve as a starting point for the analysis of this project, and as a guidepost for the recommendation portions of this document.

- The “Mint City,” as St. Johns is already known, should continue to be a primary marketing strategy. St. Johns is easily identified as the “Mint City,” but does not capitalize upon the initial name recognition in the design elements or business mix of its downtown.
- The construction of the new Courthouse presents a unique opportunity for the City. The new courthouse will be an architecturally strong element that will serve as an anchor for future development of the downtown. In addition to being a visual

anchor to the downtown district, the courthouse will continue to attract high volumes of pedestrian traffic from outside the City. The City of St. Johns must capitalize upon this opportunity to move potential customers down Clinton Avenue and into the downtown stores.

- St. Johns is steeped in history. The Paine-Gilliam-Scott Museum is the ideal place to take a step back in to time. The museum is the oldest brick home in St. Johns, built in 1860. The museum depicts furnishings including a 1870s doctor's office. Clothes, guns and war related items pertaining to County history are also found in the museum. There are special exhibits throughout the year, culminating with Victorian Christmas decorations.
- The Clinton County Arts Council runs this non-profit gallery featuring unique art work by local, regional and state artists; as well as art-related gift items. The Arts Council, in partnership with the City of St. Johns, sponsor "Art-in-the-Park". Local musicians are featured in weekly free concerts in the City Park throughout the summer.
- The City purchased the Railroad Depot on the north end of Clinton Avenue in 1998. The 86' x 507' lot with the unique 28' x 106' Depot building is intended to serve as a community gathering point for indoor and outdoor activities and an anchor for the North end of downtown. The city has received a \$325,000 grant to restore and renovate the building and grounds. It is anticipated the work will be completed in 2001. In the interim the community has already taken over the grounds for many public activities including the Pumpkin Festival, Mint Festival, Farmer's Market and concerts.
- The level of commitment demonstrated by the Downtown Management Board and other members of the downtown district will be instrumental in any improvements that are made within the downtown.

In brief, the strengths identified are an existing theme for the City, the location of the community and the DMB in the development of the downtown demonstrate the pride St. Johns' citizens take in their community.

2012 Update – In 2004, a Clinton Avenue Streetscape began for downtown. The Veteran's group piggybacked on the project with a Veteran's Memorial adjacent to the depot. The St. Johns Rotary Club adopted the depot area to create "Rotary Park" with construction of a gazebo and a pavilion for community events.

The abandoned railroad corridor has been deeded to the State of Michigan for a Rail Trail which will begin construction in the spring of 2013. The City obtained a grant to purchase two properties east of the depot for a trailside park. The grant included funds for demolition of the building on said properties. The City will submit a grant application in 2013 to the DNR for a development grant to build the trailside park.

Constraints and Limitations on Downtown

In conjunction with St. Johns' strengths, several constraints for development can also be identified. Primarily, these factors limit the number of retail and commercial services that the community of St. Johns can support based on market and economic capacity. Overall, the limitations identified are the US-27 bypass east of the City, the proximity of Lansing to the south, and the industrial sites located on the northern edge of the downtown district.

- In 1998, US-27, formerly a primary north-south thoroughfare running through St. Johns, was relocated east of the City as a bypass. It should also be noted that US-27 east of BR-27 has been renamed as US-127. Anecdotal information indicates that the bypass has significantly reduced the volume of traffic traveling through St. Johns on BR-27. Although the construction of this bypass should reduce traffic on BR-27, it may increase the traffic on M-21. Actual traffic counts for US-127, BR-27 and M-21 will not be made available until June 2001 when they are released by MDOT. The 1999 daily traffic counts which predated the interchange's completion were made available by MDOT. US-27 from south Price to M-21 was 23,050 (MDOT 2011 ADT counts 10,400 with 230 commercial). North from M-21 to junction with business US-27 was 17,630 (MDOT 2011 ADT counts 7,200 with 430 commercial). M-21 traffic counts from the eastern St. Johns City limits to US-27 was 8,150 (MDOT 2011 ADT counts 7,600 with 290 commercial). US-27 to the west City limits of Ovid was 8,476 (MDOT 2011 ADT counts 4,100 with 190 commercial). MDOT 2011 ADT counts have US 127 at

18,200 north from M-21 and 22,900 south from M-21 with 1,600 commercial).

This has, in turn, had an impact on the retail, service, and office sectors operating sectors operating in St. Johns.

- The proximity of St. Johns to Lansing also limits the extent to which St. Johns can serve as a regional market center. The market area that St. Johns will be able to serve will consist primarily of persons living north and northwest of St. Johns. People living to the south of St. Johns are likely to continue to go to Lansing to satisfy their daily and periodic needs.
- *The City has unsuccessfully lobbied for a modern postal facility in the downtown. The existing 1950's building is neither customer nor vehicle friendly. The public parking situation is quite limited and at times dangerous. The drive-up drop-off mailboxes are not situated for ease of use. The City staff will continue to work with the Postmaster and our U.S Senator/Representative for a more user-friendly facility.*
- The final limitation is the location of several industrial sites next to the downtown. The presence of industrial sites introduces additional truck traffic and machine noised to the downtown area. In addition, to traffic and noise, industrial areas are historically harder to regulate in the areas of outdoor solid waste removal and storage.

Downtown Analysis

The study calculated the primary and secondary trade areas for the St. Johns downtown. The primary trade area (where the community draws a majority of its customers) was calculated to be enclosed in a circle with a 5 mile radius. The secondary trade area was calculated as forming a irregular circle which encompasses Maple Rapids, Fowler and rural areas to the northeast and northwest of the City of St. Johns (Map 9).

2012 Update – Kelly Murdock of Community Research Services, LLC provided Esri Business Analyst Reports for Consumer Retail Goods and Services Expenditures (Appendix G) for Clinton County, the 48879 zip code area and for the City of St. Johns. Some observations:

- Average 42% of food budget is spent eating away from home.
- Average \$1,048 per household is spent on cable, satellite dishes, video/DVD/game rental and streaming/downloading video.
- More is spent on pets per household (\$455) than child care (\$389).
- More is spent on smoking products (\$369) than personal care (\$336).
- Vehicle costs (gas, maintenance, repair) averages \$3,280 per household whereas home costs (utilities, fuel, public services, remodeling supplies) run an average of \$4,223 per household.
- Travel costs are divided fairly even between airline fares (\$375), lodging (\$368) and drink/food/tips (\$366).

The study identified existing retail and office establishments in the downtown as shown in Tables 32 and 33.

TABLE 32 SUMMARY OF EXISTING RETAIL ESTABLISHMENTS INVENTORY RESULTS, PRIMARY TRADE AREA IN 1999	
Category	# of Establishments
Automotive	2
Apparel/Accessories	6
Building Materials	2
Food/Drink	10
Furniture/Home Furnishings	6
Specialty Retail	15
Transportation	1
Industrial	2
Public/Institutional	4
Select Support Services	5
Service	1
Recreational/Entertainment	1
Vacant	6

Source: Downtown Improvement Plan, Market and Downtown Environment Analysis, 1999.

TABLE 33 SUMMARY OF EXISTING OFFICE ESTABLISHMENT INVENTORY RESULTS, PRIMARY TRADE AREA IN 1999	
Category	# of Establishments
Financial	9
Legal	7
Insurance	8
Real Estate	1
Medical	8
Other	4

Source: Downtown Improvement Plan, Market and Downtown Environment Analysis, 1999.

TABLE 32 SUMMARY OF EXISTING RETAIL ESTABLISHMENTS INVENTORY IN DOWNTOWN ST. JOHNS 2012	
Category	# of Establishments
Automotive	2
Apparel/Accessories	1
Building Materials	0
Food/Drink	9
Furniture/Home Furnishings	1
Specialty Retail	8
Transportation	1
Industrial	3
Public/Institutional	4
Select Support Services	6
Service	15
Recreational/Entertainment	4
Vacant	12

Source: City Staff

TABLE 33 SUMMARY OF EXISTING OFFICE ESTABLISHMENT INVENTORY IN DOWNTOWN ST. JOHNS 2012	
Category	# of Establishments
Financial	10
Legal	4
Insurance	5
Real Estate	0
Medical	3
Other	5

Source: City Staff

Downtown Market Recommendations

The report recommends that the DMB establish a process to recruit new business into the downtown. In locating these businesses downtown, it recommends that the DMB manage the locating of new business so that they are spread throughout the downtown to encourage increased traffic. It also recommends establishment of a small business assistance center with centralized access to copiers, fax machines, Internet services, etc. in order to reduce the initial operating cost for small businesses.

Suggested new/additional businesses for the downtown included:

- grocery store
- restaurant
- women's apparel (2012 Update – Peebles opened on southern id)
- children/infant store
- bakery

- pizza place/arcade *(2012 Update – there is an arcade in rear of Shaggies)*
- bookstore *(2012 Update – there is a used bookstore downtown)*

Suggested new/additional businesses for the downtown included (cont.):

- video rental store *(2012 Update – new video store opened in Southgate Plaza)*
- hobby shop/toy store
- sports store
- ice cream store *(2012 Update – Shaggie's located downtown)*

In addition, the report suggested recruiting office establishments to fill the second floor of store fronts and buildings on the outskirts of the downtown core, with an emphasis on increasing the diversity of office businesses. However, caution should be taken to prevent office uses from dominating the downtown, a possibility that could exist with the opening of the new courthouse.

Traffic Circulation Recommendations

The report recommends that the DMB promote the use of rear entrances to downtown businesses to make it easier for shoppers to access the stores from the parking lots in the interior of the blocks. This could be promoted by encouraging uniform painting/facade treatments between front and back portions of buildings and establishment of an attractive and well lit alley and parking lot area.

The report recognized that truck loading/unloading can cause traffic congestion. It recommends establishment of an ordinance limiting deliveries during peak customer usage such as 11:00 am to 2:00 pm. The use of alleys for loading/unloading should be encouraged and use of Clinton Avenue for that purpose should be prohibited.

Parking lots are proposed to be upgrade to a uniform standard with all lots paved with curb and gutter striping, landscaping and lighting. All entrances/exits have been uniformly signed and designated as private public lots. A "free" parking lot is also on each side of Clinton Avenue.

Alleys are also proposed to be upgraded to a quality consistent with the parking lots. Sidewalks are recommended to connect the rear entrances together and to distinguish

the alley from the edge of the buildings. Improved enforcement of outdoor trash and storage is also encouraged.

Downtown Aesthetic Element Recommendations

The report encourages the downtown to make aesthetic improvements to “create and atmosphere, which is friendly and exciting for people, and provides an attractive setting for commerce, celebration, and social interaction.”

Building facades are proposed to be improved by establishment of design guidelines that encourage historic rehabilitation principals. Adaptive reuse of existing structures are encouraged rather than having them demolished and replaced with existing buildings architectural style.

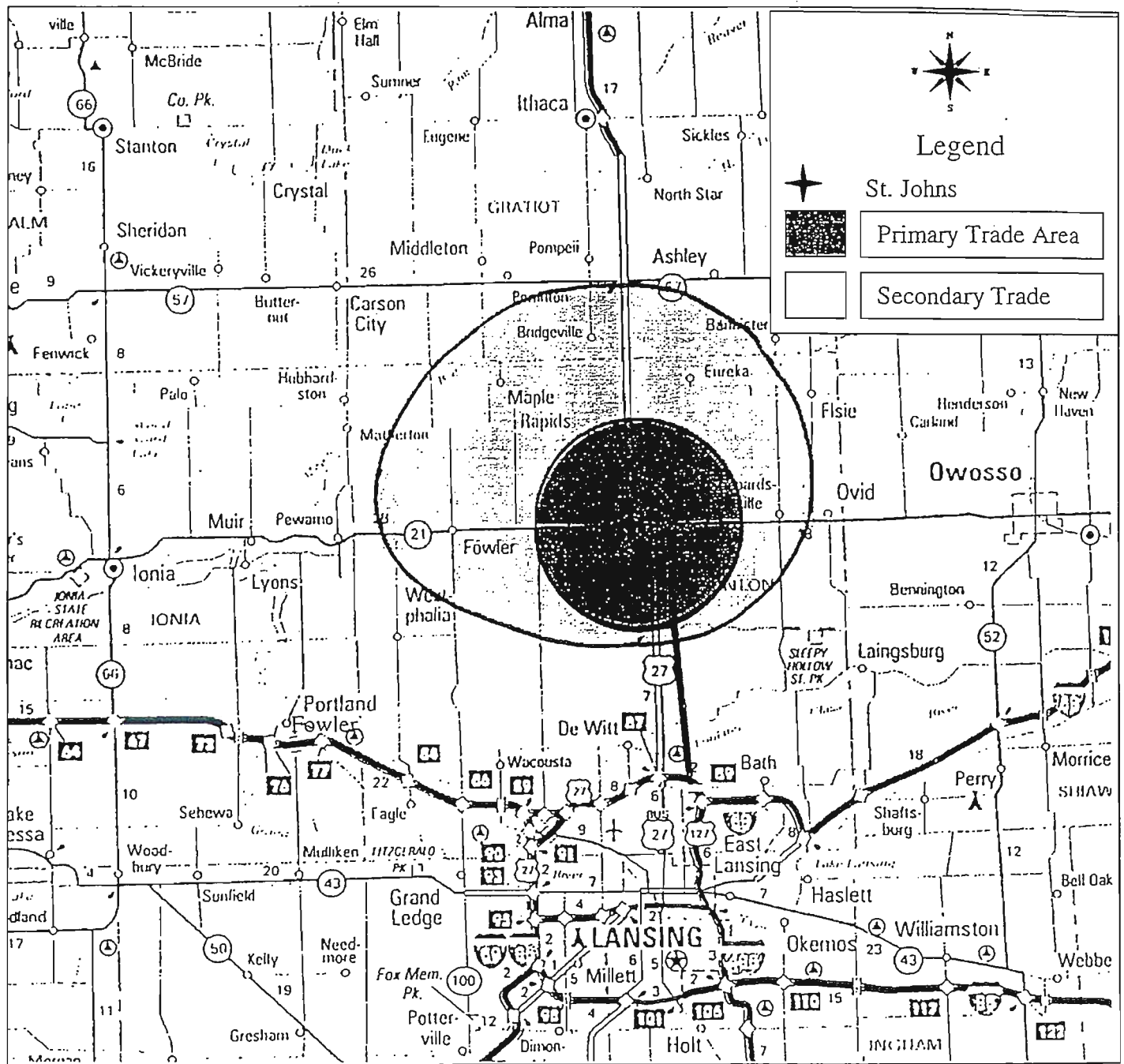
An “urban park” (*Rotary Park built as per 2012 Update*) and a *trailside park* is proposed at the northeast corner of Clinton Avenue and Railroad Street that will serve as a transition between the residential area to the north and the industrial and commercial uses to the south.

Uniform signage improvements are recommended including the development of a new “logo” sign for the downtown district that incorporates the mint theme. These signs should be placed at the M-21/US-27 intersection and the M-21/Clinton Avenue intersection to advertise the downtown. The development of sign guidelines that promote signage consistent with a late 1800s theme was also proposed.

A downtown streetscape program is proposed (*built 2004 as per 2012 Update*) in the report, to be financed through a streetscape assessment district. The streetscape should include pavement improvements, the development of comfortable public spaces with seating and improvements to the cross walks.

The report proposes the creation of a landscaped buffer along the southern edge of Railroad Street to soften the visual impact of the industrial uses on the downtown. A community clean-up day for the downtown is also suggested.

To implement the plan's recommendations, an "Action Agenda" was prepared for the DMB. The agenda identifies specific actions with anticipated time frames. A copy of the "Action Agenda" is included in the appendix.



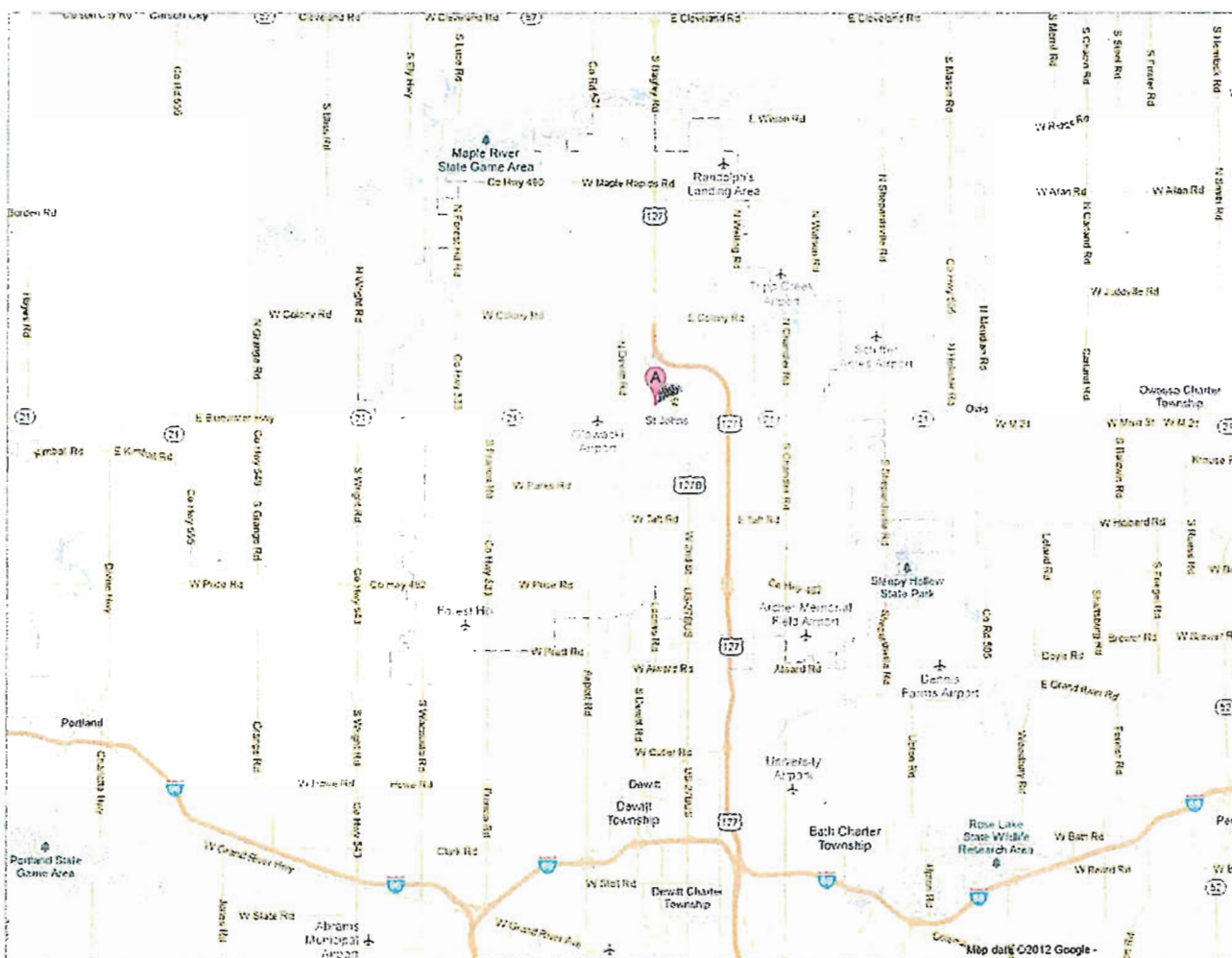
Source: Base Map from the American Automobile Association, 1997.

0 5 10 15 20
Miles

Map : Primary and Secondary Trade Areas Downtown St. Johns, MI



To see all the details that are visible on the screen, use the "Print" link next to the map.



