

BALDWIN VILLAGE MASTER PLAN

Prepared by:

The Village of Baldwin Planning Commission

With assistance from
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CHAPTER 1

BACKGROUND AND HISTORY

The Village of Baldwin (2019 population estimate: 1,262) is in south central Lake County. Like many other towns in Michigan, the community was born in the lumbering era.

Baldwin was originally called Hannibal after one of the first settlers. Mr. Hannibal was one of Baldwin's earliest residents and possibly the first postmaster. Then, a man named Isaac Grant built a store in the area. Because of the vast quantity of virgin timber, people soon began to flock to the area. It was not long before a citizen's committee led by Mr. Grant changed the name of the Village to Baldwin City in honor of Governor Henry S. Baldwin. Impressed by this honor, the Governor came to Baldwin and presented the community a large American flag. It can be seen today in the Lake County Courthouse.

When Lake County was first established all the official records were kept in Chase. Chase however, had been part of Osceola County and was located near the east Lake County line. Several people believed that Baldwin would become a booming metropolitan area and suggested that Baldwin become the county seat. In 1874, an election was held, and Baldwin became the county seat.

However, Chase was not willing to give up the county records. In a bold move, members of the Baldwin community devised a plan. A large group went to Chase and proceeded to steal the safe where the records were kept. The safe was eventually returned to Chase and resides there as an historical memento at the Chase Township Hall.

In 1883, the Village had a population of 536. In 1886, the plans for the courthouse were approved. Baldwin was officially incorporated as the Village of Baldwin in 1887. In 1928, the Courthouse was partially destroyed by fire but most of the important documents were saved.

The railroad that was built to haul lumber and service the growing community included a depot, which is still standing today. At one time, Baldwin boasted several passenger trains daily into the area. On October 29, 1966, the last passenger train pulled out of the station. Today Baldwin is a premier tourist area offering excellent trout and salmon fishing, many

river and lake sports as well as access to the beautiful Manistee National Forest. Other popular recreational activities include hunting, snowmobiling, canoeing, camping, kayaking, biking, and motorcycle trail riding.

Several nearby settlements have influenced the growth and culture of Baldwin. One is the Marlborough factory town 1½ miles southeast of the Village. At one time, it was the world's largest producer of cement. Cement made there supplied the Panama Canal and many of the nation's great dams, bridges, and buildings. Over four hundred people lived and worked there at its peak of production. This town was short-lived however and lasted only about 29 years.

Another nearby settlement that has had a significant impact on Baldwin is Idlewild. Idlewild was, for a time, one of the most popular exclusive black resorts in the nation. From about 1930 to 1960 many of the most notable and popular artists of their day entertained there. Subsequently, a great deal of real estate was sold to visitors to the area that appreciated the natural beauty and popularity of the area. While the popularity of Idlewild as an entertainment mecca has faded, the Idlewild area continues to support the economy of Baldwin with customers who consider it their primary shopping destination.

Yet a third settlement having a significant impact on Baldwin has been the Big Star Lake area. Big Star Lake accommodates many seasonal cottages and over time has seen a transition to more year-round homes. The size and popularity of this lake has brought many people to the Baldwin area.

CHAPTER 2

PLAN PURPOSE AND GOALS

The purpose of this Comprehensive Plan is to translate community values and goals into a framework for decisions on growth, land use, public facilities, and services. The plan presents a long-range vision of how the community should look, and function in the future and provides guidance for achieving those goals.

The plan is also a vision of how the Village should grow and develop while protecting its quality of life. Residential, commercial, and industrial growth should occur in a pattern that protects public health and safety while enhancing varied community character, natural beauty, and environmental quality.

The plan is intended to help achieve these ends by clearly indicating where new housing, shopping, and economic development should be encouraged and where open space and recreational areas should be protected and enhanced. The plan provides a framework within which the Village can effectively and responsibly manage growth and development by establishing an orderly process for accommodating change.

The plan provides a guide to the growth and development of the Village while recognizing the variety of natural and manmade features, the desires of its residents, and the need for adequate public facilities and services.

GENERAL GOALS

The general goals of the Baldwin Village Comprehensive Plan are to:

- Guide growth and development
- Protect public health and safety
- Maintain a quality natural environment
- Clearly indicate where growth can best be accommodated and where it is most desirable and to encourage development in those areas
- Improve public infrastructures such as sidewalks, streets, street lighting, storm water drainage, sanitary sewer, and public water

- Encourage economic development that provides diverse and continuing employment opportunities for Baldwin area (Village and surrounding township) residents
- Increase retail, commercial, and service establishment opportunities and improve the central business district (CBD)
- Expand recreational facilities that meet community and regional needs
- Encourage affordable housing and diversity in housing types and lifestyle choices including multi-family housing, senior housing and assisted living
- Stabilize and improve existing housing stock and residential neighborhoods to include apartments and moderately priced homes
- Consider the expansion of the Village limits to accommodate future growth

FUNCTION OF THE PLAN

The Comprehensive Plan provides a legally recognized framework for making decisions about land use in the Village. It is intended to aid a broad range of public and private users, including community groups, builders, developers, Village officials, and other government agencies. It provides the framework for regulations that govern the location and intensity of land uses in the Village. It thus gives Village officials direction for developing detailed plans and reviewing development proposals.

The plan also provides a framework for decisions about public facilities and services, such as where facilities should be located to support planned growth. It is intended that Village officials use the plan in preparing their functional plans for delivering services. Work should not be initiated on any major physical project involving the expenditure of funds by the Village until that work has been determined to be consistent with this Plan.

CHAPTER 3

COMMUNITY PROFILE

The Village of Baldwin has the GPS coordinates of 43 degrees 53' 50" N, 85 degrees 51' 11" W. The Village is located:

18 miles west of Reed City
27 miles north of White Cloud
31 miles northwest of Big Rapids
33 miles east of Ludington
66 miles south of Traverse City
84 miles north of Grand Rapids

The Village is at the crossroads of US-10 East and M-37 and has good access to US-131, 18 miles to the east, and US-31, 24 miles to the west. There are no cities in Lake County and Baldwin is one of only two Villages. **Figure 1 - Location map** portrays the Village's location relative to these surrounding communities. **Figure 2 - Study Area** portrays the study area including areas surrounding the Village.

TRANSPORTATION

Streets and Highways

Virtually all Village streets are asphalt-paved (or top-coated) two-lane facilities. Most have 66-foot rights-of-way, but many are 100 feet wide. Some streets have only 40-foot or 50-foot easements for rights-of-way. Existing streets and street classifications are shown in **Figure 3 - Street Classification**. Some of US-10 and M-37 have 150-foot rights-of-way. Twenty-foot alleyways exist in the two main blocks of Michigan Avenue between Seventh Street and Eighth Streets. Street development is most extensive in the southern half of the Village. Traffic from US-131 enters the Village from the east via US-10.

Railroad

The Railroad through Baldwin is owned by CSX but is now leased to the Marquette Rail Corporation. It is a trunk line linking service between Grand Rapids, Manistee, and

Figure 1 - Location map

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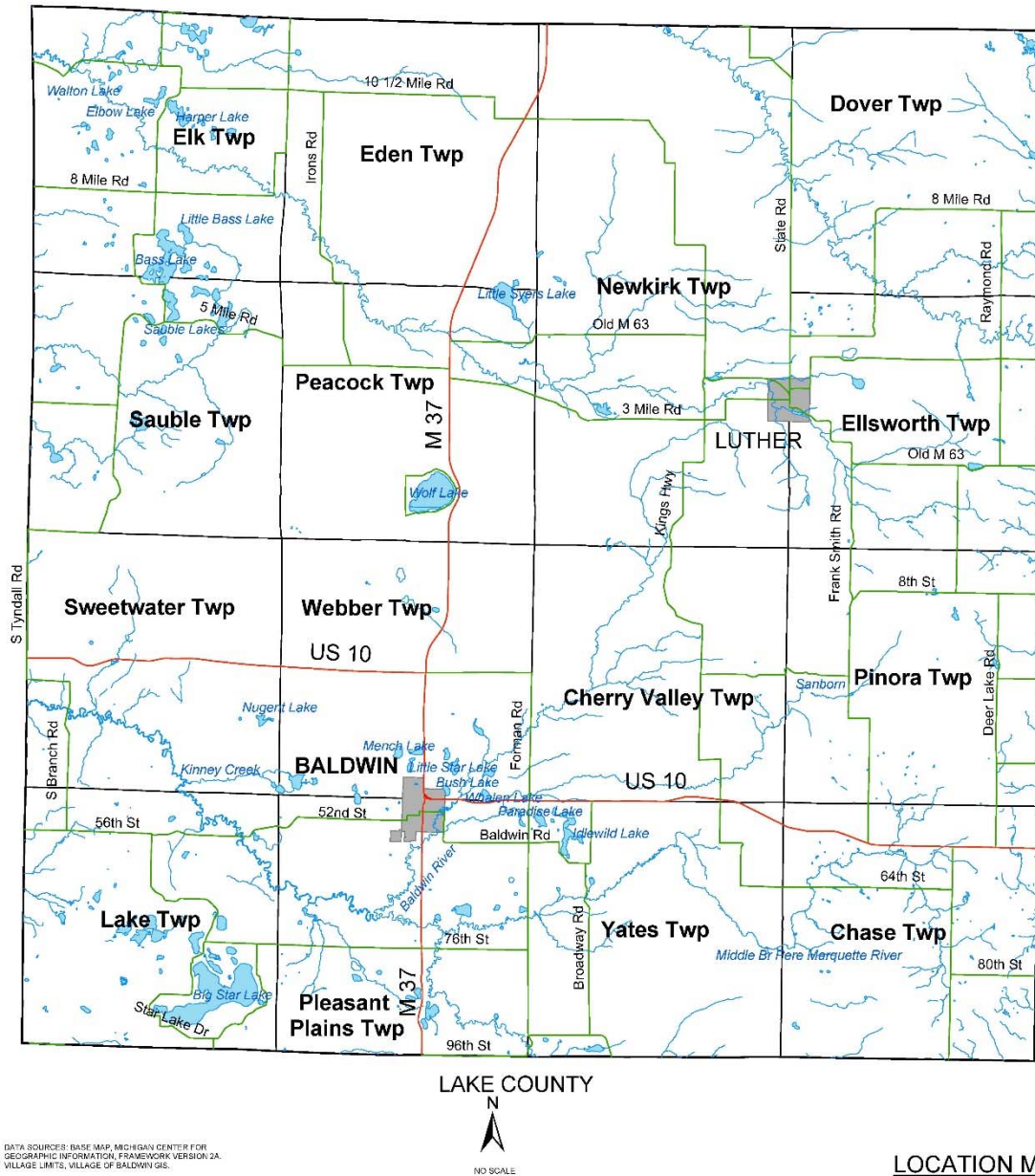


Figure 2 - Study Area

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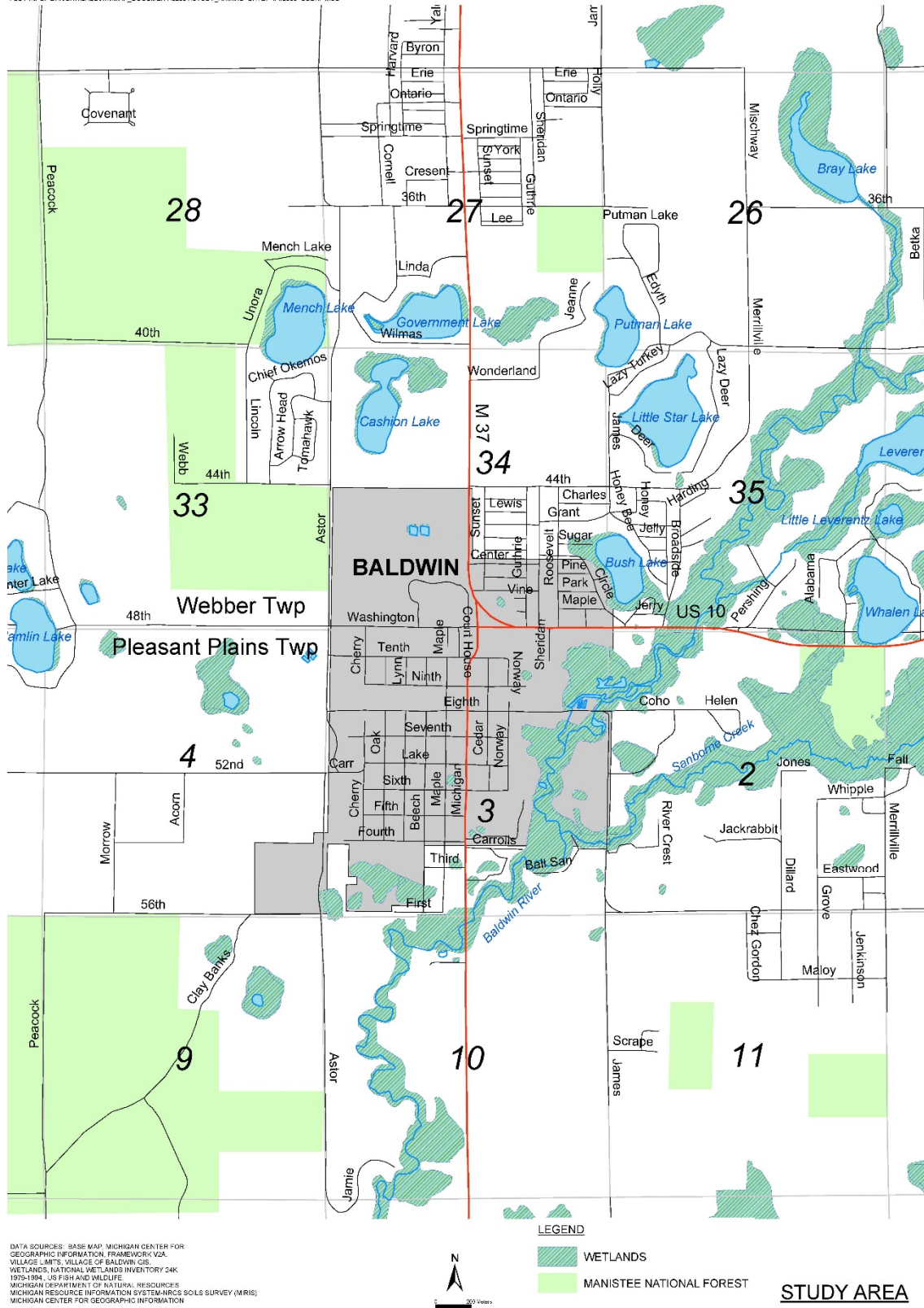
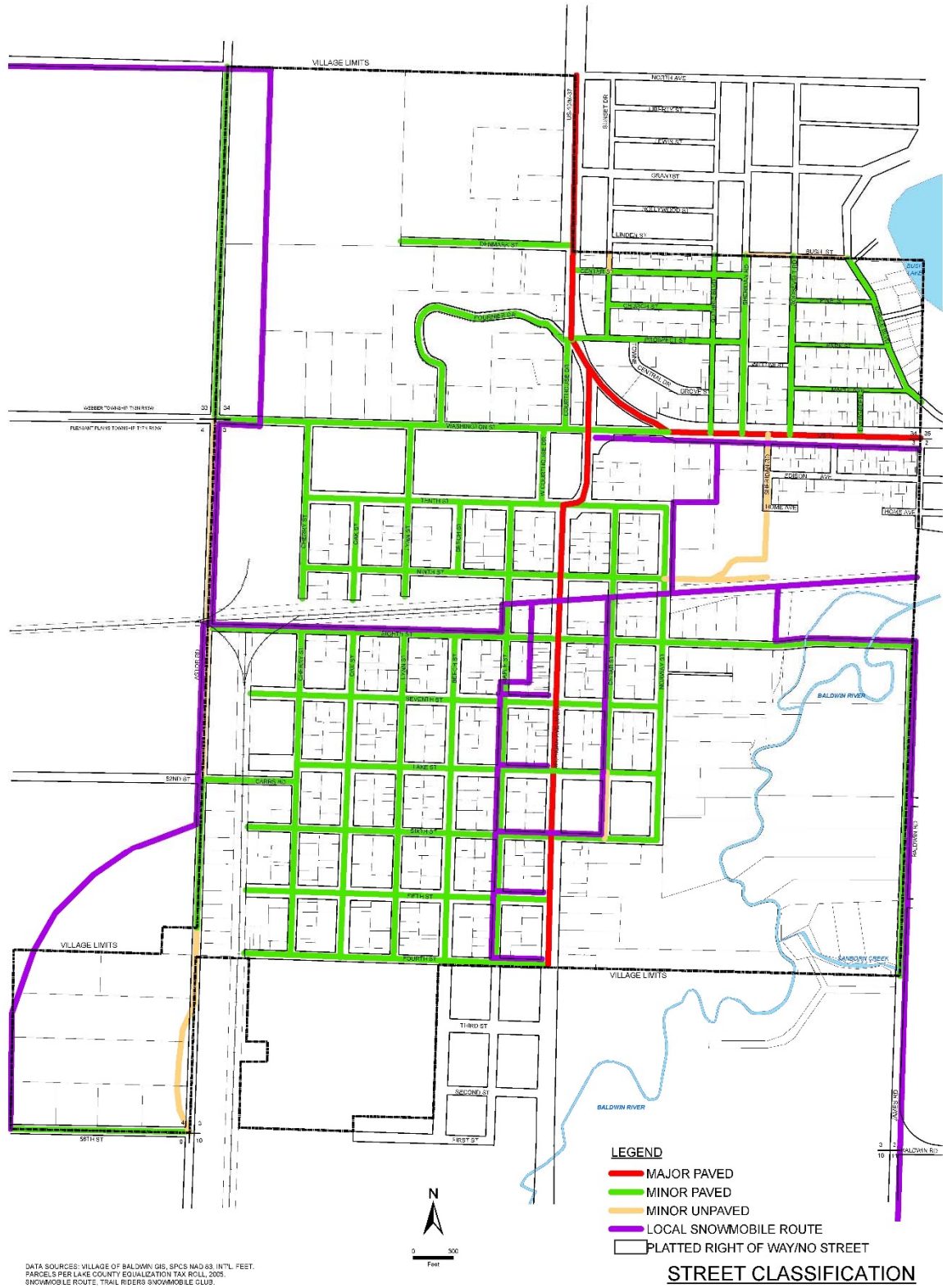


Figure 3 - Street Classification

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Ludington. The railroad today is used exclusively for industrial purposes.

Public Transportation

Yates Dial-a-Ride provides public transportation for most of Lake County, including the Village of Baldwin. The dial-a-ride system also provides transportation services for the Baldwin Public Schools.

Air Service

The Baldwin Airport primarily serves private air service needs and is located approximately 1.25 miles south of the Village.

The Big Rapids Airport has a 4,000-foot runway just 33 miles southeast of Baldwin. The Traverse City airport is about 66 miles north of Baldwin and provides commuter service to all major regional and international airports. The Ludington airport is 33 miles west and provides commuter service to all major regional and international airports. The Gerald R. Ford International airport in Grand Rapids is 84 miles south and provides direct connections worldwide.

EXISTING LAND USE

The existing land use for the Village is displayed in **Figure 4 - Existing Land Use**. The predominant land use in the Village is residential, as shown in **Table 1 - Existing Land Use Totals**. The greatest concentration of residential development is in the south ½ of the Village. Parcel sizes in the Village generally range in size from 800 square feet to over 30 acres. **Figure 5 – Parcel Sizes** shows the range of parcel sizes in the Village. Interestingly, 315 parcels (43%) are smaller than 10,000 square feet. Similarly, 262 parcels (36%) are smaller than 8,000 square feet. There are 201 parcels (28%) smaller than 7,000 square feet. Some of the 228 parcels in the northeast quadrant of the Village are as small as 800 square feet, with the parcels averaging approximately 10,000 square feet.

Industrial

There is currently just one active industrial or manufacturing operation in the Village.

