

Memorandum



Date: March 4, 2026
To: Planning Commission Members
From: Kristen Gundersen, Planning and Community Development Director
Subject: **Master Plan Update Discussion 3 – Title, Survey Update and Background Demographic Information**

Background

During the January 2026 meeting, Marcy Hamilton representative from the Southwestern Michigan Planning Commission (SWMPC) attended the meeting and reviewed the timeframe for the creation of the update of the 2021 Master Plan.

Project title

During the February meeting, discussion regarding a possible name of the plan took place. The title “*Even Better Buchanan*” was well received with comments regarding the inclusion of deer herd to be in keeping with the school system. By naming the plan, the community and stakeholders can better understand the community’s aspirations and work toward achieving the established goals and objectives. Following are other options that include deer or herd references:

Running with the Herd: Buchanan’s Community Master Plan
The Next Leap: Buchanan’s Buck Vision Plan
Stronger Together: The Buchanan Herd Plan
One Herd, One Future, Building Buchanan Together
Lead the Herd: A Vision for Buchanan

Survey Update

During the February 10th meeting, the Commission reviewed draft questions and staff received additional member feedback after the meeting. Per the request of the Police Department, there have been some questions pertaining to them included.

While discussing with the consultant, it was concluded the location map was not necessary based on the size of the community and was replaced with questions pertaining to the number of people that live in the dwelling unit. If this information is desired, we can have a board asking for information at a public meeting.

Staff have been testing the survey and believe it will be ready to go soon.

It is recommended the survey remains active for 3 weeks. A notice can appear in the April 1st water bill letting people know there is a survey available. With timing along with spring break the week of March 30th, staff will have the survey go live on March 30th and end on or about April 17th. Flyers will be distributed at different locations to get more people participating and a portion of the website will provide information.

Review of Background/Supplemental Information

Marcy Hamilton will be attending to review the attached background and supplemental information used to draft the new plan.

Future Activities

In review of the calendar from the January 2026 meeting, a public visioning session is proposed to take place in June or July. Staff is concerned about attendance at a July event and recommend efforts should be made to schedule the event for Tuesday, June 9th and cancel the regularly scheduled meeting.

Next Steps

The Commission should decide on a project title for the master plan document that will be used in all promotions and activities moving forward. The Commission should review the information included in the packet for discussion at the meeting.

DRAFT



Adopted by Planning Commission

Adopted by City Commission

CITY OF BUCHANAN

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Kristin Gundersen	Community Development Director

This Master Plan was prepared with assistance from
the Southwest Michigan Planning Commission



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EXECUTIVE SUMMARY

The City of Buchanan is located in the southeast corner of Berrien County, the most southwestern county in Michigan. From the center of town it is approximately a 1½ hour drive to Chicago and a 2½ hour drive to Detroit. The City has a resident population of about 4,300 and covers a total area of 2.47 square miles (2.4 square miles of land and .07 square miles of water).

The City of Buchanan recognizes the importance of comprehensive planning for growth and long-term sustainability and has actively facilitated the process necessary for the development of a master plan. This plan will serve as the primary tool for guiding the future development of the City; for deciding where development will occur in the community (and in what form), and for framing decisions regarding the City’s capital improvement projects. When the City is faced with choices regarding issues such as growth, housing, transportation, neighborhood improvement, and service delivery, the master plan will serve as a guide by describing the long-term goals for the City’s future as well as defining the policies needed to determine day-to-day decisions.

The City of Buchanan’s Comprehensive Master Plan strives to build a broad, unified vision of the City’s future from the many ideas of a multi-faceted population. The plan integrates the aspirations of the City’s residents, businesses, neighborhoods, and officials into a sound strategy for managing change. Throughout the wide variety of ideas publicly expressed, a number of consistent themes emerged - ultimately guiding the creation of a vision for the Community:

COMMUNITY VISION

As a community we want the City of Buchanan to be a safe and beautiful City committed to the protection of the natural environment, we hope to build a City that is economically healthy and a good place to do business, and we foresee a City with diverse housing and employment opportunities and excellent public services. Buchanan will be a City where every resident can say, “*Life is better here*”.

To achieve this vision, members of the steering committee studied the results of the community surveys, public visioning sessions, current demographic data and other pertinent information, and then carefully constructed the following goals:

Community Goals

GOAL 1 – HOMETOWN CHARACTER:

Celebrate and further enhance the hometown character of the community.

GOAL 2 – HISTORY & ART

Promote and fully develop the historic character and artistic qualities of the community.

GOAL 3 – RECREATION & TOURISM

Become a vibrant community meeting the social, leisure, cultural and recreational interests of residents and visitors.

GOAL 4 – THRIVING BUSINESS CLIMATE

Develop a proactive approach to achieve a thriving business climate and create a sustainable economic environment.

GOAL 5 – INFRASTRUCTURE

Provide sufficient infrastructure for the recruitment of new business while supporting the needs of current residents and the expansion and retention of current businesses.

GOAL 6 - EDUCATION

Provide the highest level of education and educational facilities possible.

GOAL 7 – HOUSING

Establish a wide spectrum of appropriate housing opportunities meeting the needs of residents in any social or income group at every stage of life.

GOAL 8 – RESPONSIVE GOVERNANCE

Provide leadership, responsive governance, and high quality public services in an efficient and cost-effective manner.

GOAL 9 – TRANSPORTATION/MOBILITY

Develop and maintain a coordinated circulation system that efficiently and safely provides for existing and future circulation of all traffic (motorized, non-motorized, and pedestrian) in the Buchanan area.

GOAL 10 – LAND USE

Plan land uses so future development and redevelopment will occur in a coordinated, connected, and harmonious manner and will be in the long-term best interest of the entire community.

GOAL 11 – NATURAL RESOURCES

Protect and enhance the natural resources within the City including wildlife habitats, fens, scenic vistas and unique geological features through educated and responsible use.

GOAL 12 – REGIONAL LEADERSHIP

Represent the best interests of the City by providing active leadership regarding regional issues.

Information incorporated throughout this plan reveals the rationale considered for each goal and subsequent objective developed in the Implementation Plan. It is the overall goal of this plan to remain relevant and responsive to residents, as well as City government, and thus be considered a vital resource for planning decisions now and in the future.

MASTER PLAN DEVELOPMENT

A comprehensive master plan is a public policy document designed to guide the future of a municipality. Master plans are developed and adopted through a defined process including public participation, research, analysis, and recommendations for current and future planning. The public participation process ensures that the desires of residents will be responded to and achieved whenever possible. A relevant articulate master plan can be used as a guide for making a variety of decisions such as those relating to land use, zoning, and infrastructure improvements. The outcome of these decisions should fulfill the basic purpose of the master plan which is to:

- Determine, develop, and preserve the community character
- Promote the public's health, safety, and increased quality of life
- Promote the responsible use of natural resources
- Promote intelligent land use that avoids sprawl and overcrowding
- Promote maximum mobility on public roads, streets, and sidewalks
- Facilitate systems to provide public transportation, water and sewer, recreation, and other public services

Planning Authority

The City of Buchanan has prepared this Master Plan under the authority of the Municipal Planning Act, Public Act 285 of 1931, as amended (2006).

Roles and Responsibilities

The City is organized under the Home Rule Act of Michigan, which authorizes cities to formulate their own charter provision, and operates under the Commission-Manager form of government as prescribed by the City of Buchanan's Charter. (See Organizational Chart following this section) Under this model the City Manager is responsible for managing the day-to-day operation of the City and the City Commission's main function is legislative; setting important policies that chart the future course of Buchanan. The City Commission is comprised of five (5) members who serve four (4) year terms. The Mayor and Mayor Pro-Tem are selected at the first meeting in November following the City election.