Industrial Development

The City of St. Johns contains two areas of industrial park development. Along Zeeb Drive, north of Walker Road, is the City's only certified industrial park. The second area of industrial development is located between Gibbs and State Streets, west of Morton Street. This area does not contain the cohesive nature of the industrial park, as it is more linear in its layout and contains varying access points.

The industrial park is currently promoted through varying means. The City Manager's office oversees the development from a local standpoint. The park is also recognized and promoted by the State, the Tri-County Red Team (*now called LEAP as per 2012 Update*), and the County Economic Development Corporation (*now Clinton County Economic Alliance as per 2012 Update*). Other means of promotion include booklets, brochures, signs, and maps. A boundary survey, Phase 1 environmental assessment, and soil bores have all been completed to assist in site selection.

In the last five years, the park has seen the addition of ten new buildings, giving the park approximately 400 employees on 134 acres. This leaves 85 acres available for industrial development and 500 feet along Business US-27 for commercial development. To help attract a diverse group of industries, the City has a TIFF program established and offers tax abatements as incentives.

2012 Update – The City purchased an additional 77 acres east of the Industrial Park in 2002 to add to the Industrial Park acreage for a total of 205 acres with 87.39 acres open for development. The City now has 14 tenants in the Industrial Park.

In 2012 Martin-Brower commenced with a large expansion that will more than double the existing building size. To accomplish this, adjacent Michigan Wire Cloth was relocated across the street. Barnard Manufacturing sold off their east addition to Michigan Wire to help facilitate the expansion. Innovative Polymer deeded a portion of their land to extend Kuntz Drive. The City deeded land adjacent to the Martin-Brower site for building expansion as well as land across Walker Road for truck parking. This expansion was great economic news for the area and will provide over 120 new family sustaining jobs.

RECREATIONAL FACILITIES

The City of St. Johns adopted a five year parks and recreation plan in late 1999. The City of St. Johns Parks and Recreation Board developed this plan in accordance with their mission statement:

Promote a broad, year round range of quality indoor and outdoor recreational opportunities to City residents of all ages and physical and mental abilities and encourage inter-generational participation in activities.

The plan was also developed with these eight goals in mind:

1. Develop a plan that maximizes the participation of all residents in the City
2. Develop a plan that maximizes the impact of existing and future recreation providers
3. Enhance the quality of local neighborhoods through establishment and maintenance of quality neighborhood parks conveniently located to all City residents. In reaching this goal, the City will investigate all appropriate methods to provide facilities, including providing incentives to private developers and promoting donation of property and facilities, as well as direct City purchase and development of recreational opportunities.
4. Strengthen the role of the City of St. Johns as a regional provider/ coordinator of recreational opportunities
5. Promote cooperation between the City of St. Johns, the St. Johns School District, and other public and private organizations, within the County, to provide comprehensive recreational opportunities to the residents of St. Johns
6. Promote development of a pedestrian 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

7. *Utilize the concepts of Smart Growth to promote a more walkable community which will give residents safe transportation choices and improved quality of life.*
8. Acquire property, as necessary, to meet the long term recreational needs of City residents
9. Identify existing facilities and equipment that are antiquated or dilapidated and provide for their replacement in a reasonable time frame, so as to continuously provide quality recreational opportunities

The City of St. Johns Parks and Recreation Board attempted to provide multiple opportunities for the general public to participate in the development of the parks and recreation plan. The plan represents the Board's attempt to address the 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. This document provides the information necessary to help the City visualize their short and long term parks and recreation goals. This plan has been realized through a comprehensive planning process that addresses the parks and recreation needs of the City of St. Johns, and the greater community, and in addition establishes priorities for recreation development.

The following Table and Map 10 lists and illustrate the seventeen improvements proposed in the parks and recreation plan:

TABLE 34 – 1999 PLAN FOR RECREATIONAL FACILITY IMPROVEMENTS				
1	2000	Community Building with Ice Rink/ Roller Blading/ Multi-purpose Facility*	\$4.75 million	CMI Recreation Bond Fund/ General Funds
2		Biking, walking, and cross country facilities	\$30,000	General Funds
3	2001	Large play field	\$316,640	CMI Recreation Bond Fund/ General Funds

TABLE 34
RECREATIONAL FACILITY IMPROVEMENTS (CONT.)

4		Landscape and improve neighborhood & City parks	\$20,000	General Funds
5		Biking, walking, and cross country facilities	\$30,000	General Funds
6	2002	Pond or lake	\$480,000	MNRTF/ General Funds
7		Restrooms (mens and women, w/flush facilities)	\$50,000	General Funds
8		Landscape and improve neighborhood & City parks	\$20,000	General Funds
9		Biking, walking, and cross country facilities	\$30,000	General Funds
10	2003	Sledding Hill	\$263,000	General Funds
11		More basketball courts (outdoor - lighted)	\$35,000	General Funds
12		Landscape and improve neighborhood & City parks	\$20,000	General Funds
13		Additional biking, walking, and cross country facilities	\$30,000	General Funds
14	2004	Indoor Pool	\$1.8 million	MNRTF/ General Funds
15		Inter-generational exercise room (part of Community Building)	\$100,000.	General Funds
16		Additional soccer fields (field only)	\$10,000	General Funds
17		Shuffleboard facilities (six stations, benches and accessories)	\$50,000	General Funds

2012 Update - The City of St. Johns Parks and Recreation Board developed this plan in accordance with their mission statement.

Mission Statement:

Promote a broad, year round range of quality indoor and outdoor recreational opportunities to City residents of all ages and physical and mental abilities and encourage inter-generational participation in activities.

Goals:

1. Provide safe, broad community based recreational opportunities that improve the overall quality-of-life for all Saint 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. The City will, based on community input, continue to provide and improve these facilities.

Objective: Continue to, based on community input, to improve and upgrade the City of St. Johns recreational and support facilities that residents can be proud of.

Objective: Provide better and increased access to and through the City Parks System

Objective: Add passive and active programming based on community input and available financing.

2. Promote development of a pedestrian 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 has few trails but a rail trail using the abandoned railway has been an area of interest for many years. Connecting the rail trail with the City Park and other points of interest is a must.

Objective: Expand non-motorized pathways in St. Johns, with focus on existing paths and points of interest.

Objective: assist with the development of the rail trail.

3. Promote regional cooperation between the City of St. Johns, Clinton County, the St. Johns School District, and other public and private organizations, within the County, to provide comprehensive recreational opportunities to the residents of St. Johns and Clinton County. As budgets continue to tighten working with other recreation providers is a must. 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.

Objective: Continue to work with the existing partners to provide recreational programming and facilities.

Objective: Continue to explore options for new and expanded partners, providing additional recreational opportunities.

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 a community's identity and pride. Several respondents said clean and quality restrooms and playground areas were the

most important features of a park.

Objective: Continue to upgrade playground equipment and access, paying special attention to universal access.

Objective: Keeps parks well maintained and safe.

Objective: Investigate all appropriate methods to provide facilities, including providing incentives to private developers and promoting donation of property and facilities.

5. Provide recreational opportunities for people with disabilities. The City wishes to provide recreational activities for residents of all abilities.

Objective: Partner with organizations that service these individuals

Objective: Make sure that all improvements and upgrades to park facilities, where feasible, are handicapped accessible.

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 location and rural surroundings the city is the major recreational provider for the central and northern part of the county. Therefore, many people from outside the City look for us for recreational programming yet many people are not aware of the programming we offer.

Objective: Develop advertising media to showcase the activities that we offer.

Objective: Explore the possibility of creating a Recreation Authority with other municipal groups and recreation providers.

7. Acquire property, as necessary, to meet the long-term recreational needs of City residents. Over the last few years the City has sold of land to other entities providing them with land to expand their facilities. Local officials need to be conscious of the need to retain and acquire additional parkland.

Objective: Retain existing parkland to meet recreational needs of the City.

Objective: Encourage the use of utility easement and other open spaces for recreational purposes.

ACTION PLAN

The action plan for the City of St. Johns Parks and Recreation Plan include proposed action items including capital improvements and organization and recreation programming changes. The Capital Improvement Schedule for the cost and proposed revenues for physical improvements and a rationale that serves the basis for the action plan. Capital Improvements are listed in the order of importance in Table 34.

2011 - Capital Improvement Plan

TABLE 34

POTENTIAL CAPITAL IMPROVEMENT ELEMENTS

LOCATION CODE	YEAR	ITEM	COST EST	FUNDING SOURCE
1	2011	Water Spray Park / Pool	\$375,000 \$800,000	Donations/General Fund/MDNR
2	2012	Rails To Trails- Trail development and trailhead.	\$292,500	MDNR/ General Funds
3	2013	Large Play Area, Pond, Parking Lot, Walking Trails, Expand Sledding Hill	\$476,455	Donations/ MDNR General Funds
4	2013	New lights at the sand volleyball/ice rink area, add new bathrooms, improve parking and sidewalks at City Park Improve playground equipment and accessibility at neighborhood parks.	\$470,455	General Funds/ Bonds/ MDNR/ Donations
5	2015	Community Building with track, multi-use room and court, fitness area, game room and aerobics room.	\$6.6 million	Bond Fund/ General Funds/ Donations

These are estimates only. Map 12 illustrates the location of these proposed parks and recreation projects. In preparation of a recreational grant, a detailed cost analysis should be performed. Most estimates were prepared using recreation, landscape, and construction standards and cost estimates. The remaining larger cost options are summarized below.

Rationale for Action Program and Capital Improvement Schedule:

Water Spray Park

When the City closed its outdoor pool it left one water related recreational activity in the city limits, the high school pool. The need for outdoor recreation is a priority of the Parks and Recreation Board. This Capital Improvement item could be done exclusive of one another or could be done to complement one another.

A Water Spray Park would be built in the spot of the outdoor pool. Spray Park would include water features, fencing and shaded areas. Current bathhouse will be renovated.

If these two were done in combination a 35 x 70 pool with lower depths and spray targets suspended over the pool would be built along with children's spray park. The suspended targets would provide an interactive game for teenage patrons to enjoy with the children's spray park and would help keep the two activities separated. This project would satisfy

goals 1,2,6,7 of the parks and recreation board. A water spray park was the number three facility people thought the city should offer. Estimated cost is \$375,000- \$800,000

Rails-to-Trails

The development of the old Grand Trunk railroad into a rail trail would make both passive and cardio-vascular recreational activities easier to access as well as safer for the residents. The Rails-to-Trails project complements a county goal of a linear park offering trail opportunities for county residents. This type of linear park would also provide the opportunity for recreation to all ages and forms of mobility. The need for biking and walking trails was specifically mentioned in the recreational provider's interviews and was the highest ranked need in the attitude survey. This project also reflects the mission statement set forth by the Parks and Recreation Commission. Residents would have a safe place to walk, run, bicycle and roller blade within the City. In addition to the trail development a trailhead would also be added on property next to the trail. This project would satisfy goals 1,2,3,6,7 of the parks recreation board. Walking and biking trails was the number one facility people thought the city should offer. Estimated cost for the project is \$295,000.

Biking-Walking Paths, Install new playground equipment at all parks. Build new bathrooms at Main City Park. Improve parking at the City Park. Sidewalks, Biking, Walking and Cross Country Facilities

The provision of additional biking, walking, and cross-country facilities directly reflects the mission statement set forth by the Parks and Recreation Commission. This type of recreational facility provides the opportunity for recreation to all ages and forms of mobility, while directly reflecting goal 3 in the development of a non-motorized pedestrian pathway. The need for biking and walking trails was the highest ranked need in the attitude survey. This would be addressed by putting five-foot wide sidewalks throughout the Main City Park. Estimated cost for this project is \$120,000.

Playground Equipment

Goal 5 of the Parks and Recreation Plan speaks to enhancing the quality of local neighborhoods through the establishment and maintenance of quality neighborhood parks. Landscaping and adding new playground equipment would support this goal, while satisfying 75% of respondents in the attitude survey who said play equipment was important feature in a park. Improvements could include additional lighting, landscaping, benches, picnic tables, and playground equipment. Playground equipment would be \$35,000 per park or \$105,000. Additional landscaping, picnic tables, benches and lighting would be \$25,000.

Bathroom

While currently there are flush toilets in the Main City Park these facilities are getting old and need to be updated. Restrooms were the second most important feature when

visiting the park (83.59%). Restroom facilities were also the number one item that people wanted to see more of. The restroom would be barrier free and open seasonally. New facility would be 20 feet x 26 feet and cost approximately \$90,000.

Parking Lot

Although it was listed lower on the survey, 18%, the need to improve parking to accommodate traffic flow and improve safety. This would include adding paved parking in front of the Fantasy Forest Playground, and widening the existing parking between the proposed spray park and softball fields to allow for traffic to flow in both directions when the park is busy. Estimated cost for this project is \$32,000.

Additional Lighting at Ice Rink/Sand Volleyball Area

The additional lighting in this area would help ensure the safety of the people that use this area. Of the people that said there were limitations to the park system that kept them from visiting the parks, 66% of the people said lighting was the reason. The additional lighting would help in this area. Estimated cost for this project is \$15,000.

Large Play Area, Pond, Parking Lot, Walking Trails Expand Sledding Hill

The development of a large open play area was needed to accommodate various non-structured recreational activities, such as kite flying, Frisbee games, impromptu ball games, picnics, etc. The development of the open space is intended to be the first stage of recreational facility development on the Fell farm property. The Fell property is 46 acres in total. This 46 acre site would undergo grading, re-seeding, landscaping, and the development of a paved parking lot, supplemented with picnic tables and benches. These provisional improvements would allow for the transformation of the site to suit future recreational needs, as they arise. The large play field is proposed to be a two rocket football/soccer fields and three little league baseball fields. To develop a fifteen-acre open play area facility, grading and seeding would total \$114,400 (13¢/sq.ft.), plus 25 trees at \$150 per tree, ten picnic tables at \$800 each and 10 benches at \$700 each, totaling \$133,150.

Pond or Lake

The City of St. Johns is a very unique Michigan City, in that it has absolutely no natural water features. Water oriented recreation is limited to the school pool. This need was supported by the recreation surveys, as the sixth most needed facility, and by comparison with the State Recreation Standards. The pond or lake is estimated at 3 acres and with a maximum depth of 12 ft, equaling 38,800 cubic yards totaling \$77,980 (2.01/ cu yd) for excavation. Including a sand beach for 1/6 of the perimeter of the pond 50' wide and 2' deep equals an additional \$110,000, totaling \$187,980 for the project. The feasibility of this project is dependent on the underlying soils capability to hold water. The cost of the project could be reduced if the excavated material was salable (i.e. sand or gravel). The pond would be lined with clay, to retain the water.

Parking Lot

The development of a parking lot to ease the parking problems is necessary to keep people from parking on the road. The lot would be about 40 spaces with curb and gutter. Trees would be planted around the lot to break up the asphalt look of the parking lot. Estimated cost for this project would be \$37,000.

Walking trails

The development of paved walking trails around the Fell Property would help provide a passive outdoor recreational activity for the young and old. Fifty percent of the survey respondents felt walking trails was one of the features most important when visiting a park. Walking trails were number one facility people thought the City should provide more of. This trail could also be used in the winter to connect with trails in the City Park for cross-country skiers. Cross-country ski trails were the 12th most desired facility. The walking trails would loop the 46 acres of the Fell Property connecting with the Main City Park. Trails to be a minimum of 12 feet wide. The total length of trail would be 1.05 miles plus an additional .5 miles for a bike path along the entrance road of the facility. Cost for this project would be \$300,000. This would satisfy the number one facility the people would like to see the City offer.

Expand Sledding Hill

The current sledding hill is currently inadequate and needs to be improved along with adding parking. The proposed sledding hill would be expanded to include areas for beginner, intermediate and advanced sledders and snowboarders. Sledding hill area would include lighting and a parking lot. Dirt for the improvements to the existing sledding hill would come from the City, approximately 10,000 cu. yds. In that instance the transportation, compacting and grading of the soil is estimated at \$10.00/cu. yd., equaling \$100,000. To move the dirt from the existing hill, approximately 16,000 cu yds. At \$3.00/cu yard, equaling \$48,000. The soil would need to then be topped with topsoil to prepare for seeding. Topsoil is approximately \$215/acre and would be needed to cover 3 acres, \$645. The hill would then need to be seeded to prevent erosion at \$600/acre, \$1800, totaling \$150,445. A sledding hill was number 4 on the list of facilities the City should provide.

Community Building

In the attitude survey a community building to house multiple uses was cited as a need. This facility would help relieve some of the pressure off of the high school facilities. A community center would allow us to provide more of the program residents are looking for. The community building would be used to house various community recreation needs; including multi-use courts, fitness center area, track, game-room/arcade, classroom/meeting room and multi-use room. Size of the building would be about 44,000 square feet and with costs projected to be approximately \$150 square foot for a total of 7 million dollars.

Fitness Center Area

The fitness center area would be located inside the track next to the multi-use courts in a 50x60 foot area. This area would be appropriate for young children to help them establish a healthy lifestyle, adults who accompany their children or simply wish to improve their health, and for older citizens who wish to exercise, but may have difficulties with the equipment found in traditional gyms. Equipment would be comprehensive and include the traditional equipment found in exercise facilities, as well as specialized and alternative forms of equipment to address the special needs of area residents. This type of exercise facility directly supports the Mission Statement of the Parks and Recreation Plan to support inter-generational recreational activities and address the recreation needs of all segments of the population.

Multi-use Courts

It is proposed that the two courts would be side by side 50 ft x 94 ft. Courts could be used for basketball, indoor tennis and additional volleyball courts if needed. In making them multi-use we would be able to accommodate three needs that were indicated in the survey.

Track

The proposed track would be a 4-lane track that would circle the two multi-use courts and would be an eighth of a mile long. The track would provide for additional walking the jogging areas as indicated in the survey.

Multi-use Room

The multi-use room would be used for soccer, floor-hockey, ½ court basketball, and volleyball. This multi-use room would house a soccer field/ floor hockey, three ½ court basketball courts, and three regulation size volleyball courts.