Figure 4 - Existing Land Use

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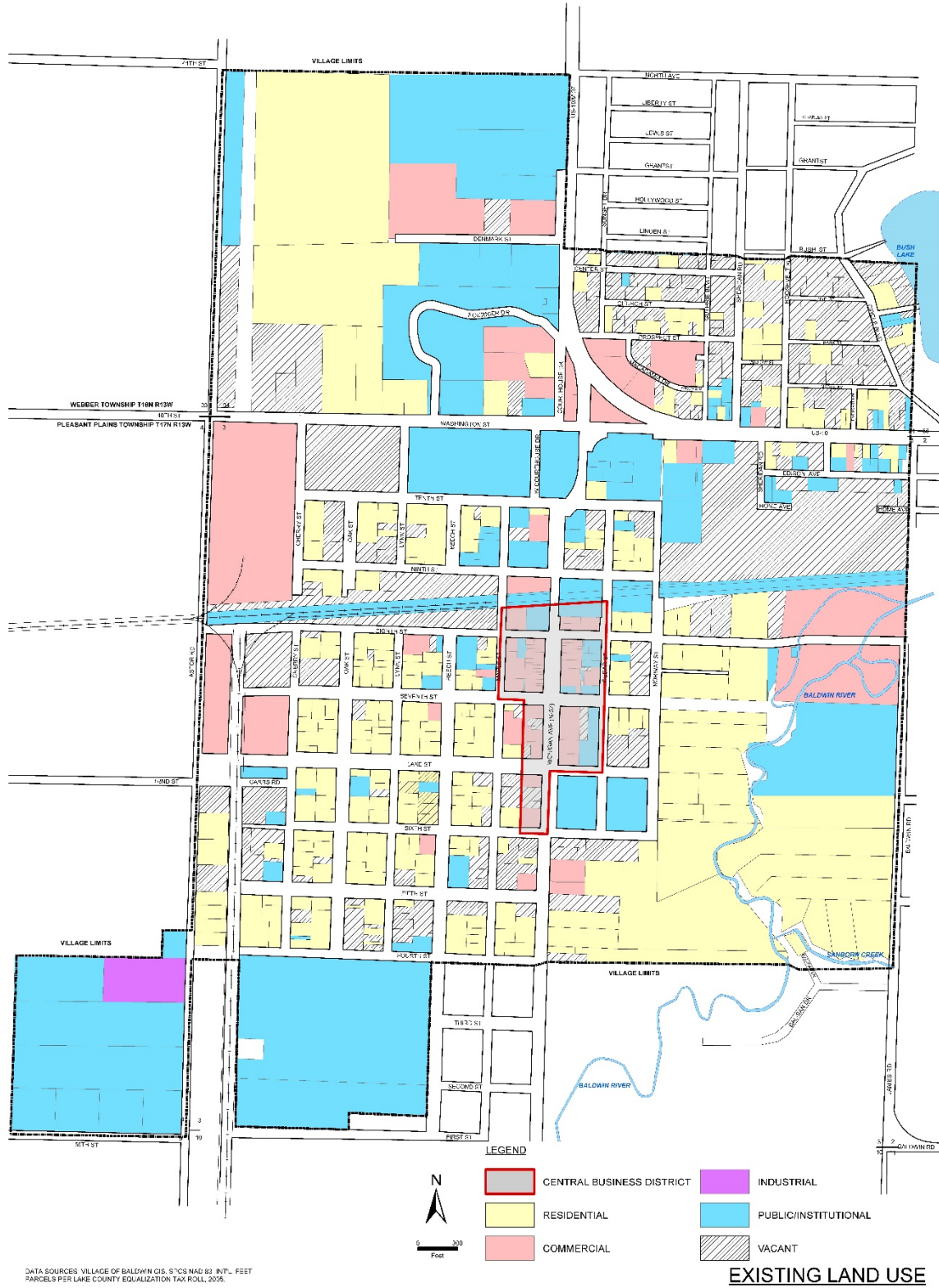
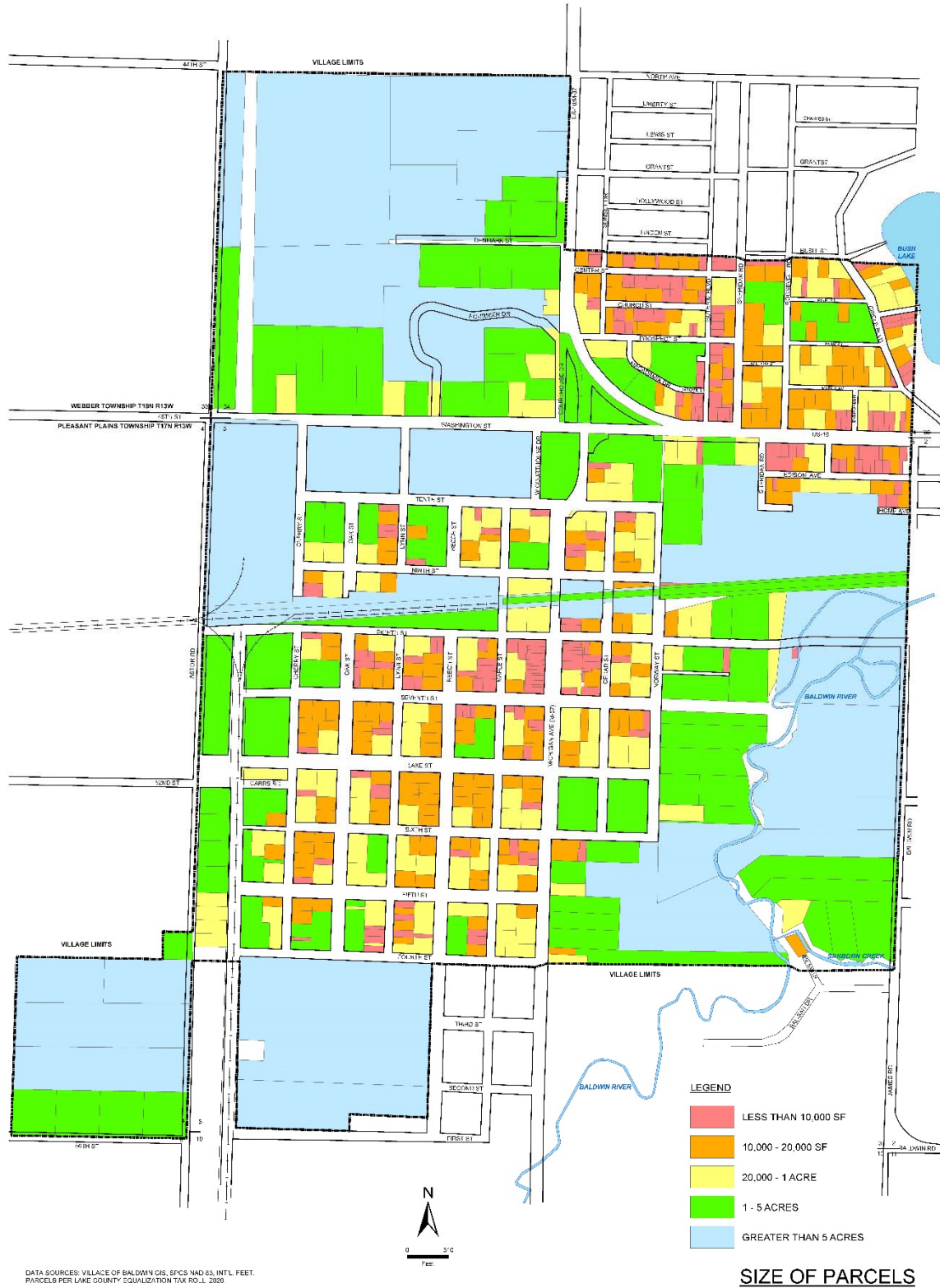


Figure 5 Parcel Sizes

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Stealth Craft Boats has moved into the vacant building on Astor Road in the former Industrial Park. They have indicated they may be interested expanding their operation.

Commercial

The central section of the Village is primarily commercial mixed with residential, with some public land. The Baldwin Central Business District area encompasses approximately 13 acres in the heart of the Village. It contains primarily commercial, institutional (public), and residential components. The district supports many businesses that provide jobs, tax base, goods, and services to the Village and surrounding area. The Central Business District functions as the business core of the community by virtue of its geographic and perceptual characteristic. Only a few scattered businesses exist in the remainder of the Village.

TABLE 1 EXISTING LAND USE TOTALS				
<u>Use</u>	<u>Number of Parcels</u>	<u>Total Acres</u>	<u>Average Parcel Size (acres)</u>	<u>Percent of Total Area</u>
RESIDENTIAL	240	219	0.91	32.59
COMMERCIAL	65	90	1.39	13.39
INDUSTRIAL/UTILITY	1	5	5.06	0.74
PUBLIC/INSTITUTIONAL	114	219	1.92	32.59
VACANT	231	138	0.60	20.54
Total	651	672	1.03	100.00

Source: Village GIS Data

The actual land area of all properties in the Village is currently 672 acres. The total area of the Village itself encompasses 720 acres. The difference of 48 acres consists of street, alley, highway, and railroad rights-of-way, and surface water bodies.

Commercial uses are concentrated primarily in the Central Business District area and offer a mix of services including, gas station/convenience store, banking, restaurants, taverns,

lumberyard, shops, museum, and offices. These activities are generally located in the main block of Michigan Avenue between 7th and 8th Streets. Other commercial properties are found along Michigan Avenue north and south of the Central Business District and at a few other isolated locations.

Public and Institutional

Churches, parks, schools, government buildings, utilities, etc., are classified as public and institutional properties. There are several such public and institutional properties within the Village boundaries. **Figure 6 - Public and Institutional Uses** illustrates the location of Public and Institutional properties.

Transportation

The Michigan Department of Natural Resources (MDNR) has acquired much of the former CSX railroad right-of-way, east of Maple Street, that traverses the Village east and west. It is now considered a part of the Pere Marquette State Park Trail. It is, in fact, the western most trailhead of the Trail. The Pere Marquette Trail is one of a series of statewide State Parks in the Michigan Rails-to-Trails linear park system.

ENVIRONMENTAL CHARACTERISTICS

Soils

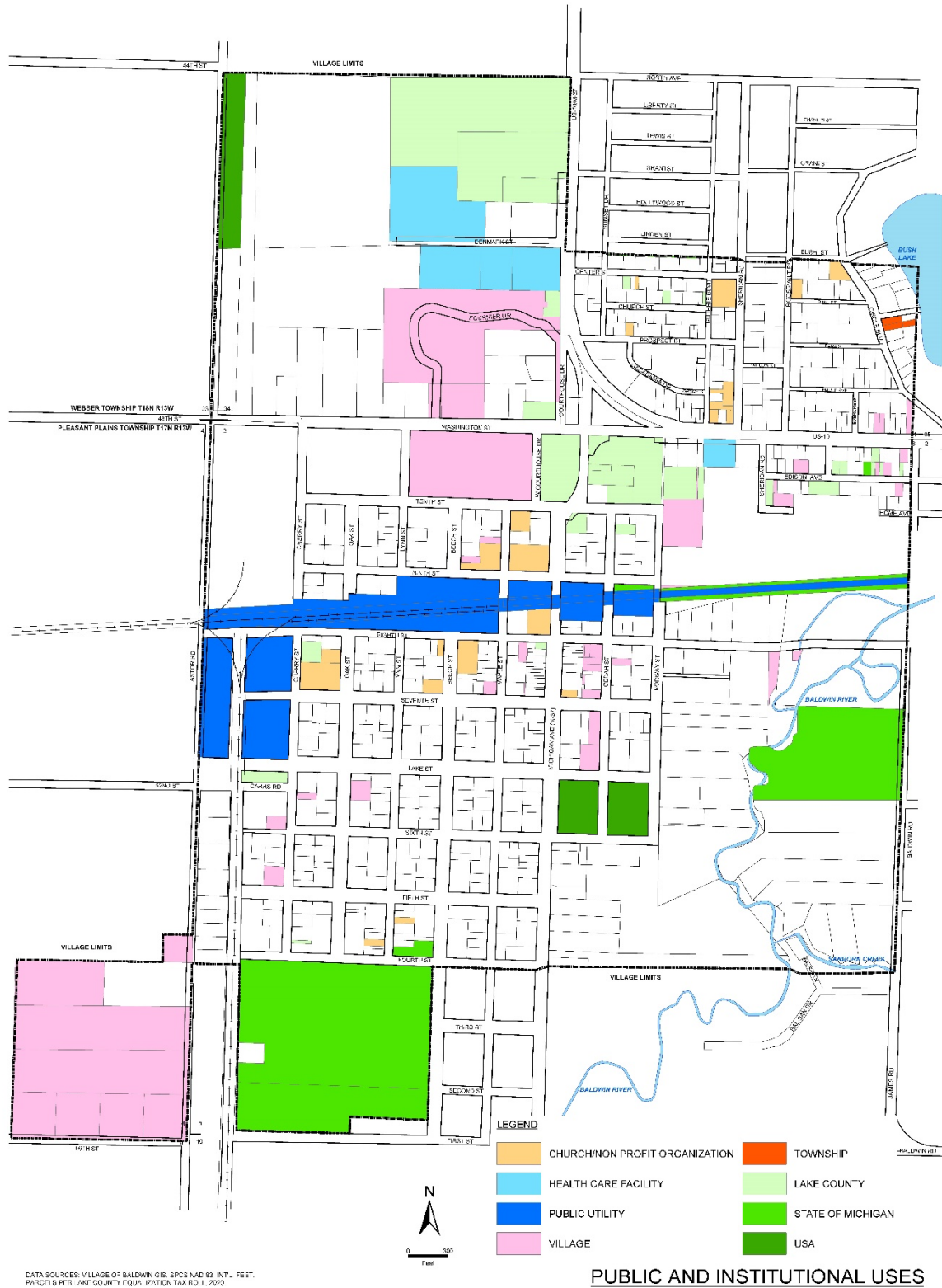
Baldwin is located over moderately fine sandy soils with a gently sloping topography toward the Baldwin River. Soils are permeable, and runoff infiltrates the surface quickly. Significant mucky soils are present along and adjacent to the Baldwin River and its tributaries. They support wetland vegetation and meet the classification of wetlands according to the Michigan Wetland Act.

Topography

There is approximately 60 feet of elevation change from north to south within the Village limits. The Baldwin River system creates the highest degree of elevation change. The

Figure 6 Public and Institutional Uses

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apparent high point is on M-37 at the northern Village limits and is 875 feet above sea level. There is another high point at Astor Road at the northwest corner of the Village also at approximately 875 feet above sea level. The apparent low point in town is at the southernmost part of the Village east of Michigan Avenue near the Baldwin River at 817 feet above sea level.

Hydrology – Surface Water Drainage

The Village of Baldwin is located over mostly sandy soils with a gently sloping topography toward the Baldwin River. Soils are permeable, and runoff infiltrates the surface relatively quickly. The entire Village is located within the Baldwin River Watershed and storm water either infiltrates into low spots or flows south to the Baldwin River. There is some underground storm sewer along Michigan Avenue in the downtown area.

Forested Lands

The Village lies near the Manistee National Forest. While the forest provides countless recreational opportunities and immense beauty, it can be hazardous as well. Forest fires can cause property loss and great expense to the state and local communities. Baldwin has significant areas of concern with large expanses of nearby forestland. **Figure 2 - Study Area** shows the Manistee National Forest in relation to the Village.

Groundwater Supply

There are two desirable groundwater aquifers below the Village. One is at a depth of 40 feet to 50 feet and the other is at a depth of 80 feet to 110 feet. Static water level is between 20 and 45 feet in most parts of the Village, except near the river where it can be much closer to ground level. A Wellhead Protection Plan identifying those areas in the Village and surrounding areas most sensitive to contamination of public water wells, was completed in 2019.

Sites of Contamination

There have been several locations in Baldwin having leaked underground storage tanks, but they have all been cleaned up. A few sites, such as the County Road Commission at the intersection of US-10 and M-37 and the BP service station at Lake Street and Michigan Avenue, have been remediated and are being monitored.

ZONING

Zoned districts are vital to the objectives of the Village, as they allow for the regulation of development and assist in the implementation of measures defined within the Comprehensive Plan. Residentially zoned properties make up 83.7 percent (154 parcels) of all property within the Village. The Official Village Zoning Map, located in the Village offices, depicts the location of the zoning districts.

POPULATION AND HOUSING

According to current estimates, the total population of the Village of Baldwin in 2019 was 1,262. The total population of the Village of Baldwin in 2010 was 1,156 and the total population of the Village of Baldwin in 2000 was 830. This represents a population increase from 2010 of 106 persons, or 9.2 percent. In 2019, there were 488 total housing units, of which only 49.9% or 243 units were occupied. Of these 243 units, 143 were owner occupied and 100 were renter occupied.

Age Breakdown

In 2019, 20.1 percent of the total population were persons 65 years and older. The median age is 43.7 years old. Working age persons (20 to 64-year-olds) made up 60.4 percent of the Village's population. **Table 2 - Age Distribution By Percent** compares the age distribution of the Village to Lake County and the State of Michigan.

As depicted in **Table 2 - Age Distribution by Percent**, in the largest segment of the population containing 55 to 74-year-olds, Baldwin has a higher percentage than the State but lower than Lake County. In the next largest segment, those between 25 and 44 years of age, Baldwin has a lower percentage than the State and is higher than Lake County. These are important segments of the population. There are fewer adolescents indicating declining school populations and there is a declining labor force. For the 15 to 24-year-olds, Baldwin has a greater percentage than the County but smaller than the State. There are significantly fewer 45 to 54-year old's in Baldwin than in the County and the State. The 75 years and older group is slightly smaller than the county but significantly larger than the State by almost fifty percent.

TABLE 2 AGE DISTRIBUTION BY PERCENT (2019)			
<u>Age Group</u>	<u>Village of Baldwin</u>	<u>Lake County</u>	<u>Michigan</u>
Under 15	15.5	13.5	18.2
15 – 24	10.5	9.4	14.1
25 – 44	25.3	17.6	24.2
45 – 54	11.2	13.8	13.9
55 – 74	28.4	35.5	23.0
75 and Over	9.1	10.3	6.6

Source: 2019 Michigan eLibrary Gale Cengage Learning

Table 3 - Population Characteristics shows population characteristics for Village residents compared to Lake County and the State. The Village has a considerably lower proportion of residents 60 years or older, a lower median age, and a smaller family size than the County and the State.

TABLE 3 POPULATION CHARACTERISTICS			
<u>Social Characteristics</u>	<u>Village of Baldwin</u>	<u>Lake County</u>	<u>Michigan</u>
Percent 20 Years and Over	80.5	81.3	75.0
Percent 65 Years and Over	20.1	26.4	15.7
Median Age	43.7	52.6	39.7
Persons Per Household	2.09	2.13	2.49
Median Household Income	\$28,077	\$33,785	\$53,199

Source: 2020 Michigan eLibrary Gale Cengage Learning

EMPLOYMENT CHARACTERISTICS

In 2019, there were 1,058 people over the age of 16 in the Village. 65.7% were not in the labor force and 0.0% were in the Armed Forces. Of the remaining 34.3% that were in the labor force, 92.4% were employed, 7.6% were unemployed.

In 2019, there were 433 people employed within the Village (daytime population) and there were 28 establishments (not including *businesses that operate from a residence*). White collar workers made up 38.0% of the population, and those employed in blue collar occupations made up 27.6%. Service and Farm workers made up 34.4% of the population.

Employees by Major SIC Division

Construction	6
Finance, Insurance, & Real Estate	9
Manufacturing	11
Public Administration	232
Retail Trade	41
Services	123
Transportation, Communications, Electric, Gas, & Sanitary Services	11

HOUSING CHARACTERISTICS

There are 488 total housing units. As shown in Table 4 - Housing Type, most of the housing units are single-family detached dwellings. There are three apartment complexes within the Village, and one nursing home. These are:

- Hollister Manor Senior Apartments 72 units
- Kahlil Apartments Low/Moderate Income 97 units
- Oakwood Manor Senior Housing 32 units
- Grand Oaks Nursing Home 80 units

The housing units in Baldwin are relatively new with 55.9% being built since 1980. Only 6.4 percent of the homes were built before 1940. A significant number (24.1%) were built between 2000 and 2004.

TABLE 4 HOUSING TYPE		
<u>Type</u>	<u>Total</u>	<u>Percent</u>
Single-Family Homes	344	70.6
Single Apartment Unit	2	0.4
Duplexes	2	0.3
3 or 4 Units	14	2.9
5 to 9 Units	8	1.7
10 to 19 Units	2	0.4
20 to 49 Units	5	1.1
50 or more Units	3	0.2
RV, Van, Etc.	0	0.1
Mobile Home, trailer, or other	109	22.3
Total Housing Units	488	100.0

Source: 2019 Michigan eLibrary Gale Cengage Learning

Housing Values

The median home value in the Village in 2019 was \$98,204. In April 2020, according to “Zillow”, the median home value in the United States was \$248,847. United States home values have gone up 4.1% over the past year and Zillow predicts there will not be any increase in median home value in 2020. The median list price per square foot in the United States is \$153. The median price of homes currently listed in the United States is \$282,000 while the median price of homes that sold is \$250,000.

Occupancy

Homes occupied by owners account for only 29.3.0 percent of the total occupied housing units. This is a much lower percentage than the State average of 72.1%. Housing units occupied by renters equals 20.6 percent also a much lower percentage than the national average of 36.4%.

PARKS AND RECREATION

Hollister Park, west of Courthouse Drive between Washington and Tenth Streets, is the Village's only park facility. The park features a playground with swings and a playscape, a skate park, picnic area, two ball fields, two tennis courts, several basketball courts, and an equipment booth.

The Pere Marquette Trail State Park through the center of town has been extremely popular as one of Michigan's first rails-to-trails projects. Trail use has increased over the years and now has approximately 10,000 participants annually. Activity on this part of the trail is especially high in the winter due to the popularity of the trail for snowmobiling. Natural recreation opportunities are currently limited to fishing in the Baldwin River, which has a reputation as being one of the nation's finest native trout streams. Baldwin Public school facilities include playgrounds, ballfields, and a disc golf course. The Lake County Modelers and Flyers hold several outdoor events at the airport in the summer.