The City's Planning Commission is responsible for the development and implementation of the City's Master Plan. Because a master plan is, by design, an evolving and flexible document the plan should be reviewed annually to determine if any changes are needed. These reviews are necessary to be responsive to changes in growth trends and current community attitudes on growth and development. As part of

the review process, the Plan Commission will look for completed projects and identify any areas where the plan’s vision may or may not be working. Following the review, an annual report is prepared and delivered to the City Commission. Every five years, the City and Plan Commissions will review and update the plan if the circumstances warrant. If the plan does not require any updates, this determination will be recorded in the Minutes of the City and Plan Commission meetings. If changes are recommended, the pre-determined guiding principles, vision, and overall goals will be examined and weighed against the proposed changes to be certain they uphold the intent, and vision of the plan. Any extension, addition, revision, or other amendment to a basic plan shall be adopted under the same procedure as a plan or a successive part of a plan under the procedures stated in Michigan Public Act 285 (2006).¹

The Buchanan Area Chamber of Commerce provides leadership in promoting the spirit of the community through increased communication and cooperation among businesses, organizations, and individuals in order to enhance the growth, prosperity, and quality of life in the Buchanan area.²



The Southwest Michigan Planning Commission partnered with the City of Buchanan’s government leaders and residents to collect and assess information about the needs and desires of the community. The data was then analyzed and, with public participation, became the foundation for the development of the master plan. This master plan is a compilation of background information, recommendations, goals, and objectives for each of the subject areas it covers. The Action Plan is the strategy to implement the ***goals*** which are conceptual, broad, and long range and the ***objectives*** which are the steps leading to the achievement of the goals.

Throughout the planning and development process the following tenets of Smart Growth helped provide the foundation for the master plan by seeking to:

- Encourage community and stakeholder collaboration in development decisions
- Foster a distinctive, attractive community with a strong sense of place
- Make development decisions predictable, fair, and cost effective
- Mix land uses

¹ <http://www.legislature.mi.gov/>

² Chamber website <http://www.buchanan.mi.us/>

- Encourage a range of housing opportunities
- Create walkable communities
- Take advantage of compact building design
- Provide a variety of transportation options
- Preserve open space, farmland, natural beauty and critical environment areas
- Strengthen and direct development towards existing communities

These objectives were considered and then customized to specifically meet the needs of Buchanan’s residents. It is hoped that as changes are made through reviews and updates, these objectives will once again be considered as they provide established guidance to help communities reach their fullest potential.

PURPOSE

A master plan serves as a decision-making tool for the City to help guide future development. It addresses the appropriate locations of, and relationships between, various types of land uses. It designates specific areas which have been determined to be most suitable for various uses, based upon such considerations as existing land uses, public infrastructure, transportation access, environmental conditions, topography, and soil types.

However, it is also more than this, serving as a multi-year inventory of the community, providing an analysis of community conditions, and being used as a tool to measure community change over time.

Although the plan takes the form of this written document, it is of secondary importance to the synthesis of collective thought by community members from which it was created. The plan is intended to be a realistic compendium of the City's goals and desires at a given point in time, not an idealized end-state at some unspecified point in the future. As such, the plan is designed to be flexible, and to be able to respond to changing circumstances. As its definition implies, the word "plan" is both a verb and noun, and results in an ongoing process as much as this end-product.

This master plan provides the conceptual framework on which specific implementation instruments, such as the zoning ordinance, are based on. In this role, it provides the legal "backbone" of the zoning ordinance, and helps guide the decisions made by administrative bodies, such as the Plan Commission and Zoning Board of Appeals, which relate to the master plan, and protect their decisions from being seen as arbitrary or as excessive exercises of their authority.

Where applicable, the plan also informs and gives direction to routine administrative functions such as a capital improvement plan, the issuance of building permits, zoning and site plan reviews, and sub-area planning efforts, such as for parks and the downtown.

In short, the master plan, as an "umbrella statement" of community goals, provides the parameters directing day-to-day decisions and policymaking.



COMMUNITY PROFILE

LOCATION

The City of Buchanan is located in southwest Michigan in Berrien County, in the southwest corner of the State of Michigan. It is surrounded on all other sides by Buchanan Township. The City is part of Michigan portion of the South Bend, Indiana Urbanized Area.

HISTORY

The Potawatomi Indians were the first residents in the area, with many settlements established along the St. Joseph River. By 1833 the Potawatomi Indians had signed away the land in exchange for land west of the Mississippi River. Near the time of the treaty, the town's industry was born when Charles Cowels, the first settler, built his shingle mill. Russell McCoy soon followed and constructed the first sawmill along McCoy Creek. Because of McCoy Creek and the power furnished by the water, sawmills and gristmills became the mainstay industry of the area.



The growing community joined in the cause for Michigan's statehood between 1835 and 1837. A famous senator, James Buchanan of Pennsylvania who became the 15th President of the United States, sided with Michigan to obtain this goal. Miller John Hamilton, who platted the area, honored Senator Buchanan for his championship by naming the community after him and recorded it as such in 1842. At the time of the city's incorporation in 1858, Buchanan was a thriving area of some 860 people.

The area was rich in timber, in the natural abundance of game, fruits, maple sugar, wild honey, and plentiful fishing in McCoy Creek and the St. Joseph River. Buchanan continues to enjoy many natural assets and has become known as "Redbud City" due to the profusion of these beautiful trees throughout the area.

DEMOGRAPHICS

Understanding population, demographic, and economic conditions provides essential context for land use, housing, infrastructure, and service planning. The following tables and charts summarize long-term population trends, age distribution, household and income characteristics, and employment structure for the City of Buchanan and surrounding geography. Together, these indicators help explain current needs and inform future planning priorities.



This summary provides a snapshot of key demographic and economic conditions in the City of Buchanan based on Census and American Community Survey estimates. The city has about 4,300 residents, 1,780 households, and 2,112 housing units, indicating a small but established housing base with some vacancy or turnover. Median household income is approximately \$54,068, and about 63 percent of working-age residents are employed, reflecting a primarily working community with moderate income levels. Only about 4.7 percent of residents lack health insurance coverage, which supports overall household stability.

Educational attainment levels show that roughly 14.7 percent of residents hold a bachelor's degree or higher, suggesting room for growth in higher-skill workforce development. The presence of Hispanic or Latino residents, about 209 people, contributes to the city's demographic diversity and should be considered in outreach and service planning. Together, these indicators point to a stable small-city profile with continued need for housing reinvestment, workforce development, and affordability-focused planning.

Population

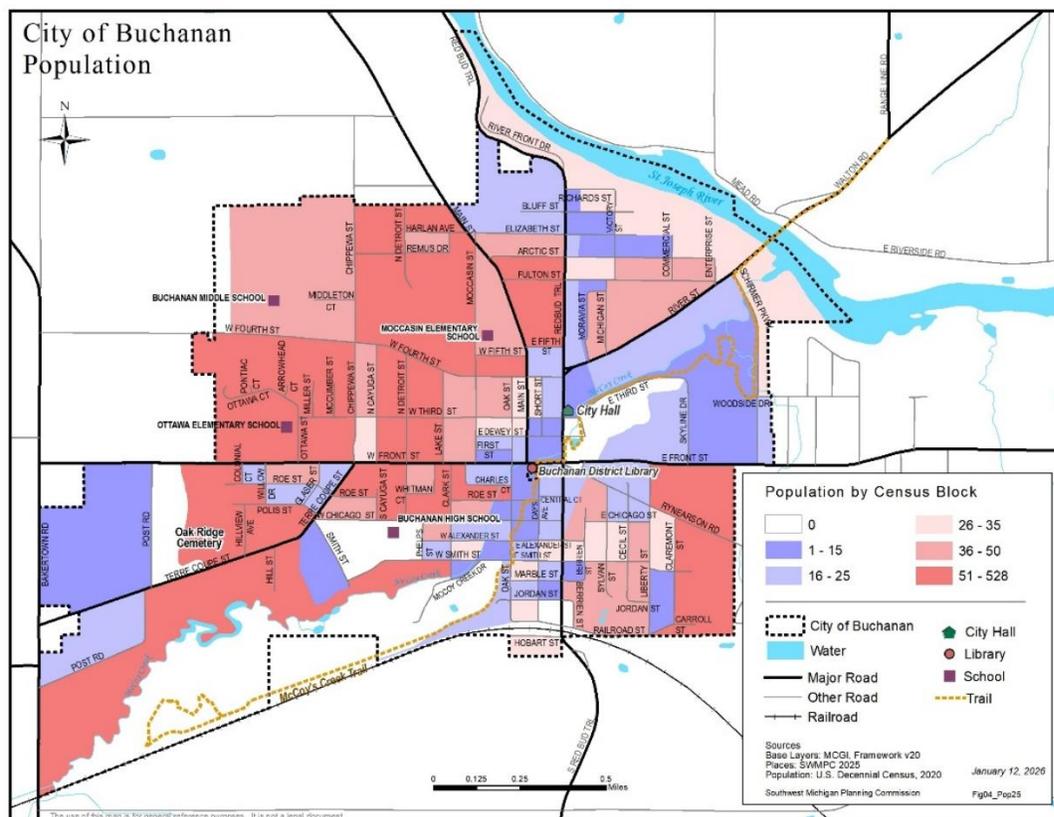
As shown in Table 1, the City of Buchanan has experienced a gradual population decline over the past several decades, decreasing from 4,992 residents in 1990 to 4,300 residents in 2020. This represents a decline of approximately 3.5 percent between 2010 and 2020. Berrien County also experienced a modest population decrease during this period, while the State of Michigan overall recorded slight population growth.