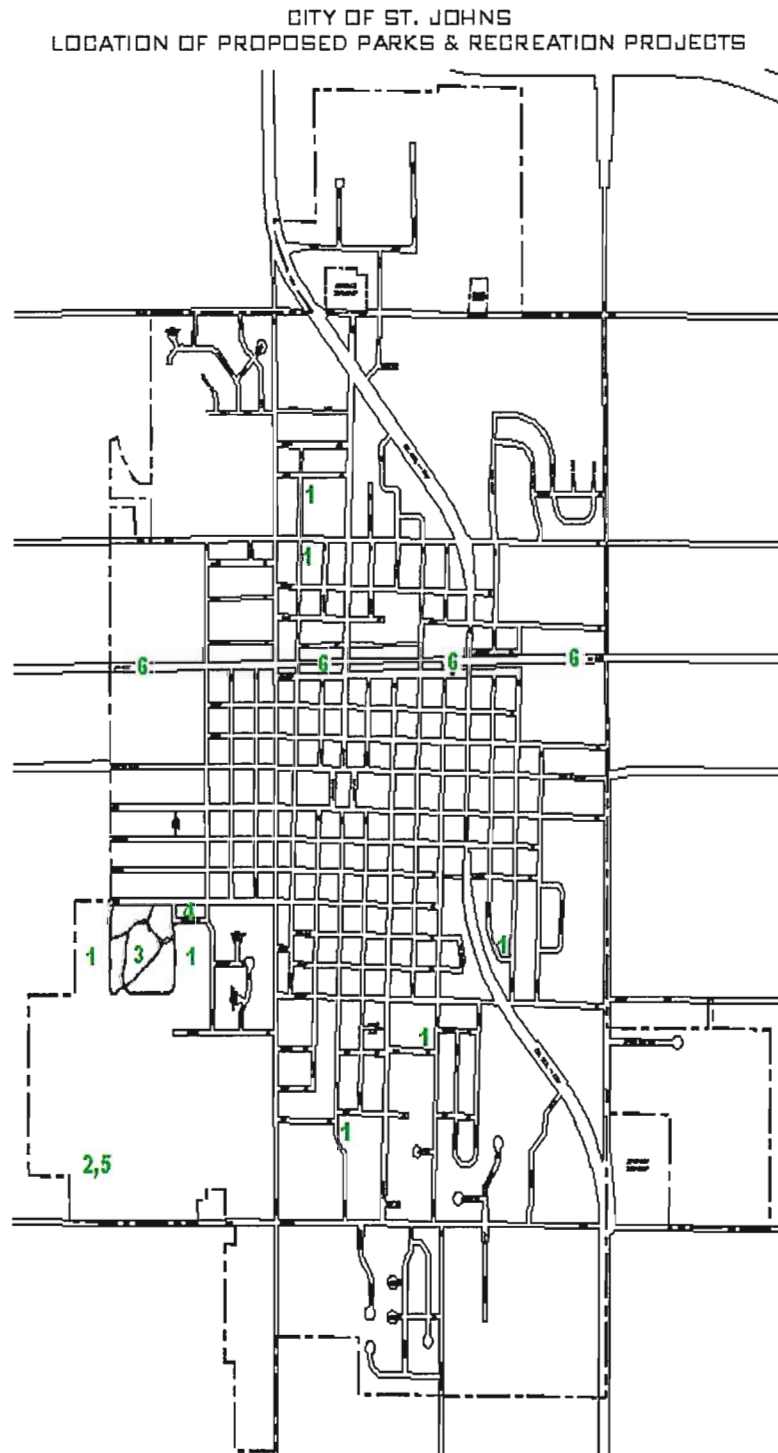
Game Room/Arcade

The game room would house various video games for people to play. This would satisfy the number two need from the results of the November 12, 2003 public planning meeting.

Class Room /Meeting Room

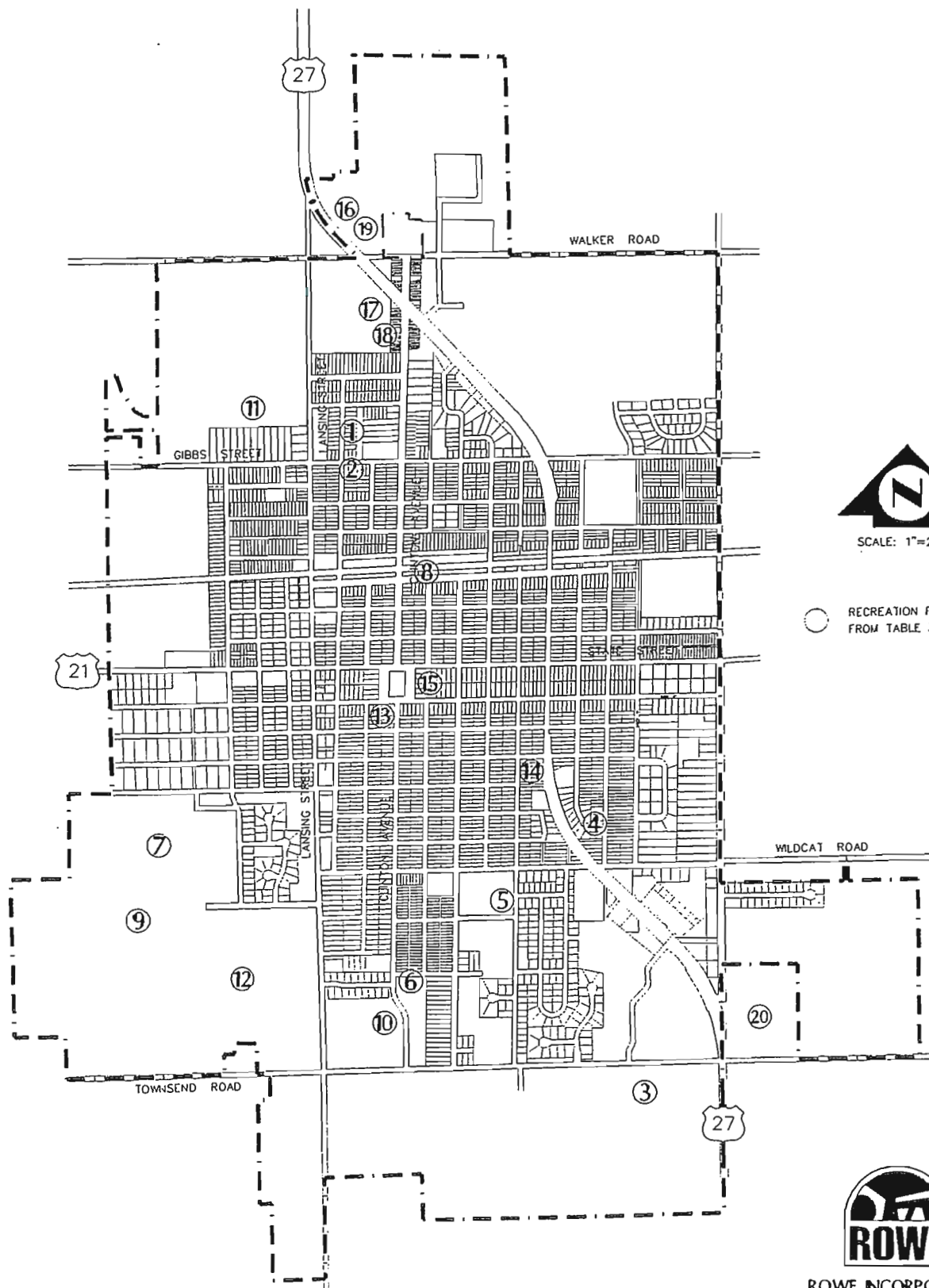
This room would be available for community meetings, provide space to hold community enrichment classes, and also used a room to hold birthday parties or other special events.

MAP 12 LOCATIONS OF PROPOSED PARKS AND RECREATION PROJECTS



CITY OF ST. JOHNS, MICHIGAN

RECREATION FACILITIES LOCATION MAP



MAP 12



ROWE INCORPORATED
SUMMER 2000
6211 TAYLOR DRIVE, FLINT, MI 48507
(810) 341-7500

PUBLIC INPUT – 1998 TOWN MEETING SUMMARY

On September 29th, 1998 a Town Meeting was held for the City of St. Johns, at the new St. Johns Middle School. The purpose of this meeting was to provide an opportunity for the public to share their vision of a future City of St. Johns with the City Planning Commission. This information would be used in drafting Goals and Policies for the Master Plan.

The input was divided in three categories, the participants “Proudest Prouds” regarding the City, the “Sorriest Sorries” and the characteristics of an ideal City of St. Johns 20 years from now. That information is summarized in the tables below. A more detailed explanation of the meeting is included in the appendix.

The results are listed on the next two pages:

<i>“Proudest Prouds”</i>			
	# 1 Proudest Prouds	#2 Proudest Prouds	#3 Proudest Prouds
Table 1	City services (recycling, spring clean-up, brush pick-up)	quality of people (friendly, caring and respectful)	new facilities/atmosphere of city (school, hospital, library and courthouse)
Table 2	new structures (hospital, schools, jail and industrial park)	City amenities (police, fire, spring trash pick-up, recycling, parks, tree planting program, community policing, street layout and trees)	people (volunteers, service clubs and young people involvement)
Table 3	new schools/hospital/library	Mint Festival	Police Department/Safety and cooperative nature of community
Table 4	sense of community (County seat, civic organization support, youth churches)	public facilities/services (parks, schools, hospital, library, police, fire, DPW)	location of the City/accessibility

Table 5	young families moving into the community	public facilities are well used	community safety
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<i>“Sorriest Sorries”</i>			
Table #	#1 Sorriest Sorry	#2 Sorriest Sorry	#3 Sorriest Sorry
Table 1	lack of teen activities	poor sidewalks, lack of modern reception hall and low percent of involved citizens	
Table 2	community amenities (restaurants, meeting areas, buried cables, vacant buildings, reception area, bike trails and sidewalks)	educational opportunities (life learning, academic enrichment for youth, environmental education, access to cultural arts, fine arts and bandshell)	tree replacement (asphalt, lack of green space on new construction)
Table 3	lack of hotel/motel, conference-community center	abandoned buildings (central school, fisher big wheel, speedway, swegles, businesses grand fathered in - Karber Block)	lack of City/Township cooperation
Table 4	lack of facilities (seniors, recreation, quality conference center)	lack of cooperation between the City and Townships	decline of downtown (no high end restaurant and causes top white collar workers to relocate)
Table 5	enforcement of zoning (trash and old cars at residences and continuous garage sales)	poor street conditions	no banquet facilities

<i>Future Visions of the Year 2020</i>				
Table 1	Table 2	Table 3	Table 4	Table 5
-maintain small town identity	downtown area revitalized (no overhead wires, fountain and green space)	schools, hospital, and library are still state of the art and new in appearance	downtown returned to its old glory - store fronts with same theme and City theme	Adequate public transportation within the City and to Lansing
more community involvement	education (schools consistently show academic improvement and state and national recognition)	new courthouse in downtown -convention center has been added to anchor downtown business district, parking available and abundant	a recreational facility built in the acreage near park with indoor tennis, tracks, soccer, hockey, 30 acre lake (Lake Madden) with a lot of green space	thriving architecturally coordinated downtown including front and rear of buildings with trees and decorative lighting
hotel convention center, less asphalt - more green, teen center, infill housing -no sprawl, public transportation to Lansing	environmental issues (land use, trees, recycling, hazardous waste education)	Industry has been consolidated into industrial parks	a modern industrial park with many job opportunities	multi-purpose community center
	diverse housing (a mixture of upscale and subsidized housing to provide for a racially economically, and culturally diverse community)	Continuing education is available within community - you can obtain a degree without leaving town	maintain the hospital and create quality nursing home/retirement community/facility	sidewalks and bike paths
	Utilization of abandoned buildings	people are staying in St. Johns for evening activities - dinner, movies, etc.	increase the size of the City - mile in each direction and bring in Hilton type hotel/restaurant conference center	replacement of dead trees
		better land management - only so much land is		

		available. All vacant buildings have been utilized and filled		
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LAND USE PLAN IMPLICATIONS OF PUBLIC OPINION SURVEY RESULTS

The Public Opinion Survey, conducted as part of the Community Development Plan Update, is a continuation of the surveys previously conducted in 1981 and 1992/93. For the 1999 survey, some additional questions were added and some existing questions were modified or expanded. This improved the depth and detail of the coverage, but reduced the ability to directly compare results from this survey with the previous ones.

The survey can be broken down into four main categories, demographic information on the respondent (new to this survey), shopping preferences, community development, and parks and recreation. The following reviews the significance of those responses.

2012 Update – a Citizen Survey was mailed in October 2012 with an online version available for submission. The 2012 version was five (5) pages with 16 questions vs. the 19 page 40 question 1999 survey. The Planning Commission didn't want to overwhelm the recipients with a survey that would most likely end up in the trash as the recipient didn't want to spend a lot of time filling out a lengthy survey. The survey was divided into demographic information, customer service and Quality of Life. The recipients were not divided into districts as the past survey, as there are newer subdivisions in all districts that was not the case in the previous surveys. There was a 23% response rate and several written comments. The written comments will be forwarded to the City Commission for their consideration.

Demographics

This information was gathered primarily to compare with existing census data and to use as a way of analyzing responses to determine if a specific characteristic, such as location of the respondent's residence or age of the respondent, had a significant effect on the response. For the purpose of our preliminary analysis, we analyzed the responses based on location of residence, other queries can be conducted if the City requests them.

In comparing the age of the applicants with the age distribution in the 1990 census it becomes obvious that the younger adult residents are under-represented in the total responses while the older residents are somewhat over-represented (Table 35).

TABLE 35 - 1999 COMPARISON OF AGE OF RESPONDENTS TO CENSUS DATA						
Age	18–29	30–39	40–49	50–59	60–89	+70
% of 1990 Population	23.4	23.2	17.2	12.1	11.5	10.6
% of Survey Respondents	7.7	19.5	25.1	19.1	11.5	15.7

TABLE 35 - 2012 COMPARISON OF AGE OF RESPONDENTS TO CENSUS DATA						
Age	18–24	25–34	35–44	45–59	60+	
% of 2010 Population	13.0	13.8	12.7	19.1	20.6	
% of Survey Respondents	3.0	11.0	14.0	27.0	68.0	

In comparing tenure it would appear that homeowner's are over-represented in the survey (Table 36).

TABLE 36 - 1999 COMPARISON OF AGE OF RESPONDENTS TO CENSUS DATA		
Tenure	Rent	Owner Occupied
% of 1990 Households	30.8	66.0
% of Survey Respondents	15.7	84.3

TABLE 36 - 2012
COMPARISON OF AGE OF RESPONDENTS TO
CENSUS DATA

Tenure	Rent	Owner Occupied
% of 2010 Households	35.3	64.7
% of Survey Respondents	5.0	94.0

Employment statistics in the census do not provide as much detail as the survey does, although it is interesting to note that while only 18.6% of the population indicated on the census that their principal income is social security or retirement income, 24.4% of the respondents indicated they were retired. Only 24.2% of the respondents indicated they worked outside of Clinton County, compared with the 55.6% indicated in the 1992/1993 survey.

The household composition was another question that could not be directly compared with census data but we do know that 11.4% of the households were headed by someone 65 or older but 24.6% of the respondents classified themselves as "senior citizens".

Shopping Practices – 1999 Survey

While this information is primarily intended for discussion regarding the Downtown Development portion of the plan, some general trends can be identified.

- The downtown scored very highly as a location to shop for appliances and did well in furniture and clothing. Other parts of the City ranked high as locations to shop for groceries and automobiles. These scores were all up from 1992/93 but much of the change may be due to revised wording on the questions.
- Both the downtown and the rest of the City scored high as locations for service type business, (the first time these uses were surveyed) which is a strength for local businesses because of their convenient location.

- This latter point was reinforced by the responses to question 7 which identified “close to home” as the downtown’s principle asset. Other assets were “service”, “traffic”, “quality of merchandise”, and “sales staff knowledge of product”. The principle problems identified were the “price of merchandise” and “the variety of stores”.
- Businesses in other parts of the City scored high on “parking” and “hours of operation” and low on “first name identification of customers”.
- Less than 35% of the residents indicate that they would shop downtown if stores were open until 8:00 p.m. The major improvement most residents thought would aid the downtown was a larger mix of retail businesses. Street scape improvements and more service businesses were a distant 2nd and 3rd.
- When asked what events would bring them downtown the highest scores were “arts and crafts show” (63%), “Community Concerts” (52%), and “sidewalk sales” (49%).
- When asked what type of new stores they would like to see downtown, the most frequently mentioned are “Bakery” (64%), “Book Store” (52%), “Restaurant” (51%), and “Children’s Clothing Store” (38%).

2012 Update – 91% of the survey respondents answered that they shopped downtown. 54% responded they attended a downtown event and 68% said they visited the Briggs Public Library downtown. 84% of respondents felt it was useful to have the post office located near downtown and 60% felt the post office has inadequate parking.

Community Development

These questions address the land use and development issues in the City Community Development Plan.

Both this survey and the 1992/93 survey asked residents if they were satisfied with the range of municipal and non-municipal services and facilities. A comparison of the results indicate that several highly rated services in 1992/93 are still rated highly such as police

and fire services, while refuse disposal, which was rated low in 1992/93 increased dramatically (43% to 71% satisfied) *(87% satisfied with garbage collection as per 2012 Survey)*. Conditions of streets dropped from 86% to 49%, satisfied *(73% felt condition of streets was an issue as per 2012 Survey)*. Sidewalks continued to be rated low and the approval of the zoning ordinance and building code dropped dramatically (87% to 48%) *(55% answered the condition of sidewalks were an issue and 29% felt code enforcement was an issue as per the 2012 Survey)*. This may result from recent Lansing area zoning issues that have received a lot of publicity and created a general impression that there are problems with the local ordinance.

The public's attitude towards various types of housing types in 1999 is similar to the 1992/93 responses in some ways, such as the fact that single family residences are still the preferred housing type. There was less support for duplexes, which were previously viewed as equivalent to single families. Apartments have gained greater acceptance and even mobile home parks have increased in their rating. The public appears able to differentiate between manufactured homes and mobile homes. Condominiums are an accepted form of housing ownership.

- There was a slight drop in the number of people that feel that St. Johns is just the right size (from 84% to 80%).
- There was a dramatic decrease in the number of people that think the City is growing too fast (from 84% to 21%) Most residents (63%) now think the City is growing at just the right rate.
- Generally residents were satisfied with the quality of housing in their neighborhood, although the residents in District 1(see Map 10b) were less satisfied then the general population. Residents thought it was important to maintain the residential character.
- Preserving historic structure and organization of a historic district is viewed as an important goal for the City.
- There is strong support for continued industrial development in the City.

- Residents approve of the current transportation network with residential streets and sidewalks.
- Residents show only moderate support for greater regulation of development including increased sign and recreational vehicles regulations.

2012 Update – 33% of the survey respondents felt that property maintenance was an issue, 35% answered that weeds/litter/trash was an issue, 35% voiced that animal control is an issue, 13% felt graffiti removal was an issue and 30% responded that vehicles parked over sidewalks are an issue.

Parks and Recreation - 1999

The parks and recreation questions were designed to identify the significant attitudes of residents regarding current and potential park improvements.

- Over 80% of respondents believe that the City Park facilities and programs are either important or extremely important.
- Over 78% of the respondents indicated that someone in their household uses the park facilities and 30% participate in a Recreational Program.
- Over 82% of the residents said parks were conveniently located and only 16% indicated that there were limitations to using the parks (primarily the lack of lighting, parking, and programs).
- Slightly less than half the respondents would like to see improvements to the parks including walking/biking trails and a community center.

2012 Update – 75% of the respondents used the City Parks. The respondents were quite satisfied with the recreation programs. 34% would like to see more done with bike paths and 25% would like to see more park improvements.

Summary of Findings – 1999 Survey

- Shopping preferences, by City residents, include a wide range of services and goods purchased both downtown and in other shopping locations throughout the City.
- Strategies suggested by the respondents, to improve shopping downtown, include increasing the range of stores and improving the downtown street- scape.
- One advantage local business have are their convenient location. This advantage can be expected to increase as the population ages and convenience becomes more valuable to residents with mobility limitations.
- Residents believe that most City facilities and services are satisfactory. Sidewalks and streets are two items of infrastructure that the citizens believe need improvement. ***Reiterated in 2012 Survey.***
- Residents are dissatisfied with zoning and code enforcement, although they generally feel that the homes in their neighborhood are in good condition and the attitude may be a reflection of recent Lansing area zoning controversies. ***Comments from the 2012 Survey expressed concerns on littering, weeds, barking dogs, loose dogs, cats, junk cars and property maintenance.***
- The principle type of housing preferred by the residents is single family detached dwellings. There is limited acceptance of other types of dwellings including apartments, duplexes, and manufactured housing. Mobile home development is the lowest rated form of housing. The idea of condominium development as a form of housing ownership was accepted by a majority of the residents. Consideration should be given to standards to ensure that non-single family developments are compatible with adjacent single family areas.
- There has been a significant change in the public's attitude towards the pace of development. This may be the result of somewhat sluggish development in the City during the mid 90s or a belief that recent development has been sensitive to the community's character. In any case it provides the City with the public support

to seek development that is viewed as an asset to the community. The survey respondents specifically supported efforts to increase the City's manufacturing base.