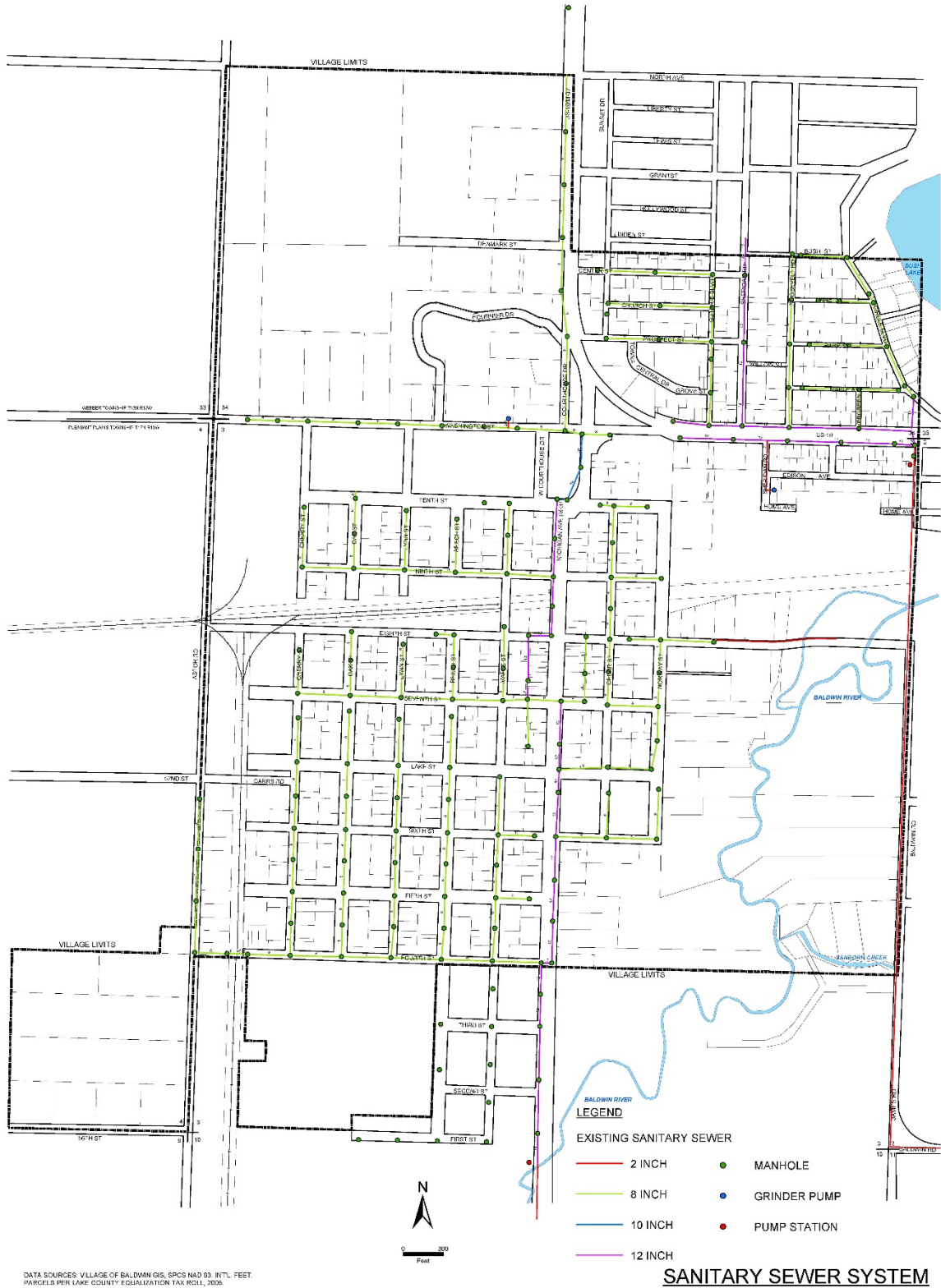
COMMUNITY FACILITIES AND SERVICES

Sanitary Sewage

The sanitary sewer collection system has been installed on all major streets within the Village as shown in **Figure 7 - Sanitary Sewer System**. Approximately 22,000 feet of sewer main exists within the Village. The existing collection system is a gravity system that conveys wastewater to the Village's two pumping stations. There is a lift station on US-10 at the east Village limits, as well as a station located on M-37 south of the Village. From the pumping stations, the wastewater is transported via force main to the treatment

Figure 7 - Sanitary Sewer System

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facility located south of the Village adjacent to the airport. The wastewater treatment facility is an activated sludge removal system biohazard 0% discharge type facility. It has the capacity to treat 400,000 gallons per day and is currently operating at 57% of capacity.

The Village has agreements with both Webber and Yates Townships to provide sanitary sewage disposal to limited areas. In Webber Township, a collection main has been extended to the prison facility. In Yates Township, a collection main has been extended to the Idlewild area.

Municipal Water System

The municipal water system is portrayed in **Figure 8 - Water Distribution System/Wellhead Protection Area**. Adequately sized watermains are connected to all streets in the Village. The 2004 water system upgrade added an elevated storage tank, a new well and well house, and new water main throughout the Village. The Village water supply now consists of five wells and two elevated storage tanks having a combined storage capacity of 400,000 gallons. The water distribution system consists of a high-pressure district and a low-pressure district and maintains water pressures of 40 to 60 pounds per square inch.

The Baldwin water system has a capacity of 4 million gallons per day (mgd), which far exceeds the current consumption of 0.2 to 0.4 mgd. The Village water system, therefore, has a capacity adequate to accommodate a large amount of residential, commercial, and industrial growth and to allow expansion of the water distribution system outside the Village.

The Village currently has an agreement with Pleasant Plains Township to provide water supply to certain areas outside the Village limits. There are three water customers south of the Village and plans include serving additional customers.

Storm Sewer System

While most of the Storm water system consists of ground-level ditches, there is some underground storm sewer along Michigan Avenue in the downtown area. The system primarily consists of traditional surface drainage ditches, and culverts; however, approximately 2,000 lineal feet are enclosed drains. Most of the underground drainage

Figure 8 - Water Distribution System/Wellhead Protection Area



facilities in the Village are owned by the Michigan Department of Transportation and operated by the Village. The Michigan Department of Transportation has placed storm sewers along M-37 through the business district. An outfall pipe runs south along M-37 (Michigan Avenue) with flows traversing the Village from northwest to southeast to the Baldwin River. An improved detention basin receives the Storm water before it is discharged to the River. The existing storm water system is portrayed in **Figure 9 - Storm Sewer System**.

Police, Ambulance, and Fire Protection

Webber and Pleasant Plains Townships each have their own fire department, which in turn contracts with other adjacent townships to provide fire protection services. The two Townships levy millage and/or assessments on Village residents to support certain services and public facilities, such as fire protection, libraries and cemeteries. Pleasant Plains Township levies approximately 2.0 mills for fire protection and emergency response services. The Village itself does not levy an assessment or millage on Village residents for fire protection. Webber Township currently levies approximately 2.0 mills on Village residents to provide fire protection services. There is an inter-service (mutual aid) agreement between the two fire departments to assist with fires in the Village. The U.S. Forest Service provides fire protection for lands within the State and National Forests.

Police protection is available to Village residents from the Lake County Sheriff's Department. Neither Pleasant Plains nor Webber Townships currently levy an assessment for police protection.

Solid Waste and Disposal Systems

Private contractors provide all solid waste removal in the Village. The Village provides annual large item pick-up. The local Soil Conservation District (MSU Extension) also hosts an annual hazardous waste pick-up and disposal.

Baldwin Municipal Airport

The Airport, located approximately 1-mile South of the Village, is publicly owned by the Village and there is always a full-time Airport manager available. The primary runway is 3,800 feet in length and 75 feet in width. The surface is asphalt, in fair condition. The

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elevation above sea-level is 828 feet (estimated). The Airport is open to the public, although there is no terminal, no hangars, or any permanent structure on airport grounds. Aircraft Parking is via taxiway tiedowns. There are approximately 6 take-offs and landings per week between the months of April and November, or approximately 190 per year. The rate of take-offs and landings has increased over the past few years. The Airport can be snow covered in the winter as there is no snow removal. However, there is a wind indicator with segmented circle. The Lake County Modelers and Flyers Club operates at the Airport and hosts approximately 4 or 5 events per year. The model club host public open house times twice a week and uses the facilities for their after-school model program, using RC planes and cars. They also help with such things as mowing grass and general maintenance of the airport.

Capital improvement plans include resurfacing the runway and taxiways with 2 inches of asphalt paving at a cost of approximately \$900,000. The Whirlpool Corporation has verbally committed to 1/3 of that cost, but it is unknown where the unfunded portion would come from. Once that improvement has been accomplished Whirlpool Corporation has indicated that they would fund a runway extension at their cost to accommodate their corporate aircraft.

Addition future improvements could include:

- An administrative building or terminal building with sanitary facilities available to the public (pilot's lounge)
- A telephone available to the public 24 hours daily on the airport
- Adequate means to deter the unauthorized or inadvertent access to the aircraft operations area
- Lighted windsock
- Runway lighting available from sunset to sunrise daily
- Once these are completed the Airport designation would change from Basic Utility to General Utility allowing for State and Federal funding. (License Criteria MDOT 4087 05/11)
- The addition of aircraft hangars and a fueling station would be of prime importance.

VILLAGE FINANCES

Although property taxes represent the largest single revenue category, they comprise only about one-third of the Village's total revenues. Other primary funding sources are from local utility service charges and State revenue sharing. The Village operates on a total annual budget of approximately \$370,000, not including sewer, water and fire enterprise funds. With these funds included, the Village budget is approximately \$1,300,000.

The Village's 2018 state equalized value (SEV) is approximately \$17.75 million, representing a theoretical market value of approximately \$35.5 million. The millage rate of 14.2831 mills represents obligations for general operating and generates approximately \$211,758 per year. Of this amount, the Village's Downtown Development Authority captures approximately one-third. The 748 real properties in the Village comprise a total 2018 state equalized value (SEV) of \$15,892,999. There are also 83 personal properties and one renaissance property. The Village's 2018 SEV distribution among the assessment categories appears in *Table 5 - 2020 Property Values and Taxes* as follows:

TABLE 5				
2020 PROPERTY VALUES AND TAXES				
<u>TYPE</u>	<u>NUMBER</u>	<u>SEV</u>	<u>TAXABLE VALUE</u>	<u>REVENUE</u>
Real Property	707	\$20,198,600	\$17,446,029	\$314,608
Personal Property	83	\$ 1,279,900	\$ 1,279,900	\$ 18,464
Exempt	1	\$ 45,100	\$ 45,100	\$ 0
Leased	1	\$ 19,900	\$ 19,900	\$ 287
TOTAL	792	\$21,543,500	\$18,790,929	\$333,359

Source: Lake County Equalization

According to state law, the Village is limited to a borrowing capacity of ten percent of its total 2020 SEV, which currently equals \$2,154,350. The Village currently has no outstanding general obligation bonds.

Historical SEV Data

Table 6 - State Equalized Value provides a brief history of State Equalized Values (SEV) in the Village reflecting a combination of residential and commercial development. The total SEV also includes increases in personal property.

TABLE 6	
STATE EQUALIZED VALUE	
Year	Total SEV
2020	\$21,543,500
2010	\$23,357,200
2005	\$14,106,560

COMMUNITY ATTRACTIONS AND EVENTS

Several festivals in Baldwin are considered principal attractions or events. “Blessing of the Bikes” in May, and “Troutarama” in July. Throughout the summer, “Sounds from the Forest” along with “Echoes through the Timbers,” offer weekly Jazz and eclectic style performances. The newly opened Lake County Historical Museum offers a large array of locally significant historical items. The “Flyer’s Club” operates numerous remote controlled (RC) airplane events at the airport every year.

Events that take place near Baldwin are the “Idlewild Jazz Festival” which takes place in August of each year, the “Irons Flea Roast and Ox Market” in June and “Luther Logging Days” in July. The “Shrine of the Pines” is a seasonal museum featuring unique handcrafted wood designs and woodcarvings. Other festivals include the “Sled Dog Races” in February, the “Turkey Hunter’s Rendezvous” held in March of each year, and the “Relay for Life”.

AREAWIDE COMMUNITY ORGANIZATIONS

Community clubs and organizations include the Trail Riders Snowmobile Club, Rotary, VFW, AMVETS, American Legion, Relay for Life, Lions Club, Sportsman’s Club. Lake County Chamber of Commerce, Lake County Community Foundation, Girl Scouts, Lake

County Garden Club, Knights of Columbus, Men of Purpose, Habitat for Humanity, and the Lake County Historical Society.

CHAPTER 4

TRENDS AND PROJECTIONS

REGIONAL TRENDS

West Michigan has experienced a much more rapid population growth than the rest of the state over the past two decades. Although growth was not significant, several of the counties adjacent to Lake County showed moderate rates of growth. Between 2010 and 2020 Lake County had the highest rate of growth with an increase of 3.21 percent, followed by Wexford (2.21 percent), Mecosta (1.62 percent), Mason (1.32 percent), Newaygo (1.07 percent), Oceana (0.46 percent) and two counties that lost population, Manistee (-0.24 percent), and Osceola (-0.69 percent).

Lake County's current population is 11,881. The county grew by an average annual rate of 3.3 percent between 1960 and 1980 and a more modest 2.2 percent between 1980 and 2000. The average annual growth rate in the region from 1990 to 2000 was 1.9 percent. So very modest expansion of the regional area population should be expected. There continues to be slow but steady growth in this part of the State. Lake County and the Village of Baldwin can expect continued slow growth and population increases.

In addition to population, shifts in investment and disinvestments have been significant indicators of the state and local economy. To be successful, communities must offer a quality residential environment, available housing, retail and service amenities, recreational opportunities, and a quality school system.

LAND USE TRENDS

In recent years, not many land use changes such as new housing or changes to existing businesses, or new businesses have taken place. The County buildings and Courthouse on Michigan Avenue contribute to a consolidated and centrally located government/institutional complex. Single-family residential areas have not experienced significant growth compared to past decades.

Baldwin's largest employers are Lake County government, Baldwin Public Schools, and the State of Michigan. Other industry brings investment into the community and Baldwin has the potential for greater (regional) employment opportunities. Baldwin is currently

experiencing development in the M-37/US-10 junction area. The most recent land use changes in the Village include the Dollar General and the Grand Oaks Nursing Home.

Building Permit Data

In recent years, increases in the Village's State Equalized Value (SEV) have been largely the result of residential construction. The amount of new construction, number of building permits, and the value of the average permit all are growing annually. A close review of building permit data from the past ten years establishes a good basis for analyzing this trend. During the eighteen-year period from 2000 through 2017 the Village averaged 2 new dwelling permits per year. The greatest single-year increase at 5 new home permits occurred in 2004. The Census indicated a net loss of 53 housing units within the Village between 2000 and 2018. During that same time, the average number of persons per household decreased from an average of 2.70 to 2.09.

Construction activity between 2000 and 2010 corresponds to the population. Between 1990 and 2000, the Village gained 44 people and 8 homes. Village building department records indicate there were just 4 houses built in 2004, but that between 2000 and 2005, a total of 6 new dwellings were constructed.

POPULATION TRENDS

Between 1970 and 2000, Lake County grew by 100.2 percent, while Baldwin Village experienced an increase of only 4.5% or 36 persons. **Table 7 - Population Trends** compares the population growth of Baldwin Village to Webber and Pleasant Plains Townships and Lake County. For the most part, these neighboring communities have experienced steady and consistent growth between 1970 and 2000.

TABLE 7 POPULATION TRENDS						
<u>YEAR</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2019 (est.)</u>
Village	794	822	780	830	1,156	1,262
Number Increase		28	-42	50	326	106
Percent Increase		3.53	-5.11	6.41	39.28	9.17
Webber & Pleasant Plains Townships	1,587	2,366	2,578	3,410	3,278	3,137
Number Increase		779	212	832	-132	-141
Percent Increase		49.09	8.96	32.27	-3.87	-4.30
Lake County	5,661	7,711	8,583	11,333	11,539	11,446
Number Increase		2,050	872	2,750	206	-93
Percent Increase		36.2	11.3	32.0	1.82	-0.81

Source: U.S. Census Bureau

POPULATION PROJECTIONS

Three population projection techniques were selected as a growth figure based on historic growth rates for the Village and countywide population projections. The first two techniques are based on the past growth for the Village. The arithmetic method assumes that the Village will grow with the same average number of people per decade as it did between 1970 and 2018. The geometric method assumes that the Village will grow at the same rate of growth as it has since 1970.

The third technique is a ratio-change projection, which assumes that (the Village) will experience a growth rate in proportion to Lake County. Population projections for Lake County were taken from *Preliminary Population Projections to the Year 2020 in Michigan Counties (Michigan Department of Management and Budget, Office of the State Demographer, January 1996)*. This technique assumes that the Village will continue to capture 11.03 percent of the county's total population (based on 2019 population figures).

Table 8 - Population Projections shows the population projections for the Village through the Year 2040. An average of the three techniques was used as the population projection for the Village Comprehensive Plan. The plan projects a population of 1,533 by the Year 2040. This represents a growth rate approximating 2% percent per decade.

TABLE 8 POPULATION PROJECTIONS					
<u>Method</u>	<u>2010</u>	<u>2019 est.</u>	<u>2030</u>	<u>2040</u>	<u>2050</u>
Arithmetic	1,156	1,262	1,380	1,498	1,616
Geometric	1,156	1,262	1,391	1,533	1,689
Correlation Method	1,156	1,262	1,313	1,366	1,420
Average	1,156	1,262	1,361	1,466	1,575

Source: Robert Toland Consulting

Arithmetic projection is a mathematical sequence in which the difference between two consecutive terms is always a constant, in this case 118. Geometric projections is found by multiplying the previous term by a constant, in this case 10.19%. Correlation method uses a separate population projection for a similar community or region as a basis for determining a growth rate for the community or region of interest, in this case Lake County as 11.03% and a 0.4% growth rate.

CHAPTER 5

POLICY DIRECTIVES

A vital step in the development of a Village Comprehensive Plan is the establishment of a policy plan or statement. The formulation of such statements either may evolve from a desire to remedy an existing or projected problem or be based on a perception of an ideal community. Policy development is the most important element of the Village Comprehensive Plan.

Through the development of concise policies, the Village of Baldwin can definitively meet the challenges of the future. The policy planning process assumes that a community-wide consensus should be developed before realistic plans for future growth can be prepared.

The process of establishing policy is an aid to the daily decision-making process. Clear statements benefit municipal government, developers, and the public. Local government can act more efficiently and consistently when policy is established. The time necessary for considering and acting on recurring problems can be reduced if policy guidelines have been established.

Private enterprise and the public both benefit when specific policy statements are adopted. By establishing policies, they can have a better understanding of the general rules governing future development and can decide accordingly. In addition, public confidence in local government and the planning process is enhanced with a clearer understanding of how the goals for the community are to be achieved.

The benefits of establishing goals and policies for the Village of Baldwin are as follows:

Consistency: A comprehensive list of policies concerning a variety of planning issues can do much to minimize arbitrary decision-making.

Efficiency: Clearly stated policies may reduce the time spent on individual projects while providing sound planning principles to aid in the process.

Coordination: Policy statements create a single framework within which the Village

council, Planning Commission, staff, and the public can work in the development of the Village.

Stability: Policies are general in nature and thus, provide an element of stability as the Plan is modified over time.

A Guide to Decision-Making and Review: Policies are necessary in adopting sound land use decisions and are helpful in judging the fairness of specific controls based on an overall Plan for the community.

COMMUNITY INVOLVEMENT

Surveys

The Planning Commission decided to conduct a survey of Village residents to understand the attitude of community residents. Once a survey was determined to be useful, the Planning Commission compiled a list of important issues in the Village. These issues were then translated into a series of questions in a format that allowed residents to respond in the privacy of their own homes. A complete summary of the responses to the survey is included in **Appendix A**.

Questionnaires were developed and delivered to homeowners, businesses, and students throughout the Village. The objective of the survey was to help the Planning Commission determine the Village's highest priority issues. Typical issues that were included involved improving public services, the Village's infrastructure, potential land use problems and Central Business District improvements. From a land use perspective, respondents were able to comment on whether:

- (1) There was enough entertainment, educational, health care, and public services facilities,
- (2) They used Hollister Park and Wenger Pavilion,
- (3) The Village needs a community pool,
- (4) The Village should encourage tourism,
- (5) The Village needs additional senior housing, or
- (6) The Village needs more single-family or multi-family housing.

It is important to the planning process to learn the public's attitude concerning community services, fire protection, ambulance services, water quality, police protection, drainage, Central Business District parking, streets and roads, etc. It is often of interest to learn if property owners are willing to pay to improve public services, police protection, fire protection, and streets and roads.

A review of the questionnaire responses indicates that there is a high degree of satisfaction with conditions in the Village. All the questions pertaining to satisfaction of Village services were answered positively.

Environmental issues were not mentioned in the questionnaire. Questions regarding protection of groundwater, Baldwin River and adjacent wetlands were not asked.

Regarding future development, respondents indicated that the Village should encourage the development of residential subdivisions and improvement of recreational facilities but not campgrounds. Only a slight majority favored the expansion of industrial uses. There was a clear interest in the Village requiring landscaping and increased buffering around commercial and industrial uses. The lack of entertainment opportunities was cited and the suggestion that the Village do more to encourage tourism.

Public Meetings

Another community involvement technique used by the Planning Commission was to hold advertised public meetings. This served to expand and intensify communication between Village government and citizens. One such meeting held in 2019 focused on information on Village conditions, potential growth problems, cooperation, mutual benefit, and new developments. The desired result generated new ideas, public commitments, and community stakeholders.

POLICY GOALS

As a vital component of the planning process, in consideration of Village needs, discussions with Village personnel, and residents, the Planning Commission has developed the following policy goals:

GOAL: PROMOTE A CLEAN, HEALTHY, AND ATTRACTIVE NATURAL ENVIRONMENT.

Policy Recommendations:

- Protect ground and surface waters from contamination and pollution.
- Implement "Site Plan Review" criteria in the zoning ordinance that encourages the liberal use of open space, buffering, and landscaping.
- Ensure adequate development setbacks from wetlands and floodplains.

GOAL: PROVIDE QUALITY RECREATIONAL OPPORTUNITIES FOR VILLAGE RESIDENTS.

Policy Recommendations:

- Prepare and adopt an approved recreation Plan and apply for state and federal recreation grant monies.
- Expand the Village's Parks to include a wide range of recreational opportunities for Village residents.
- Maintain existing facilities in peak condition.
- Optimize the utilization of all existing facilities, including school properties.
- Make better utilization of natural features such as Baldwin River for recreational use.

GOAL: PROVIDE ADDITIONAL HIGH-QUALITY RESIDENTIAL OPPORTUNITIES FOR THE RESIDENTS OF THE VILLAGE.

Policy Recommendations:

- Encourage and promote new residential areas.
- Allow medium-density, single-family residential development in most areas of the Village.
- Provide for multiple-family residential growth, provided it is located in appropriate

areas and compatible with adjacent uses.

- Discourage singlewide mobile homes outside mobile home parks.
- Establish programs that improve the quality of existing housing stock, and elevate the appearance of residential areas.

GOAL: PROVIDE FOR A WELL-BALANCED LAND USE PATTERN TO MINIMIZE CONFLICTS BETWEEN VARIOUS LAND USES.

Policy Recommendations:

- Inform Village residents and ensure municipal advocacy of the goals and policies of this Plan.
- Strive for compliance with the Future Land Use Map to ensure a minimum of land use conflicts.
- Revise the zoning ordinance to implement the land use policies identified in this Plan.
- Protect the residential areas of the Village from incompatible, non-residential higher-density land uses.
- Encourage new commercial development in the Central Business District area to minimize conflicts with neighboring land uses and provide a more efficient business environment.
- Limit industrial development to designated areas.