Table 1: Population Trends

	1990	2000	2010	2020	% Change 2010 to 2020
City of Buchanan	4,992	4,644	4,456	4,300	-3.50%
Berrien County	171,276	162,453	156,813	154,316	-1.59%
State of Michigan	9,262,078	9,938,444	9,883,640	10,077,331	1.96%

Source: U.S. Census Bureau 1990, 2000, 2010, 2020

This pattern suggests that population change in the city reflects broader regional dynamics, including aging populations, slower household formation, and limited in-migration compared to statewide trends. Even modest population decline can affect housing demand, school enrollment, infrastructure utilization, and fiscal capacity, making it important to align future development strategies with realistic growth expectations.



Age

The age distribution of a community can be an important factor in identifying social and economic trends as well as public service needs. Table 3 summarizes 2023 estimates, summarizing the breakdown by age cohort. The median age in the City of Buchanan is 32.9 years.

Table 3: City of Buchanan – Population: Total, Gender, Age Distribution

Age	Total Number	Total Percent
Total population	4,259*	100%
Male	1,943	45.6%
Female	2,316	54.4%
Age Groups		
Under 5 years	395	9.3%
5 to 9 years	214	5.0%
10 to 14 years	283	6.6%
15 to 19 years	174	4.1%
20 to 24 years	492	11.6%
25 to 34 years	642	15.1%
35 to 44 years	436	10.2%
45 to 54 years	579	13.6%
55 to 59 years	111	2.6%
60 to 64 years	238	5.6%
65 to 74 years	361	8.5%
75 to 84 years	168	3.9%
85 years and over	166	3.9%
Summary		
Under 18	1,018	23.9%
18 years and over	3,241	76.1%
21 years and over	3,173	74.5%
65 years and over	695	16.3%
Median age	32.9	

** This figure differs from the 2020 Census count because it is based on the 2019–2023 American Community Survey 5-year estimate, rather than the single-year 2020 Census snapshot.*

Source: U.S. Census Bureau, 2023 American Community Survey 5-year estimates

The city’s demographic profile indicates a mature population structure with a broad distribution across age groups. As shown in Table 3, the median age is 32.9 years, with approximately 24 percent of residents under age 18 and about 16 percent age 65 and older. The presence of both younger households and older residents suggests a need for a diverse housing stock that supports families, working adults, and aging residents.

The largest age cohorts fall within the 20–44 and 45–64 age ranges, representing core working-

age populations. This distribution supports the local labor force but also signals future demand for workforce housing, accessible housing options, and aging-in-place accommodations over time. Planning efforts should account for lifecycle housing needs and neighborhood design that supports residents at all stages of life.

ECONOMIC & HOUSEHOLD CHARACTERISTICS

Economic indicators for the City of Buchanan show a mixed picture of household stability and financial vulnerability. As summarized in Table 4, the city’s median household income is \$54,068, which is lower than the county median. The poverty rate is comparatively lower than the county rate, but the share of ALICE households, Asset Limited, Income Constrained, Employed households, meaning working households whose incomes are above the federal poverty line but still insufficient to cover basic living costs, is significantly higher.

Table 4: Summary of Economic Characteristics

	City of Buchanan	Berrien County
Median Household Income	\$54,068	\$68,984
Poverty Rate	6.7%	12.9%
Employment Rate	63.0%	58.3%
ALICE Households	41.7%	28.5%

Sources: U.S. Census Bureau, 2023 American Community Survey 5-year estimates; United For ALICE, County Reports: Michigan, 2023

With over 40 percent of households classified as ALICE, a substantial portion of residents may face affordability pressures related to housing, transportation, utilities, and healthcare. This has direct implications for housing and rental affordability, and workforce development initiatives. It also reinforces the importance of maintaining a range of housing price points and supporting programs that reduce cost burdens for moderate-income households. The employment rate shown in Table 4 indicates that most working-age residents participate in the labor force, supporting local and regional economic activity.

Table 5: Employment by Industry

Industry	Share (%)
Manufacturing	32.6%
Retail trade	19.2%
Arts, entertainment, and recreation, and accommodation and food services	11.0%
Educational services, and health care and social assistance	10.9%
Other services, except public administration	7.5%
Wholesale trade	3.4%
Information	3.2%
Public administration	3.1%
Finance and insurance, and real estate and rental and leasing	2.9%
Transportation and warehousing, and utilities	2.4%

U.S. Census Bureau, 2023 American Community Survey 5-year estimates

The city’s employment base is strongly influenced by industrial and service sectors. As shown in Table 5 manufacturing represents the largest employment category, accounting for roughly one-third of jobs. Retail trade, hospitality and food services, and education and healthcare services also represent significant employment sectors.

This industry mix suggests that local employment opportunities include a combination of production, service, and care-based occupations. A manufacturing-heavy employment structure can provide stable jobs but may also increase exposure to sector-specific economic cycles. Diversification of the employment base over time can help improve resilience and income stability.

Table 6: Household Characteristics

Household Characteristics	City of Buchanan	Berrien County	State of Michigan
Percent of households with individuals under 18 years	23.3%	25.7%	27.1%
Percent of households with individuals 65 years and older	28.5%	36.0%	32.9%
Average family size	3.09	2.94	3.05
Total number of households	1,752	63,999	4,076,369
Average household size	2.40	2.35	2.42

U.S. Census Bureau, 2023 American Community Survey 5-year estimates

Table 6 provides an overview of household characteristics in the City of Buchanan compared with Berrien County and the State of Michigan based on 2023 American Community Survey data. Overall, Buchanan’s household patterns closely resemble those seen across the county and state. The city has a slightly smaller share of households with children and a somewhat lower proportion of households with residents age 65 and older compared with Berrien County, though these figures remain generally in line with statewide trends. Household and family sizes in Buchanan are also comparable to those observed regionally, suggesting that living arrangements in the city reflect broader demographic patterns across Southwest Michigan.