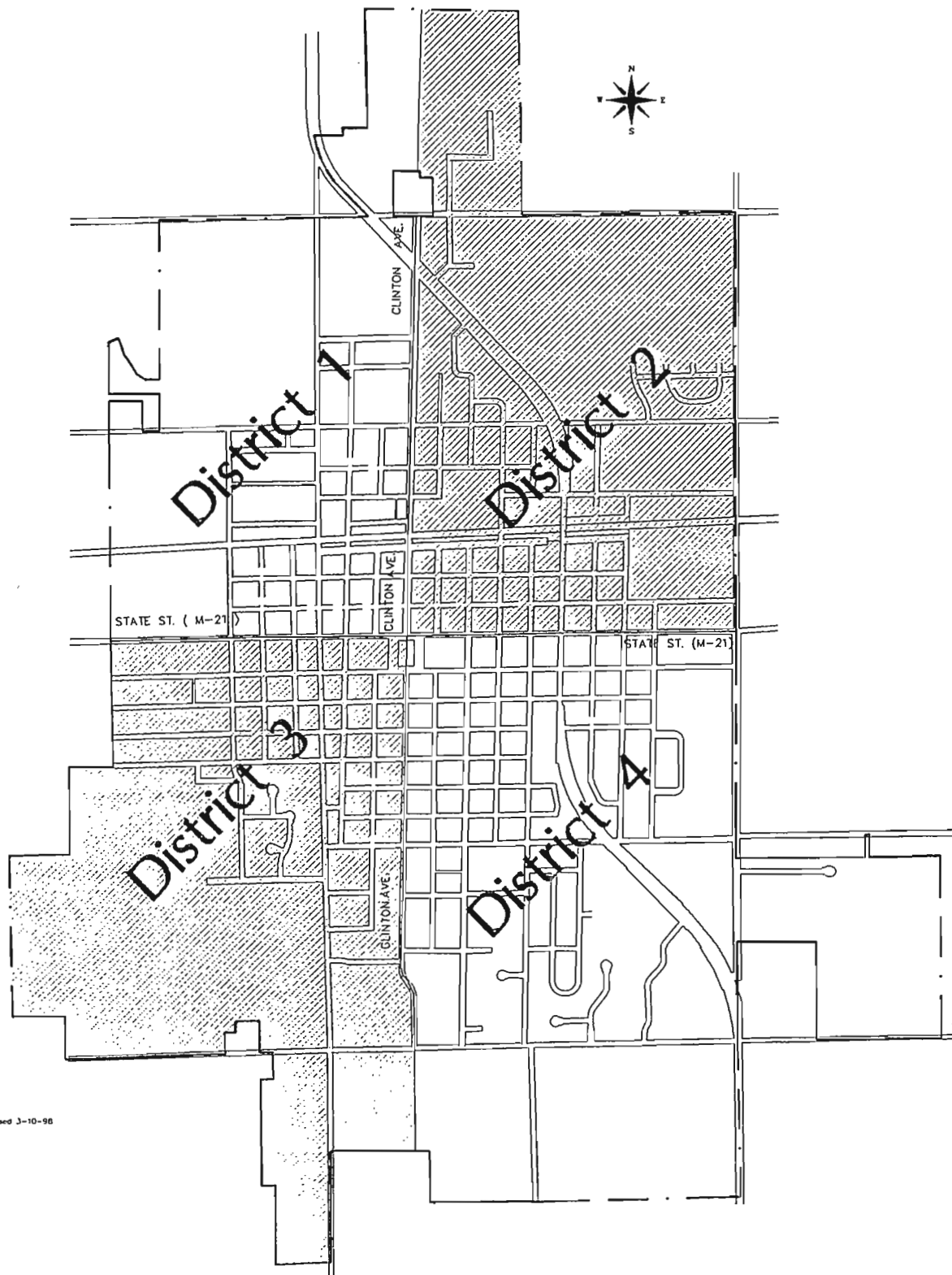
- Residents are concerned that any development respect the character of their neighborhoods. They support the idea of identifying and protecting historic structures and districts. On the other hand, they were lukewarm to increased regulations on such features as signs and recreational vehicles in residential areas.
- Residents value the City's existing park system. They believe the facilities are accessible and generally adequate for their needs. The primary improvements they identified include a biking/walking trail and a community center.

2012 Survey Update – Besides the street and sidewalk condition being the most addressed items in the written comment area, the leaf program received several comments. Respondents basically felt that everyone should follow the leaf program to bag their leaves and not rake leaves in the street. Several comments regarding barking dogs, dogs running loose, people not cleaning up after their pets and cats. See Appendix F for Survey Results.

CITY OF ST. JOHNS, MICHIGAN

OPINION SURVEY MAP

SUMMER 2000



GOALS AND OBJECTIVES

One of the most important parts in a land use plan is the Goals and Objectives section. This section will be referred to during the next 20 years to guide the City of St. Johns in decisions concerning the future development of the community. Understanding Goals and Objectives is important in utilizing a land use plan. It should also be noted that although the approach toward attaining a goal may change over time, the goal itself should remain the same. The association between goals and objectives is defined as:

A goal is a destination that has been established by community input. It is the vision established by the community of where we see the City in 20 years. Goals provide basis for future policies. Goals are only general statements that do not define how to specifically obtain the desired goal. Objectives guide the community in its effort to obtain a goal.

An objective statement is a guide that lays out the way in which a goal may be obtained. Objective statements serve the governing body as a guide that will direct their decision making to obtain the goal selected by the community.

The Goals and Objectives have been formed by the people of the City of St. Johns and is an expression of what the community would like to see occur over the next 20 years. Public input was gathered in 1999 by way of a survey and public input session. This public input was then incorporated into the following Goals and Objectives.

Social Factors

The prime purpose of any community is to serve the needs and desires of its citizens; consequently, the following objectives receive the highest priority.

- To achieve an improved living environment for the community, with assurance of adequate facilities for the human activities -- work, leisure, cultural, recreational, religious, educational, and aesthetic fulfillment.

- To stimulate the increased interest of the citizen in the community by emphasizing existing inadequacies and providing means by which improvement may be achieved.
- To provide sufficient public and semi-public facilities for all segments of the community.
- To recognize the individuality and vitality of St. Johns, the Land Use Plan strives to preserve the existing community character. This objective of the plan is, perhaps, less evident from the standpoint of technical discussion. However, improvements cited in the plan are conceived in light of existing patterns of development, community ideals, and policies.

Economic Goals

The purpose of the plan is to provide for the most efficient uses of all community resources, to insure the community's economic viability; whether as individual citizens, corporations, or political entity (*intergovernmental cooperation*), and therefore the community must be willing:

- To improve the operating efficiency and productivity of commercial and industrial activities by insuring adequate space for operations and expansion, adequate traffic facilities, adequate utilities, and by reducing the conflict between land uses.
- To maintain the City's fiscal responsibility by encouraging the most efficient growth pattern, an adequate tax base, an awareness of public need, and a capital improvement program and budget designed to insure the most logical expenditure of public funds.

Community Policy

The sum of all decisions made by the community (individual, corporate, and public) should advance the logical development of the community through:

- On-going education of the general public to insure their understanding and acceptance of the goals of the Development Plan.
- Improved codes and ordinances to guide new development.
- Improved governmental processes to insure effective public action toward a better community.

The Physical Pattern

To insure a compatible and harmonious relationship between the various uses of land as they are developed for various community needs, the plan should:

- Include a graphical presentation showing the future uses of all land within the city.
- Establish logical planning districts which recognize areas having similar characteristics and which can be logically considered for appropriate solutions.
- Improve or retain the quality of housing areas to provide better living conditions and correct existing deficiencies through adequate codes and ordinances.
- Discourage scattered growth pattern which is inefficient and difficult to service.
- Establish site plan standards that clarifies what pedestrian circulation standards mean both with regard to internal circulation systems and connections with the City wide system.
- Develop site plan standards that promote quality development, including establishment of both minimum and maximum lighting standards on site for pedestrian safety and to mitigate nuisances to adjacent property, and landscape standards to promote aesthetically compatible development and promote buffer between adjacent land uses.

- Improve community traffic circulation by developing a system of major, collector, and minor streets, devising an improved circulation pattern in the Central Business District, and by recognizing other congestion producers.

Recreation and Culture

- Develop a plan that maximizes the participation of all residents in the City
- Develop a plan that maximizes the impact of existing and future recreation providers
- Enhance the quality of local neighborhoods through establishment and maintenance of quality neighborhood parks conveniently located to all City residents. In reaching this goal, the City will investigate all appropriate methods to provide facilities, including providing incentives to private developers and promoting donation of property and facilities, as well as direct City purchase and development of recreational opportunities.
- Strengthen the role of the City of St. Johns as a regional provider/ coordinator of recreational opportunities
- Promote cooperation between the City of St. Johns, the St. Johns School District, and other public and private organizations, within the County, to provide comprehensive recreational opportunities to the residents of St. Johns
- Promote development of a pedestrian 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
- Acquire property, as necessary, to meet the long term recreational needs of City residents

- Identify existing facilities and equipment that are antiquated or dilapidated and provide for their replacement in a reasonable time frame, so as to continuously provide quality recreational opportunities
- Encourage the identification and preservation of the historical elements, both cultural and architectural, within the city.

Housing

- Encourage an adequate supply of housing for existing and desired population.
- Encourage housing which is conveniently located in relation to necessary and desirable public and private facilities and services.
- Provide opportunities, methods, or controls to assure that residential development takes place in an orderly fashion with respect to adjacent land uses: public utilities, service and transportation capabilities, natural conditions, and limitations while serving the residents' needs for individual identity, character, and aesthetics.
- Permit higher density clustered residential development only in combination with open space preservation.
- Amend the existing ordinance to set aside districts reserved for single family detached residential development and discourage multi-family in this development area.
- Clarify the rules under which condominiums development occurs in the City in order to accommodate future demand.
- Establish acceptable minimum standards for single family homes in the Zoning Ordinance that will promote compatibility with existing and future residential neighborhoods.
- Limit duplexes to the higher density residential districts or include design provisions in R-2 to ensure compatibility of duplexes with single family residences.

- Establish procedures for reviewing and approving a proposed condominium development which are not multi-family developments and ones which are multifamily developments in the new Zoning Ordinance.
- Establish standards for all single family housing that will promote compatibility within existing and future residential neighborhoods.

Commercial

- Encourage new commercial development at identifiable commercial centers and encourage improvement and consolidation of existing commercial facilities.
- Provide opportunities, methods, or controls to assure the development of any new commercial facilities in such a way to minimize conflict with other land uses.
- Provide opportunities and methods to encourage consolidation, revitalization, and improvement of existing commercial areas, both aesthetically and functionally into strong unified and active service.

Industrial

- Encourage the development and expansion of non-polluting, year-round employment industries by providing land for new development and provide for expansion of existing sites where appropriate.
- Encourage the development of the planned industrial park with uses which are aesthetically and ecologically compatible with adjoining land uses.
- Provide areas which have adequate transportation access and facilities to serve them, suitable for select high performance industrial development.
- Address obsolete existing industrial sites adjacent to incompatible uses through rezoning, buffers and development of a transition zone.

Services and Facilities

- Provide or accommodate adequate and appropriate facilities and service for the benefit of the people of the City of St. Johns.
- Provide methods or controls to limit development as appropriate health and safety standards require and are provided.
- Support the establishment of an atmosphere of cooperation among units of government, school districts, and other public and semi-public groups to maximize utilization of public investments.

Transportation

The economic vitality and quality of life in a community is affected by the quality of its transportation system. The goal of this plan is to develop and maintain an efficient, high quality system of transportation that includes motorized and non-motorized elements.

- Continue improvement and modernization of the present city/state road system to provide optimum capacity, efficiency, and safety while maintaining, wherever possible, the character of the roads and surrounding areas.
- Encourage the utilization of state roads for the major portion of through traffic.
- Assure adequate parking in areas of greater residential, commercial, industrial, and recreational intensity.
- Strengthen site plan review standards to promote pedestrian circulation features on individual parcels and connection to the City's pedestrian system.
- Establish residential street standards that ensure that the City's traditional pattern of development is not discouraged and a reasonable pattern of street circulation is accommodated.

- Develop engineering Construction Standards which will promote street layout that discourages cul-de-sacs and promotes continuation of existing street pattern and multiple access points

Local Ecology

- Preserve and protect natural resources and ecological systems, consistent with the needs of the people of the neighborhood, the City of St. Johns, and the region.

Environmental Sustainability Practices

The City of St. Johns is committed to maintain the municipal storm sewer, water service, wastewater service, streets, lighting and public buildings in a way that promotes environmentally responsible service.

- Drinking Water - Our drinking water program is continually upgrading resident's water infrastructure to minimize excessive water loss. The City water department staff will be installing mixers in our elevated storage tanks to evenly distribute water treatment chemicals and reduce stagnant water conditions. This program allows the City to preserve water resources through the upgrading of infrastructure equipment improving water quality and reducing leakage.
- Wastewater Treatment - In a similar way, the wastewater treatment plant has upgraded its processes to minimize the number of pumps necessary to move effluent through the plant. The wastewater treatment plant also has installed an energy recovery system which extracts heat from the plant's treated effluent. The heat recovered is used to heat buildings via a hot water heater. The City staff is always looking for ways to improve wastewater treatment processes and efficiencies to save energy and reduce waste.
- Storm water management - The City is continually looking for ways to efficiently convey, treat, and store runoff from various rain events. Rain gardens and infiltration swales are being promoted for new developments to efficiently treat and store runoff while providing an aesthetically pleasing landscape for these areas.

The City is also reviewing its existing storm water detention basins with the intention of maximizing their effectiveness while providing effective storm water treatment. In addition, the City continues to investigate storm water infiltration/inflow (I/I) into the sanitary sewer collection system. The conveyance and treatment of the storm water through our advanced wastewater treatment system is costly. The City staff continues to investigate infrastructure upgrades that would limit excessive runoff from entering the sanitary sewer system thus saving considerable energy and financial resources.

Public Works - The City supports a broad range of programs which promote recycling. The City currently provides trash recycling through its waste disposal provider but also offers yard waste recycling and composting. The compost is available for re-use by residents upon request. It is also a priority to continually upgrade our public lighting systems to provide cost-effective and environmentally friendly solutions. Currently, the City is considering a possible upgrade to the Downtown Business District street lights. The street lights would be upgraded from a high pressure sodium system to an induction lighting system providing higher energy efficiency, longer life, and lower maintenance costs.

The City gives careful consideration to its use of natural resources in order to prevent pollution and waste. The City will continue to consider new green technologies in an effort to reduce energy consumption and waste generation with conservation of valuable natural resources as its goal.

Community Participation in Planning

The planning process is enhanced by public participation in the process, and public understanding and support for the plan, and the tools such as the Zoning Ordinance that are intended to implement the plan. The development of the plan was undertaken with several opportunities for public input. The following policies are intended to promote the public awareness of the plan and their understanding of these tools.

- Develop a summary of the plan that is suitable for distribution to those with casual interest in the plan.
- Make copies of the plan available for public review at the city hall, public library and other public locations.
- Encourage the use of the plan in civics classes at area schools.
- Provide opportunities for Planning Commission and staff members to speak at local service clubs and other civic groups concerning the plan.
- Prepare a procedural manual with documentation in plain english that can be used by staff to explain zoning procedures and requirements to the public and new board members.
- When rewriting the Zoning Ordinance techniques and writing styles should be employed to increase the readability of the ordinance including illustrations of terms and concepts, tables to clearly present information and a clean understandable format.
- Structure the zoning administration process so that it is not confusing and frustrating to the property owners but still remains a process that upholds the requirements of the Ordinance.

These goals are difficult to achieve as isolated items, but are basic elements of the Development Plan. Generally, these objectives are recognized throughout the planning process.

LAND USE CLASSIFICATIONS

The Comprehensive Long Range Land Use Map is a graphic representation of this plan's goals and objectives with regards to future land use. In interpreting the map, the reader must keep in mind the intent of each land use classification, and the fact that the map is intended to serve as a general representation of future land uses and some parcels of land may be appropriate for more than one land use classification (Map 11). It should also be remembered that the map is intended to address the long term land use in the City. In areas where a change in land use is proposed, the intent may be for the change to occur over time, at the prompting of the property owner, while in other areas the intent is to rezone the property in question immediately. To clearly differentiate these two types of changes, the plan includes four maps. The Comprehensive Long Range Land Use Map (Map 11), the Proposed 2000 Zoning Changes (Map 12), which identifies changes in the Comprehensive Long Range Land Use Map that are not intended to be incorporated into a new zoning map adopted in following approval of this plan but are intended to occur over time at the initiation of the property owner, the proposed 2000 Zoning Map (Map 13) and the Current Zoning vs. Proposed Zoning Map (Map 14).

The Future Land Use Classifications are as follows:

Low Density Residential (LDR)

This classification covers much of the City, including most of the undeveloped land on the outer edges of the City. The classification is intended to correspond to the R-1 zoning district and is intended to provide a location for single family residences and structures accessory to the residences such as garages, swimming pools, etc.

Medium Density Residential (MDR)

This classification includes much of that portion of the City that surrounds the CBD, and extends outwards to the areas designated LDR. The area includes several parcels that are proposed to be rezoned from R-3 (High Density Residential). The lots are generally small and development for multiple family is difficult due to lack of space for adequate off-street parking. The classification is intended to correspond to the R-2 zoning district.

Uses permitted include single family residences with duplex development allowed by Special Use Permit.

Multi-Family Low Density Residential (MFLD)

This classification includes sites of various sizes both at the outer edges of the City and a few existing multifamily sites near the center of town which are adequate to meet the off-street parking needs of a multi-family residence. This classification provides for a limited range of multi-family uses including duplexes and townhouses, and corresponds with the R-3A zoning district.

High Density Residential (MFHD)

This classification is limited generally to a few relatively large sites on the outer edges of the City. Many of these sites are already occupied by multifamily developments. It is anticipated that these sites will be adequate for the future multi-family residential needs of the community. If the need for such development exceeds the area set aside, consideration would be given to relatively large lots (40+ acres) designated LDR located on the edge of the City. The classification is intended to correspond to the R-3B zoning district and is intended to provide sites for a wide range of multifamily developments including townhouses, duplexes and apartments.

Municipal Center (P/SP)

This classification includes areas that have been developed as public or semi-public uses. These uses are scattered throughout the community, but generally are located on a major street and are adequately buffered from nearby residential uses. The classification is intended to correspond to the MC zoning district. Permitted uses include government buildings, hospitals and religious institutions

Office (O)

This classification covers a few limited sites in the City where clusters of offices exist. In addition, the classification may be appropriate in certain instances along the major streets in the City when buffering between residential and non-residential uses is required. This

is particularly true in the area along M-21 between US 27 and Morton Street, where office development will provide an opportunity for non-residential uses in this portion of M-21, while providing a “break” between the CBD and the commercial areas in the east and west ends of the city. The classification is intended to correspond to the O zoning district. Permitted uses include a range of office uses.