GOAL: ENCOURAGE AN IMPROVED ENVIRONMENT FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT.

Policy Recommendations:

- Develop a cooperative relationship between local government, businesses, service organizations, and private developers.
- Discourage incompatible land uses in the district through proper land use controls.
- Coordinate public improvements with planned private investment as a catalyst for private investment.
- Encourage both commercial and industrial development in appropriate locations in

the Village.

- Encourage stores and businesses to locate in the commercial core of the Village.
- Allow existing industrial facilities to operate efficiently by providing adequate public utilities and buffering of adjacent residential areas.
- Anticipate future development in cooperation with neighboring townships to promote continued economic growth and residential opportunities.
- Support community service organizations and events.

GOAL: IMPROVE THE OVERALL APPEARANCE OF THE CENTRAL BUSINESS DISTRICT AREA.

Policy Recommendations:

- Prepare a design plan for the Central Business District to identify public space needs and beautification.
- Complete an inventory of business types, and conduct a market survey to determine consumer needs, attitudes, spending patterns, and market preferences.
- Provide amenities, such as street lighting, landscaping, signs, street and sidewalk improvements, and other amenities, to foster a more pleasing environment.
- Study the parking and circulation conditions in the Central Business District area to identify alternatives to the present parking situation and consider making improvements to improve the general appearance and access.
- Unify streetscape and storefronts with cohesive and compatible architecture to enhance the architectural statement of Central Business District buildings.
- Regulate the size, location, and appearance of signs to lend order to the Central Business District environment.

GOAL: IMPROVE AND MAINTAIN HIGH-QUALITY PUBLIC SERVICES TO MEET THE NEEDS OF A GROWING COMMUNITY.

Policy Recommendations:

- Closely monitor all public services and provide for adequate capacities to serve future demands, as necessary.

- Provide street improvements where necessary and plan for future streets, as necessary.
- Expand and improve sidewalks where appropriate.
- Expand and improve the curb and gutters in the Central Business District and install where appropriate.
- Coordinate public services between the Village, county, and township whenever possible.
- Prepare and adopt design standard guidelines for roads, utilities, and other improvements proposed by developers, public utilities, and the Village.

CHAPTER 6

COMMUNITY FACILITIES

Efficient and affordable utilities and facilities, such as roads, sanitary sewage disposal, water supply, storm water drainage, fire and police protection, parks, and schools, are necessary to encourage continued economic growth and to protect the public health, safety, and welfare of Village residents. The community's ability to attract high-quality residential, commercial, and industrial development is greatly enhanced with adequate public utilities and facilities. Proper planning for facilities and services ensures that needed improvements and services are available to serve projected growth. Public planning can also reduce the costs of providing such facilities and services by coordinating development and services, thus, utilizing the existing and proposed improvements to the greatest extent.

The policies in this chapter set forth the Village's approach to assuring adequate facilities and services. Public facilities and services should be provided at levels necessary to support the growth and development planned for residential, commercial, and industrial areas.

It is believed that identifying needs and setting spending priorities for facilities and services is of prime importance. Additionally, public improvements and services would also be considered when regulations are adopted and when individual land development proposals are reviewed. The Planning Commission will carry out its responsibility for adequate facilities and services by planning for needed facilities and services through a detailed six-year capital improvement program. In general, public spending for facilities and services would be as follows:

- Maintain or upgrade existing facilities and services where necessary to serve existing development at appropriate service level standards.
- Upgrade facilities and services within existing service areas at higher service levels.
- Extend new facilities to serve development outside the existing service area at appropriate levels as necessary, with annexation.

TRANSPORTATION

In residential neighborhoods, automobile traffic should be light, with slow speed limits and minimal or no truck traffic. Access streets in commercial and industrial areas provide convenient vehicular and pedestrian access to businesses for shoppers, employees, and service vehicles. Design standards for local access streets would:

- Avoid difficult driveway approaches and require driveway permits.
- Provide safe intersections and access points at a safe distance from intersections to avoid traffic conflicts.
- Allow safe, convenient, well-maintained pedestrian and bicycle routes and travel areas.
- Support existing and planned future road facilities.
- Minimize storm water runoff and site disturbance during construction.
- Provide safe vehicular access and turning movements to and from driveways and parking lot access points.
- Provide curbs and gutters or other devices for drainage control.
- Provide durable landscaping and street trees.
- Ensure adequate road width, turning radii, and sight distances for large truck traffic in industrial areas, and maintenance trucks on all streets.

Free and safe movement of vehicles is a major concern in street design standards. At higher densities, sidewalks or improved walkways and clearly marked crossing points are essential for pedestrian safety. Local access streets, often used for bicycle and pedestrian travel, provide safe access to residential areas.

Bikeways

On-street bikeways bring enormous benefits to both the cycling and non-cycling public. Bikeways create opportunities to incorporate exercise into one's daily routine reduce noise and bring air and water quality benefits. They use public dollars efficiently by reducing road maintenance costs and increase the carrying capacity of the transportation system. Bikeways improve safety for all users, bicyclists feel they have a safe space on the road and tend to be more law-abiding, and motorists are placed at greater ease knowing where

bicyclists are apt to be. Bikeways also help motorists to be aware of the presence of bicyclists and their right to be on the road.

Bikeway planning and implementation, can be relatively simple and inexpensive, as when a public works agency includes bikeways as part of new roadways or re-stripes a roadway with bicycle lanes during a routine resurfacing. Bikeways can also be complicated and costly, particularly in built urban environments and where terrain or natural features require expensive design options.

National guidelines for the planning and design of on-street bikeways are provided through the American Association of State Highway Transportation Officials (AASHTO). Standards for signing and striping of on-street bikeways are also available. The Village should develop innovative design standards and guidelines for on-street bikeways, shared lane markings, bicycle-only traffic signals, color bike lanes at intersections, and bicycle boulevard treatments.

The appropriate treatment for on-street bikeways depends on motor vehicle traffic volumes, speeds, street width, topography, presence and use of on street parking, and type of traffic (e.g. presence of truck traffic.) The selection approach varies considerably. Some communities might provide on street marked bicycle lanes on all collector and arterial streets and use wide curb lanes and signage on local streets.

It is recommended that the Village develop a comprehensive bikeway network through a combination of bicycle lanes, neighborhood bicycle boulevards/routes and off-street shared paths, through a bicycle master planning process. This is clearly the most effective way to increase bicycle use and improve safety but is obviously beyond the scope of this Plan.

Bikeways should link the Pere Marquette Trail to other recreational and institutional areas in the Village. In some cases, streets should be widened to link schools, parks, and other commercial and institutional nodes.

Rights-of-Way

In many communities, local streets have a minimum standard right-of-way width of 66 feet

to accommodate the roadway, transit-related improvements, sidewalks, and utilities necessary for existing and planned development. Many of the streets in Baldwin have the standard 66-foot right-of-way, and several have rights-of-way of 80 or 120 feet in width. Several Village streets have less than the standard 66-foot right-of-way. They are typically 50-feet wide and in some cases even narrower. **Figure 10 - Street Rights-of-Way** displays the various street widths for all Village streets. A few dedicated rights-of-way have not yet been improved as actual streets. However, most Village rights-of-way have been developed. A goal of this Plan is to either vacate or improve all existing Village rights-of-way. In residential neighborhoods, it is desirable to maintain the standard minimum of 66 feet for all residential streets.

Local access streets will be required in areas planned for residential development that are currently undeveloped. The cost for providing these new streets should be provided by the developer and become dedicated public roads meeting Village standards. In some cases, where streets or rights-of-way have been in existence for many years the Village may decide to make the improvements. The layout of these roads should generally be in the traditional geometric grid shape to conform to the existing pattern in the Village. A curvilinear fashion may be used to maximize the developable area in more environmentally restrictive or difficult sites.

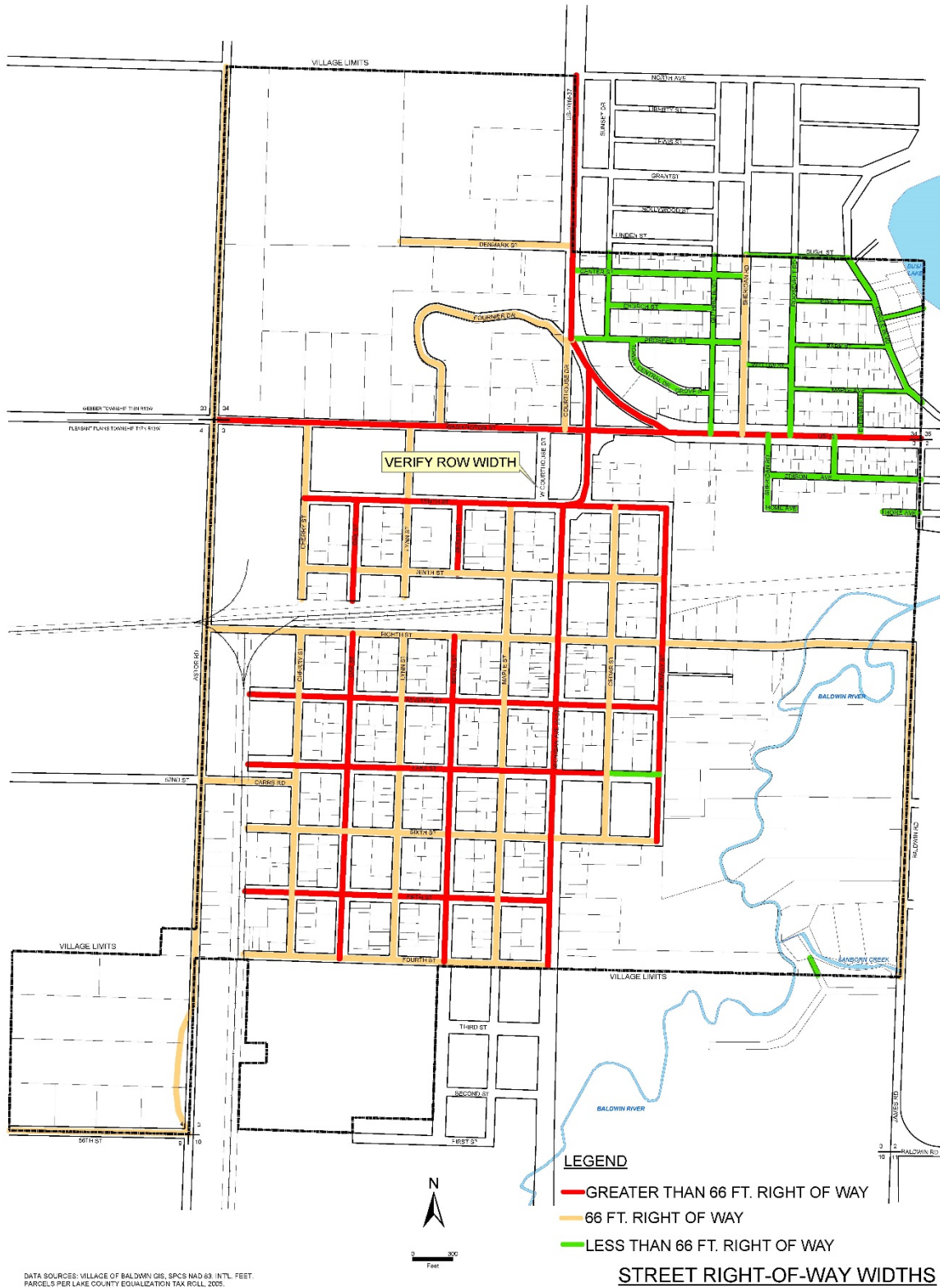
Parking

The Village should consider the development and ownership of municipal parking areas and obtain additional adjacent land for buffering and future expansion. The existing private parking areas along Michigan Avenue could be acquired and expanded. Parking areas should be nicely landscaped and defined, with internal islands, exterior curbing, and adequate room for maneuvering.

For residential streets, on-street-parking areas may be used to accommodate occasional "overflow" parking by visitors or service vehicles. Design constraints dictate that on-street parking should be parallel to the street, but angled parking may be acceptable in some situations where feasible. Commercial and multi-family parking needs should be accommodated off-street and as close as possible to the buildings being served. Single-

Figure 10 - Street Rights-of-Way

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family residential development may be accommodated both on street and off-street.

Road and Street Improvements

Streets should be inventoried regarding their physical condition and prioritized for severity and need for repairs. This would include everything from potholes and soft shoulders to complete reconstruction and storm drainage improvements. Street trees, bikeways, sidewalk improvements, and improved lighting should be considered in all street improvement projects.

Street Beautification

Michigan Avenue was improved in 2001 to provide better definition near the Central Business District, including items such as improved sidewalks, lighting, trees, banners, burying overhead utility lines, and new street amenities and a signage program was implemented in 2015. An expanded project might eventually include similar treatments to north and south Michigan Avenue and east US-10.

WATER SUPPLY

Newly constructed water mains, wells and elevated storage improvements were installed in 2004. It is recommended that the water main be looped wherever practical and not contain dead ends. In general, water mains should be a minimum of 8-inch-diameter pipe. Wellhead protection measures should be implemented at well sites following subsurface analysis of the aquifer's depth, direction of flow, etc. Protection zones should prohibit such activities as chemical storage, tile fields, gas stations, and industrial or commercial businesses that use, transport, or manufacture chemicals or toxic substances of any kind.

WELLHEAD PROTECTION

The goal of the wellhead protection program (WHPP) is to provide a mechanism to prevent existing and potential sources of contamination from reaching the public water supply or well field. Intelligent land use decisions regarding development can be much more effective with the incorporation of the wellhead protection concept into the Village's Master Plan.

Management strategies unique to our area and specific to the contaminant source inventory have been developed for the Wellhead Protection Area. Master Plan components entail a broad range of issues including land use regulations, site development policies, best management practices, zoning options, and public education. The Master Plan components (strategies) should serve to generate community support and provide a basis for regulatory procedures and bring attention to the need for Wellhead Protection. The proposed Wellhead Protection Policies and Management Issues should minimize (eliminate if possible) land use activities which pose a significant threat to the public water supply systems and motivate landowners within the Wellhead Protection Area to take appropriate steps to reduce threats to the public water supply. The goal of land use strategies should also be to educate residents, businesses and industries found within the Wellhead Protection Area and to emphasize their role in making wellhead protection work.

Zoning options identified in the Plan could include Overlay wellhead protection area zoning districts and identification of prohibited uses.

SANITARY SEWERS

A Sanitary Sewer system serves the developed areas of the Village much the same as the water system. However, expansion of the system outside the Village has been desirable in certain cases. When the original Youth Correctional Facility was built (about 1997) the state of Michigan provided \$6,000,000.00 to expand the WWTP and provide for sewer and water systems to Webber Township. Webber's sewer system was connected to the Village's sewer system at the intersection of Bush and Sheridan Streets where the sewage flowed to the Baldwin WWTP for treatment. Webber pays the Village of Baldwin to treat the township's sewage which includes sewage from the prison. Webber owns and operates both its sewer and water systems.

In late 1999 Yates Township and the Village of Baldwin entered into a Wastewater Treatment Agreement for the township to build Phase 1 of its sewer collection system. Yates applied for, and was awarded, a Rural Development 90% grant, Yates issued bonds for the remaining funds necessary to build the collection system. This

agreement was subsequently extended so that Yate's could build Phase 2 of its sewer collection system.

Several residences on the south side of 4th Street, including ACE Hardware, were allowed to connect to the sewer system under Act 425 agreements on a case by case basis, several of these agreements were not properly filed by Pleasant Plains Township and the Village is in the process of getting these agreements properly filed.

In general, the following criteria should be applied in considering any expansions to the sanitary sewer system:

- Land use plans and zoning for urban uses and densities support the proposed system.
- Improperly maintained individual septic tanks and drain field systems.
- On-site wastewater disposal methods are not feasible, and water quality is threatened by the presence of potential health hazards resulting from inadequate wastewater disposal methods.
- Expansion of the Sanitary Sewer system is technically feasible within the proposed area and could be practical if determined to be financially feasible.

STORM DRAINAGE

It is believed that natural drainage systems have many important functions, including storing and regulating storm water flow, purifying surface water, recharging groundwater, transporting water, and supporting important biological activities. Alteration of natural drainage systems results in public costs and can result in environmental degradation, including flooding, erosion, sedimentation, and damage to water quality and habitats elsewhere in the system.

Changes in land uses can have significant effects on water quantity and quality. Increasing impervious surfaces through building and parking lot construction can add significant amounts of storm water to an already unpredictable storm drainage system. Sedimentation from ground disturbed by grading, development, and farming can reduce storm water flow, fill wetlands, and smother aquatic life and habitat. Surface water runoff

from developed areas can carry pollutants, such as oil, heavy metals, garden chemicals, and animal wastes into the water system.

The most direct and effective approach to protect water quality and prevent flooding is to control surface water runoff. Development can be required to prevent significant runoff and water quality problems. The Site Plan Review process outlined in the Village's zoning ordinance should ensure that new, large-scale development does not increase the amount of storm water discharging from the site. Adequate storm water retention and detention basins should be required to help stabilize surface water flows.

The current stormwater drainage system is controlled by MDOT and serves the downtown area. The outflow goes east along Lake Street and discharges into Baldwin River. In the future, expansion of the Village's storm drainage system should be designed to drain specific low areas and to minimize flooding potential and be continuously monitored to determine areas in need of improvement.

This Plan recommends that the entire Village be studied to identify potential drainage system problem areas and determine future required improvements (see the Stormwater Management section in the Policy and Management Recommendations Chapter).

PUBLIC AND PRIVATE UTILITIES

This section contains policies to guide the Village in: (1) the operation and regulation of utilities; (2) allocating public funds for utilities; (3) approving or denying private development proposals; and (4) reviewing utility services and facilities provided by other public agencies and the private sector.

The following general guidelines should apply to all utilities:

- Utility plans and proposals should support and be consistent with the Village Comprehensive Plan.
- Utilities should be designed, located, and constructed to avoid significant adverse environmental impacts and to protect valuable environmental features.
- The Village should consider utility placement design standards to encourage consistent location of utilities within the public right-of-way to establish consistency

and efficiency with utility expansions and upgrades.

- Where utilities are inadequate to serve existing development, necessary improvements should be provided.
- Utility capital improvement programs should give priority to improving systems with significant inadequacies.
- Plans for utility service should be consistent with long-term, development policies in low-density areas.
- Whenever possible, utilities should use utility rights-of-way.
- Underground utilities should be grouped together and easily accessible for maintenance, repair, and additions.
- Power and telephone wires should be installed underground.
- If necessary, aboveground utility installations should be designed and located to minimize unsightly views and environmental impacts.
- Power and telephone poles should be as far from right-of-way centerline as possible.
- Above ground utility improvements outside public rights-of-way should be required to submit plans for approval to the planning commission.
- Utility easements outside of right-of-way should be discouraged or use property lines and property perimeters.

RECREATION

Convenient and worthwhile recreational opportunities are a vital component of the Village's growth. Recreation plays an increasingly important role in a family's decision to move to a community. In addition, recreational facilities provide an opportunity for entertainment, giving people within the community constructive leisure time. The role of the Village Comprehensive Plan in recreation is to identify recreation deficiencies and needs and to suggest facility improvements.

Village recreational facilities are divided into two classifications: (1) neighborhood parks and playgrounds, and (2) community parks. A summary of these park classifications is provided below:

1. Neighborhood parks and playgrounds are areas for intense recreational activities, such as field games, court games, and playgrounds. Neighborhood parks should

be easily accessible to a neighborhood population, centrally located, with safe pedestrian access. The service area should be approximately 1/4 mile.

- 2. Community parks are passive and active recreational areas serving the entire community. Community parks are generally larger and may provide passive recreation, such as walking trails, seating areas, skating, and picnic areas. Service areas for community parks should be within 2 miles.

For the purpose of this Plan, the MDNR's recreation standards will be used. These standards are shown in the following table:

TABLE 9 RECREATION AREA STANDARDS		
<u>Desirable Recreational Area</u>	<u>Service Size Area</u>	<u>Acres per 1,000 People</u>
Neighborhood Park	1/4 Mile	1.5 to 2.0
Community Park	2 Miles	2.0 to 3.5

Source: U.S. Census Bureau

RECREATION INVENTORY

There are four outdoor recreational areas in the Village, each one uniquely different. Two are owned and operated by the Village, one by the State of Michigan and the other owned and operated by the Baldwin Public School System.

Hollister Park is considered both a neighborhood and a community park, as it serves the entire community and is readily accessible by pedestrians and nearby neighborhoods. It is within convenient walking distance of most of the residential areas of the Village. Hollister Park, however, does not function as a town square or Village green. The primary gathering place for festivals and celebrations is the east downtown parking area.

These recreational facilities, and the state trail, are shown in the following table:

TABLE 10 RECREATION AND ENTERTAINMENT INVENTORY		
<u>Facility</u>	<u>Number of Acres</u>	<u>Facilities Provided</u>
Hollister Park	3.15	Softball Diamonds/Playground Equipment, Picnic Pavilion, Restrooms, Grills, Tables, Benches
Baldwin Community Schools	10.25	
Pere Marquette Trail	1/2 Mile	Gravel-Surfaced Trail
Wenger Pavilion		Band Shell
Brown Trout Sculpture	¼ acre	Seating, Flower beds, Sculpture
Baldwin Airport	20 acres	Lake County Modelers and Flyers

Source: U.S. Census Bureau

RECREATION NEEDS AND ACTION PLAN

Based on the MDNR's standards found in **Table 11 - Recreation Standards**, there is adequate total acreage in the Village for community parkland; however, there are no developed neighborhood playgrounds. Consideration should be given to establishing a neighborhood park in each of the four quadrants of the Village so that it is not necessary to cross major roads to get to a neighborhood park.

The service area of Hollister Community Park serves virtually the entire Village. However, all of the Village's recreational areas should be connected, by pedestrian ways such as sidewalks and bike paths, with the existing and proposed residential areas throughout the Village.