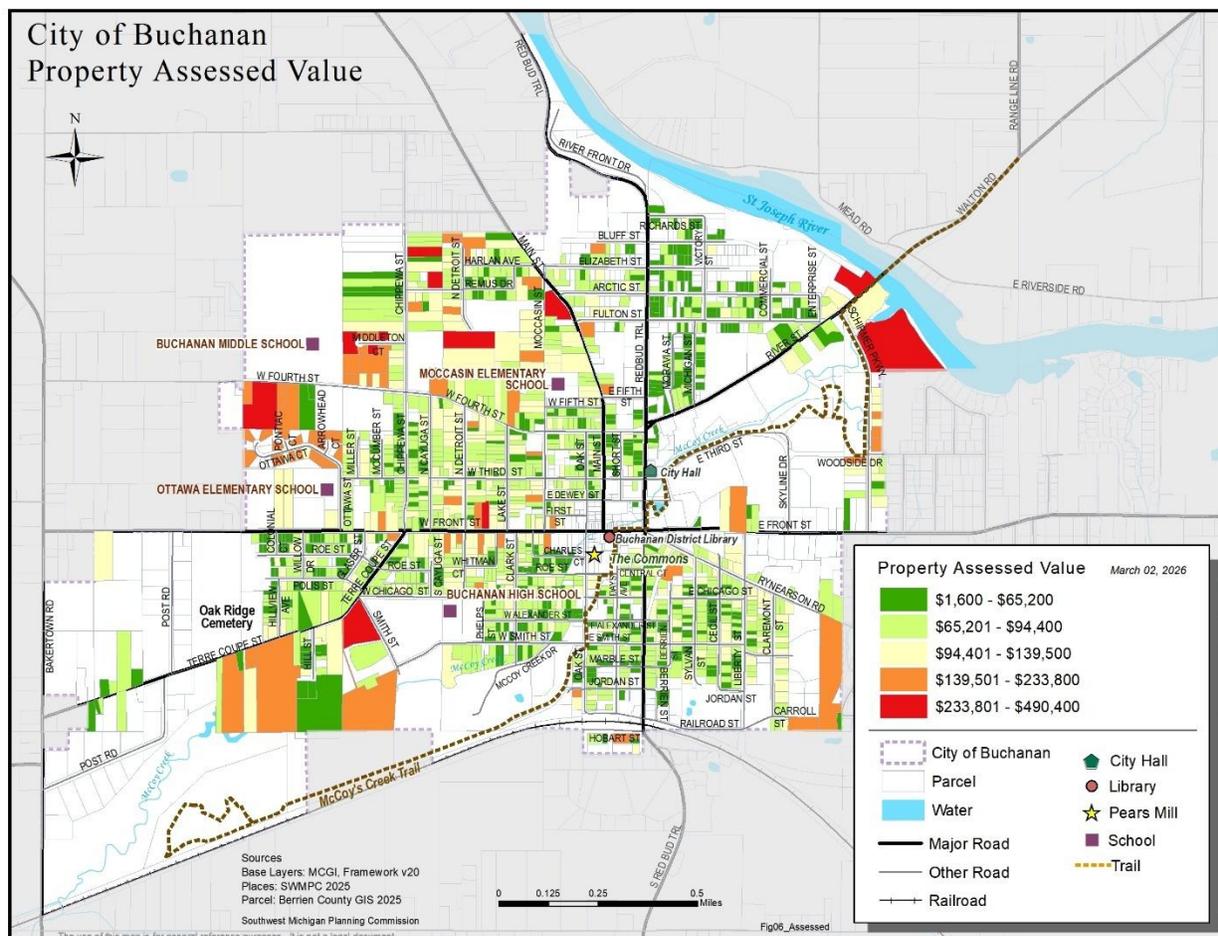
HOUSING

Table 7 shows the change in renter-occupied housing units over time in the City of Buchanan. According to the U.S. Census, a housing unit is vacant if no one is living in it at the time of the interview, unless its occupants are only temporarily absent. In addition, housing units where all the occupants have a usual residence elsewhere are grouped with vacant units.

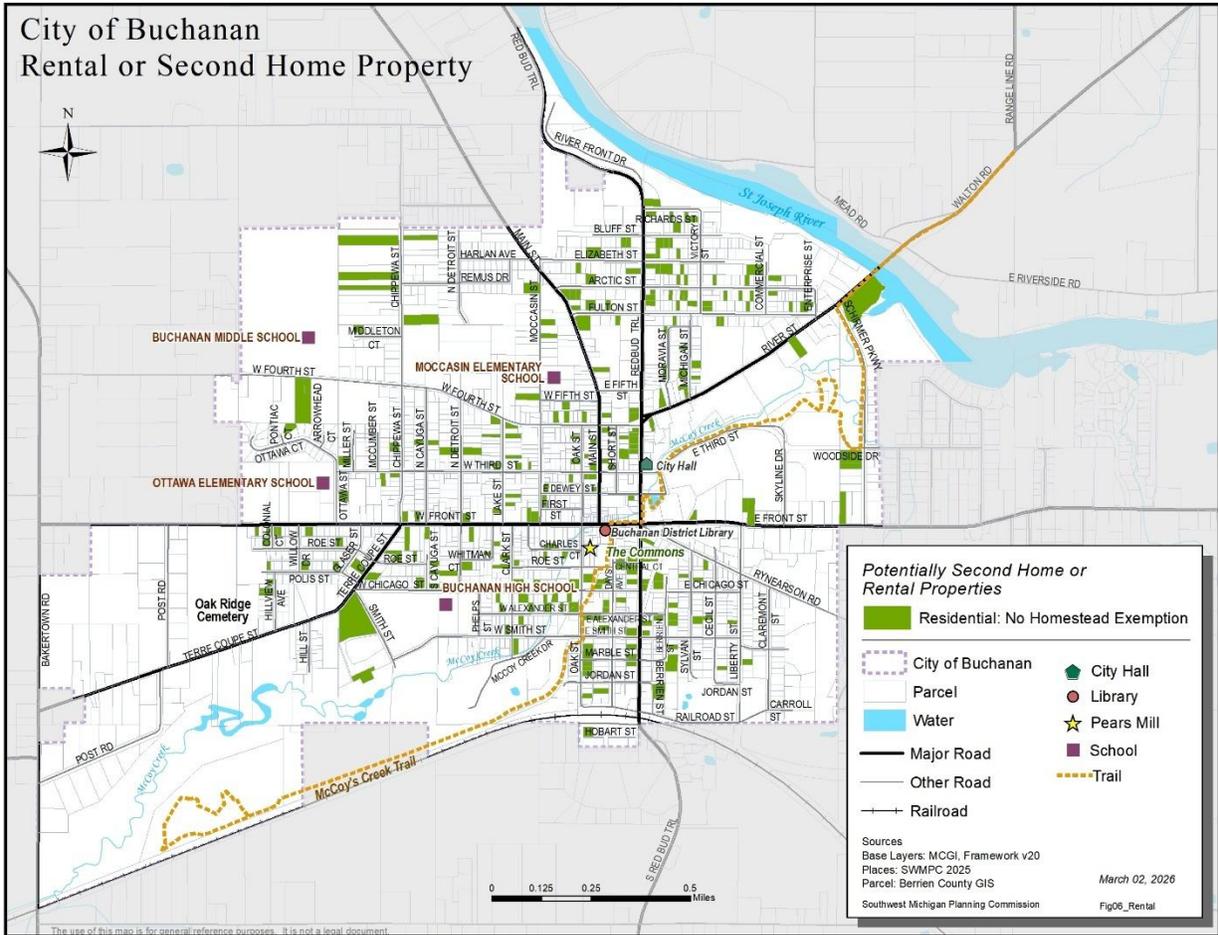
Table 7: Housing Unit Summary

	2000	2010	2023	Percent Change 2010 to 2023
Owner Occupied Housing Units	1,195	1,113	997	-10.42%
Renter Occupied Housing Units	720	788	783	-0.63%
Vacant Housing Units	183	238	332	39.50%
Total Housing Units	2,098	2,139	2,112	-1.26%

Source: U.S. Census Bureau 2000, 2010, 2023 American Community Survey 5-year estimates



Will add narrative



Will add narrative

Table 8: Percentage of Income Spent on Rental Housing 2023

Percent of Income Spent on Rental Housing	City of Buchanan		State of Michigan	
	Number of Households	Percent of Total	Number of Households	Percent of Total
Less than 15%	96	12.3%	141,107	14.0%
15% to 19.9%	243	31.0%	127,069	12.6%
20% to 24.9%	14	1.8%	125,101	12.4%
25% to 29.9%	74	9.5%	115,451	11.4%
30% to 34.9%	112	14.3%	91,155	9.0%
35% or more	244	31.2%	409,574	40.6%

Source: U.S. Census Bureau, 2023 American Community Survey 5-year estimates

Table 8 shows the share of household income spent on rental housing in the City of Buchanan based on 2023 ACS data. Housing affordability is commonly evaluated using a benchmark of 30 percent of household income spent on housing. In Buchanan, approximately 45.5 percent of renter households spend more than 30 percent of their income on rent, including 14.3 percent

spending between 30 and 34.9 percent and 31.2 percent spending 35 percent or more. This indicates that a significant share of renters in the city may be experiencing housing cost burdens.

REGIONAL HOUSING

Housing markets extend beyond municipal boundaries, and focusing only on a single community can overlook the forces shaping housing supply, demand, and affordability. Residents and workers move across jurisdictions, and housing availability in one area directly affects nearby communities. A regional perspective helps explain shared challenges such as limited rental supply, rising prices, and changing household needs, while allowing local housing strategies to be better aligned with surrounding markets and regional development patterns.

The City of Buchanan is located within District 7 of the *Berrien County Housing Needs Assessment (2025)* prepared for Cornerstone Alliance. The assessment divides the county into eight housing submarkets, allowing local conditions to be understood within a broader regional framework. The following summary highlights key housing characteristics and trends relevant to Buchanan's regional context.

The surrounding area is characterized by a stable, ownership-oriented housing market. More than four-fifths of occupied housing units are owner-occupied, a higher share than seen countywide, while renter-occupied units make up a comparatively smaller portion of the housing stock. Vacancy rates are lower than the county average, indicating a relatively tight market. While some vacant units are seasonal or recreational in nature, these units play a less dominant role here than in other parts of Berrien County.