General Commercial (GC)

General Commercial is located primarily along portions of M-21 and US-27 in the City. The plan does not intend to promote a continuous string of commercial uses from one end to the other along each highway. Areas along both M-21 and US-27 are designated for other uses. In addition, design standards should be established that are sensitive to the adjacent residential areas, where infill development along both corridors convert vacant and non-commercial uses. The classification is intended to correspond to the GC zoning district. Permitted uses include a broad range of retail uses as well as offices hotels and similar uses

Central Business District (CBD)

This district is located in the center of the City. It is an area of existing commercial uses in a setting characterized by on street parking, and pedestrian friendly sidewalks. The classification is intended to correspond to the CBD zoning district. Uses permitted include a broad range of retail uses, but does not include uses that normally require large lots and highway access such as a vehicle sales lot.

Industrial - High Performance (I-1)

This district covers two areas of the City, one a developing industrial park on the City's north side and the second, a portion of the land astride the former railroad right-of-way that runs through the center of St. Johns. The classification is intended to correspond to the I-1 zoning district. Uses would include low intensity industrial uses and warehousing.

Industrial - Liberal Performance (I-2)

This district also covers two areas of the City, one on the west side of the City and the second an existing industrial site near the center of the City, north of former railroad right-of-way. The classification is intended to correspond to the I-2 zoning district. Uses would include high intensity industrial uses.

Mixed Use (MU)

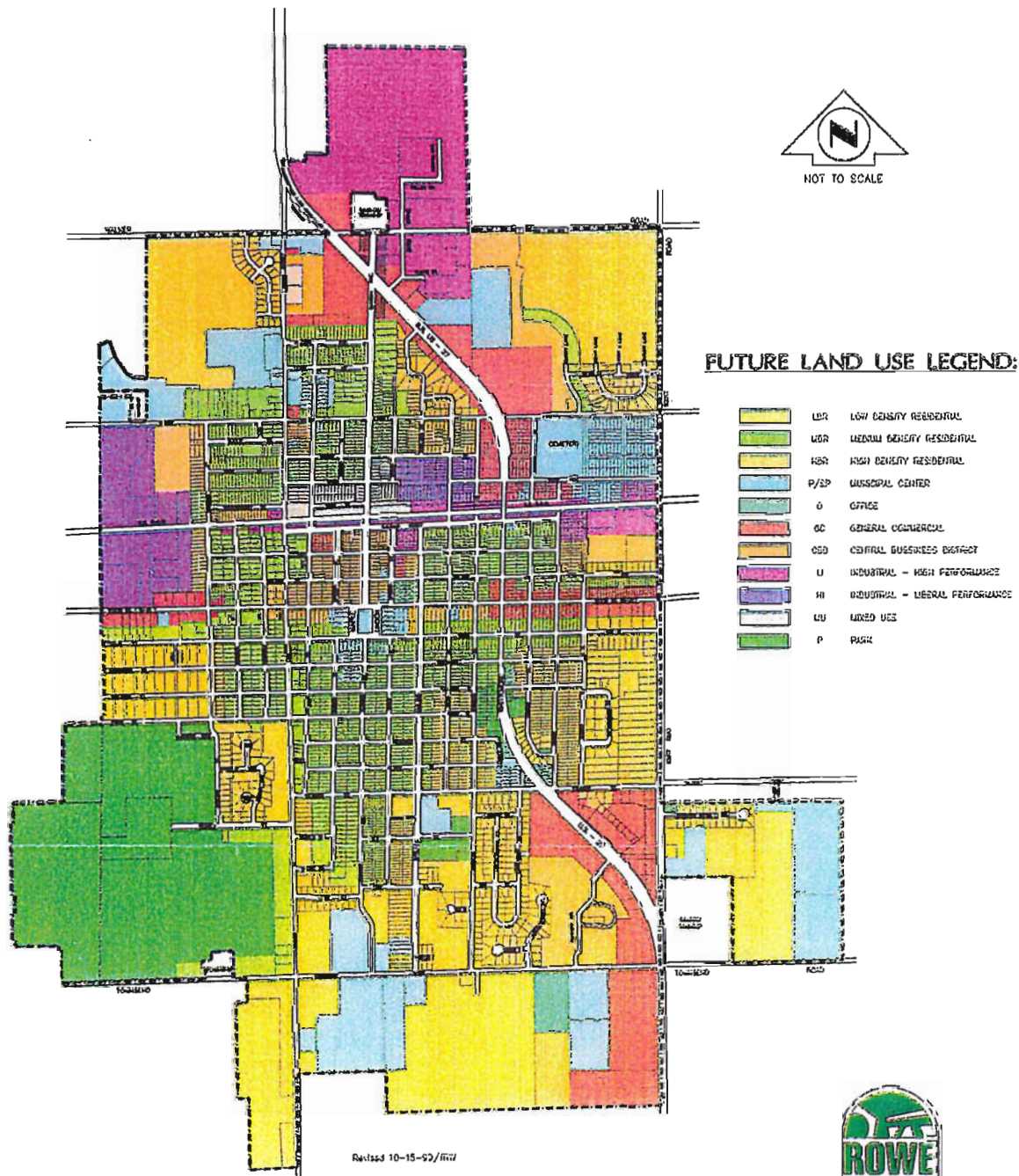
This district is intended to cover an area north of the railroad right-of-way near the CBD. It is intended to serve as a buffer between the residential uses to the north and the commercial and industrial uses to the south and east. The classification is intended to correspond to the proposed MU zoning district which would be incorporated into the new zoning ordinance. Uses would include residential and office uses

Park (P)

This district identifies land owned by the City that is currently or proposed to be used as park land. The classification is intended to correspond to the MC zoning district.

CITY OF ST. JOHNS, MICHIGAN

COMPREHENSIVE LONG RANGE LAND USE PLAN 2000-2020



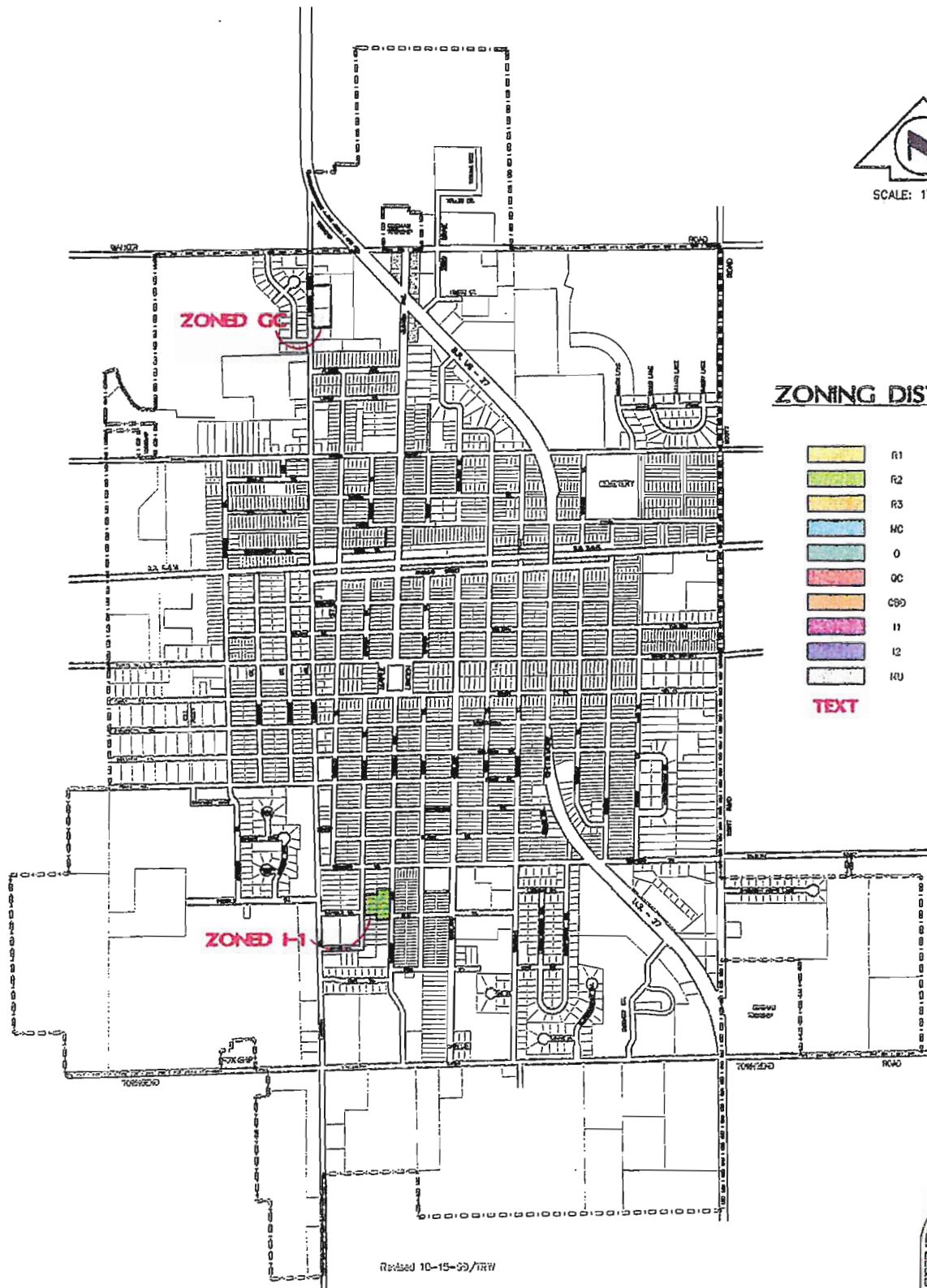
MAP 14



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CITY OF ST. JOHNS, MICHIGAN

PROPOSED LONG TERM ZONING CHANGES MAP



MAP 15

NOTE: CHANGES IN COMPREHENSIVE LAND-BASED LAND USE MAP NOT INTENDED TO BE INCORPORATED IN TO THE NEW ZONING MAP. LONG TERM CHANGES TO OCCUR OVER TIME AT INITIATION OF THE PROPERTY OWNER.



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IMPLEMENTATION PLAN

The purpose of an implementation plan is to ensure that the goals, objectives and plans of the City Community Development Plan are implemented and that the plan is kept current and maintained. It does this by the use of tools provided the City by State laws, through development of local support for the plan and by establishing procedures for use of the plan in reviewing zoning decisions and maintaining the plan.

Zoning

One of the pre-eminent tools used by communities to reach the goals of their land use plan is zoning. Zoning is a regulatory power given by the State to cities through the City/Village Zoning Act. The act authorizes the local units to establish zoning ordinances controlling the use of property and the height, bulk, and location of buildings on that property. In order for an ordinance to be effective in implementing a land use plan, it must be tailored to that plan. It follows, that when a plan is updated, the local zoning ordinance should also be updated to take into account those changes. The City is preparing to totally update their Zoning Ordinance. This section will review proposed changes from the City's current Zoning Ordinance that could assist the City in meeting its stated objectives.

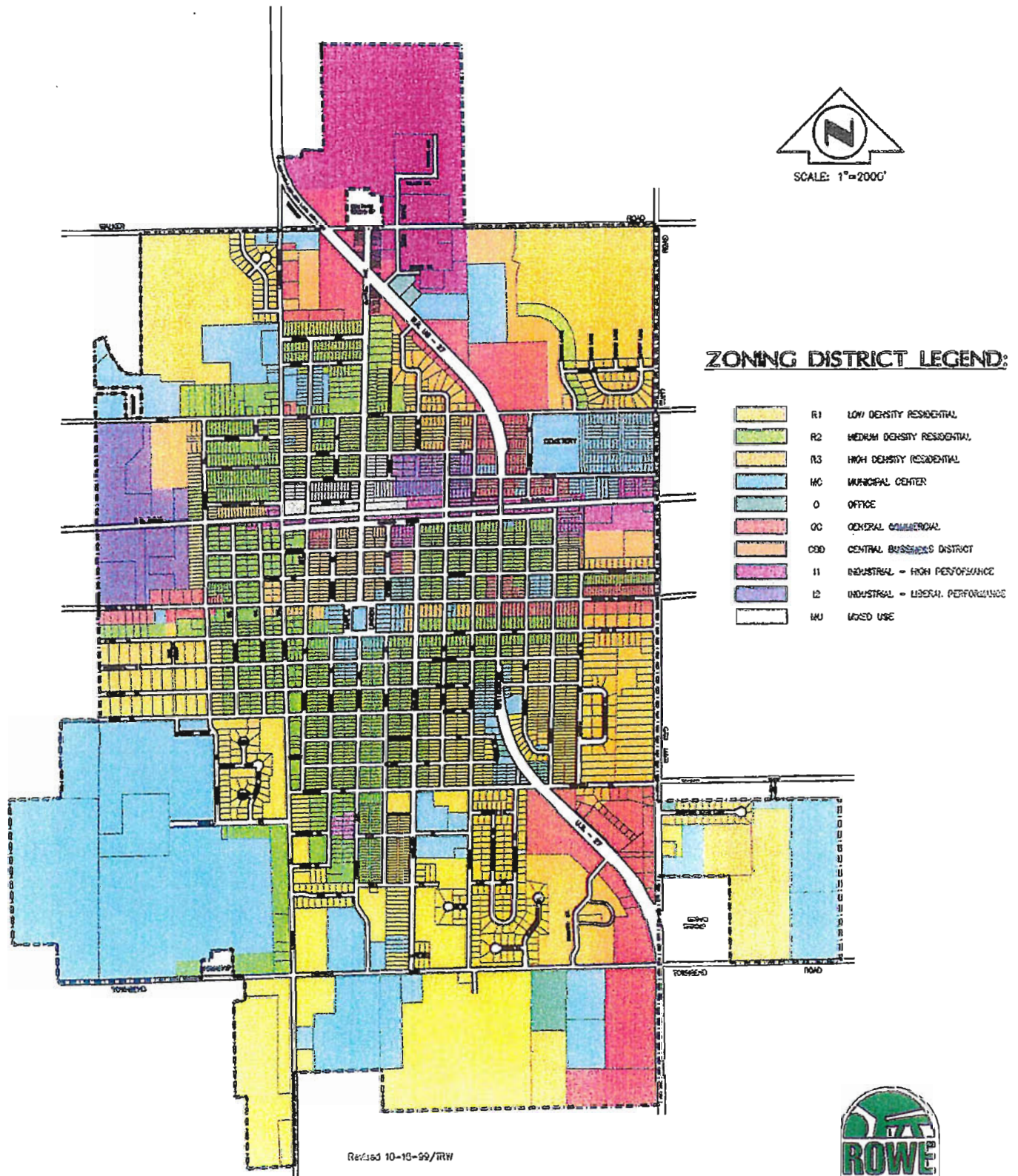
Zoning District Uses — Implementation of this plan would require revision to some of the existing zoning districts and their boundaries. The proposed districts and their general characteristics are outlined below (Table 37). The district boundaries would be based on the Proposed Zoning Changes Map (Map 13) and the locational criteria included in the plan. Map 14 illustrates the comparison between the current zoning and the proposed changes listed in this plan.

TABLE 37 -PROPOSED ZONING DISTRICTS

<i>Land Use Class</i>	<i>Zoning District</i>	<i>Types of Uses Permitted</i>
Low Density Single-Family Residential (LDR)	R-1	Single family residences and structures accessory to the residences such as garages and swimming pools
Medium Density Single-Family Residential (MDR)	R-2	Single family residences with duplex development allowed by Special Use Permit
Residential (MFLD) Multi-Family Low Density Residential	R-3A	A limited range of multi-family developments including townhouses and duplexes
Multi-Family High Density Residential (MFHD)	R-3B	A wider range of multi-family development including apartments as well as duplexes and townhouses
Municipal Center (P/SP)	MC	Government buildings, hospitals and religious institutions
Office (O)	O	A range of office uses
General Commercial (GC)	GC	A broad range of retail uses as well as offices hotels and similar uses
Central Business District (CBD)	CBD	A broad range of retail uses, but does not include uses that normally require large lots and highway access
Industrial - High Performance (LI)	I-1	Low intensity industrial uses and warehousing
Industrial - Liberal Performance (HI)	I-2	High intensity industrial uses
Mixed Use (MU)	New Zoning District	Uses would include residential and office uses
Park (P)	Part of the MC district	Land owned by the City that is currently or proposed to be used as park land

CITY OF ST. JOHNS, MICHIGAN

PROPOSED 2000 ZONING MAP*



MAP 16

* This map represents the proposed zoning map for the 2000 update to the City Zoning Ordinance.



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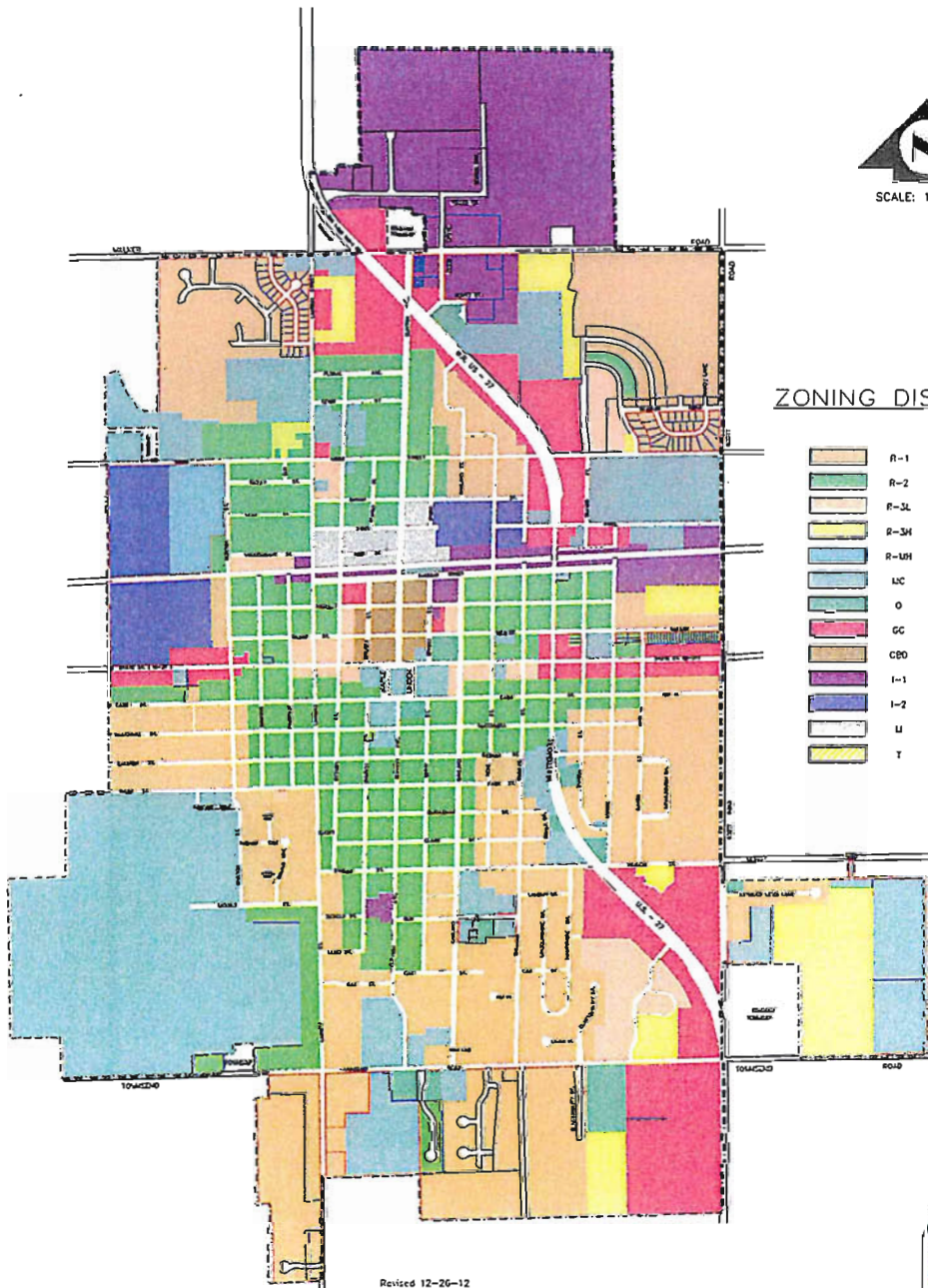
CITY OF ST. JOHNS, MICHIGAN

ZONING MAP



ZONING DISTRICT LEGEND:

	R-1	LOW DENSITY RESIDENTIAL
	R-2	MEDIUM DENSITY RESIDENTIAL
	R-3L	MULTI-FAMILY LOW DENSITY RESIDENTIAL
	R-3H	MULTI-FAMILY HIGH DENSITY RESIDENTIAL
	R-UM	MOBILE HOME RESIDENTIAL
	LC	MUNICIPAL CENTER
	O	OFFICE
	GC	GENERAL COMMERCIAL
	CBD	CENTRAL BUSINESS DISTRICT
	I-1	INDUSTRIAL - HIGH PERFORMANCE
	I-2	INDUSTRIAL - LIBERAL PERFORMANCE
	U	UNIFIED USE
	T	TRANSITIONAL OVERLAY DISTRICT



Revised 12-26-12



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Other Text Changes — In addition to the changes in the zoning map and zoning districts, additional changes to the Zoning Ordinance are needed to implement the plan. These include:

- Use techniques that increase the readability of the Ordinance including illustrations of terms and concepts, tables to clearly present information and a clean understandable format
- Site plan standards should be clarified to establish what this standard means both with regard to internal circulation systems and connections with the city wide system
- Establish site plan standards that establish both minimum and maximum lighting standards on site for pedestrian safety and to mitigate nuisances to adjacent property
- Incorporate specific standards and review procedures for condominium development
- Include zoning regulations that provide an acceptable minimal standard for single family homes that will promote compatibility within existing and future residential neighborhoods.
- Provisions should be made to address existing industrial sites that might cause a blighting effect on adjacent property through buffering and site plan requirements

One of the most important changes to the City/Village Zoning Act made in general overhaul of all local zoning enabling legislation in 1979, was the confirmation of a community's right to issue "special use" or "conditional use" permits. The special use permit provides a zoning ordinance with the flexibility that it often needs to permit a needed high impact use at an appropriate location while protecting the community's residents. The revised Ordinance should make greater use of these two techniques to increase the flexibility planning commission has in reviewing developments

Other Ordinances

Besides the zoning ordinance, State law has provided local communities with authority to adopt other special ordinances that can be used to enforce the goals and objectives of a land use plan.