The Village's Recreation Plan should encourage a variety of recreational programs to provide opportunities for all user groups. It should be based on an established line of communication to encourage public awareness and involvement in the recreation process. In general, broad Plan goals should include the following:

- Work with Community Education, the business community, service organizations and private individuals to promote programs and events for Village and community residents.
- Use news releases to the media regarding programs and facilities and overall public relations.
- Ensure that a Recreation Plan meeting the MDNR's guidelines, has been approved, and is on file with that agency.

The recreation Plan should consider the development of recreational trails for bicycling, running, and in-line skating. These could be conveniently developed using local road rights-of-way. Trails of this type can be developed to link local trails with the Pere Marquette trail, and other parks.

According to the MDNR, the following standards apply for local recreational opportunities, based on the population of the community. According to these standards, the Village has no identified deficiencies in facilities.

TABLE 11 RECREATION STANDARDS			
<u>Recreational Opportunity</u>	<u>Standard</u>	<u>Actual</u>	<u>Deficiency</u>
Ball Fields	1/3,000	2	0
Basketball Courts (Outside)	1/5,000	4	0
Picnic Tables	1/200	8	0
Playgrounds	1/3,000	1	0
Tennis Courts and Pickle Ball	1/4,000	2	0
Hiking Trails	1/5,000	1	0
Outdoor Ice Rink	1/20,000	0	0
Soccer Fields	1/10,000	0	0
Volleyball Courts	1/10,000	0	0
Skate Park	1/10,000	1	0
Band Shell	1/20,000	1	0

Source: U.S. Census Bureau

However, it is felt that Hollister Park should be improved with needed park improvements. Efforts should continue to improve and expand Hollister Park. This facility has broad appeal and potential utilization from a variety of users, but lack of visibility impairs greater use. Crosswalks should be added from all directions, parking should be improved, the pavilion expanded, and the lighting system improved. In addition, vacant parcels within residential areas would be excellent locations for small "pocket parks" or "play lots". This would include the areas between the Central Business District and higher-density housing. Neighborhood playgrounds might also include sidewalks, benches, landscaping, drinking fountains, play equipment, and parking areas.

The Baldwin Downtown Development Authority has proposed the funding of a Baldwin River RV Campground. Such a facility would attract RV campers into downtown. A modern RV campground could do much to increase the recreational aspects of the downtown. There are several large parcels of vacant land, along the Baldwin River east of M-37 and south of 8th Street, currently in different ownerships that could be ideally used as campgrounds. Improvements that might augment a campground near downtown include coordinated amenities such as walking and hiking trails to downtown businesses, parks, the rearing ponds, or other nearby entertainment spots. Pedestrian connections between the campground and other potential tourist sites and attractions should be developed, such as along the wetlands adjacent to the former MDNR rearing ponds along the River. The 30 acres of MDNR land south of the rearing ponds is one parcel that could be used for this project. A campground of this sort might accommodate 25 to 30 sites. Other projects that might help enhance the recreational aspects of the Village include an ice-skating rink, and a new band shell located in an open-air grassy setting.

The Village should ensure that an approved Recreation Plan meeting the MDNR's standards is prepared and kept up to date to apply for state and federal grant monies. The Land and Water Conservation Fund and the Michigan Natural Resources Trust Fund are the two possible funding sources for land acquisition and/or facility development. When applying for state grant monies for recreational facilities, those recreational opportunities determined to be deficient would receive greater consideration.

It may be prudent for the Village Council to establish a Park and Recreation Commission to oversee park and recreation operations and facilities. While this is not mandatory, it may be the best way to manage the implementation of a Park and Recreation Plan. However, the Planning Commission could function as the Parks and Recreation Commission.

CHAPTER 7

COMMUNITY DEVELOPMENT AND HOUSING

Community development is important to the Village of Baldwin to accomplish successful future growth. A strong economy is a key ingredient to a high quality of life. It is vital that jobs and adequate housing exist for new families relocating to the Village and existing families choosing to stay in the community. Community development should be accomplished in cooperation with business and industry. It is typically accomplished by using one or more of the following techniques:

- Marketing and promoting the community
- Improving the community's business climate, reputation, and receptivity to business
- Providing public financing or incentives to make projects attractive, feasible, and competitive
- Providing or improving land and services
- Providing an initial package of economic development information to prospective businesses
- Improving and enforcing local development regulations

The Village has accomplished significant economic development projects. It has a successful Central Business District. The Downtown Development Authority has used tax increment financing monies to provide needed infrastructure improvements for continued economic expansion. The Village should maintain close working relationships with state and regional community development agencies, such as Five-Cap and the Michigan Economic Development Corporation (MEDC).

This chapter will discuss methods by which the Village can expand on its achievements to help ensure continued community vitality. Two important components will be to:

1. Provide adequately zoned land areas to meet the housing needs for those employed locally.
2. Maintain the quiet and tranquil quality of life to which the residents of the

community are accustomed. The quaint, tranquil residential character should be emphasized as one of the positive elements in the marketing of Baldwin.

LAND AREA NEEDS

One of the most effective means of encouraging economic growth is to provide needed public improvements (i.e., sewer, water, and roads), appropriate zoning, and annexation or, P.A. 425 Land Transfer Agreements. The future land use map **Figure 11 - Future Land Use** identifies the most appropriate areas for future development and establishes public improvement priorities for these areas. Not all these areas are within the current Village limits. This infers a need to communicate and coordinate future development and land use regulations with the owners of property adjacent to the Village. Areas intended for commercial, industrial, and higher-density residential development should be provided with adequate public services to enable and encourage growth.

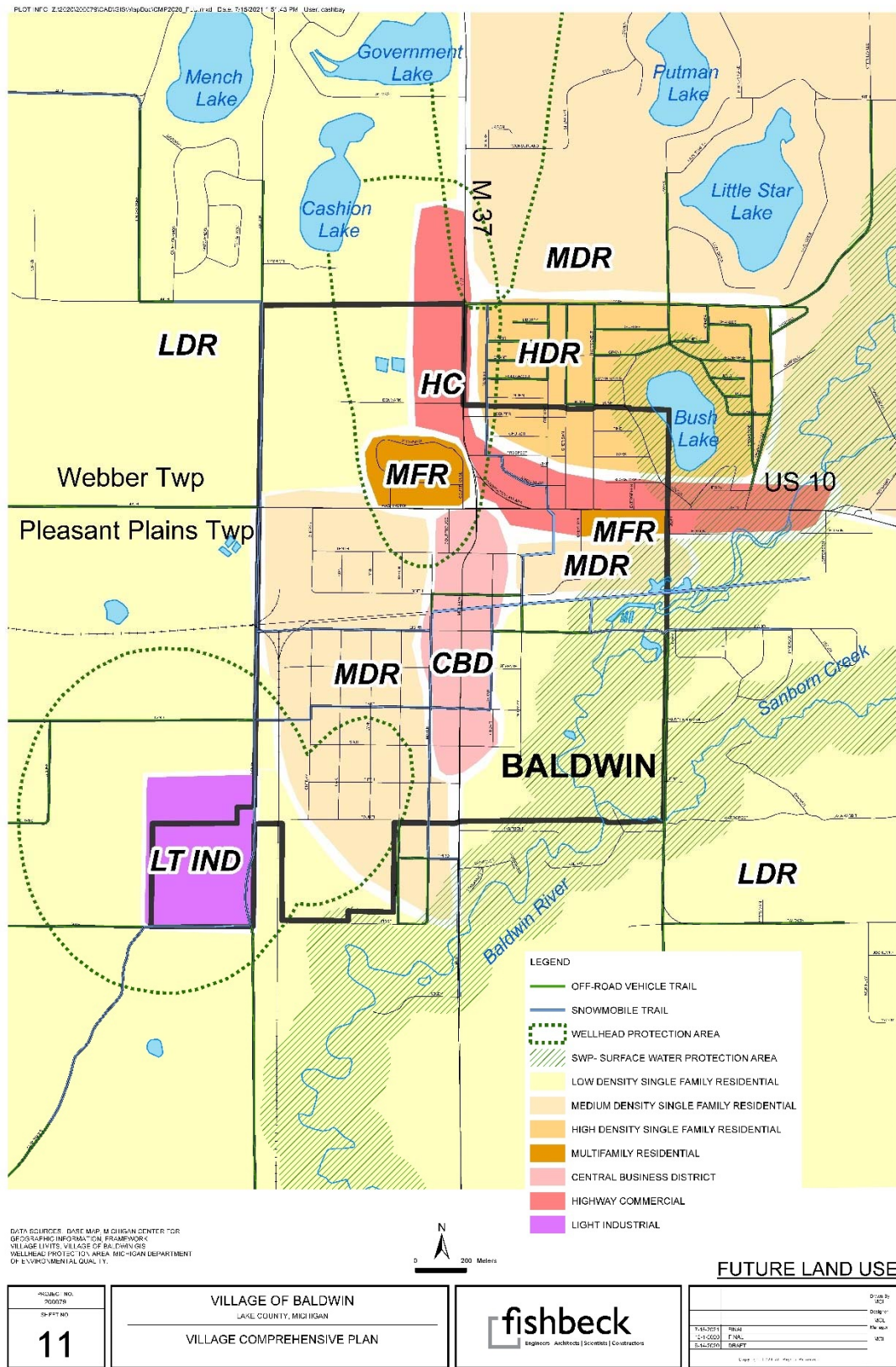
The need for additional industrial land within the Village may be marginal. The Future Land Use map provides for ample industrial acreage along Astor Road at the extreme southwest of the Village. This area should be provided with complete public services. The planning for these services should be done with a community-wide capital improvement program to determine the priority of the most important projects.

FUTURE GROWTH AREAS

The Plan recommends future land development consistent with current locations and historical precedent. Commercial development should be centrally located and consolidated within the community in what is the traditional core business area. Increased commercial development would enhance the ability of residents to purchase more goods and services without having to drive long distances.

Industrial development has been limited to a few isolated sites. It is expected that industrial demand will be limited. However, new industrial development should be developed according to measures in the site plan that ensures groundwater protection to the maximum extent possible. Industrial development should be encouraged, although only in areas suitable for new industrial growth. Industrial development and the conditions that

Figure 11 Future Land Use



make industrial development attractive should include grants for infrastructure improvements, tax abatements, and industrial search and retention programs.

Additional land area needs may be provided through annexation or P.A. 425 agreements to acquire additional land for future expansion of community facilities and housing. The Village can provide higher-quality public infrastructure, such as sewer, water, and roads, and can regulate growth when land is incorporated. Annexations may be accomplished through purchase agreements, petition, or the local legislative body, depending on what body is initiating the annexation action and the amount of local support.

PRIORITY REDEVELOPMENT AREAS

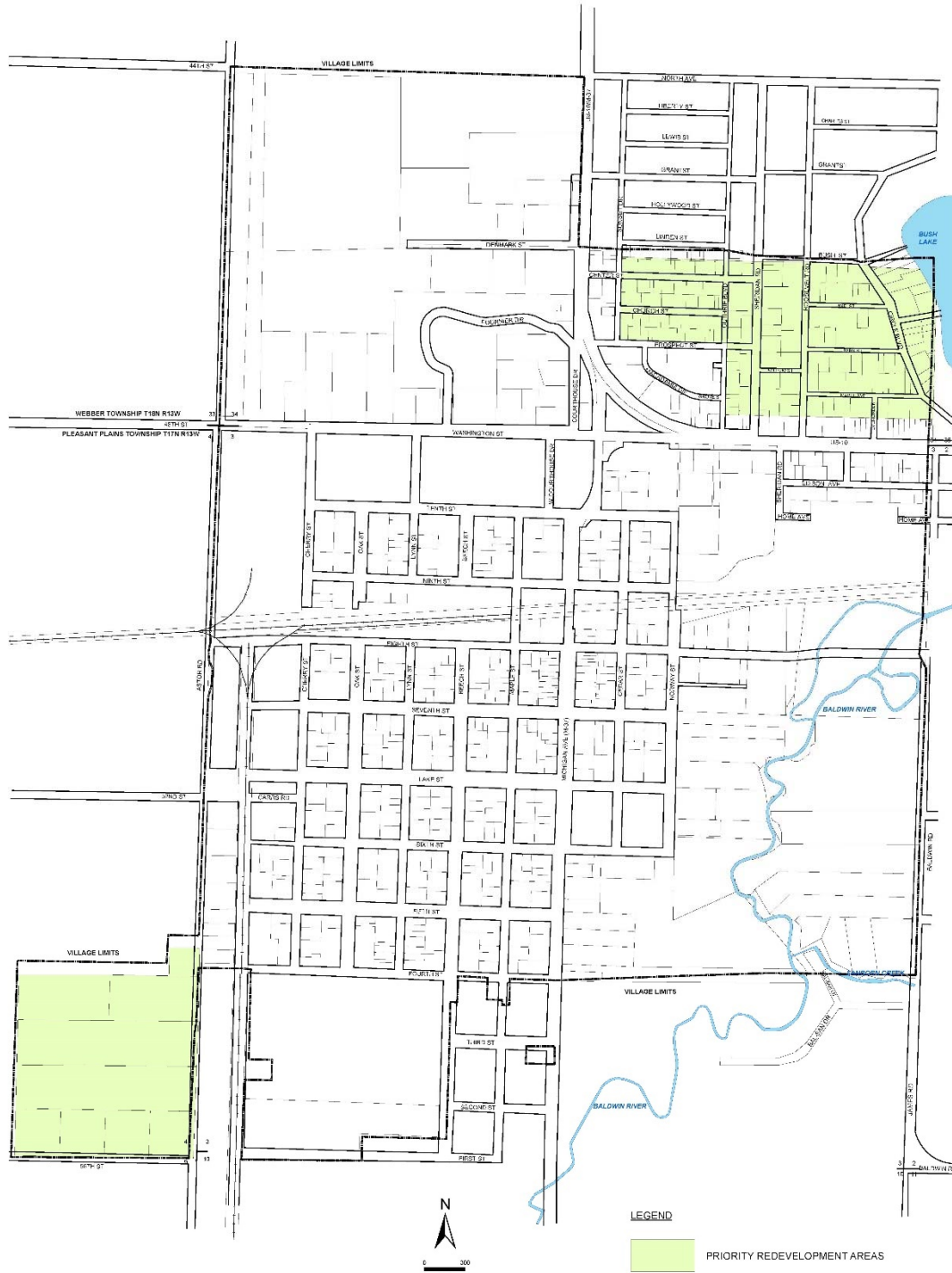
The term “redevelopment” generally refers to demolition and replacement of outdated structures and infrastructures, usually with newer facilities and buildings, and usually in a urban areas where previous development has deteriorated and lacking in updated amenities. Redevelopment can also refer to “Greenfield” sites where under-developed tracts of land are available for residential, business, or industrial use. They are "Greenfields" because often their former usage (or in some cases current usage) is agricultural, undeveloped, or vacant. Greenfield sites are most often located in the urban fringe, in the path of development.

Recent studies indicate that targeting neighborhoods for revitalization can be an important first step in developing a strategy for their improvement. The Village has identified two areas for priority redevelopment. They are (area 1) the Forty or 50 acres in the extreme southwest of the Village and (area 2) the Bush Lake neighborhood in the extreme northeast of the Village. Each area has its own unique history, characteristics, and opportunities for future development. The Village seeks improved marketability and increases in private sector investment in these target areas.

In the past, Area 1 has been designated an industrial park and a residential neighborhood but has remained mostly vacant with only a few diverse uses. This Plan has designated the area for industrial development. Most recently, a boat manufacturer has begun operations. The area is not entirely served by sewer and water although those services are available nearby.

Figure 12 Priority Redevelopment Areas

PLOT INFO: Z:\2020\20X79\CAD\GIS\MapDocs\CMP2020_Priority_Redevelopment_Areas.mxd Date: 6/2/2021 2:05:56 PM User: cshay



DATA SOURCES: VILLAGE OF BALDWIN GIS, SPDS MAP 83 INTL. FEET.
PARCELS PER LAKE COUNTY EQUALIZATION TAX ROLL 2021

PROJECT NO. 200079	VILLAGE OF BALDWIN LAKE COUNTY, MICHIGAN	fishbeck Engineers Architects Scientists Construction	2nd Edition 1/2021 1/2021 1/2021 1/2021
FIGURE NO. 12	VILLAGE COMPREHENSIVE PLAN		

Area 2 has also remained primarily vacant although there are several homesites scattered throughout. Street rights-of-way are narrow being 50-feet wide or less. Most streets are gravel, but the area is served by public water and sewer.

HOUSING DEMAND

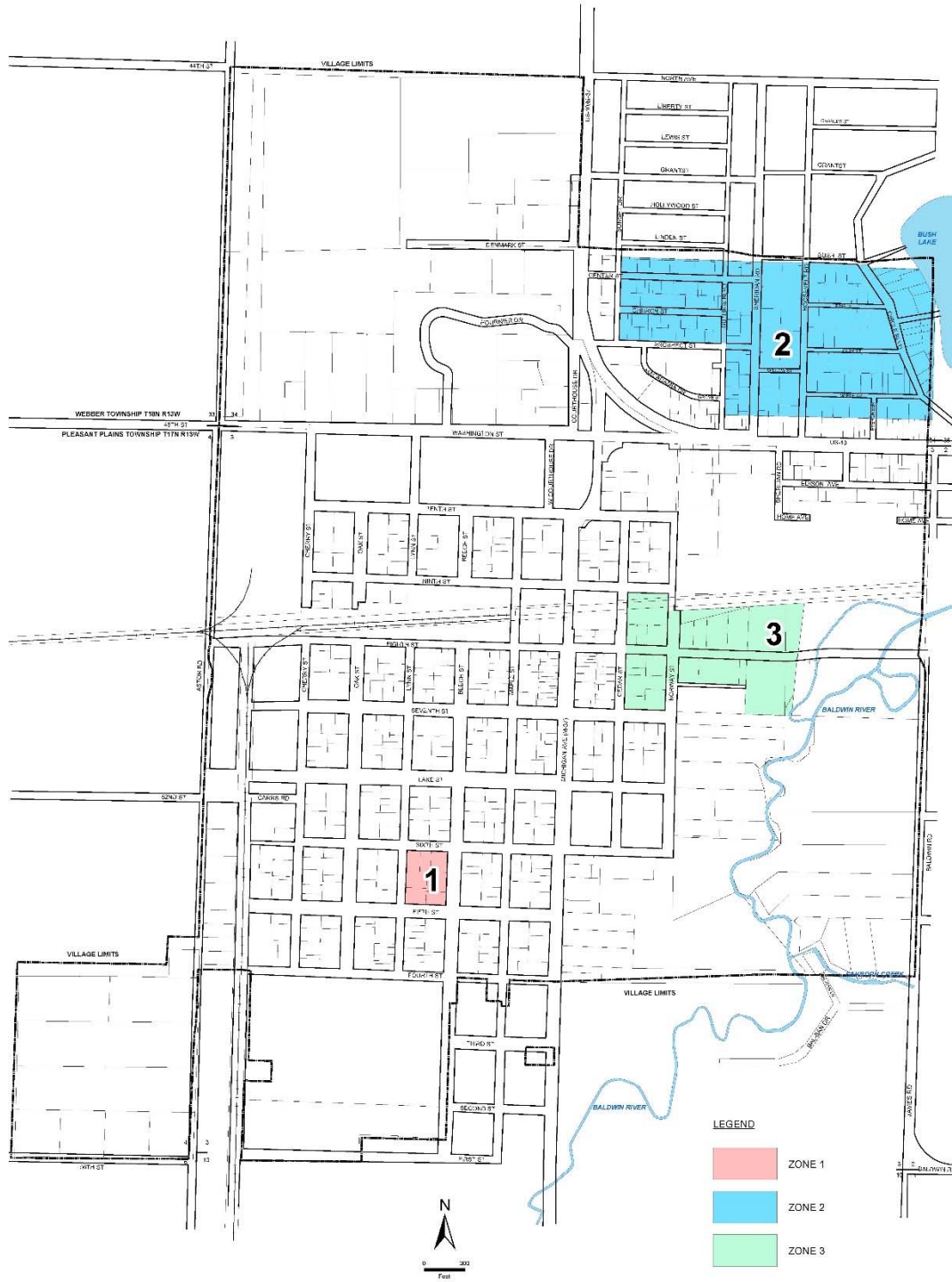
Population projections indicate the need for 45 additional dwelling units in the Village by the year 2010; with another 52 by 2020 (see chapter 4, trends, and projections). Assuming a density equivalent to four units per acre, this number of units will require up to 25 additional acres of residential land.

While much of the existing housing stock is in excellent condition, some is only of fair to moderate and even poor quality. Residential blight can be the result of absentee ownership, poor rental climates, age of housing, and lack of neighborhood amenities, poor housing market, or lack of neighborhood pride. To avoid residential blight in the future, the Village should be aware of housing stock deterioration and be prepared to respond effectively. Once blight occurs, it is difficult to overcome. One technique that may be effective in combating this problem is the creation of legal non-conforming lots through an increase in required lot sizes, building setbacks, and minimum building sizes. Small lots that do not meet minimum lot size standards should be corrected upon change in ownership or when vacant homes become public nuisances and can be condemned.

An expanded and improved housing environment is an important economic development consideration. Business owners and investors searching for a community will require adequate local housing options for its employees. It is recommended that the Village take advantage of the Neighborhood Revitalization Act to create a tax-reduced environment to stimulate residential investment in certain neighborhood areas. The neighborhood areas that might best benefit from such a program are identified in **Figure 13 – Neighborhood Revitalization Areas**

Figure 13 – Neighborhood Revitalization Areas

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DATA SOURCE: VILLAGE OF BALDWIN © S. SPCS MAD R3, INTL. FEET.
PARCELS: 2019 LAKE COUNTY EQUALIZATION TAX ROLL, 2020.

NEIGHBORHOOD REVITALIZATION AREAS

PROJ. NO. RD 200079 13	VILLAGE OF BALDWIN LAKE COUNTY, MICHIGAN VILLAGE COMPREHENSIVE PLAN	fishbeck Engineers Architects Scientists Constructors	Drawn By: [blank] Checked By: [blank] Date: [blank] Scale: [blank] Project No.: [blank]
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If the Village determines that residential blight is occurring, it could adopt a housing maintenance code or participate with programs available from the Michigan State Housing Development Authority (MSHDA) to prevent further deterioration. Ultimately, the Village will benefit through an improved property tax base and state revenue sharing.