Household growth has been modest and largely flat over the past decade and is projected to decline slightly through 2030. Rather than rapid growth or contraction, housing demand in the area is expected to be shaped primarily by household transitions, including downsizing, aging in place, and reinvestment in existing homes, rather than by significant population increases.

The age profile of households is notably older than both the county and the state. More than half of households are headed by residents age 55 or older, and the number of households age 75 and older is projected to increase substantially in the coming years. This trend is likely to increase demand for smaller, accessible, and lower-maintenance housing options, as well as housing that supports aging in place and senior-oriented living arrangements.

Both the rental and for-sale markets are highly constrained. Rental vacancy rates are extremely low across multifamily and non-conventional housing types, and affordable rental units are fully occupied. Similarly, the for-sale market has limited inventory, with available homes representing well under a healthy level of supply. These conditions limit housing choice and mobility for residents, including younger households, seniors seeking to downsize, and the local workforce.

Taken together, the regional context points to a housing market that is stable but constrained, with future needs driven less by growth and more by aging demographics, limited housing availability, and the need to maintain and adapt the existing housing stock.

Table ## Regional Housing Characteristics

Indicator (2025)	Regional Submarket
Owner-Occupied Share	~81.5%
Renter-Occupied Share	~18.5%
Vacancy Rate	~10.4%
Households Age 55+	~54.8%
Rental Vacancy	~1% or less
For-Sale Supply	~2.4 months

Table ##: Available For-Sale Housing in Region (As of August 25, 2025)

Total Units	36
Median List Price	\$402,000
Average Square Feet	2,361
Average Year Built	1961
Average Days on Market	59

COMMUTE TO WORK

Table 10 shows that, similar to most communities in Michigan, the most prevalent commute mode in the City of Buchanan is driving alone at 80.8%, which is slightly higher than the state average. The average commute time to work is 19.3 minutes, which is slightly lower than the state average. Around 24% of commuters have a travel time of 30 minutes or more.

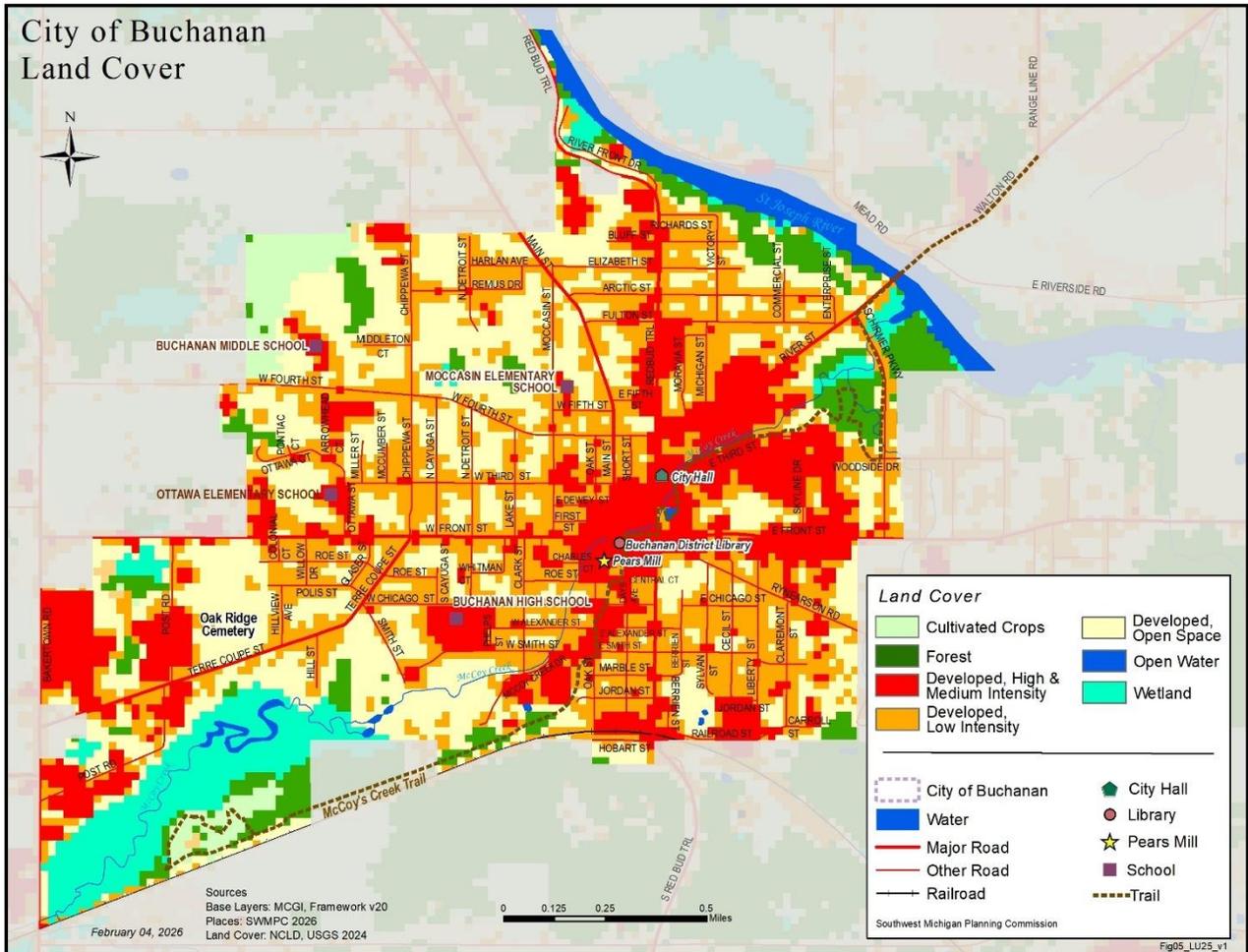
Table 10: Mode of Transportation to Work 2023

Mode of Transportation to Work	City of Buchanan	State of Michigan
Drove Alone	80.8%	75.6%
Carpooled	11.7%	8.0%
Public Transportation	0.0%	1.0%
Worked at Home	3.7%	12.0%
Bicycled	0.0%	0.3%
Walked	2.9%	2.0%
Taxicab, motorcycle, or other means	0.9%	1.0%

Source: U.S. Census Bureau, 2023 American Community Survey 5-year estimates

EXISTING LAND USE

The USGS produces land use/land cover data, which is described below. Please note that land use has changed over the years, and the data does have a margin of error. However, the information below is helpful to get a general idea of land use, if not necessarily updated and specific enough to be exact. The City of Buchanan includes about 1,661 acres.



Land Use/Cover Classifications

High/Medium Intensity Developed. This land use classification includes urban land uses more intensive than single-family homes, such as multi-family housing, commercial, institutional, and industrial land uses. This medium to high intensity land use includes 313 acres (19%). It includes areas with a mixture of buildings and vegetation.

Low Intensity Developed. The most abundant land use for the City of Buchanan is low intensity development, mostly including single-family homes, with 561 acres, which is 34% of the City. It includes areas with a mixture of buildings and vegetation.

Developed Open Space. Developed open space in the City of Buchanan includes maintained lawns larger than those found at a typical single-family home. This land use includes 475 acres (29%). It includes areas with a mixture of some buildings, but mostly vegetation in the form of

lawn grasses, with impervious surfaces accounting for less than 20% of total cover. These areas most commonly include large-lot single-family housing, parks, and vegetation planted in developed settings for recreation, erosion control, or aesthetic purposes.

Forest. The City includes 103 acres of forested land (6%), but due to the smaller size of areas covered, they would better be described as wooded land. Wooded lands are especially concentrated along the wetlands along McCoy Creek’s mouth to the St. Joseph River, City owned property in the southwestern corner of the City, and a few other areas.

Wetland. The City has 119 acres of wetlands (7%). Wetlands include areas with vegetative cover and the soil or substrate are periodically saturated with or covered with water. Wetlands in Buchanan are most highly concentrated in the floodplains of McCoy Creek (e.g., Southwestern Michigan Land Conservancy property) and along the St. Joseph River (e.g., City boat launch). A more precise map and exploration of wetlands is in the Wetlands section of this plan.

Open Water. Surface water in the City includes the St. Joseph River and McCoy Creek. It consists of 40 acres (2%) of the City.

Cultivated. Part of the Buchanan Middle School property is cultivated. Some of the areas on the map may be misidentified as cultivated during the data analysis, but consisting of only 48 acres (3%), the impact on the land use data presented here is minimal.