Subdivision Control/Land Division Ordinances — Although the State's Land Division Act requires the developer of a subdivision to submit a proposed plat before a city for review and approval, it also authorizes a city if it wishes, to prepare a subdivision control ordinance. This ordinance may include stricter standards for subdivision design. In addition to review of subdivisions, since 1996 the city has been responsible for reviewing land divisions that do not require submission of a subdivision or condominium plat. In order to properly regulate these subdivisions and land divisions, the City has adopted local land division and subdivision control ordinances identifying the procedures and standards for approval of a land division or subdivision plat. These ordinances should be regularly reviewed and updated.

Other Local Tools

Besides the tools granted by state law, local communities have other tools that can be used implement the plan.

Engineering Construction Standards — Update standards to promote street layout that discourages cul-de-sacs and promotes continuation of existing street pattern

Procedural Manual — Public frustration over zoning rules are understandable. Most residents are not familiar with zoning provisions and requirements. They may need to deal with them a couple of times in their lifetime. But when they do, the ordinances legalese and the interconnect requirements and procedures can be extremely confusing. One way of reducing that confusion is to provide material that explains the most common zoning procedures and issues in plain English with the use of checklists and flow charts to graphically display the concepts. The plan recommends the development of a zoning procedural manual for use by the staff in educating the public and new Planning Commission, ZBA and City Commission members.

Public Education and Promotion of the Plan

An important part of the Planning Commission's responsibilities is the promotion of the plan to the general public. Public support is built when the process allows for public involvement in the plan as the City of St. Johns process did. However, the Planning Commission must build on that support by maintaining public awareness of the plan. Strategies to educate the public on the intent and recommendations of the plan include:

- Develop a summary of the plan that is suitable for distribution to those with casual interest in the plan.
- Make copies of the plan available for public review at the city hall, public library and other public locations.
- Encourage the use of the plan in civics classes at area schools.
- Provide opportunities for Planning Commission and staff members to speak at local service clubs and other civic groups concerning the plan.

Plan Maintenance and Update

A plan is not a static document. It must be continuously maintained and updated if it is to remain a valid document. Below are recommendations on methods that the City should adopt to insure that the plan is adequately maintained.

Updating the Data Base — This plan is based on certain assumptions concerning the growth of the City. These assumptions are contained primarily in the plan's data base. It is important for the City to regularly monitor these assumptions to determine if they are still valid. If they become invalid, the City must determine what the changes in circumstances mean for the plan goals and objectives.

1. *Population Growth* — The plan is based on the projection growth contained in the population section of the data base. As noted in the narrative following the projections, there is always a certain amount of guessing that goes into population projections, and they should be continuously monitored.

2. *Housing Growth and Mix* — The plan makes assumptions on the growth of housing in the City over the planning period and the mix of single family and multifamily units. The City should monitor housing growth and mix to determine if it is following the projections. Differences in the mix of housing types between what was projected and what is built may mean certain assumptions on market demand for various housing types was incorrect. This could impact the population projections and also the land use need estimates contained in the plan.
3. *Adjacent Planning and Zoning* — Changes in the land use plans or zoning maps of adjacent townships should be reviewed to consider their impact on the City's plan, preferably before that community makes a decision regarding the matter.
4. *Transportation* — The City should monitor changes and proposed changes in their streets in the City, possibly with an annual street survey.
5. *Utilities* — In order to permit development, the plan anticipates the expansion and extension of utilities into areas not currently served. As these improvements occur, the effect on the development potential of the property should be considered.

Reviewing the Plan Goals and Policies — After reviewing the updated information on the data base, the City should review the goals and objectives. Specifically the City is looking for goals or objectives that are no longer relevant due to changes in conditions or objectives that have proven ineffective in addressing goals. Those items that are identified should be deleted or modified in light of the new information. The plan should be officially amended to incorporate the changes in the goals or objectives and the basis for the changes should be reflected in a public hearing record.

Incorporating Plan Review Into Rezoning Request Review — Although an annual review is necessary for a comprehensive examination of the plan, many problems with a land use plan will become obvious during consideration of a rezoning or special land use permit request. It is important to incorporate review and amendment of the land use plan as part of the City's consideration of such requests. This is covered in more detail in the subsection on using the land use plan for zoning reviews.

Using the Land Use Plan for Zoning Review

As noted earlier, the primary method of enforcing a land use plan is the zoning ordinance. In order for that to be done effectively, the community's rezoning and special land use permit request and site plan review procedure should be structured so land use goals and objectives are considered.

Rezoning Requests — In considering a rezoning request, the primary question to ask is: "Does this request conform to our land use plan?" Three subsidiary questions follow that; "Was there an error in the plan?", "Have there been relevant changes in conditions since the plan was approved?", and "Have there been changes in the goals and objectives of the Plan?". Answering these questions should answer the question whether or not a rezoning request is appropriate and that should frame the reason within the context of the plan.

This method of analyzing a request rests on the assumption that a request that complies with a valid plan should be approved and that one that does not comply with a valid plan should not be approved. Further, it assumes that the three circumstances that would invalidate a plan are a mistake in the plan, a change in condition that invalidates the assumptions that the plan was built on or a change in the goals and priorities that the community set for itself.

Mistake — A mistake in a plan can be an assumption made based on incorrect data, an area on the land use map that is incorrectly labeled, or other factors that is known at the time of the plan adoption would have been corrected.

Changes in Conditions — A plan is based on the assumption that certain conditions will exist during the planning period. If those conditions change then goals, objectives and land use decisions that made sense when the plan was adopted may no longer be valid, and a rezoning that was not appropriate before is appropriate now.

Change in Policy — In the end, a plan is based on the future vision of the community held by the Planning Commission/City Commission. When that vision changes, the plan should change. When a zoning issue results in a change in vision, a decision can be made that is contrary to the current plan, as long as that changed vision is explicitly

incorporated into the plan. Two points should be made. First of all, the three factors for consideration (mistake, change in conditions, change in goals or objectives) can work in reverse, making a proposal that otherwise seems appropriate, inappropriate. Secondly, these factors should not be used to create excuses for justifying a decision to violate the land use plan, or to change it so often that it loses its meaning.

APPENDIX A

DEFINITIONS

Community Development Plan – the plan for future development, prepared, adopted, and amended pursuant to Public Act 285 of 1931, as amended.

Complete Streets – street designs that support all modes of transportation and serve all people making use of the street, with special emphasis on age friendly strategies, livability and performance of retail life, place making along the street and in the corridor; any roadway having a bike lane, sidewalk, and room for mass transit.

Condominium –

- Conventional Condominium Project is a development in which ownership is divided under the authority of the Condominium Act (PA 59 of 1978) and in which a condo unit consists primarily of the dwelling or other principal structure and most of the land in the development is part of the general common area.
- Site Condominium Project is a development in which ownership interest is divided under the authority of the Condominium Act (PA 59 of 1978) and in which the condo unit consists of a building site, with or without structures, which along with associated limited common area, constitutes the equivalent of a lot.

Downtown Development Authority (DDA) – Public Act 197 of 1975 is an Act to provide for the establishment of a downtown development authority to develop programs and projects at improving downtown Saint Johns including new business development, business recruitment and retention, downtown beautification, public improvements, marketing and promotion.

Housing Market Crash of 2007 – was the worst housing crash in U.S. history and the cause of the financial crisis. When the stock market crashed in 2000, there was a shift in dollars away from the stock market into housing. There was plenty of cheap money available for new loans in the wake of the economic recession. There was a lot of financial innovation at the time which included all sorts of new lending types such as interest adjustable loans, interest only loans and zero down loans which encouraged people to buy houses they could not afford.

The housing market peaked in 2006; there were early signs of trouble when some types of subprime loans started to go into default. There wasn't worry at the time since NEVER in history had prices for housing market gone down nationally. Once the credit markets froze in the summer of 2007, things began to deteriorate rapidly. Subprime credit stopped completely and interest rates for other loans rose dramatically.

In October 2008, the \$700 million dollar bailout was signed by the President, which provided short-term loans to banks.

Even though the financial crisis was resolved by the start of 2009, the housing market continued to decline. It appears in 2012, that the housing market decline has bottomed out and there are signs that housing prices may be slowly climbing up from recent lows.

Land Use Map – maps that provide information about current land use that may or may not match the zoning for said area.

Municipal Planning Act – Public Act 285 of 1931, as amended. An Act to provide for City, village and municipal planning; the creation, organization, powers and duties of Planning Commission; the regulation and subdivision of land; and to provide for penalties for violations of the provisions of this Act.

PASER Rating – Pavement and Surface Evaluation Rating for street condition grading.

Planning Enabling Act – Public Act 33 of 2008 is an Act to codify the laws regarding and to provide for municipal planning; to provide for the creation, organization, powers, and duties of local planning commissions; to provide for the regulation and subdivision of land; and to repeal acts and parts of acts.

Principal Shopping District – Public Act 120 of 1961. An Act to authorize the development or redevelopment of principal shopping districts and business improvement districts. The downtown Saint Johns Committees include Business Development, Retention and Recruitment; Marketing; Events; Parking, Maintenance and Security; Executive, Finance and Strategic Planning.

Rails to Trails – multipurpose public paths created from former railroad corridors. Ideal for many uses, such as bicycling, walking, inline skating, cross country skiing and wheel chair use. Extremely popular recreation and transportation corridors. The Clinton-Ionia-Shiawassee Trail will be designated as a non-motorized trail.

Smart Growth – an urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.

Streetscape – the elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

Tri County Regional Planning – (TCRPC) is a multi-purpose regional entity recognized by the State of Michigan. The TCRPC supports the region of mid-Michigan by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments and meeting the needs of communities across the region.

Walkable Community – thriving, livable, sustainable places that gives their residents safe transportation choices and improved quality of life.

Zoning Enabling Act – Public Act 110 of 2006 is an Act to codify laws regarding local units of government regulating the development and use of land; to provide for adoption of zoning ordinances; to prescribe penalties and provide remedies; and to repeal acts and parts of acts.

Zoning Map – the zoning map reflects the division of the City in to area or zones that specify allowable uses for real property.

APPENDIX AA

Transportation Suitability to Zoning and Existing Land Use

Transportation issues, as related to zoning and land use, arise when an area is zoned, planned, or used for a purpose that requires heavier traffic than the road has a capacity to handle. They may also arise when transportation opportunities such as rail sidings, interchanges, or transit centers are under-utilized. Usually, the heavy traffic generating zoning classifications are industrial, commercial, and multiple family.

In general, the City has little vacant land available for large scale developments that would severely impact the traffic conditions in a given area. Most available land for development is located on the periphery. This land is located in sparsely developed areas, accessed by roads with access capacity, capable of accommodating small developments.

Industrial

Industrial development, within the City of St. Johns, is relatively confined and closely follows those areas zoned for industrial use. Industrial areas are designated along the railroad corridor, at the western City boundary, between Gibbs and State Streets, and to the north along Business US-27 and Walker. There are a few more areas that are spot zoned for an existing industrial use, with only one industrial development south of State Street, but these are not known to cause a traffic concern.

The industrial area along the railroad corridor is fairly well established. The railroad has been abandoned, and the tracks removed, since the last update of the zoning ordinance. Efforts are underway to down-zone some of the industrially zoned parcels in this area. It is unlikely that a significant amount of industrial development will occur in this area to warrant concern over the capacity of the roads.

The industrial area to the west between, Gibbs and State Streets, has the potential to expand. While State Street is a primary thoroughfare it is relatively incapable of handling a significant increase in traffic. Gibbs Street is considered a secondary thoroughfare and may handle a minimal increase in traffic if paved. This area is zoned I2, or liberal

performance industrial, and it is doubtful that any development, of this type, would create a significant amount of traffic. If development did occur it would be more likely to locate with access to Gibbs Street, which would be able to accommodate the traffic easier.

The industrial park to the north, along Walker and Business US-27, is zoned I1, or high performance industrial. This park is still developing and may have a significant impact on traffic in the area. With the construction of the US-27 bypass, traffic should be noticeably reduced on Business US-27. This creates extra road capacity available for development. The access road into the park, is located off of Walker Road, which is classified as a minor street, and may require additional improvements to handle an increase in traffic.

Commercial

The areas zoned for commercial development are primarily established. These areas are located along the Business US-27 corridor, State Street, and Clinton Avenue.

The potential for commercial development along Business US-27 and State Street is well matched to the potential for an increase in capacity along these roads. Business US-27 and State Street are primary thoroughfares. Most development is likely to occur along the Business US-27 corridor, as there is virtually no room for large scale commercial development along State Street, within the City boundaries. This is ideal as Business US-27 has the available capacity, once the bypass is finished, to accommodate additional traffic, and State Street is severely limited in the amount of additional capacity that it possesses. The incorporation of shared driveways and parallel access streets could increase capacity along Business US-27.

The commercial developments along Clinton Avenue are constrained by the traditional nature of the building layouts. With the buildings fronting the street and sharing party-walls, there is little room for a development that would greatly impact traffic. In the instance that such a development did occur, Clinton Avenue is classified as a secondary thoroughfare, and would be able to accommodate a slight increase in traffic.

Multiple Family

The zoning designation of R3, high density residential, is the category that permits large scale multiple family developments. The R3 districts are relatively dispersed throughout

the City. A majority of the original neighborhoods of the City are zoned R3, as is the southeastern corner, and portions north of Gibbs Road.

The original neighborhoods are comprised of large houses on small lots. The area is zoned for high density because for this reason. As movement trends led to suburbanization, quite often larger houses were converted in multiple family units. This was the case in the City of St. Johns. The scattered nature of this phenomenon lessened its impact upon traffic, and effectively creates no noticeable strain on the roads servicing these areas.

The area in the southeastern corner of the City houses some the newest multiple family developments. These multiple family developments, are located north of Townsend Road, along Sunview. This is the greatest concentration of multiple family units, within the City. This development's close proximity to Townsend Road and Business US-27 allows the traffic generated to be easily absorbed by roads with sufficient capacity. Further east along Townsend, is a large area zoned R3. This area, as well as an area on County Farm Road, south of Townsend, are the two areas with the greatest potential for large scale high density residential development that would highly impact traffic. This large increase, coupled with the increased traffic due to the new schools, can be absorbed by Townsend Roads excess capacity, but would diminish Townsend's ability to accommodate any future developments.

The area north of Gibbs Road contains three multiple family developments. Along Gibbs, just west of Lansing is a new multiple family development. This development is unlikely to highly impact traffic, although local residents will experience an increase in traffic, especially when coupled with traffic from the new elementary school. Just north, is a pre-established multiple family complex, located just off of Lansing Street and Business US-27. In this general vicinity, both Lansing Street and Business US-27 have the capacity to handle the traffic generated by this development. The other area in the north serves as a buffer use category between general commercial, industrial, and low density residential uses. The southern portion of this strip, that extends from Gibbs to Walker Road, has been developed with a few multiple family units. With Gibbs and Walker Roads classified as a secondary thoroughfare and minor street respectively, it is possible that if this development were to be constructed to a high density, that some road repair and capacity upgrade may be necessary.

APPENDIX B

1999 City of St. Johns Opinion Survey Results

Note: Map 13 on page 100 shows the districts that are referred to in the following tables.

1. Age of respondent:

			District 1	District 2	District 3	District 4	District 5
18–29	88	7.66%	19	13	20	25	19
30–39	224	19.50%	20	47	51	65	39
40–49	288	25.07%	48	41	83	87	48
50–59	219	19.06%	26	27	53	92	26
60–69	132	11.49%	14	19	40	22	14
70+	181	15.75%	22	24	32	84	22
Did not respond	18	1.57%					

2. In which survey district do you live?

District 1	168
District 2	173
District 3	281
District 4	407
District 5 (non-city resident)	37
Did not choose district	83

3. Do you rent or own your home?

	Rent	Own
--	------	-----

3. Do you rent or own your home?

	Rent	Own
Overall	173	927
District 1	32	131
District 2	31	136
District 3	32	242
District 4	61	331
District 5 (non-city resident)	0	33
Did not choose district	17	54
Did not answer question	50	

4. Where are you employed?

	Overall	District 1	District 2	District 3	District 4	District 5
Within City limits	421	75	63	106	126	22
North of M-21 outside of City limits	48	12	6	11	11	4
South of M-21 outside of City limits	95	14	17	21	32	5
Ingham County	189	23	29	54	70	3
Retired	271	30	39	61	123	0
Other	80	12	14	19	29	2
Did not answer	46					

5. Which best describes your household?

	Overall	District 1	District 2	District 3	District 4	District 5
--	---------	------------	------------	------------	------------	------------

5. Which best describes your household?

	Overall	District 1	District 2	District 3	District 4	District 5
Adults w/children	459	29	70	127	134	18
Adults	400	22	65	95	155	15
Senior Citizens	280	21	35	60	177	4

6. Check only where you usually purchase everyday items and services.

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APPENDIX C
CITY OF ST. JOHNS
ZONING ORDINANCE IMPLICATIONS OF
PUBLIC OPINION SURVEY RESULTS

The Public Opinion Survey contained several questions that provide input on the public's attitude concerning issues that relate to the city zoning ordinance. This report is intended to identify those issues and the public attitude reflected in the survey.