RESIDENTIAL GROWTH

The primary land use requiring attention is residential. There are very few building sites available for immediate use and future growth may create a housing shortage. Future housing needs within the planning period can most likely be met using vacant or underdeveloped land within the current Village limits. Vacant land exists in large quantities within the Village. Most are large parcels that would necessitate subdivision before development, while others are unbuildable due to their small size, or lack of access. (**See Figure 5 – Parcel Sizes**)

There are several large tracts of land, within the Village, that would be ideal locations for expanded residential developments. The first area, located in the northwest of the Village, would be ideal for residential use. This potential area for growth is approximately 60 acres.

Another area is in the northeast quadrant of the Village. However, much of this land has been subdivided into extremely small parcels. This area would be appropriate for higher density single-family residential use, and would provide excellent housing opportunities, but the parcels would first have to be consolidated into reasonably sized building sites. This area is approximately 50 acres in size. These areas should be sufficient to provide adequate land for housing for the near future. The Future Land Use map indicates these areas for future residential usage. (**See Figure 11 – Future Land Use**)

However, this area would be ideal for the introduction of tiny homes. One of the most cited reasons people “go tiny” is their desire to create a more sustainable lifestyle. Micro-houses have been proven to be energy efficient for numerous reasons. Because they are so small, tiny houses require much less energy consumption overall: heating, cooling, and lighting. Tiny houses with solar panels have an even smaller carbon footprint!

It is no secret that homes in the United States have been growing. Between the years of 1978 to 2013, the average size of a single-family home grew from 1,780 square feet to 2,662, despite a decrease in the average size of an American family. So, though families have shrunk by about one person, home size has grown by 50%. The Tiny House Movement has been cited as a small-scale rebellion against excess.

One of the most obvious benefits of a tiny house is reduced upkeep. Only so much clutter can accumulate if your home is only 400 square feet. Dusting, vacuuming, and sweeping will take a fraction of the time. Repairs will also be on a reduced scale, ensuring they stay smaller in cost as well...i.e., repairing a tiny roof is much less of a hassle than its larger counterpart.

Many owners of tiny homes cite “self-sufficiency” as one of their biggest reasons for going tiny. The homeowners can live debt-free without a mortgage. Many love the idea of a tiny house, but do not really want to restrict their total living space to 400 square feet. Many families around the country are finding additional uses for these petite dwellings. They can serve as an add-on, mother-in-law suite, guest house, home office, studio, rental property, and so much more.

Reason would dictate that a smaller house would mean smaller cost.... but just how much more cost-effective is a tiny house? Whereas the average cost of a standard home is upwards of \$270,000, the average tiny home costs less than a tenth of that (about \$23,000). Due to this reduced cost, most tiny homeowners are mortgage-free (68%). The reduced price also means that insurance and taxes are significantly lower as well.

MARKETING THE COMMUNITY

Marketing the community is a vital step in the community development process. To attract future investment, developers and business owners must be aware of the positive character and other amenities that the Village has to offer. Important information should be effectively communicated to potential business investors and entrepreneurs. The fact that US-10 has the highest daily traffic count in Lake County is an example of the type of information that could be communicated. The Village should develop contacts with local and regional economic development bodies, such as the Michigan Economic

Development Corporation, agencies of Lake County, or other local units of government. A formal Market Study should be undertaken and implemented with the participation of interested parties such as the DDA, Village Council, Chamber of Commerce, and the business community. It is important to note that successful economic development involves adequate well-funded management and operations. Some key recommended implementation activities include:

1. **Brochure** - The Village may wish to develop an attractive brochure and an Internet Web page featuring the assets of the Village as a tool to attract developers to the area. The brochure should include the following information:

- A map of the Village, including attractive photographs
- A list of existing employers in the Village
- Labor market information
- Available municipal services
- Tax information
- A list of available commercial, industrial, or residential sites
- A Village Comprehensive Plan summary
- Other relevant information, such as housing, transportation, and recreation

The brochure may be incorporated into an organized marketing process where specific "target" potential investors are contacted and made aware of the Village. The most appropriate target audience would be those that would blend well with existing conditions in the Village and relate well to the overall image of the Village.

2. **Internet Web Page** - The Village has an effective and well-maintained Internet Web site. The Web page promotes community events such as the annual Troutarama Festival, Blessing of the Bikes, and provides important facts about the Village.

FINANCING

Perhaps the most important community development tool is ensuring that there is adequate financing for the capital improvements necessary to accommodate growth.

Grant money can be used to assist the Village in expanding the infrastructure or assisting businesses. This type of creative financing should be pursued to maximize community development potential.

The Village should be receptive to providing financing to assist new commercial or residential developments with financing. The Village should ensure that its ordinances meet its goal of encouraging growth.

Many State programs offer economic development assistance to local units of government. The Community Assistance Services division of MSHDA can help with:

- Brownfield Redevelopment
- CDBG Grants
- Economic Development opportunities
- Neighborhood Revitalization Areas

CHAPTER 8

LAND USE COMPONENT

To reduce the cost of community services and to encourage a compatible land use pattern, it is recommended that commercial, industrial, and higher-density residential development take place in select areas of the Village. The proper location of land uses will provide the greatest long-term benefit to the community and its residents. The future land use map **Figure 11 - Future Land Use** demonstrates the intended areas for future growth and development. A primary goal of the Plan is that residential neighborhoods should be protected from incompatible land uses. This section provides guidelines for the location of various land use activities based on the needs of the Village.

RESIDENTIAL AREAS

Residential development should incorporate proper site planning. It is important that developments protect ground and surface waters and natural features. They must demonstrate that adequate measures or adequate plans are in place to protect ground and surface waters and those development characteristics accommodate natural features.

The Village Comprehensive Plan calls for residential development patterns that make efficient use of land and public services. The Plan encourages a variety of affordable housing choices. Population projections **Table 8 – Population Projections** indicate approximately 263 additional people or roughly 124 additional housing units by the year 2020. This translates into a need for approximately 31 acres of additional land for residential development, based on an average density of four units per gross acre. This land should be primarily located within or adjacent to residential areas, as shown in the future land use map.

A variety of low, medium, and high-density housing opportunities should be added to the existing housing stock. The demand for housing should be met by senior citizen housing and primarily low to medium-density single-family homes. Single-family housing sizes should be greater than 1,100 square feet in size, with multiple-family units ranging from 600 square feet for studios to 900 square feet for three bedrooms. Single-family homes should be a minimum of 24 feet in width.

Demand for mobile home development within the Village does not seem strong. The Village should discourage singlewide mobile homes in areas other than mobile home parks. Mobile homes on individual building lots must be treated the same as site built and modular homes; however, a housing maintenance code should be implemented for older homes. A housing maintenance code would require that homeowners maintain residences so that there are no broken windows, steps, missing siding, etc. Mobile home parks should be separated from all other residential areas and should be served by complete public improvements.

Home occupations can vary a great deal in scope and type. In many rural areas, property owners run businesses out of their homes, garages, outbuildings, and barns. In more urban settings with greater densities, home occupations become a much more sensitive issue. Home occupations, such as sole proprietorships, having an office in their basement, that do not have customers, are suitable for most neighborhoods. Businesses more intense than home offices should be allowed as Special Land Uses and have standards regulating signs, parking, and the extent of the principal and accessory structures used for such businesses. Businesses featuring retail sales or uses that are not really "home occupations" should be prohibited. These types of businesses should be required to locate exclusively within the commercial business district where they can be fostered and grow in a retail climate.

Much of the study area has been set aside for residential uses and proposed for three levels of intensity. **Figure 5 – Parcel Sizes** illustrates the range of parcel sizes throughout the Village. It is particularly important to note the smaller parcels within existing neighborhoods and the larger parcels that may eventually make themselves available for expansion and development. The intent, character, and proposed densities for all the proposed development areas are discussed below.

Low-Density Single-Family Residential

Outlying open space, large vacant parcels, and very low-density housing characterize low-density, single-family residential areas. Areas not entirely suitable for development due to the presence of wetlands, floodplain, high water table, drainage characteristics, or other natural restrictions or characteristics would typify this density and type of development.

The Plan proposes that the fringe areas to the east, south and west of the current Village limits, and those portions of the Village southeast and southwest and the extreme northwest corner of the Village as the preferred location for low-density developments. These areas are suitable for lower density development because they are more remote from currently higher density development and there exists a general lack of streets and infrastructure. Environmental and natural constraints such as wetlands, floodplains, and the Baldwin River also make these areas logical for lower density development.

Infrastructure improvements proposed to support the former 40-acre industrial renaissance zone industrial site should be undertaken, to support future residential needs in this area. These improvements could include appropriately sized water mains and sanitary sewers and all other underground utilities such as natural gas, telephone (fiber optic) and high capacity electric service.

The anticipated density is very low, with lot sizes greater than 1/2 acre. Minimum lot sizes, therefore, should be between 15,000 and 20,000 square feet if served by sanitary sewer and public water, but would otherwise generally exceed 40,000 square feet in size, and may range to several acres in size. Anticipated lot widths would be in the 120 to 150-foot range. Single-family dwellings in this area should be a minimum of 1,200 square feet in size.

Medium-Density Single-Family Residential

Medium-density single-family residential areas consist of most of the existing residential areas of the Village. In the future, the area in the northeast of the Village, east of Sheridan Street, would be a good location for medium density single-family residential development. Properties are characterized by smaller lots and have access to existing public roads. Single-family dwellings constitute the primary principal uses in this area. Duplexes could be allowed in this district and home sizes should not be less than 1,100 square feet. A fully developed range of public services already serves most of this area. The proposed density of 3 to 4 units per acre is approximately 12,000-15,000 square-foot lot sizes. Anticipated lot widths would be expected to be in the 80 to 120-foot range.

In the future, all residential neighborhoods in the Village should have sidewalks and paved roads. Favorable conditions for development should be established by combining smaller

lots to meet the Villages housing needs. One way to accomplish this would be for the Village to acquire some of these smaller lots, then sell them for larger scale development at less than market value in exchange for favorable site restrictions and design criteria.

High-Density Single-Family Residential

The northeast portion of the Village, between Sheridan and M-37/US-10, is currently very small-lot residential and vacant land. This area is adjacent to residential development to the north in Webber Township and along Bush Lake and has good access to US-10/M-37, but there are a disproportionate number of undersized lots. This condition makes it difficult to obtain reasonable building sites under current parcel size requirements. The streets in that area also have narrow rights-of-way and lack adequate spacing. Because existing lots are undersized, they cannot meet lot size requirements that then become legal conforming lots. The Village could assist property owners in this area by allowing smaller lots and smaller houses. This area is intended to provide for higher-density, single-family residential development, and there is an adequate amount of vacant land available.

The Village intends to allow tiny homes on existing platted lots. Tiny homes can provide quality, affordable housing. The latest designs come with high ceilings, luxury fittings and ingenious architecture and they are affordable and energy efficient. The average tiny home measures just 186 square feet. That is a fraction of the size of a traditional house. But limited space offers unique benefits, including lower maintenance costs, utility bills, easier upkeep, and lower expenses than a regular-sized home. Cost makes tiny homes particularly appealing to people living on fixed incomes. The cost of a tiny home is far less than a full-size home. Most tiny homeowners do not have a mortgage, while just 29% of all U.S. homeowners are living mortgage-free. These and other qualities are the inspiration behind the growing trend of tiny house communities. Modern-day tiny houses combine the security and structure of a full-sized house and the mobility of a trailer. They look and function like a regular-sized home. Tiny homes are particularly attractive to millennials and retirees because they are an affordable lifestyle choice.

Improved access could enhance the potential of this property by widening some streets and eliminating others. It is an area large enough to provide approximately 60-80 home sites approximately 5,000 to 8,000 square feet in size. Anticipated lot widths would be expected to be in the 50 to 60-foot range.

Anticipated densities may be 5 to 6 units per acre. Duplexes could be allowed in this district and home sizes should not be limited by size or square footage.

Multiple-Family Residential

The multiple-family residential intensity level is intended to provide for higher-density, residential developments. They are typically located adjacent to existing higher-density residential uses and multi-family housing separated to the extent possible from lower-density, single-family areas. Typical uses in these areas are apartment complexes, condominiums, duplexes, apartments, townhouses, or any combination of these housing types, senior citizen housing, and nursing homes. Anticipated densities may be up to 15 units per acre, providing the appropriate public services are available.

There are currently three facilities in the Village meeting these criteria; (1) Oakwood Manor, (2) Kahlil Estates Apartments, and (3) Grand Oaks Nursing facility, all located in the area immediately northwest of the Central Business District (CBD). They are adjacent to institutional and commercial development along Washington Street and Michigan Avenue and have good access to US-10/M-37. While there appears to be adequate acreage for higher density multiple-family development, the area south of Washington Street to Carrs Road may also be appropriate for this type of development.

COMMERCIAL DEVELOPMENT

Commercial development is necessary to provide goods and services to the Village's growing population, to provide employment opportunities, and to contribute toward a stable tax base. The role of this Plan is to establish general criteria for commercial growth areas, encourage compatibility with neighboring uses, and to ensure that public facilities and services are adequate to support the area.

Compact groupings encourage pedestrian activity and reduce conflicts with neighboring uses. In addition, businesses generally prefer locations near similar and supporting businesses. Commercial areas should be designed to use existing public improvements. Existing vacant lots and buildings should be utilized before expanding into adjacent residential areas. Occasionally, sites might be acquired by the Village and temporarily

developed as small or medium-sized parks or open space settings that provide an aesthetic dimension until it is required for development. Residents and business owners share in the economic development process.

It is the intent of this Plan, then, to encourage commercial growth in appropriate areas, separated from residential uses as much as possible. However, commercial development requires a variety of services and can result in traffic and parking demands and the need to introduce public parking, improve street lighting, and provide water and sewer services. Furthermore, the existence of commercial development attracts additional commercial activities. By consolidating commercial development, public services can be provided more economically, and land use conflicts can be minimized.

The Future Land Use map designates two commercial areas in the Village. The primary commercial area is the existing Central Business District. The secondary commercial area is along US-10. This is an area for what might typically be termed “highway/commercial” land uses intended for larger-scale and higher-intensity land uses serving the motoring public that would be inappropriate in the Central Business District.

Central Business District

It is important to the vitality of the entire community to maintain property values in the Central Business District (CBD), as illustrated in **Figure 11 – Future Land Use**. The Village can accomplish this in large part by promoting economic growth through financing public improvements. Public improvements yield benefits to the public and attract business and industry, particularly when new facilities are important to new investments. Higher quality public and private investments maximize and perpetuate long-term benefits.

The existing Central Business District (CBD) is expected to continue as the major commercial activity center providing jobs, goods, and services close to the major residential neighborhoods of the Village. It is the objective of the Plan to enhance CBD conditions, assist new businesses to locate and existing businesses to relocate or expand, and to improve the overall quality of that part of Village life. The Plan for the CBD should include a comprehensive approach to proposing projects that support local goals, protect, and assist businesses, and ensure the type of growth that will enhance the overall quality of the area.

The general goal for the CBD is to enhance the overall image and character of the area by financing critical public improvements. Activities encouraged in the CBD include general retail stores and services, restaurants, local government services, specialty shops, and professional offices. This area should serve as the major commercial service area of the Village to support existing commercial establishments and to maintain the historic character.

The appearance and efficiency of the CBD are an essential component of a healthy business environment and necessary for the continued economic growth of the entire Village. The CBD should maintain a strong identity with quality parking and an attractive leisurely atmosphere. The limits of the CBD could be expanded, and efforts should be made to redevelop abandoned, underutilized, or vacant properties. These properties should be inventoried and made available for resale. The Village should establish incentives to encourage the creation of new businesses. One element that could serve as an incentive would be to allow the second stories of buildings to be used as dwellings. This has the advantage of putting unused space to good use, provides businesses with customers nearby and adds an element of security via the presence of people.

Highway/Heavy Commercial

The secondary commercial area is along the entire length of US-10. This is an area for what is termed “highway commercial” or “heavy commercial” land uses intended for larger-scale and higher-intensity land uses serving the motoring public that would be inappropriate in the Central Business District. The policy on highway/heavy commercial development should be well thought out and coordinated with township planning and zoning efforts. Over time the coordinated development policies must be monitored for effectiveness. New commercial areas outside the current Village limits could be considered with an orientation toward these types of “heavy” or “highway” commercial enterprises such as outdoor sales and service establishments, tire stores, quick oil changes, lumber, hardware, auto repair, implement sales, and mini-storage facilities. Other typical uses in this type of commercial area include, motor vehicle sales and services, outdoor recreation establishments (miniature golf, go-carts, batting cages, driving range, etc.), warehousing, hotels, and fast-food restaurants. These areas allow for commercial activities intended to supplement the Central Business District. The area along

US-10 especially east of M-37 may be suitable for this type of land use. For that, and other reasons, the township's assistance will be critical to the implementation of this Plan. Commercial development in this location should be consistent and complementary to the expansion of commercial development within the CBD. This would ensure that the commercial areas themselves are not competing, but rather, are complementary and providing groupings of similar and compatible goods and services.

INDUSTRIAL AREAS

Manufacturing businesses can play a role in the economic strength and prosperity of a community and provide both employment opportunities and tax base. An important aspect of the industrial component of this Plan is guidelines for industrial uses regarding public services and adjacent land uses. Industrial uses in the Village should be limited to activities such as research and development and light industrial activities.

Industrial activities should be located:

- Near one another
- Adjacent to major transportation corridors
- Isolated from residential and commercial areas as much as possible, and if possible downwind from prevailing winds (in this case northeast)

Access points should be combined and limited in number to allow smooth traffic flow. This improves the flow of shipping and employee traffic, allows firms to share facilities and services, and helps reduce land use conflicts. Industrial development should have direct access to major transportation routes. There is no doubt that M-37 and US-131 are the primary shipping routes for the Baldwin area.

Light Industrial areas can be desirable components of the Village without being undesirable neighbors. Light Industrial uses can also be made compatible with adjacent non-industrial land uses by controlling the potential off-site impacts, such as noise, odors, light, and glare. This can be accomplished through pollution-control measures, setbacks, buffer yards, fencing, landscaping, and other site-specific techniques. Landscaping and comprehensive design can make them attractive working environments and can provide

a pleasing appearance compatible with adjacent, less intensive uses. Light industrial activities can be attractive additions to the Village if they are established within well-planned areas.

Public improvements and services for industrial areas are essential to ensure an efficient business environment, to allow easy access for the community, and to make the area more compatible with neighboring uses.

Industrial developments should provide the following minimum improvements:

- All weather paved streets (sidewalks optional)
- Adequate off-street parking (for employees, visitors, deliveries, etc.)
- Adequate, well-placed signs and landscaping for streets, sidewalks, and parking areas, including perimeter screening from adjacent nonresidential uses
- Appropriate Storm water management facilities and structures
- Provision of adequate public sanitary sewer and water
- Controlled traffic access to arterials and intersections and good internal circulation
- On-site docking and loading facilities, turning areas for shipping, and receiving

The industrial component of this Plan proposes creation of a Light Industrial area along Astor Road at the extreme southwest of the Village. This area currently features the Village's sole remaining industrial employer. Although some of the proposed industrial area is within the wellhead protection zone, it should be specifically developed as the primary area planned for future industrial use.

Should additional industrial land be required in the future, the Plan recommends expansion to the west. A new industrial area could be developed along the railroad tracks west of Astor Road. This is an underutilized area having large parcels suitable for larger scale industrial activities. Standards should be added to the industrial approval process to ensure the highest level of protection for the residents of the Village.

PUBLIC AND INSTITUTIONAL LANDS

Public and institutional lands are those areas intended for parks, schools, churches, and

Village government buildings. Public and institutional uses include existing and proposed parks to meet the recreation needs of the Village identified in this Plan. The primary focus of the Plan for public lands is to maintain existing facilities. Existing Village-owned property should be well maintained and landscaped to provide a more aesthetic appeal to residents and visitors. Public and Institutional land uses including assisted living facilities, day-care, nursing homes, and senior housing, could be located within the medium density residential areas as Special Land Uses. **Figure 6 – Public and Institutional Uses** identifies the location of Village-owned properties.

OPEN SPACE AREAS

There are numerous areas intended for preservation, including relatively large wetland areas in and around the Village and significant tree stands or large mature trees. The Village also contains significant surface water features, floodplains, and some steep slopes. These areas should be protected from development. Wetlands serve important functions, such as flood control, groundwater recharge, and water purification. In addition, they provide passive recreational opportunities and support biological habitats. These areas should be preserved in their natural state and utilized as valuable local resources for education, habitat, and recreation, while encouraging development to locate elsewhere. Development that is located within environmentally sensitive areas should meet specific setback and buffering standards.