Table 11. Land Use/Land Cover

Land Use/Land Cover	Acres	Percent
High/Medium Intensity Developed	313	19%
Low Intensity Developed	561	34%
Developed Open Space	475	29%
Forest	103	6%
Wetland	119	7%
Open Water	40	2%
Cultivated	48.8	3%
Total	1,661	100.0%

Source: National Land Cover Database, USGS 2024

COMMUNITY FEATURES

TRANSPORTATION AND MOBILITY

The City of Buchanan street transportation system offers options for motorists, public transit riders, pedestrians, and bicyclists. Residents can access a countywide public transportation system whose options are being redeveloped for transit riders as this Plan is being written. Beyond the City’s street network, residents can further connect to intercity bus service, private transportation providers, rail, and flight options.

Buchanan has excellent regional transportation access for motorists via I-94 and its nearby access to U.S. Route 31. The distances below are to city centers. Travel times are approximate.

South Bend, IN	17 miles/30 min.	Chicago, IL	90 miles/100 min.
Kalamazoo, MI	65 miles/80 min.	Indianapolis, IN	163 miles/3 hours
Grand Rapids, MI	100 miles/100 min.	Detroit, MI	208 miles/3 hours

Roads

There are several sources of funding for the street network within the City of Buchanan, depending on the classification and geographic location of the roadway. Many roadways qualify for multiple sources of funding. The table below outlines the various State of Michigan funding and federal funding sources available. Descriptions of these funding programs are given below. The table divides roadways into ones that are federal aid eligible and ones that are not, known as local roads. Local millage street funding and other funding sources are not featured here.

Table 12. Road Funding Overview

	Local Roads	Federal Aid Eligible Roads
State of Michigan Act 51 Funding	X	
Federal Surface Transportation Block Grant Funding		X
Federal Congestion Mitigation and Air Quality Funding		X
Federal Transportation Alternatives Program Funding		X
Federal Safe Routes to School Funding	X	X

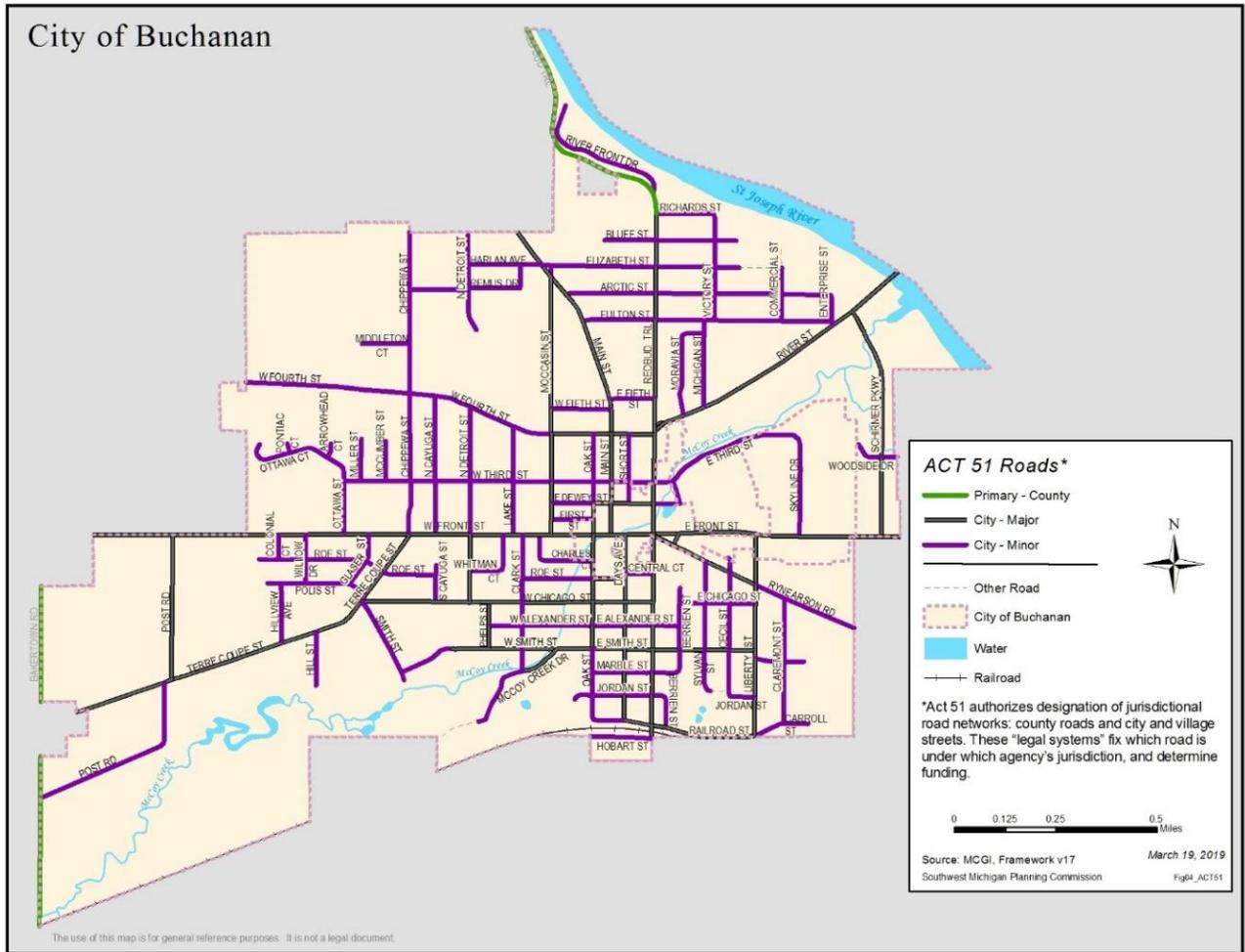
State of Michigan Act 51 of 1951 distinguishes streets as either “major” or “local” for funding purposes. The law establishes the obligation for the City to maintain their streets, including preservation, reconstruction, resurfacing, restoration and rehabilitation, as well as for snow removal, cleaning, patching, signing, and marking.

Major Streets: The City’s major streets include Redbud Trail south of Richards St, Front St, Main St, Moccasin St, River St, Terre Coupe St, Post Rd, Chicago St west of Redbud Trail, Liberty St, Rynearson Rd west of Liberty St, Days Ave, Railroad St east of Days Ave, Phelps St, McCoy Creek Dr east of Clark St, Roe St between Oak St and Days Ave, Oak St between Smith St and Dewey St, Dewey St between Oak St and Redbud Trail, Schirmer Pkwy, and Smith St west of Liberty St to about 550 feet west of Phelps St.

Local Streets: Act 51 designates any non-major public City street as a local street.

Act 51 Certification. The State of Michigan maintains a map for each road-maintaining jurisdiction showing each jurisdiction’s Act 51 designated major and local streets. Per Act 51 of 1951 the City has 11.72 miles of major streets (highlighted purple on the map) and 16.54 miles of local streets, with a total of 28.26 street miles. (Other street maps in this section show the street names more clearly.)

Act 51 Street System



Federal Aid Eligible – The National Functional Classification

In addition to the State of Michigan’s Act 51 system for funding City streets, the federal government uses a system called the National Functional Classification, which distinguishes streets into the following categories:

Interstate: Interstates accommodate large volumes of traffic at high speeds with access points and limited interchanges at major interesting roadways. The City of Buchanan is about ten miles away from I-80/I-90 via U.S. Route 31, and is about 19 miles away from I-94 via U.S. Route 12.

Arterials: Arterials are higher capacity roadways that move traffic from collector roads to interstates. Access along arterials is usually limited in order to increase traffic flow and level of service. Often, there are opportunities to enhance the safety and performance of arterials through reductions in conflict points and enhancements to traffic signal networks. Arterials have been broken into two subcategories: principal arterials and minor arterials.

(a) Principal Arterials: Principal Arterials typically carry higher traffic volumes and are spaced further apart than minor arterials. The City of Buchanan does not contain any principal arterials, but less than two miles away are two exits to U.S. Route 31, which is a principal arterial.

(b) Minor Arterials: Minor Arterials should provide more access points along a given route than primary arterials, and will generally accommodate lower traffic volumes. There are two streets within the City of Buchanan that are classified as minor arterials: (1) Front St east of Redbud Trail continuing on outside the City as Niles-Buchanan Rd to U.S. Route 31 and Niles, and (2) Redbud Trail south of Front St continuing on outside the City to U.S. Route 12.