18. The most direct question in the survey related to zoning asked residents if they were satisfied with the City's Zoning Ordinance. While a majority (50.7%) indicated that they were satisfied with the zoning ordinance, the approval rating is much lower than most city services received (84% for schools, 90% for police, 94% for fire department). The survey did not indicate the reason for the lower rating, but a couple of reasons could include:
 - a. Zoning tends to be a negative, confusing experience both for an applicant for a variance, site plan, re-zoning, etc... and to the general public or citizens concerned about a proposed zoning request.
 - b. The Lansing area has recently had some controversial, high profile zoning cases that received significant press coverage. When residents read about other area residents attending meeting and arguing against zoning decisions, they generally assume something must be wrong with the ordinance.
 - c. The ordinance is hard to read and badly organized. Someone without any experience in planning or zoning could find the document confusing.

While the first two possible explanations for the negative public perception cannot be specifically addressed in the zoning ordinance update, the re-write can use techniques that increase the readability of the ordinance including illustrations of terms and concepts, tables to clearly present information and a clean understandable format.

19. City sidewalks were also rated very low in the opinion survey (46%). This could be due to the condition of current sidewalks or the fact that the existing sidewalk system is not extensive enough. While on-going maintenance of sidewalks is not a zoning issue, ensuring that further developments provide adequate pedestrian connections is a zoning issue. The current site plan standards require that the site plan demonstrate adequate pedestrian circulation. It may be appropriate to emphasize this point in the ordinance
20. Street lighting scored higher then the previous two questions, with a 68% approval rating, but this rating was still lower then several other City services. Street lightening itself is not often a zoning issue, although it is a significant subdivision control issue. But the related concern of adequate on-site lighting should be addressed in the zoning ordinance.
21. Question 13 addresses the issue of what types of housing St. Johns residents thought were needed in the community. It was encouraging that all housing types got at least a few votes. One significant difference from the previous survey is that duplexes are not viewed as being comparable to single family detached housing. This would indicate that it is appropriate to place restrictions on the conditions under which existing single-family homes can be converted into duplexes (or apartments) or the conditions under which new duplexes can be placed within an existing single-family residential development.

There appears to be a general acceptance and desire for condominium type developments. To accommodate future demand for this type of housing the City zoning ordinance should incorporate specific standards and review procedures for condominium development.

There is some concern regarding manufactured and modular housing but also a recognition that it provides a source of affordable housing for many City residents. The City cannot discriminate between housing types based on the way in which they are constructed, but they should ensure that zoning standards provide an acceptable minimal standards for single family homes that will promote compatibility within existing and future residential neighborhoods.

22. Question 17 indicates that the residents in the City see a need to provide for expansion of existing industrial facilities and development of new ones. The Planning Commission should ensure that provisions are made within the zoning ordinance to ensure adequate land is set aside for industrial development and that ordinance requirements permit for expansion of existing sites where appropriate.
23. Question 18 indicates that generally residents believe the current street system encourages good circulation and promotes pedestrian safety. The current system is the gridiron street pattern with traditional sidewalks, which is making a comeback under the term "the new Urbanism". Residential design standards should be evaluated to ensure that the traditional pattern of development is not discouraged.
24. Questions 19, 20 and 22 dealt with residents attitude concerning the quality of residential neighborhoods in the City. The residents were generally happy with the residential quality of their neighborhoods. However, they were luke warm to potential regulations intended to protect that residential quality. Proposals for increased regulation of business signs and recreational vehicles received responses only slightly higher than "no opinion". The Planning Commission should ensure that any new regulations in this area are not overly restrictive, because there does not appear to be significant public support for radically more stringent requirements in this area.

APPENDIX D

PUBLIC INPUT — TOWN MEETING

On September 29th, 1998 a Town Meeting was held for the City of St. Johns, at the new St. Johns Middle School. The purpose of this meeting was to provide an opportunity for the public to share their vision of a future City of St. Johns with the City Planning Commission. This information would be used in drafting Goals and Policies for the Master Plan.

The meeting was attended by approximately twenty citizens of the City of St. Johns. Upon registration, people were randomly assigned to tables, based on the order in which they arrived. Some tables were later combined to assure four to five people per table. This resulted in a total of five roundtable discussion groups. A brief presentation was given by a ROWE staff member, regarding the past trends and current conditions that exist in the City of St. Johns. These trends and conditions included population, housing, infrastructure, and similar City characteristics. Each group then began a process of brainstorming their "Prouds" and "Sorries." This represented the things of which they were proud of in St. Johns and the things that they disliked, or were sorry to see. Each group then voted for their top three "Prouds" and "Sorries," and presented them to the entire audience.

The results are as follows:

Table 1 —

"Proudest Prouds"

1. City Services

- ★ Recycling
- ★ Spring Clean-up
- ★ Brush Pick-up

2. Quality of People

- ★ Friendly
- ★ Caring
- ★ Respectful

3. New Facilities - Atmosphere of City (Tied)

- ★ Schools
- ★ Hospital
- ★ Library
- ★ Court House

“Sorriest Sorries”

1. Lack of teen activities other than sports
2. (Three way tie)
 - Poor Sidewalks
 - Lack of modern reception hall
 - Low percent of involved citizens

Table 2 —

“Proudest Prouds”

1. New Structures

- ★ Hospital
- ★ Schools
- ★ Jail
- ★ Industrial Park

2. City Amenities

- ★ Police
- ★ Fire
- ★ Spring Trash Pick-Up
- ★ Recycling
- ★ Parks
- ★ Tree Planting Program
- ★ Community Policing
- ★ Street Layout
- ★ Trees

3. People

- ★ Volunteers
- ★ Service Clubs
- ★ Young People Involvement

“Sorriest Sorries”

1. Community Amenities

- ★ Restaurants
- ★ Meeting Areas
- ★ Buried Cable
- ★ Vacant Buildings
- ★ Reception Area
- ★ Bike Trails
- ★ Sidewalks

2. Educational Opportunities

- ★ Life Long Learning
- ★ Academic Enrichment for Youth
- ★ Environmental Education
- ★ Access to Cultural, Fine Arts, and Bandshell

3. Tree Replacement

- ★ Asphalt, lack of green space on new construction

Table 3 —

“Proudest Prouds”

1. New Schools/ Hospital/Library

2. Mint Festival

3. (Two Way Tie)

- Police Department/ Safety
- Cooperative Nature of Community

“Sorriest Sorries”

1. Lack of Hotel/ Motel/ Conference-Community Center

2. Abandoned Buildings

- ★ Central School
- ★ Fisher Big Wheel
- ★ Speedway
- ★ Swegles
- ★ Businesses Grandfathered in - Karber Block

3. Lack of City/ Township Cooperation

Table 4 —

“Proudest Prouds”

1. Sense of Community
 - ★ County Seat
 - ★ Civic Organization Support
 - ★ Youth
 - ★ Churches
2. Public Facilities/ Services
 - ★ Parks
 - ★ Schools
 - ★ Hospital
 - ★ Library
 - ★ Police
 - ★ Fire
 - ★ DPW
3. Location of the City/ Accessibility

“Sorriest Sorries”

1. Lack of Facilities
 - ★ Seniors
 - ★ Recreation
 - ★ Quality Conference Center
2. Lack of Cooperation Between City and Townships
3. Decline of Downtown
 - ★ No High End Restaurant
 - ★ Causes Top White Collar Workers to Relocate

Table 5 —

“Proudest Prouds”

1. Young Families Moving into the Community
2. Public Facilities are Well Used
3. Community Safety

"Sorriest Sorries"

1. Enforcement of Zoning
 - ★ Trash and Old Cars at Residences
 - ★ Continuous Garage Sales
2. Poor Street Conditions
3. No Banquet Facilities

After each of the groups presented their "Prouds" and "Sorries," the roundtable discussion groups were asked to brainstorm again. This time they were asked to believe it was the year 2020, and that they were looking down upon the City, and could hear, see, or smell anything that they wanted. They were then asked to list everything about the City that pleased them. Their observations were written down. At the end of the brainstorming session, they were asked to vote for their top five visions for the future of the City of St. Johns. Their top visions were:

Table 1 —

1. Maintain Small Town Identity
2. More Community Involvement
3. (Five Way Tie)
 - Hotel Convention Center
 - Less Asphalt - More Green
 - Teen Center
 - Infill Housing - No Sprawl
 - Public Transportation to Lansing

Table 2 —

1. Downtown Area Revitalized
 - ★ No Overhead Wires
 - ★ Fountain
 - ★ Green Space
2. Education
 - ★ Schools Consistently Show Academic Improvement
 - ★ State and National Recognition

3. Environmental Issues

- ★ Land Use
- ★ Trees
- ★ Recycling
- ★ Hazardous Waste
- ★ Education

4. Diverse Housing

- ★ A mixture of upscale and subsidized housing to provide for a racially, economically, and culturally diverse community.

5. Utilization of abandoned buildings

Table 3 —

1. Schools, Hospital, and Library are still state of the art and new in appearance
2. New Courthouse in downtown - Convention Center has been added to anchor downtown business district. Parking is available and abundant.
3. Industry has been consolidated into industrial parks.
4. Continuing Education is available within community; you can obtain a degree without leaving town.
5. People are staying in St. Johns for evening activities - Dinner, movies, etc.
6. Better land management - only so much land is available. All vacant buildings have been utilized and filled.

Table 4 —

1. Downtown returned to its old glory. Store fronts with same theme and City theme
2. A recreational facility built in the acreage near park with indoor tennis, tracks, soccer, hockey, 30 acre lake (Lake Madden) with a lot of green space
3. A modern industrial park with many job opportunities
4. Maintain the Hospital and create quality nursing home/ retirement community/ facility.
5. Increase the size of the City/ mile in each direction and bring in Hilton type hotel/ restaurant/ conference center.

Table 5 —

1. Adequate public transportation within the City and to Lansing
2. Thriving architecturally coordinated downtown including front and rear of buildings with trees and decorative lighting
3. Multi-purpose community center
4. Sidewalks and bike paths
5. Replacement of dead trees



CITIZEN SURVEY 2012 (RESULTS)

***Mailed Surveys (2,400)
Citizen Responses (554, 23%)***

The City of St. Johns is in the process of updating your Community Development Plan and we need to hear from you.

Your insight and information are very valuable to us in making informed decisions about issues in our community. We need your input regarding demographics, customer service, and quality of life so that our actions reflect the needs and expectations of the residents of St. Johns.



If you could complete the questions in the pages that follow and submit it to:

City of St. Johns
Community Development Department
100 E. State Street, P.O. Box 477
St. Johns, MI 48879

Please feel free to send this survey in with your utility bill payment.

100 East State Street, P.O. Box 477, St. Johns, Michigan 48879-0477
(989) 224-8944 Fax (989) 224-2204
E-mail: dkudwa@ci.saint-johns.mi.us



2012 Citizen Survey

DEMOGRAPHIC INFORMATION

1. Please tell us your age group & gender

Age Group	Male	Female
24 & under	1%	2%
25-34	4%	7%
35-44	6%	8%
45-59	12%	15%
60 & over	34%	34%

2. Do you have children under the age of 18 in your household?

	Yes	No
	20%	78%

3. Do you rent or own where you live?

	Rent	Own
	5%	94%

4. How long have you lived in the City?

Less than 1 year	3%
1 to 5 years	10%
5 to 10 years	14%
10 to 15 years	8%
More than 15 years	64%

5. Do you have access to the following?

	Yes	No
Computer at Home	81%	16%
Computer at Work	45%	25%
Internet at Home	79%	17%
Internet at Work	44%	25%

6. Do you subscribe to cable television?

	Yes	No
	72%	26%

7. In the past 12 months have you or your family members done the following?

	Yes	No
Used city parks	75%	20%
Attended the Mint Festival	66%	29%
Attended the Music in the Park programs	46%	46%
Attended a downtown St. Johns event	54%	37%
Visited the Briggs Public Library	68%	27%
Shopped at a downtown business	91%	7%

100 East State Street, P.O. Box 477, St. Johns, Michigan 48879-0477

(989) 224-8944 Fax (989) 224-2204

E-mail: dkudwa@ci.saint-johns.mi.us

CUSTOMER SERVICE

8. Over the past 12 months, please evaluate the level of service you have received: (Overall performance, courtesy of employees, timeliness of service, ability to resolve issues, ease of contacting correct personnel.)

	Excellent	Good	Fair	Poor	No Contact
Police	29%	15%	4%	2%	46%
Fire	13%	7%	1%	0%	73%
Public Works	23%	21%	5%	1%	44%
Recreation Programs	14%	16%	3%	0%	59%
Garbage Collection	52%	32%	3%	1%	10%
Planning & Zoning	7%	7%	4%	1%	73%
Clinton Co. (Building Permits)	4%	5%	3%	1%	79%
City Business Offices	42%	25%	4%	1%	25%
Mayor / City Commission	10%	7%	3%	1%	74%

CUSTOMER SERVICE

8A. Over the past 12 months, please evaluate the level of service you have received: (Overall performance, courtesy of employees, timeliness of service, ability to resolve issues, ease of contacting correct personnel.) *(Percentages reflect survey results from individuals who have reported contact with these services)*

	Excellent	Good	Fair	Poor	
Police	57%	31%	7%	5%	
Fire	62%	31%	6%	1%	
Public Works	46%	41%	10%	3%	
Recreation Programs	41%	49%	9%	1%	
Garbage Collection	59%	37%	3%	1%	
Planning & Zoning	35%	36%	23%	6%	
Clinton Co. (Building Permits)	32%	39%	21%	8%	
City Business Offices	59%	35%	5%	1%	
Mayor / City Commission	46%	35%	12%	7%	

9. Overall, how would you rate the city at keeping you informed of city matters affecting you and your neighborhood?

	Excellent	Good	Fair	Poor
	30%	53%	12%	2%

10. Please rate the following methods of communicating with the public:

	Very Useful	Somewhat Useful	Not very useful	Never useful
Cable Access Channel	15%	30%	18%	22%
Local Newspapers/ City Manager's Article	51%	34%	7%	3%
Website (http://www.cityofsaintjohnsmi.com/)	19%	36%	10%	20%
City Newsletter	55%	31%	4%	3%
Utility bill message / Tax bill Insert	53%	33%	3%	2%

Suggestions:

100 East State Street, P.O. Box 477, St. Johns, Michigan 48879-0477
 (989) 224-8944 Fax (989) 224-2204
 E-mail: dkudwa@ci.saint-johns.mi.us

11. What would you like to see the City do in the following categories in regards to time, effort, manpower, and money?				
	More	Same	Less	
Fire services	8%	83%	1%	
Police services	11%	75%	6%	
Library services	12%	77%	3%	
Downtown parking	9%	79%	3%	
Downtown beautification	14%	71%	6%	
Christmas decorations	11%	76%	5%	
Street maintenance	69%	26%	0%	
Street repairs	79%	17%	0%	
Street sweeping	27%	61%	5%	
Bike paths	34%	49%	8%	
Park improvements	25%	64%	3%	
Park Maintenance	9%	80%	1%	
Summer recreation programs	15%	70%	3%	
Curbside recycling	12%	79%	1%	
Yard waste pick up	17%	74%	0%	
Spring trash pick up	19%	73%	1%	
12. Would you be willing to pay more taxes to improve any of the abovementioned items? (i.e. millage for street improvements)				
	Yes	No	Maybe	
	24%	38%	33%	
13. Overall, how would you rate City services?				
	Excellent	Good	Fair	Poor
	29%	60%	8%	1%
14. Please give us any feedback regarding the quality of any City service (Use the back of this sheet).				
QUALITY OF LIFE				
15. Please rate how much of a problem, if at all, each of the following is in your neighborhood:				
	No Issue	Minor Issue	Moderate Issue	Major Issue
City Streets – Traffic flow	67%	16%	6%	3%
Traffic Speed enforcement	53%	19%	13%	8%
Condition of streets	21%	15%	22%	36%
Street lighting	57%	18%	12%	6%
Street flooding	58%	23%	6%	5%
Condition of sidewalks	37%	22%	18%	15%
Code enforcement	62%	15%	7%	7%
Property maintenance	59%	20%	8%	5%
Weeds, litter, trash	58%	22%	8%	5%
Animal Control	59%	18%	11%	6%
Inoperable vehicles	72%	13%	5%	3%
Graffiti removal	80%	10%	2%	1%
Vehicles parked over sidewalk	63%	19%	6%	5%

16. Is it useful to have the U.S. Post Office located in near proximity to downtown?				
	Very Useful	Somewhat Useful	Not very useful	Never useful
	60%	24%	9%	2%
Do you feel you that the U.S. Post Office has adequate customer parking?				
	Yes	No		
	35%	60%		

FOLLOW-UP

- 17. Do you have any specific problems or concerns that you would like to hear back from us? If so, please contact us at your earliest convenience. Our contact information is as follows:**

Community Development Director, 989-224-8944 x 231 or email us at dkudwa@ci.saint-johns.mi.us

FEEL FREE TO RETURN YOUR COMPLETED SURVEY WITH YOUR UTILITY BILL PAYMENTS OR DROP OFF AT THE CITY OFFICES BEFORE NOVEMBER 23rd, 2012.