ZONING PLAN

It is the intention of this Plan that the areas planned correspond to the following zoning districts when implemented in the zoning ordinance:

- Low-Density Single-Family Residential will correspond to the existing R-1 Low Density Single Family Residential Zoning District
- Medium-Density Single-Family Residential will correspond to the existing R-2 Medium Density Single-Family Residential Zoning District
- High-Density Single-Family Residential will correspond to the existing R-3 High Density Single Family Residential Zoning District

- Multiple-Family Residential which will correspond to the existing R-4 Multi-Family Residential Zoning District
- Central Business District Commercial will correspond to the existing C-1 Village Center Commercial Zoning District
- Highway/Heavy Commercial Development will correspond to the existing C-2 General Commercial Zoning District
- Light Industrial will correspond to the existing I-1 Light Industrial Zoning District

Future Land Use Categories - The Village has been divided into Future Land Use categories intended to guide future development decisions, which include zoning. Future Land Use categories are not to be viewed by themselves as complete recommendations. It is necessary to also review the Township's vision, goals and objectives and Future Land Use Map to gain a complete understanding of the expectations for future development. The proposed zoning district categories are described on the following pages and include:

- Low Density Single-Family Residential 15,000 to 20,000 square feet minimum
- Medium Density Single-Family Residential 12,000 to 15,000 square feet minimum
- High Density Single-Family Residential 8,000 to 12,000 square feet minimum
- Multiple-Family Residential Up to 15 units per acre density
- Central Business District Commercial 5,000 square feet minimum
- Highway/Heavy Commercial 5,000 square feet minimum
- Light Industrial 2 Acre minimum

A variety of factors were studied to determine the appropriate parcel size for the Residential zoned areas of the Village. Among them:

1. Inventory of current lot sizes to identify discernable trends toward development in certain areas.
2. Identify areas where higher-density allowances are reasonable to provide efficient homesites.
3. Concentrate on the need for higher-density development to promote in-fill development, efficient use of land, and prevent sprawl. It is important to focus on specific factors such as the existing quality of roads, availability of public services, access to community services and business districts.
4. Attempt to provide for higher densities in some areas (where conditions are appropriate) and low densities in others to allow a range of development opportunities.
5. Maintain an environment where future land uses are compatible with existing land uses.

Therefore, smaller minimum lot sizes are proposed for substantial areas within the Village where public utilities are available; where smaller land divisions have already occurred; where smaller lots are the predominant residential land use type; or where other factors, such as public services and paved roads dictate that smaller lot sizes would serve the public health, safety, and welfare.

Much of the Village has been planned for Residential development. These classifications anticipate lot sizes of less than one acre in all areas with varying lot widths. The 12,000 to 15,000 square feet minimum is currently anticipated as most appropriate for a large portion of Village lands. Useable amenities, such as trails and connecting pathways should be included within residential subdivision design.

Low Density Single-family Residential

Approximate density: 2 units per acre

Approximate lot size: .5 acres

Approximate lot width: 120 - 150 feet

Smaller lot sizes should be retained in areas where utilities could potentially be made available, and in areas where smaller lot development has already occurred. These areas have been identified as suitable for continuation of spacing that consists of lots of two or three acres. The intent of this category is to provide areas for moderately sized residential lots comparable with existing densities in areas of the Village already significantly developed. In most of these areas there are still ample acres of vacant land available for infill development. These consolidated areas provide smaller lots and higher densities for those that desire more affordable home sites. Cluster housing that is developed with the intent of protecting large areas of natural features and agricultural land may be developed with smaller lot sizes. Useable amenities, such as pathways, passive open space, and recreational areas, should be included within an open space residential design.

Medium Density Single-family Residential

Approximate density: 3 units per acre

Approximate lot size: .3 acres

Approximate lot width: 80 - 120 feet

Medium Density Residential includes areas with historically small lots throughout most of the village. Typical medium density residential development includes small lot single-family dwellings and are intended to allow for densities not exceeding 3 units per acre.

Development design should be such that it fosters unity, social, and recreational opportunities. Developments should include useable open space, such as playground areas, a community square, and recreational trails and sidewalks that connect to existing and planned adjacent uses (commercial and residential). Sensitive natural areas otherwise available for development (i.e., not in a floodplain and not a wetland regulated

by the State) should be preserved through designs which incorporate those features as attractive elements of the development.

High Density Single-family Residential

Approximate Density: 4 units per acre

Approximate Lot Size: .25 acres

Approximate Lot Width: 50 - 80 feet

Smaller lot sizes should be retained in areas where utilities could potentially be made available, and in areas where smaller lot development has already occurred. These areas have been identified as suitable for continuation of spacing that consists of lots of two or three acres. The intent of this category is to provide areas for moderately sized residential lots comparable with existing densities in areas of the Village already significantly developed. In most of these areas there are still ample acres of vacant land available for infill development. These consolidated areas provide smaller lots and higher densities for those that desire more affordable home sites. Cluster housing that is developed with the intent of protecting large areas of natural features and agricultural land may be developed with smaller lot sizes. Useable amenities, such as pathways, passive open space, and recreational areas, should be included within an open space residential design.

Since small lot zoning is the desired method in these areas of the Township, this category anticipates lot sizes as small as one-fifth (.20) acre with lot widths of not less than 50 feet.

Multiple Density Residential

Approximate Density: 15 units per acre

Approximate Lot Size: .50 acres

Approximate Lot Width: 75 feet

These areas are intended to provide for a diverse residential environment by allowing duplexes, and multiple-family dwellings, which meet the requirements of this district. Provisions are also made within this district to provide for grouped housing developments such as apartment complexes comprised of structures customarily known as garden

apartments, terrace apartments, townhouses, row-housing, and other housing structures of similar character, and Manufactured Housing Communities.

Central Business District

Approximate Density: 2 units per acre

Approximate Lot Size: .5 acres

Approximate Lot Width: 75 feet

This land use category is intended to accommodate a wide range of traditional commercial, retail, office and other general commercial uses that cater to the larger community and travelers along M-37. Uses within this category rely partially on highway traffic. This land use category is intended to serve as a focal point for retail services and activity. The central business district may have such uses as gas stations, convenience stores, drugstores, and smaller offices/services (doctor's office, insurance, dentist, etc.), barber shops, cafes, small grocery stores, and other businesses compatible with downtown areas, involving lower traffic volumes.

Central Business Districts should be consistent with the historical town center characteristics and include consideration of:

- Shared driveways and parking areas
- Consistent site elements, such as landscaping and lighting
- Signs that are consistent with the existing character of the village

Sign limitations, reduced lighting levels, and landscaping are necessary to ensure that these uses fit within the neighborhood in which they are located. Rear parking areas serve to minimize traffic conflicts accommodate higher volumes of traffic, and facilitate the safe, effective flow of traffic.

These areas need to be pedestrian friendly and be compatible with the Village Center zoning district which is intended to exclude auto-oriented drive-through facilities,

automotive service, large scale retail, restaurants, hotels, and other intensive uses not well suited along Main Street. Effective streetscape design, building design and pedestrian connections should be included in the review of development proposals.

Highway/Heavy Commercial District

Approximate Density: 2 units per acre

Approximate Lot Size: .5 acres

Approximate Lot Width: 75 feet

This land use category is intended to accommodate the larger community and travelers along US-10 and M-37. Uses within this category rely partially on highway traffic. This land use category is intended to serve as a focal point for highway services and activity. For instance, a highway commercial area may have such uses as gas stations, convenience stores, auto repair, auto sales, health services, cafes, grocery stores, and other businesses compatible with higher traffic volumes. It is intended that these areas be primarily auto-oriented, including drive-through facilities, automotive service, large scale retail, restaurants, hotels, and other intensive uses not well suited along Main Street. As such, this type of commercial development should be located within and adjacent to transportation corridors in the village.

However, Commercial areas are often going to be located at the cross section of large roads and should include consideration of:

- Individual driveways and parking areas
- On-site storm water retention
- Consistent site elements, such as landscaping and lighting
- Roadway improvements, including turning lanes, deceleration lanes and others
- Signs that are consistent with the character of the village

Development in highway commercial areas must also be sensitive to existing and planned residential development in adjacent areas. Consideration must be given to the locations of buildings and parking areas, lighting, noise and other potential nuisances, and location of activity areas, such as loading and trash collection.

Generous setbacks, sign limitations, reduced lighting levels, and landscaping are necessary to ensure that these uses fit within the neighborhood in which they are located. Driveways will be located as far from intersections as possible to minimize traffic conflicts, not less than 150 feet from the intersection. In most situations a single driveway will be permitted unless a professional traffic study determines that a second drive is needed to accommodate higher volumes of traffic or to facilitate the safe, effective flow of traffic.

Effective access management, streetscape design, building design and pedestrian connections should be included in the review of development proposals. Building/tenant spaces would be wide ranging and not limited by square feet. Parcel sizes should be no less than 1/2 acre in size. Development should be accomplished with consideration of corridor management techniques. Consideration must be given to the locations of buildings and parking areas, signage, lighting, noise and other potential nuisances, and location of activity areas, such as loading and trash collection.

Light Industrial

Approximate Density: 2 units per acre

Approximate Lot Size: .5 acres

Approximate Lot Width: 75 feet

Light industrial areas would allow limited industrial uses as well as some related commercial businesses. It is the intent of this area to accommodate industrial establishments that are incompatible with pedestrian movement, and which are not engaged primarily in retail sales or providing services to the travelling public.

Light industrial development is planned for areas which are already served or could potentially be served by public utilities. This area should provide for a mix of industrial uses including utilities, warehousing, manufacturing, etc. Uses intended for this category

include facilities that do not rely on heavy traffic volumes and the accessibility and convenience associated with being located adjacent to a freeway. Low key industrial uses with limited negative impacts are encouraged in this area. Adverse effects caused by these proposed uses should be mitigated by requiring generous setbacks, screening, and buffering, and by carefully regulating land uses that may create noise, odors, dust, smoke, or other adverse effects for neighboring properties.

Appropriate screening and buffering installations are anticipated between industrial uses and surrounding properties. Industrial uses are expected to be low key uses with limited negative impacts of a type that would benefit from proximity to the interchange such as light manufacturing, warehouses and research and development. Site development standards would need to ensure that the buildings and other site improvements such as lighting and truck movements have minimal impact on adjacent uses. New zoning regulations may need to be prepared and put into place along with a rezoning of property to accomplish this proposed zoned area.

Typical uses could include distribution and warehousing, sales or service of trucks, boats, trailers, recreational vehicles, farm implement sales and service, outside storage and sales, transport and trucking services, contractor's yards, veterinary hospitals and kennels, heavy equipment sales and service, landscapers, self-service storage facilities, sign fabricators, assembly of finished parts, etc. and similar non-retail commercial and light industrial uses.

Lot sizes should be a minimum of one acre with a minimum lot width of 100 feet. Generous side and rear yard setbacks and buffering should be required when adjacent to a residential use. Additional site design issues should also be determined by appropriate site plan review.

Environmentally Sensitive

The Environmentally Sensitive category is intended to recognize areas of the Village that contain natural features such as lakes, streams, and wetlands. Large areas of Environmentally Sensitive land are located within the Village and are primarily linear in shape following the banks of the Baldwin River.

Development that does occur should be designed to minimize negative impacts upon the environment and natural features. Land uses within these areas should emphasize low density residential uses, including the use of open space or cluster development to offer protection of environmentally sensitive features.

While protection of these features should be a priority, opportunity exists to utilize these areas for recreational purposes such as natural trails and environmental education for area schools and the public. It is the intent of this land use category to allow for reasonable development that preserves the character and environmental quality of these environmentally sensitive areas. Techniques to preserve their quality, such as utilization of natural vegetation buffer strips at the edge of waterbodies and utilization of small-scale water control measures for run-off from impermeable surfaces such as roofs and pavement, should be utilized in development proposals.

Zoning Strategy - As with any Master Plan, the planned areas should be implemented over time. A zoning strategy will be used to integrate future zoned land as needs and time dictate. The purpose of this strategy is two-fold. First, the intent is to ensure that adequate zoning exists for commercial uses that are necessary both for the greater area and as related to the traveling public. At the same time, care must be taken to ensure that an oversupply of land is not made available to avoid haphazard development, marginal uses with high turnover rates, and land uses that do not rise to the level of quality desired by the stated goals of this Plan.

Second, the zoning strategy is intended to avoid development that does not permit the use of proper access management techniques, such as access points, shared driveways, shared parking lots, and other techniques. It is also intended to improve the quality of development through consistent application of landscaping requirements.

Before new land areas are rezoned, the following conditions should be considered by the Planning Commission and Village Council in reviewing rezoning requests or for site plans related to zoned areas.

- The area proposed for rezoning should usually be contiguous to, or near similarly zoned areas, particularly for Commercial and Industrial. For new commercial uses which have available public sewer and/or water facilities, exceptions may be appropriate.
- Planning for service drives or street extensions to serve adjacent properties should be encouraged, and in some instances, required. Where service drives are impractical due to topographic or other physical conditions related to the property, shared drives should be considered.

CHAPTER 9

PLANNING AND MANAGEMENT RECOMMENDATIONS

Planning and management can lead to local programs that identify, incorporate, and utilize local resources to their greatest advantage in land use practices. This approach is fundamental to the Village if it is to exist as a unique place to live or visit. Planning and management guidelines can be used to maximize the quality of life and ensure a more pleasing environment. Without proper planning and management, haphazard development is almost certain to have a negative impact. By establishing a sound information base and a well-conceived plan, local officials and citizens can provide the best available means for protecting, preserving, and regulating undesirable land uses and development practices.

TRANSPORTATION

The Village should pursue acquisition of funds or grants in cooperation with county and state agencies to improve the capacity of local streets and to ensure the adequate maintenance of all-weather truck transportation access. The Village has control and responsibility for all streets within the Village limits except for the one-mile length of Michigan Avenue (M-37), and 3/8ths mile of US-10.

The Plan recommends modifications or redevelopment of the following streets and rights-of-way:

Street Vacations

- Vacate Home Avenue
- Vacate the north and south 27 feet of Lake Street to narrow the right-of-way to 66 feet
- Vacate Lake Street west of Cherry Street
- Vacate 7th Street west of Cherry Street
- Vacate Oak and Cherry Streets between 9th Street and the railroad right-of-way
- Vacate Willow Street

Street Improvements

- Widen Center Street to 66 feet
- Widen Church Street to 66 feet and extend east to Sheridan
- Widen Roosevelt Road to 66 feet
- Widen Guthrie Boulevard to 66 feet
- Widen Pine Street to 66 feet
- Widen Maple Avenue to 66 feet
- Widen Circle Boulevard to 66 feet
- Widen Prospect Street to 66 feet and extend east to join Park Street which would also be widened to 66 feet

Obtain Right-Of-Way And Improve Street

- Extend Denmark Street west to Astor Road
- Extend 10th Street east to Sheridan Road
- Connect 44th Street (North Street) across north Village limits
- Connect 56th Street (First Street) with Baldwin Road across south Village limits

Miscellaneous

- Consider modifications to the Edison Avenue right-of-way
- Dedicate Fournier Drive as a public street

These improvements will provide improved circulation to major destination points and residential areas, open new areas for development in the Village, and help reduce traffic along local streets.

COMPLETE STREETS

Complete Streets policies improve the quality of life and embrace all modes of transportation. Many communities and states have adopted local Complete Streets policies — making the streets safer for everyone using the streets, whether walking, bicycling, driving, or taking public transportation. This Plan advocates public streets should

be more accessible to bicyclists, pedestrians, motorists, and public transit by approaching all future transportation projects with the Complete Streets Policy in mind. This means the planning, design and construction of public streets will not just be automobile centric. Rather, standards to review and implement aspects of complete streets will be adopted, with projects near public service areas and institutions being prioritized to best enhance the health, safety, and general welfare of Village residents. Complete Streets projects may include, but are not limited to adding sidewalks, bike lanes, trail connections, curb ramps, or traffic control devices and signage.

Complete Streets policies are a commonsense approach to planning transportation projects and systems for all users, rather than having to go back after a project has been built to add sidewalks, crosswalks and other accommodations for pedestrians and bicyclists. Bicycle and pedestrian fatalities continue to increase, and now make up 16.3 percent of all traffic fatalities. It is time to ensure that our transportation systems are designed and built to be safe for everyone.

GIS DATABASE AND MAPPING

This includes the identification of accurate right-of-way dimensions and locations for streets, highways, and the Pere Marquette Trail (formerly the C&O railroad). This mapping should be maintained and expanded to include accurate property dimensions and information for planning, zoning, utility, and many other useful purposes.

FINANCE

The Village should maintain a detailed accounting of revenues and expenditures for planning and zoning to include application fees, permits, administration, enforcement, etc. This results in regular and consistent budgeting for planning and zoning purposes. The Village should also monitor state and federal grant opportunities, apply for funding whenever possible, and initiate a six-year Capital Improvement Program.

TOWNSHIP COOPERATION

Activities outside the Village limits should be reviewed collectively, i.e., land use

considerations.

CODE ENFORCEMENT

Ensure that private properties are maintained and encourage property owners to clean them up.

HOUSING POLICY

Limit multi-family units to no more than 20 percent of the total number of units available in the Village. Ensure that low-density residential areas remain low-density by encouraging higher-density development only in high-density areas. Discourage conversion of single-family homes to multi-family in single-family neighborhoods. Strengthen inspection code and requirements for multi-family conversions concerning upper floor access, parking, window area/floor area ratios, handrails, electrical, utilities, maintenance, trash, registration, and regular inspections. Limit or eliminate the use of special land use permits to allow multi-family dwellings in single-family neighborhoods. Establish a database for the multi-family housing stock indicating size of units, ownership, age, condition, dates of inspection, violations, etc. This could be linked to a GIS system to monitor Village-wide impact and accounting. The Village Council may want to consider adoption of a housing maintenance code for non-owner-occupied housing. An ordinance of this type might require annual inspections for building deficiencies such as electrical and mechanical code compliance. [see Future Land Use Map]

ACCESSORY STRUCTURES

The size and location of accessory structures should be reasonable for the Village. The size of accessory structures should be proportional to the size of the residence. In general, accessory structures should be in the rear yard area of a residential lot. Some exceptions could be considered for side yard structures in special circumstances. Accessory structures should not be allowed on vacant parcels. Principal structures should always be present first. Small accessory buildings less than 200 square feet may be allowed without permit.

Non-residential parcels like commercial and industrial properties typically should not be allowed accessory structures. However, multiple buildings could be allowed according to an approved site plan.

HOME OCCUPATIONS

Home occupations should be allowed under carefully considered standards. Generally, home occupations should be conducted entirely within the dwelling, and not involve any alteration to the structure. They should be incidental to the primary residential use, not create noise, vibration, glare, fumes, odors, etc. Only members of the immediate family residing on the premises should be employed. All activities should be carried on indoors and no visible outdoor storage should be permitted.

SIGNAGE

Adopt consistent standards for a Village logo on all signs including street signs. Business sign standards should establish uniformity in the business district, and with off-premises signs and billboards.

INFRASTRUCTURE MAINTENANCE

The Village should implement a program of upgrading Village facilities and infrastructure including storm sewer facilities, sidewalks, streets, lighting, parks, and related buildings and properties.

DOWNTOWN DEVELOPMENT AUTHORITY

The Village of Baldwin Downtown Development Authority (DDA) was established by ordinance on June 8, 1987, in accordance with Act 197 of Public Acts of 1975 of the State of Michigan, as amended (Act 197). Act 197 provides for the establishment of a downtown development authority when the Village council determines that it is in the public's best interest. DDA's provide a tool for communities to correct and prevent deterioration in business districts, encourage economic development and activity; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal

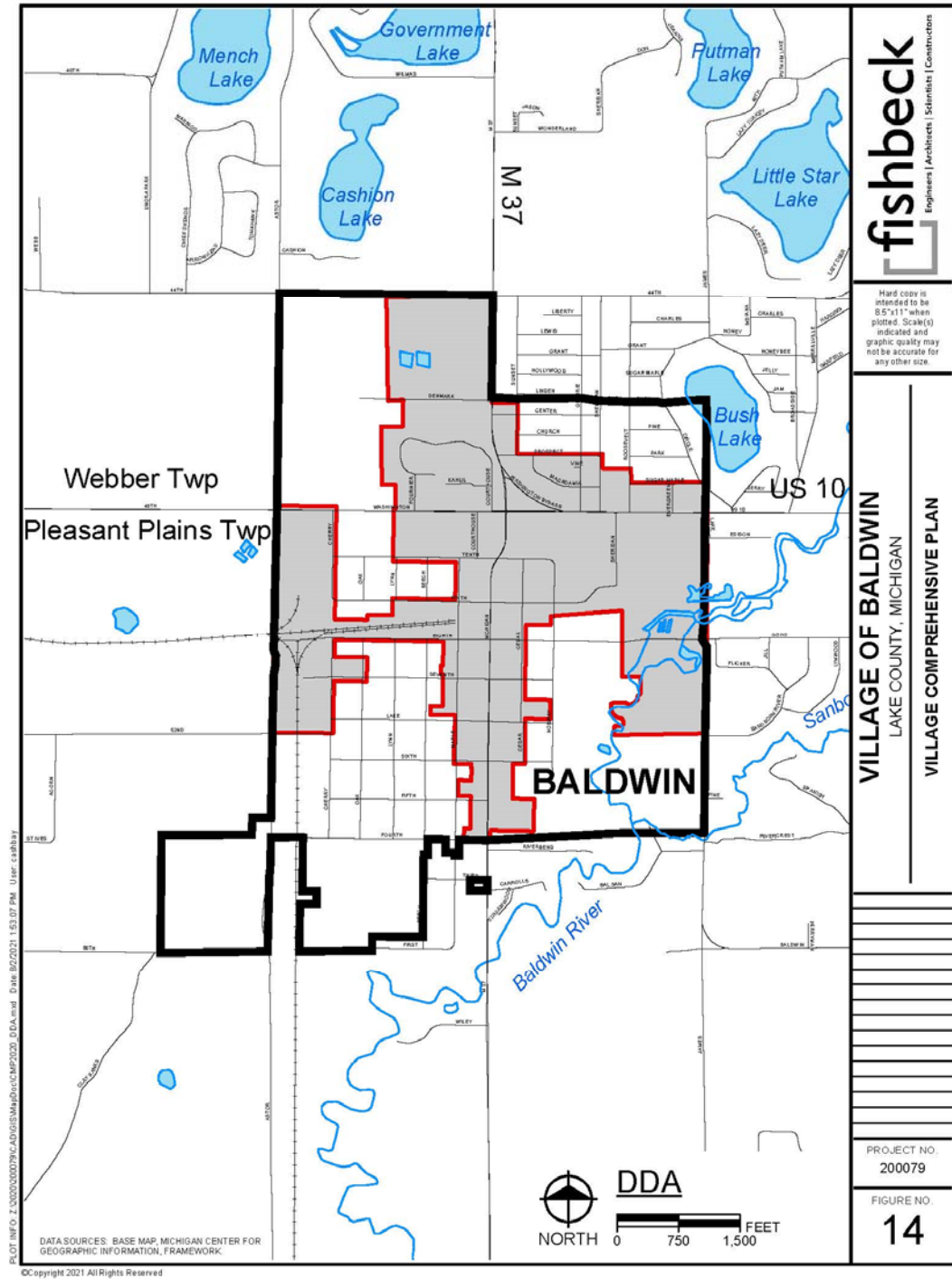
property; to provide for the creation and implementation of development plans; to provide for the creation of a board to govern an authority and to prescribe its powers and duties; to permit the issuance of bonds and other evidences of indebtedness by an authority; and to authorize the use of tax increment financing.