Collectors: Collector roads are typically two-lane roadways that provide access to adjacent arterials while linking land uses such as residential neighborhoods, parks and schools, to one another. Speed limits on collector roads are lower, usually between 25-35 mph.

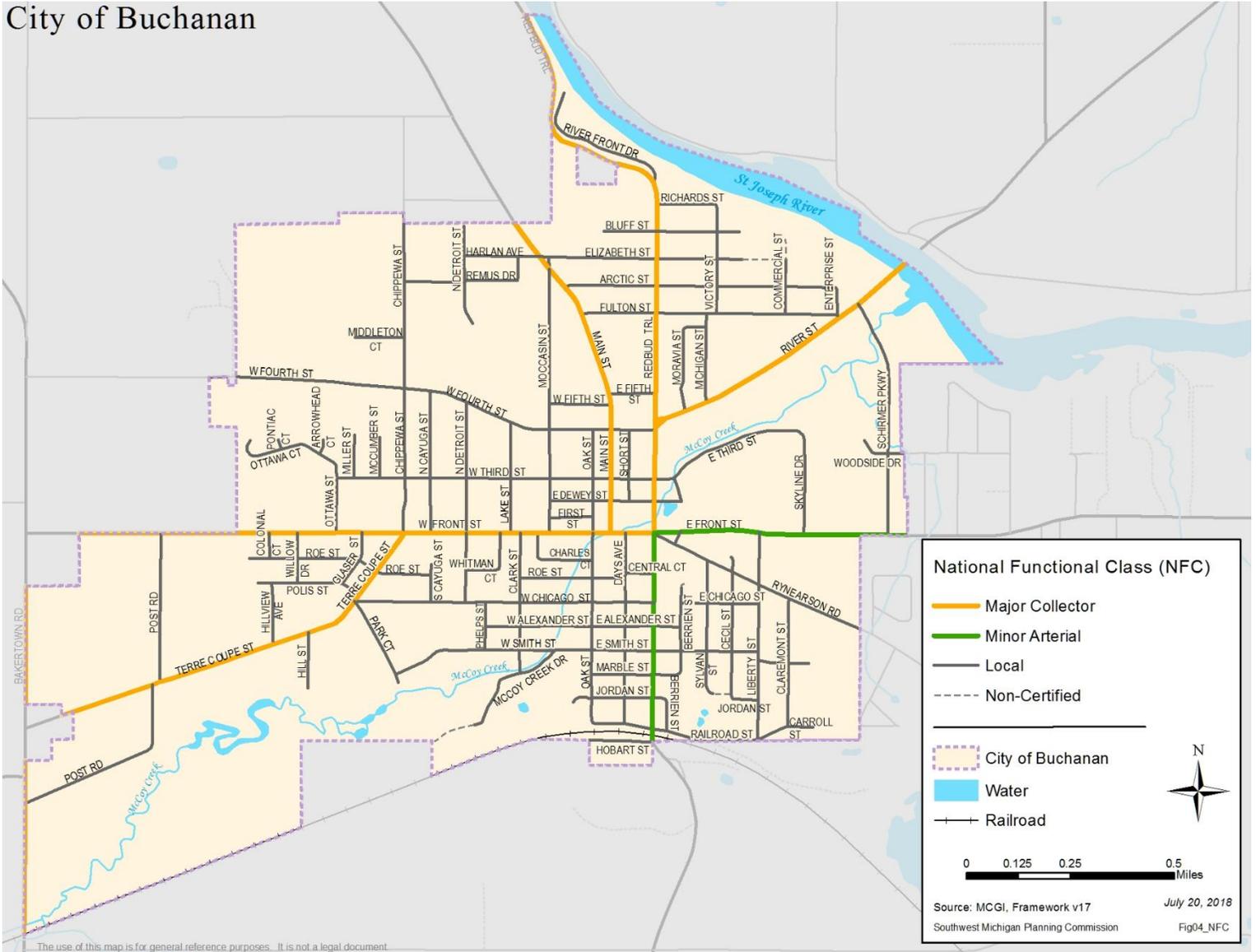
(a) Major Collectors: The following street in the City of Buchanan are major collectors: Redbud Trail north of Front St, River St, Front St west of Redbud Trail, Main St north of Front St, and Terre Coupe St.

(b) Minor Collectors: The City of Buchanan does not have any minor collectors.

Local Roads: Local roads provide direct access to adjacent land uses and are mostly located in residential areas. The posted speed limit is typically 25 mph. These are the roads that are not federal aid eligible.

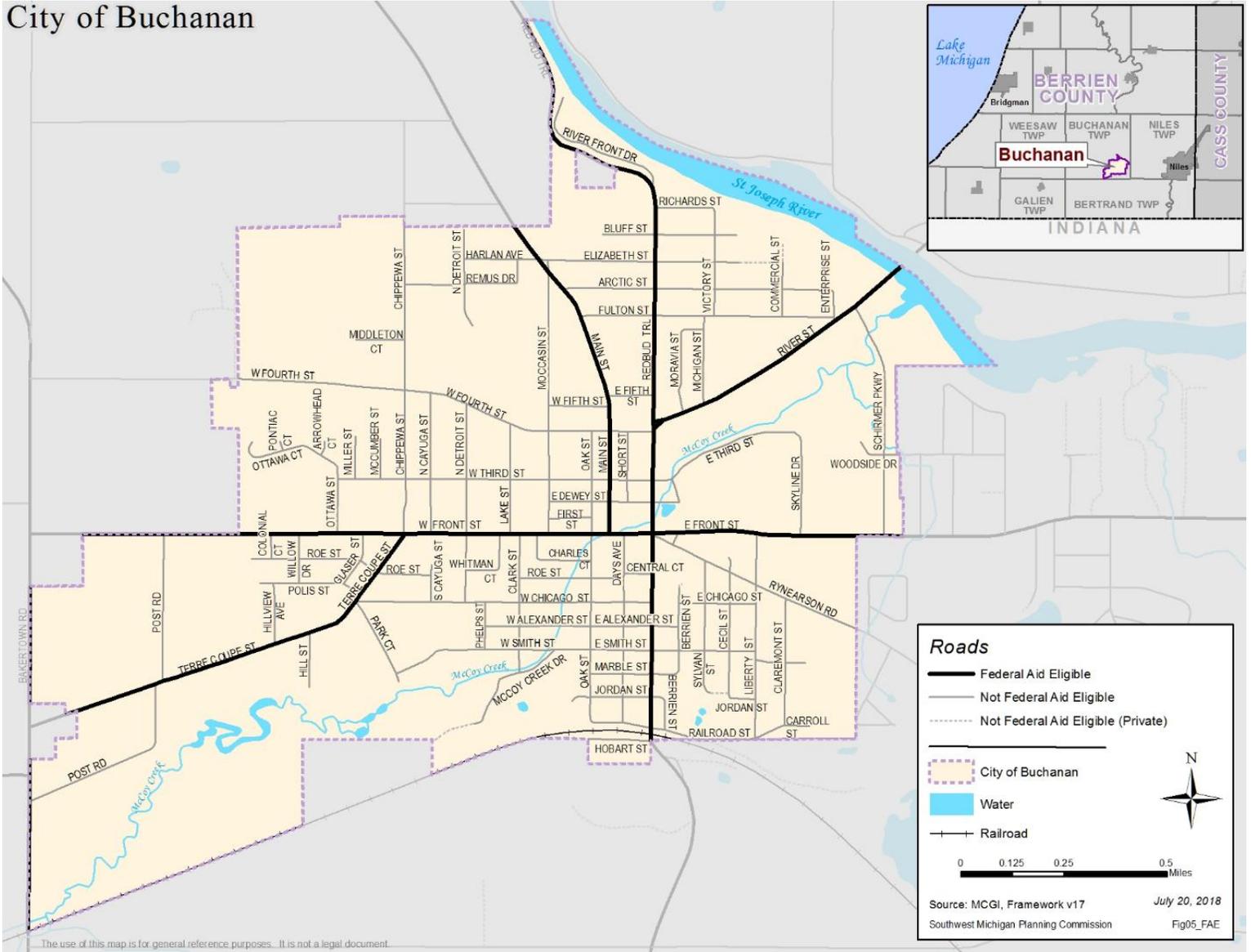
National Functional Classification

City of Buchanan



Federal Aid Eligible Roads

City of Buchanan



Surface Transportation Block Grant (STBG) Funding

As a member of the Niles-Buchanan-Cass Area Transportation Study (NATS) the City of Buchanan can submit projects utilizing federal Surface Transportation Block Grant (STBG) money for federal-aid eligible road projects. This funding can be used for road improvement projects such as resurfacing and reconstruction and may also be used on pedestrian, bicycle, transit infrastructure and Americans with Disabilities Act (ADA) improvements.