ADDITIONAL COMMENTS OR CONCERNS



APPENDIX G

Retail Goods and Services Expenditures

St. Johns City, MI_1
 St. Johns city, MI (2670940)
 Geography: Place

Top Tapestry Segments	Percen	Demographic Summary	2011	2016
Rustbelt Traditions	27.1%	Population	7,958	8,331
Aspiring Young Families	23.5%	Households	3,182	3,356
Midlife Junction	17.7%	Families	2,085	2,192
Cozy and Comfortable	17.5%	Median Age	36.8	37.8
Midland Crowd	12.4%	Median Household Income	\$43,070	\$51,369
		Spending Potential Index	Average Amount Spent	Total
Apparel and Services		55	\$1,286.86	\$4,094,774
Men's		52	\$232.16	\$738,733
Women's		50	\$399.74	\$1,271,980
Children's		60	\$233.55	\$743,152
Footwear		39	\$157.97	\$502,654
Watches & Jewelry		78	\$146.27	\$465,429
Apparel Products and Services (1)		129	\$117.17	\$372,826
Computer				
Computers and Hardware for Home Use		80	\$148.12	\$471,316
Software and Accessories for Home Use		80	\$22.12	\$70,387
Entertainment & Recreation		81	\$2,523.29	\$8,029,113
Fees and Admissions		79	\$473.21	\$1,505,761
Membership Fees for Clubs (2)		79	\$125.55	\$399,497
Fees for Participant Sports, excl. Trips		80	\$82.89	\$263,756
Admission to Movie/Theatre/Opera/Ballet		79	\$115.45	\$367,363
Admission to Sporting Events, excl. Trips		83	\$47.80	\$152,098
Fees for Recreational Lessons		76	\$100.98	\$321,332
Dating Services		72	\$0.54	\$1,716
TV/Video/Audio		80	\$966.99	\$3,076,970
Community Antenna or Cable TV		81	\$566.99	\$1,804,168
Televisions		80	\$150.32	\$478,314
VCRs, Video Cameras, and DVD Players		80	\$15.85	\$50,419
Video Cassettes and DVDs		81	\$41.34	\$131,544
Video and Computer Game Hardware and Software		85	\$45.99	\$146,343
Satellite Dishes		79	\$0.96	\$3,056
Rental of Video Cassettes and DVDs		82	\$32.88	\$104,637
Streaming/Downloaded Video		77	\$1.05	\$3,353
Audio (3)		75	\$106.22	\$337,979
Rental and Repair of TV/Radio/Sound Equipment		73	\$5.39	\$17,156
Pets		98	\$410.32	\$1,305,646
Toys and Games (4)		82	\$115.20	\$366,572
Recreational Vehicles and Fees (5)		71	\$223.49	\$711,150
Sports/Recreation/Exercise Equipment (6)		63	\$110.39	\$351,251
Photo Equipment and Supplies (7)		81	\$81.13	\$258,161
Reading (8)		80	\$120.65	\$383,916
Catered Affairs (9)		92	\$21.90	\$69,685
Food		80	\$5,964.43	\$18,978,817
Food at Home		80	\$3,452.18	\$10,984,846
Bakery and Cereal Products		80	\$462.78	\$1,472,578
Meats, Poultry, Fish, and Eggs		79	\$797.01	\$2,536,089
Dairy Products		80	\$384.71	\$1,224,156
Fruits and Vegetables		78	\$594.71	\$1,892,355
Snacks and Other Food at Home (10)		80	\$1,212.97	\$3,859,667
Food Away from Home		81	\$2,512.25	\$7,993,971
Alcoholic Beverages		82	\$453.31	\$1,442,434
Nonalcoholic Beverages at Home		80	\$339.48	\$1,080,212

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

December 17, 2012

Made with Esri Business Analyst

APPENDIX G - Page 201



Retail Goods and Services Expenditures

St. Johns City, MI_1
St. Johns city, MI (2670940)
Geography: Place

	Spending Potential Index	Average Amount Spent	Total
Financial			
Investments	75	\$1,256.25	\$3,997,380
Vehicle Loans	82	\$3,896.31	\$12,398,052
Health			
Nonprescription Drugs	80	\$79.96	\$254,435
Prescription Drugs	83	\$401.79	\$1,278,482
Eyeglasses and Contact Lenses	83	\$61.56	\$195,872
Home			
Mortgage Payment and Basics (11)	80	\$7,256.28	\$23,089,476
Maintenance and Remodeling Services	79	\$1,509.13	\$4,802,041
Maintenance and Remodeling Materials (12)	78	\$282.29	\$898,258
Utilities, Fuel, and Public Services	82	\$3,591.16	\$11,427,077
Household Furnishings and Equipment			
Household Textiles (13)	79	\$101.33	\$322,441
Furniture	78	\$455.40	\$1,449,073
Floor Coverings	82	\$59.58	\$189,586
Major Appliances (14)	79	\$233.54	\$743,107
Housewares (15)	70	\$58.08	\$184,808
Small Appliances	81	\$25.74	\$81,916
Luggage	79	\$7.12	\$22,646
Telephones and Accessories	55	\$22.60	\$71,898
Household Operations			
Child Care	80	\$360.00	\$1,145,527
Lawn and Garden (16)	79	\$319.91	\$1,017,941
Moving/Storage/Freight Express	71	\$41.57	\$132,272
Housekeeping Supplies (17)	81	\$550.90	\$1,752,953
Insurance			
Owners and Renters Insurance	83	\$373.88	\$1,189,687
Vehicle Insurance	81	\$910.89	\$2,898,449
Life/Other Insurance	83	\$334.07	\$1,063,002
Health Insurance	83	\$1,547.07	\$4,922,787
Personal Care Products (18)	80	\$310.26	\$987,242
School Books and Supplies (19)	86	\$88.52	\$281,672
Smoking Products	83	\$343.46	\$1,092,884
Transportation			
Vehicle Purchases (Net Outlay) (20)	81	\$3,436.39	\$10,934,590
Gasoline and Motor Oil	82	\$2,281.49	\$7,259,715
Vehicle Maintenance and Repairs	80	\$730.74	\$2,325,214
Travel			
Airline Fares	76	\$339.66	\$1,080,805
Lodging on Trips	78	\$328.66	\$1,045,807
Auto/Truck/Van Rental on Trips	77	\$27.62	\$87,889
Food and Drink on Trips	78	\$328.78	\$1,046,186

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

December 17, 2011



Retail Goods and Services Expenditures

St. Johns City, MI_1
St. Johns city, MI (2670940)
Geography: Place

- (1) **Apparel Products and Services** includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) **Membership Fees for Clubs** includes membership fees for social, recreational, and civic clubs.
- (3) **Audio** includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) **Toys and Games** includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) **Recreational Vehicles & Fees** includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) **Sports/Recreation/Exercise Equipment** includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) **Photo Equipment and Supplies** includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) **Reading** includes magazine and newspaper subscriptions, single copies of magazines and newspapers, and books.
- (9) **Catered Affairs** includes expenses associated with live entertainment and rental of party supplies.
- (10) **Snacks and Other Food at Home** includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) **Mortgage Payment and Basics** includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) **Maintenance and Remodeling Materials** includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) **Household Textiles** includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) **Major Appliances** includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) **Housewares** includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) **Lawn and Garden** includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) **Housekeeping Supplies** includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.
- (18) **Personal Care Products** includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, and personal care appliances.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

December 17, 2012



Retail Goods and Services Expenditures

48879 (Saint Johns)
48879 (SAINT JOHNS, MI)
Geography: ZIP Code

Top Tapestry Segments	Percent	Demographic Summary	2011	2016
Green Acres	34.8%	Population	18,248	18,946
Rustbelt Traditions	12.6%	Households	6,869	7,217
Midland Crowd	12.1%	Families	4,985	5,222
Salt of the Earth	11.8%	Median Age	39.2	40.1
Aspiring Young Families	10.9%	Median Household Income	\$50,053	\$55,535
		Spending Potential	Average Amount	
		Index	Spent	Total
Apparel and Services		60	\$1,394.73	\$9,580,422
Men's		57	\$252.57	\$1,734,928
Women's		54	\$435.23	\$2,989,572
Children's		65	\$253.34	\$1,740,220
Footwear		42	\$170.47	\$1,170,981
Watches & Jewelry		86	\$161.99	\$1,112,728
Apparel Products and Services (1)		133	\$121.12	\$831,993
Computer				
Computers and Hardware for Home Use		87	\$161.31	\$1,108,011
Software and Accessories for Home Use		87	\$23.99	\$164,764
Entertainment & Recreation		90	\$2,809.32	\$19,297,195
Fees and Admissions		87	\$524.75	\$3,604,481
Membership Fees for Clubs (2)		88	\$139.30	\$956,851
Fees for Participant Sports, excl. Trips		89	\$91.68	\$629,741
Admission to Movie/Theatre/Opera/Ballet		85	\$125.22	\$860,146
Admission to Sporting Events, excl. Trips		92	\$53.28	\$365,946
Fees for Recreational Lessons		87	\$114.73	\$788,049
Dating Services		73	\$0.55	\$3,748
TV/Video/Audio		87	\$1,051.44	\$7,222,366
Community Antenna or Cable TV		89	\$618.78	\$4,250,392
Televisions		87	\$163.36	\$1,122,117
VCRs, Video Cameras, and DVD Players		86	\$17.05	\$117,081
Video Cassettes and DVDs		86	\$43.93	\$301,758
Video and Computer Game Hardware and Software		92	\$49.58	\$340,532
Satellite Dishes		88	\$1.08	\$7,407
Rental of Video Cassettes and DVDs		89	\$35.43	\$243,338
Streaming/Downloaded Video		84	\$1.14	\$7,807
Audio (3)		81	\$115.34	\$792,296
Rental and Repair of TV/Radio/Sound Equipment		79	\$5.77	\$39,639
Pets		111	\$464.42	\$3,190,091
Toys and Games (4)		90	\$126.83	\$871,189
Recreational Vehicles and Fees (5)		86	\$268.35	\$1,843,292
Sports/Recreation/Exercise Equipment (6)		71	\$124.91	\$857,999
Photo Equipment and Supplies (7)		90	\$90.30	\$620,290
Reading (8)		90	\$134.89	\$926,551
Catered Affairs (9)		98	\$23.43	\$160,936
Food		87	\$6,497.14	\$44,628,839
Food at Home		87	\$3,767.85	\$25,881,388
Bakery and Cereal Products		88	\$508.52	\$3,493,020
Meats, Poultry, Fish, and Eggs		86	\$864.66	\$5,939,335
Dairy Products		88	\$423.12	\$2,906,416
Fruits and Vegetables		85	\$646.83	\$4,443,051
Snacks and Other Food at Home (10)		88	\$1,324.73	\$9,099,566
Food Away from Home		87	\$2,729.28	\$18,747,450
Alcoholic Beverages		88	\$483.97	\$3,324,397
Nonalcoholic Beverages at Home		87	\$369.11	\$2,535,390

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.



Retail Goods and Services Expenditures

48879 (Saint Johns)
48879 (SAINT JOHNS, MI)
Geography: ZIP Code

	Spending Potential Index	Average Amount Spent	Total
Financial			
Investments	88	\$1,481.23	\$10,174,561
Vehicle Loans	91	\$4,321.12	\$29,681,793
Health			
Nonprescription Drugs	89	\$88.74	\$609,581
Prescription Drugs	93	\$449.69	\$3,088,910
Eyeglasses and Contact Lenses	93	\$69.40	\$476,687
Home			
Mortgage Payment and Basics (11)	91	\$8,272.72	\$56,825,280
Maintenance and Remodeling Services	91	\$1,741.46	\$11,962,071
Maintenance and Remodeling Materials (12)	93	\$335.42	\$2,303,970
Utilities, Fuel, and Public Services	90	\$3,947.95	\$27,118,463
Household Furnishings and Equipment			
Household Textiles (13)	87	\$112.09	\$769,958
Furniture	86	\$499.51	\$3,431,122
Floor Coverings	94	\$68.01	\$467,184
Major Appliances (14)	91	\$266.69	\$1,831,860
Housewares (15)	76	\$63.37	\$435,288
Small Appliances	90	\$28.53	\$195,954
Luggage	89	\$7.97	\$54,766
Telephones and Accessories	58	\$24.07	\$165,341
Household Operations			
Child Care	86	\$387.06	\$2,658,712
Lawn and Garden (16)	91	\$368.42	\$2,530,691
Moving/Storage/Freight Express	74	\$43.63	\$299,664
Housekeeping Supplies (17)	89	\$606.67	\$4,167,227
Insurance			
Owners and Renters Insurance	95	\$425.50	\$2,922,777
Vehicle Insurance	88	\$997.22	\$6,849,897
Life/Other Insurance	95	\$385.88	\$2,650,573
Health Insurance	92	\$1,727.50	\$11,866,209
Personal Care Products (18)	87	\$337.50	\$2,318,264
School Books and Supplies (19)	90	\$92.64	\$636,334
Smoking Products	90	\$373.39	\$2,564,834
Transportation			
Vehicle Purchases (Net Outlay) (20)	89	\$3,786.19	\$26,007,327
Gasoline and Motor Oil	90	\$2,513.57	\$17,265,694
Vehicle Maintenance and Repairs	88	\$805.33	\$5,531,823
Travel			
Airline Fares	84	\$373.17	\$2,563,299
Lodging on Trips	88	\$372.18	\$2,556,483
Auto/Truck/Van Rental on Trips	85	\$30.30	\$208,106
Food and Drink on Trips	88	\$369.56	\$2,538,510

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.



Retail Goods and Services Expenditures

48879 (Saint Johns)
48879 (SAINT JOHNS, MI)
Geography: ZIP Code

- (1) **Apparel Products and Services** includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) **Membership Fees for Clubs** includes membership fees for social, recreational, and civic clubs.
- (3) **Audio** includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instrument and accessories, and rental and repair of musical instruments.
- (4) **Toys and Games** includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) **Recreational Vehicles & Fees** includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) **Sports/Recreation/Exercise Equipment** includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) **Photo Equipment and Supplies** includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) **Reading** includes magazine and newspaper subscriptions, single copies of magazines and newspapers, and books.
- (9) **Catered Affairs** includes expenses associated with live entertainment and rental of party supplies.
- (10) **Snacks and Other Food at Home** includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) **Mortgage Payment and Basics** includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) **Maintenance and Remodeling Materials** includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) **Household Textiles** includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) **Major Appliances** includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) **Housewares** includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) **Lawn and Garden** includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) **Housekeeping Supplies** includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.
- (18) **Personal Care Products** includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, and personal care appliances.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

December 17, 201



Retail Goods and Services Expenditures

Clinton County, MI_1
Clinton County, MI (26037)
Geography: County

Top Tapestry Segments	Percent	Demographic Summary	2011	2016
Green Acres	24.6%	Population	75,654	79,201
In Style	10.2%	Households	28,871	30,538
Midlife Junction	9.0%	Families	20,247	21,221
Salt of the Earth	8.8%	Median Age	38.4	38.9
Rustbelt Traditions	7.1%	Median Household Income	\$51,255	\$57,128
		Spending Potential	Average Amount	
		Index	Spent	Total
Apparel and Services		65	\$1,514.28	\$43,718,877
Men's		62	\$274.66	\$7,929,718
Women's		59	\$473.44	\$13,668,709
Children's		70	\$270.35	\$7,805,180
Footwear		46	\$184.27	\$5,319,953
Watches & Jewelry		94	\$177.11	\$5,113,468
Apparel Products and Services (1)		148	\$134.46	\$3,881,849
Computer				
Computers and Hardware for Home Use		95	\$176.36	\$5,091,674
Software and Accessories for Home Use		95	\$26.18	\$755,861
Entertainment & Recreation		96	\$3,008.56	\$86,860,232
Fees and Admissions		96	\$573.98	\$16,571,440
Membership Fees for Clubs (2)		96	\$152.10	\$4,391,303
Fees for Participant Sports, excl. Trips		96	\$99.34	\$2,868,075
Admission to Movie/Theatre/Opera/Ballet		94	\$137.83	\$3,979,169
Admission to Sporting Events, excl. Trips		100	\$57.74	\$1,667,106
Fees for Recreational Lessons		96	\$126.35	\$3,647,832
Dating Services		83	\$0.62	\$17,956
TV/Video/Audio		93	\$1,124.57	\$32,467,579
Community Antenna or Cable TV		94	\$654.80	\$18,904,658
Televisions		95	\$177.25	\$5,117,477
VCRs, Video Cameras, and DVD Players		94	\$18.53	\$535,054
Video Cassettes and DVDs		94	\$47.86	\$1,381,831
Video and Computer Game Hardware and Software		99	\$53.46	\$1,543,480
Satellite Dishes		94	\$1.14	\$33,010
Rental of Video Cassettes and DVDs		96	\$38.31	\$1,105,957
Streaming/Downloaded Video		91	\$1.24	\$35,784
Audio (3)		88	\$125.64	\$3,627,368
Rental and Repair of TV/Radio/Sound Equipment		86	\$6.34	\$182,960
Pets		118	\$490.86	\$14,171,563
Toys and Games (4)		96	\$134.92	\$3,895,196
Recreational Vehicles and Fees (5)		91	\$284.07	\$8,201,303
Sports/Recreation/Exercise Equipment (6)		76	\$134.11	\$3,872,016
Photo Equipment and Supplies (7)		97	\$97.25	\$2,807,552
Reading (8)		96	\$144.04	\$4,158,631
Catered Affairs (9)		104	\$24.76	\$714,952
Food		93	\$6,952.30	\$200,719,731
Food at Home		93	\$4,015.14	\$115,921,073
Bakery and Cereal Products		93	\$539.88	\$15,586,955
Meats, Poultry, Fish, and Eggs		92	\$922.39	\$26,630,341
Dairy Products		93	\$449.13	\$12,966,852
Fruits and Vegetables		91	\$693.56	\$20,023,721
Snacks and Other Food at Home (10)		93	\$1,410.18	\$40,713,204
Food Away from Home		94	\$2,937.16	\$84,798,658
Alcoholic Beverages		96	\$529.38	\$15,283,606
Nonalcoholic Beverages at Home		93	\$393.30	\$11,355,051

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.



Retail Goods and Services Expenditures

Clinton County, MI_1
Clinton County, MI (26037)
Geography: County

	Spending Potential Index	Average Amount Spent	Total
Financial			
Investments	93	\$1,570.84	\$45,351,694
Vehicle Loans	95	\$4,544.11	\$131,192,914
Health			
Nonprescription Drugs	92	\$92.40	\$2,667,693
Prescription Drugs	96	\$462.24	\$13,345,272
Eyeglasses and Contact Lenses	98	\$73.13	\$2,111,369
Home			
Mortgage Payment and Basics (11)	98	\$8,889.06	\$256,636,037
Maintenance and Remodeling Services	98	\$1,874.15	\$54,108,438
Maintenance and Remodeling Materials (12)	98	\$351.45	\$10,146,829
Utilities, Fuel, and Public Services	95	\$4,162.14	\$120,165,018
Household Furnishings and Equipment			
Household Textiles (13)	94	\$120.74	\$3,485,923
Furniture	93	\$543.26	\$15,684,549
Floor Coverings	100	\$72.42	\$2,090,785
Major Appliances (14)	96	\$281.46	\$8,126,020
Housewares (15)	82	\$68.50	\$1,977,604
Small Appliances	95	\$30.31	\$874,952
Luggage	96	\$8.64	\$249,555
Telephones and Accessories	64	\$26.24	\$757,520
Household Operations			
Child Care	94	\$420.77	\$12,148,179
Lawn and Garden (16)	96	\$389.41	\$11,242,575
Moving/Storage/Freight Express	83	\$48.56	\$1,401,980
Housekeeping Supplies (17)	94	\$641.35	\$18,516,261
Insurance			
Owners and Renters Insurance	99	\$443.65	\$12,808,483
Vehicle Insurance	94	\$1,062.47	\$30,674,662
Life/Other Insurance	100	\$402.50	\$11,620,519
Health Insurance	96	\$1,796.69	\$51,872,233
Personal Care Products (18)	94	\$361.37	\$10,433,129
School Books and Supplies (19)	102	\$105.84	\$3,055,618
Smoking Products	94	\$389.56	\$11,247,065
Transportation			
Vehicle Purchases (Net Outlay) (20)	95	\$4,028.02	\$116,292,936
Gasoline and Motor Oil	95	\$2,649.44	\$76,492,033
Vehicle Maintenance and Repairs	94	\$860.60	\$24,846,270
Travel			
Airline Fares	93	\$413.10	\$11,926,605
Lodging on Trips	95	\$402.80	\$11,629,227
Auto/Truck/Van Rental on Trips	94	\$33.49	\$966,901
Food and Drink on Trips	95	\$399.46	\$11,532,735

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.



Retail Goods and Services Expenditures

Clinton County, MI_1
Clinton County, MI (26037)
Geography: County

- (1) **Apparel Products and Services** includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) **Membership Fees for Clubs** includes membership fees for social, recreational, and civic clubs.
- (3) **Audio** includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) **Toys and Games** includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) **Recreational Vehicles & Fees** includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) **Sports/Recreation/Exercise Equipment** includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) **Photo Equipment and Supplies** includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) **Reading** includes magazine and newspaper subscriptions, single copies of magazines and newspapers, and books.
- (9) **Catered Affairs** includes expenses associated with live entertainment and rental of party supplies.
- (10) **Snacks and Other Food at Home** includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) **Mortgage Payment and Basics** includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) **Maintenance and Remodeling Materials** includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) **Household Textiles** includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) **Major Appliances** includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) **Housewares** includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) **Lawn and Garden** includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) **Housekeeping Supplies** includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.
- (18) **Personal Care Products** includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, and personal care appliances.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

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