The Baldwin (DDA) district encompasses 366 acres in the heart of the Village. It contains primarily commercial, institutional (public), and residential components. The district supports many businesses that provide jobs, tax base, goods, and services to the Village and surrounding residents. The downtown district functions as the business core of the community.

The DDA provides a mechanism for the Village to organize for, plan, and implement the revitalization of the downtown. It is the objective of the DDA board, through this plan, to stabilize conditions for those residing here, assist businesses in locating or expanding, and improve the quality of life. The Village approved a Development Plan and a Tax Increment Financing plan for the newly established Downtown Development Authority (DDA) on May 13, 1991. The original plan outlined a comprehensive approach to solving problems in the Village relative to the DDA area. Projects were specified that supported local legislative goals, protected, and assisted businesses, and ensured a quality of growth that would enhance the overall quality of the area.

The intent of development projects proposed in the development area then and now, is twofold: first, to foster the revitalization of the commercial component; and second, to provide the atmosphere for supporting development and an improved character to the DDA district. The success of the DDA is contingent upon functional and recognizable land use arrangements, development control, public service enhancement, and basic infrastructure improvements. Many individual and cooperative efforts will lead to its success in the coming years. It is hoped that the DDA will continue to have a positive influence on the future of the Village. The projects and activities outlined in this plan have been conceived and defined to serve the needs of the community. In April 2003, the village council expanded the area of the DDA downtown district [**Figure 14**].

Figure 14 - DDA



PARKS AND RECREATION MANAGEMENT

The following enhancement techniques can be used to effectively preserve, protect, and enhance the recreational opportunities in Baldwin Village:

- Hollister Park improvements
- Expand bicycle and pedestrian trail system
- Promote historical buildings and sites
- New and existing Park development
- Establish restroom facilities
- Creation of Neighborhood Parks

LAND DIVISIONS

The Village should develop standards for the review and approval of requests for land divisions (splits). Land division regulations should include divisions and subdivisions as defined by the Land Division Act and Condominiums as defined in the Condominium Act. Health department evaluations regarding septic systems and potable water supplies should be required. Formal land surveys should also be required for all divisions less than one acre.

GROUNDWATER PROTECTION

Until the 1970's, it was believed that ground water was naturally protected from contamination, filtered through layers of soil and particles of sand, gravel, crushed rock and larger rocks. However, we now know that contaminants can pass through these filtering layers. Ground water contamination can originate anywhere within the hydrologic cycle, either on the surface of the ground, or in the ground above or below the water table. Because ground water tends to move very slowly (compared to rivers or streams) and is hidden from view, contamination occurs gradually and may remain undetected for years.

A community's priority should be the protection of its water supply. Any pollutants that are released within the community have the potential to reach the wells and contaminate the water. For example, less than one gallon of gasoline can contaminate one million gallons

of ground water to the point that the well water is unusable for drinking purposes. Different types of contaminants can be expected from different types of land uses. This is especially important within the area of influence potentially affecting the public water supply. **Figure 8 – Water Distribution System/Wellhead Protection Area**

Numerous methods for protecting the water supply are possible. Volunteers from the community can conduct field inventories of potential sources of contamination, searching Village records and contacting individual landowners to inquire if they are aware of any potential sources of contamination. Technical expertise for training and guidance in ground water protection projects should be sought at the state level since, historically, the state has had primary responsibility for ground water protection. In Michigan, the state agency that would be the source for public education materials is the Department of Environmental Quality. Although retired volunteers are an excellent resource, do not overlook the possibility that junior high and high school science classes may find the project of interest and volunteer (with the help of teachers and parents) to inventory protection areas. However, it is important that Village water department staff manage the effort, coordinating the recruiting of volunteers and keeping in touch with them throughout the project.

WELLHEAD PROTECTION PLAN

Wellhead Protection provides a mechanism to prevent existing and potential sources of contamination from reaching the public water supply. Intelligent land use decisions regarding development within the protection area can be effective in preserving the integrity of the public water supply. Planning elements provide guidance in the development of land use and land protection measures supporting wellhead protection. [see Future Land Use map]

Proposed zoning options might include:

- Establish wellhead protection area zoning districts
- Identification of prohibited uses
- Development of design and performance standards

- Requiring additional information about hazardous material handling and onsite management practices through the site plan review process

SURFACE WATER PROTECTION

The Village should strive to preserve and enhance surface waters, protecting its fish, wildlife, floodplains, ecology, and recreational and aesthetic values. The area adjoining the Baldwin River and Bush Lake should be protected as appropriate. The Village should designate the Baldwin River and Bush Lake areas and set forth proposed uses of lands and waters and management measures. Regulations should include uses of land for residences, industry, commerce, forestry, recreation, and additional uses as they may be encouraged, regulated, or prohibited. Regulations may limit or prohibit the placement of structures of any class or designate their location with relation to the water's edge, to property or subdivision lines, and to flood flows and may limit the subdivision of lands for platting purposes. Regulations may control the location and design of streets and of public utility transmission and distribution lines. Regulations may prohibit or limit the cutting of trees or other vegetation, but such limits should generally apply for a distance of 50 to 100 feet from the river's edge. Zoning rules generally should not control land more than 100 feet from the river's edge, but they may contain other provisions necessary to accomplish the objectives of this Plan. If your project is less than 1 acre of total earth disturbance, a Local Soil Erosion Permit may be required. Permit triggers may vary, but typically a permit is required for any project within 500 feet of a lake or stream regardless of size, or for any project OVER 1 acre in earth disturbance.

NATURAL HAZARDS AND DISASTERS

Natural hazard mitigation is an effective tool in reducing the loss of lives and property in areas where hazards exist. Hazard mitigation is defined as an action intended to reduce or eliminate damages or other negative impacts caused by natural or technological hazards. Federal funds are available for up to 75 percent of the cost of some hazard mitigation measures. To be eligible, a project must satisfy specific criteria regarding applicant, cost, and work eligibility. Potential eligible projects are limited to:

- Acquisition of real property in a hazard area/physical relocation of structures from

a hazard area

- Elevation of structures in compliance with Federal, state, and local ordinances
- Retrofit of structures to reduce wind, water, fire, and freeze damage such as wet or dry flood proofing, high wind bracing, application of wildfire resistant materials, structural fire safety measures, and insulating public infrastructure
- Structural hazard control measures such as debris basins, storm water detention basins or infiltration wells, culvert upgrades, diversions, flap gates or floodgates, localized flood control system to protect critical facilities
- Vegetation management such as natural windbreaks, living snow-fences, shoreline stabilization, urban-forest practices, landslide stabilization, and wildfire defensible space
- Conduct design, engineering, or feasibility studies for complex mitigation projects that can be expected to be funded and implemented

A countywide Hazard Mitigation Plan was adopted by Lake County in September 2020. A portion of that Plan pertaining to the Village of Baldwin is included in **Appendix C**.

The primary natural hazards affecting Baldwin include the following:

Flooding

Zoning regulations should limit development within flood plains. Existing structures within flood plains should be considered non-conforming and the Village should consider acquiring land having non-conforming structures. Subdivision regulations should contain requirements for development only above flood plain levels. The Village should also adopt a Stormwater Management Plan to reduce runoff based on predetermined rates and structures.

Winter Weather/Snowstorms

The Village may consider the establishment of heating centers having emergency power to accommodate at-risk populations during winter power outages. Locations could include the Village Hall and the public-school buildings. It should be the policy of the Village to require all new utilities be located below ground. Site plans should include snow removal areas to accommodate the extra snow during periods of sustained severe winter storms.

Wildfires

Wildfires typically start in woodland or prairie areas. They can occur naturally or by human activities. Wildfires can be difficult to control as they move toward urban areas and threaten homes. Prevention of this threat could include creating defensible space in the form of buffer zones. One such technique might be to widen the cleared areas of rights-of-way that are in the direct path of prevailing winds. Other techniques include fireplace and chimney maintenance, controls on open burning, arson prevention, driveway standards allowing quick and easy access, bridge maintenance, clear property addressing, and fire hydrant placement and maintenance. The Village should coordinate efforts with the US Forest Service and MDNR to create and maintain buffer zones.

Severe Storms (Tornadoes and High winds)

Damage from thunderstorms and high winds can damage property and cause loss of life. Communities can employ early warning systems and require wind-engineered measures for construction of all wind prone construction items such as accessory structures and signs, etc.

Accidents and other Transportation Hazards

The risk to transportation accidents can be reduced through improvements in traffic law enforcement and transportation planning. The Sheriff's Department should be encouraged to enforce speed limits for transport vehicles, especially those hauling hazardous or flammable materials. Street design should incorporate reasonable curve radii, truck routes, weight restrictions, and the use of connector roads to reduce congestion on main routes. Alternate routes and good traffic control in the case of accidents during a hazardous material accident should be carefully planned. Railroads should be inspected, and crossings maintained.

Public Utility Failure

Utility lines should be placed underground. Certain redundancies should be planned into critical utility systems. Generators should be installed at critical locations for backup power. Electrical and communications systems should be protected from lightning strikes.

PLAN IMPLEMENTATION

The purpose of the Village Comprehensive Plan is to establish a coordinated approach to land use and development and to promote the general health, safety, convenience, welfare, economy, and efficiency of the Village. However, the Plan must be implemented so that the benefits of the planning process can be realized. The Plan will be most successful if it is continually used in the decision-making process of the Village. The following techniques are effective means of implementing the Plan.

Zoning Ordinance

The primary means for implementing the goals and objectives expressed in the Village Comprehensive Plan are through a zoning ordinance. The Plan itself has no legal basis to restrict or encourage development. The Plan serves as the basis for the rational development and administration of a zoning ordinance that is specifically designed to accomplish the goals and objectives expressed in the Plan.

The Planning Commission does not have final authority regarding requests for development in the Village. This authority rests with the Village council. The planning commission's responsibility is to make informed recommendations to the council based on the policies of the Village Comprehensive Plan and the needs of the community.

Subdivision and Site Condominium Controls

Where zoning regulates the use of land, subdivision regulations control the subdivision of land. These regulations are designed to ensure that the development is compatible with the community, that adequate public facilities are provided, and that all applicable regulations are met. Subdivision and site condominium regulations typically consider such elements as streets, drainage, public services, natural amenities, street lighting, and off-street parking.

The planning commission plays an instrumental role in the subdivision review process. It has been given the authority and responsibility to meet with the developer throughout the review process, to provide an adequate public hearing, and to present its recommendations of either approval or disapproval to the Village council.

Capital Improvement Programming (C.I.P.)

Capital improvement programming (C.I.P.) is a means of implementing the physical development part of the Plan. The C.I.P. is a six-year capital improvement budget. It enables the Village to plan for orderly improvements within its capabilities. The Village may determine a need for improvements in certain areas (public infrastructure, such as sewer, water, and roads) or can encourage various types of private development through the expenditure of public funds.

The advantage of a C.I.P. is that attention can be focused on the community's needs, objectives, and the methods of implementing them. The administration of the Village can be improved, optimizing its tax revenues. This process is so important, that according to the State Planning enabling legislation, no street, park, open space, or public building can be constructed or authorized within the Village without review and approval of the planning commission. A typical Capital Improvement Program for Baldwin could begin with the capital expenditures identified in this Plan.

Public Cooperation

Village residents have the opportunity, and the responsibility, to provide comments and discussion regarding development in the Village. As representatives of its citizens, the Village council and the planning commission should welcome input from the public. Before making any major land use changes and modifications to this Plan, a public hearing will be held to allow all interested and affected citizens to express their opinions and have their interests considered by the decision-making body.

The Village should work and cooperate with neighboring communities to help ensure compatible neighboring land uses for the betterment of the entire community. The planning commission should provide copies of this Plan to interested parties and welcome participation concerning its implementation. An intergovernmental board could be established having one or two members from neighboring townships, the Village and Lake County. This board could meet quarterly or biannually to discuss issues of mutual interest.

The Village Comprehensive Plan will be most successful if Village residents are involved in the drafting of the Plan and support its goals and recommendations. Involvement must also be encouraged during the implementation of the Plan. An informed and supportive

public may be the crucial link to the successful implementation of this Plan.

Implementation actions, timelines, and responsible parties

Transportation

Expand and improve sidewalks in the school neighborhood (VC)	2023
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GIS Database and Mapping

Maintain parcel mapping each year (VC)	yearly
--	--------

Finance

Update Capital Improvement Plan (VC)	2022
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Code Enforcement

Continue to work with property owners to remove blight (VC)	ongoing
---	---------

Housing Policy

Amend zoning to accommodate tiny homes in the R-3 zoning district (PC)	2022
--	------

Investigate establishing a Neighborhood Revitalization Area (VC)	2023
--	------

Infrastructure Maintenance

Repair or replace water and sewer services along the west alleyway (DDA)	2022
--	------

Parks and Recreation Management

Update Recreation Plan (PC)	2022
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Groundwater Protection

Implement strategies identified in the Wellhead Protection Plan (PC)	2022
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Begin Public Awareness Program (VC)	2022
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VC = Village Council

PC = Planning Commission

DDA = Downtown Development Authority

MAINTAINING THE PLAN

It is important that the Plan be used in the daily decision-making process of the Village. To be a functional, decision-making tool, the Plan must remain current. By recording land use activities regularly, the Plan can be continually updated to reflect current conditions.

This will also help identify development trends that are not following the objectives of the Plan and may identify concepts that should be incorporated into the Plan. To keep the Plan current, the following information should be reported to the Village Assessor:

- Parcel splits
- Zoning requests
- A description of any development that would be noteworthy in assessing the growth of the Village

Once a year, a short narrative should be prepared summarizing the annual activity in the Village. A review should then be made of the year's activity to assess its compliance with the development Plan. If necessary, modification should be made to the Plan.

Every five years, the Plan should be reviewed to compare the development that has occurred with the policies of the Plan. If necessary, the Plan should be modified to reflect the current character of the community. The goals and objectives of the Village should also be reassessed as the result of any changed conditions.

APPENDIX A

VILLAGE OF BALDWIN PLANNING COMMISSION SURVEY

August 2018

Baldwin Village Questionnaire

Instructions

The Planning Commission is currently updating the Village's Master Plan and needs your help. The following questions will help the Planning Commission establish a vision for the Village to improve the quality of life for all residents. Please answer questions as they relate to you. For most answers, check the boxes most applicable to you or fill in the blanks. Responses to all questions are optional. Please return by August 31. Thank you.

General Questions About You

1. What is your age?

- ☐ 18 to 45 years
- ☐ 45 to 65 years
- ☐ Over 65 years

2. What best describes the property you own in the Village?

(Select all that apply)

- ☐ Vacant Land
- ☐ Primary Residence
- ☐ Business
- ☐ Rental Housing
- ☐ Other: _____

3. Do you own waterfront property?

- ☐ Yes
- ☐ No

4. What do you like about living in the Village?

(Select all that apply)

- ☐ Small town atmosphere
- ☐ Streets are well-maintained
- ☐ Quietness/Peacefulness
- ☐ Close to shopping
- ☐ Good housing prices
- ☐ Good housing selection

- ☐ Safety
- ☐ Community atmosphere
- ☐ Quality of life
- ☐ Ability to walk to school
- ☐ Access to parks and trails
- ☐ Other _____

Residential Neighborhoods

5. When should home-based businesses be allowed?

(Select all that apply)

- ☐ If they are always kept within the residence
- ☐ If accessory buildings are used on the same property as the residence
- ☐ If outside areas are used for the business including the storage of equipment and machinery
- ☐ Never
- ☐ Other _____

6. Would you like to see any of the following types of housing in the Village?

(Select all that apply)

- ☐ Assisted Living
- ☐ Senior Apartments
- ☐ Nursing Home
- ☐ Retirement Community
- ☐ Single-family Homes
- ☐ Tiny Micro Homes
- ☐ Apartments
- ☐ Condominiums
- ☐ Duplexes
- ☐ Other: _____

Commercial Businesses and Services

7. Would you like to see more stores and businesses in Baldwin?

(Select only one.)

- ☐ Yes
- ☐ No
- ☐ Other: _____

8. If there were more stores and businesses, where would you like to see them located?

(Select all that apply.)

- ☐ New stores and businesses are not needed
- ☐ On Michigan Avenue corridor south of Washington Street

- ☐ On Michigan Avenue corridor north of Washington Street
- ☐ On the east Washington Street/US-10 corridor
- ☐ Not sure
- ☐ Other: _____

9. What types of commercial development would you like to see?

(Select 3)

- ☐ Camping or Resorts
- ☐ Gas stations
- ☐ Convenience stores
- ☐ Eating establishments
- ☐ Personal services
- ☐ Entertainment
- ☐ Retail Stores
- ☐ Bakery
- ☐ Physical fitness/gym
- ☐ Lodging
- ☐ Other: _____

10. Do you think that industrial manufacturing is appropriate in the Village?

- ☐ Yes
- ☐ No

Environment

11. Which natural features in the Village are important to you?

(Select all that apply)

- ☐ Public access to Bush lake
- ☐ Protection of surface water quality
- ☐ Protection of ground water quality
- ☐ Preservation of Open Space
- ☐ None

12. Do you support regulating development to protect water quality in the Baldwin River?

(Select only one)

- ☐ Yes
- ☐ No
- ☐ Not sure

13. Would you like to see more Village Services such as:

(Select all that apply)

- ☐ Leaf pick-up
- ☐ Recycling
- ☐ Other _____

Recreation

14. If there were matching funds available would you support an additional millage to add recreational facilities in the Village?

(Select only one)

- ☐ Yes
- ☐ No
- ☐ Not sure

15. Would you like to see any of our natural areas or vacant property developed into parks or recreation areas?

(Select only one)

- ☐ Yes
- ☐ No
- ☐ Not sure
- ☐ Other: _____

Future Growth and Development

16. Should medical marijuana facilities be allowed?

(Select only one)

- ☐ Yes
- ☐ No
- ☐ Not sure

17. Should the Village carefully control the amount and location of new development

(Select only one)

- ☐ Yes
- ☐ No
- ☐ Not sure

18. Which of the following would you consider important in the next five years?

(Select 3)

- ☐ Improve Hollister Park
- ☐ Develop a Dog Park

- ☐ Improve Village Streets
- ☐ Improve Downtown Alleys
- ☐ Develop Village-owned Property
- ☐ Other: _____

19. Would you be willing to pay higher taxes for public improvements?

- ☐ Yes
- ☐ No

20. What improvements would you like to see made with a tax increase

(Select 3)

- ☐ Bush Lake Public Access
- ☐ Sidewalks
- ☐ Street lights
- ☐ Bike/Walking Trails
- ☐ Village-owned Property
- ☐ Improve Hollister Park
- ☐ Develop a Dog Park
- ☐ Improve Village Streets
- ☐ Improve Downtown Alleys
- ☐ Other: _____

21. Please select the ONE statement that best describes your thoughts about growth in Baldwin. Please read all responses before selecting ONE.

(Select only one)

- ☐ I would like to see growth encouraged in the Village, with some restrictions.
- ☐ I believe that growth should be allowed to take its course with as little government interference as possible.
- ☐ I am satisfied with the way growth is occurring in the Village.
- ☐ Growth is inevitable, and the Village has little control over it.
- ☐ Growth should be tightly regulated through the Village.
- ☐ The Village should attempt to stop all new development.

22. Should the Village become a City?

- ☐ Yes
- ☐ No

23. What could the Village do to encourage more individual participation in community efforts?

(Please describe.)

24. Please provide your written comments in the space provided below (or attach additional sheets if necessary) concerning issues you would like the Planning Commission to be aware of.

APPENDIX B

VILLAGE OF BALDWIN PLANNING COMMISSION RESOLUTION OF PLAN ADOPTION

At a regular meeting of the Village of Baldwin Planning Commission, Lake County, Michigan, held Tuesday, the 21st day of June 2021, at 2:00 o'clock local time.

Present: Jeremy Anderson, Clyde Welford, Jane Allison, Nate Barker, Tamara Pore', Clarence Vicent

Absent: vacancy

The following resolution was offered by Jeremy Anderson Seconded by Nate Barker.

WHEREAS, the Village of Baldwin Planning Commission has prepared a Village Master Plan to guide future development in the Village; and

WHEREAS, a public hearing was held on June 21, 2021, to receive public input and comment for the proposed Village Comprehensive Plan and that said public hearing was properly advertised, as required in the Planning Enabling Act (Act 33 of 2016).

NOW, THEREFORE BE IT RESOLVED that the Village Master Plan dated, June 2021, a copy of which is attached, is hereby approved, and adopted.

Yeas: All
Nays: None
Absent: Tamara Pore'

STATE OF MICHIGAN
COUNTY OF LAKE

I, Tamara Pore', Secretary of said Planning Commission of the Village of Baldwin, Lake County, Michigan, do hereby certify that I have completed the foregoing copy of resolution, relating to the adoption of the Village Comprehensive Plan with the original record thereof now remaining on file in my office, and that it is a true and correct copy thereof.

In testimony whereof, I have hereunto set my hand, this 21st day of June 2021.

_____, Secretary

Planning Commission

PLAN ADOPTION CERTIFICATION

This shall certify that the Village of Baldwin Village Master Plan, dated, June 2021, has been passed by a resolution of the Village Planning Commission on June 21, 2021, following a public hearing held June 21, 2021, and that a copy has been delivered to the Village Council of the Village of Baldwin.

Attested By:

_____, Chairperson
Village of Baldwin Planning Commission

Date_____

_____, Secretary
Village of Baldwin Planning Commission

Date_____