Congestion Mitigation and Air Quality (CMAQ) Funding

The federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides a flexible funding source for transportation projects and programs that help improve air quality and reduce congestion. State and local governments can use CMAQ funds to support efforts to meet National Ambient Air Quality Standards (NAAQS) under the Clean Air Act in both nonattainment and maintenance areas for carbon monoxide, ozone, and particulate matter.

- *Nonattainment areas* are those where air pollution levels exceed NAAQS.
- *Maintenance areas* are those that were out of compliance with NAAQS for these pollutants but now meet the standards.

Transportation Alternatives Program (TAP) Funding

The federal Transportation Alternatives Program (TAP) is a competitive grant program that funds projects like bike paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability, and improving the quality of life.

Safe Routes to School (SRTS) Funding

Federal law provides funding for infrastructure projects, law enforcement, education, and encouragement activities aimed at enabling and encouraging children to walk and bike to school. This program is called Safe Routes to School (SRTS). This program encourages a healthy and active lifestyle at an early age, and improves safety, as well as reducing traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools. Schools serving children in grades K-8 are eligible for SRTS funding, which is available on a competitive grant basis.

Select Highway Information

U.S. Route 12. The primary east-west highway in the area is U.S. Route 12. It does not pass through the City, but it is only one mile away to the south.



U.S. Route 31. Three interchanges for the limited-access north-south U.S. Route 31 are within two to three miles of the City, affording excellent access to north-south destinations.



Traffic Volumes

The Southwest Michigan Planning Commission Traffic Engineering staff routinely performs traffic counts mid-April through November on roads throughout Berrien, Cass and Van Buren Counties. This service is free of charge to member jurisdictions within the three counties. The data is collected by pneumatic tubes which are stretched across sections of roadways. Traffic data is also obtained from other entities and included in the traffic count database as a public

service. Find up-to-date traffic counts here www.swmpc.org/traffic_counts.asp. In addition to being a vital tool for transportation planning and travel forecasting, traffic count information can be used by:

- Transportation engineers and planners throughout the region to identify existing traffic problems and solutions
- Site selection for local economic development
- The Michigan State Legislature and U.S. Congress to make decisions regarding the need for and allocation of state and federal funds

In Buchanan, the streets listed in the table below have had traffic counts taken over the last 13 years. East Front Street has the most traffic of the streets measured at an average daily total of 12,723. Red Bud Trail and Bakertown Road have counts from 4,000 to 6,000 average daily totals.

Table 13. Traffic Counts

Street	Limits	Average Daily Total	Date of Count
Bakertown Road	Between Galien Buchanan Road and Front Street	4,044	9/20/2010
Redbud Trail	South of Buchanan City Limits	6,089	6/25/2009
East Front Street	Between Red Bud and Main	12,723	6/1/2014
Main Street	North of Front Street	1,498	6/4/2007
Red Bud Trail	North of Fourth Street	5,471	6/1/2014
River Street	East of Red Bud	3,005	7/28/2014

Source: Southwest Michigan Planning Commission Traffic Counts

Public Transit

There are several independently operated public transit providers in Berrien County that provide service to residents. Most often, these services are focused on serving the needs of the elderly, disabled, and people with low incomes. Age differences among older adults must be considered in transportation planning. People between the ages of sixty and seventy can have a different set of needs compared with people age eighty and above. For older adults who are unable or choose not to drive, support for community transportation options will become increasingly important. A new mix of services including traditional public transit, door-to-door transportation and door-through-door transportation will need to be considered to meet the needs. For example, there may be older adults with limited mobility who no longer can drive and have no family or friends and need more assistance than what traditional public transportation can provide.

Dial-A-Ride

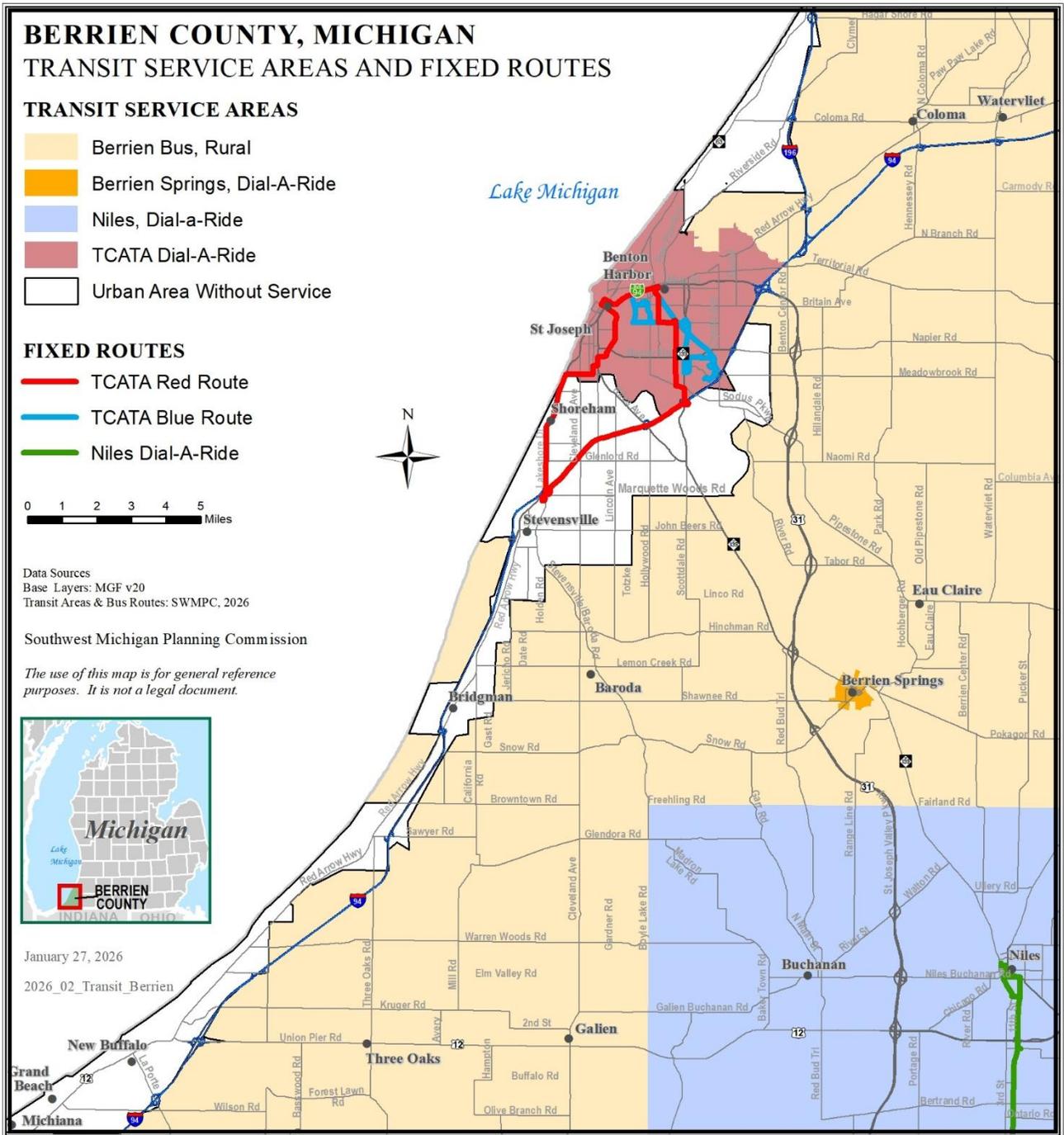
Will add narrative

Berrien Bus

The Berrien Bus provides transportation to non-urban areas not serviced by a Dial-A-Ride and has both a semi-fixed bussing route as well as a demand-response service. Berrien Bus is Berrien County's designated rural transportation provider and receives federal financial assistance. Berrien Bus receives no local financial support from a local millage. Transit routes service Buchanan, Benton Harbor/St. Joseph, and Niles. Since Fares are half price for seniors and disabled community members.



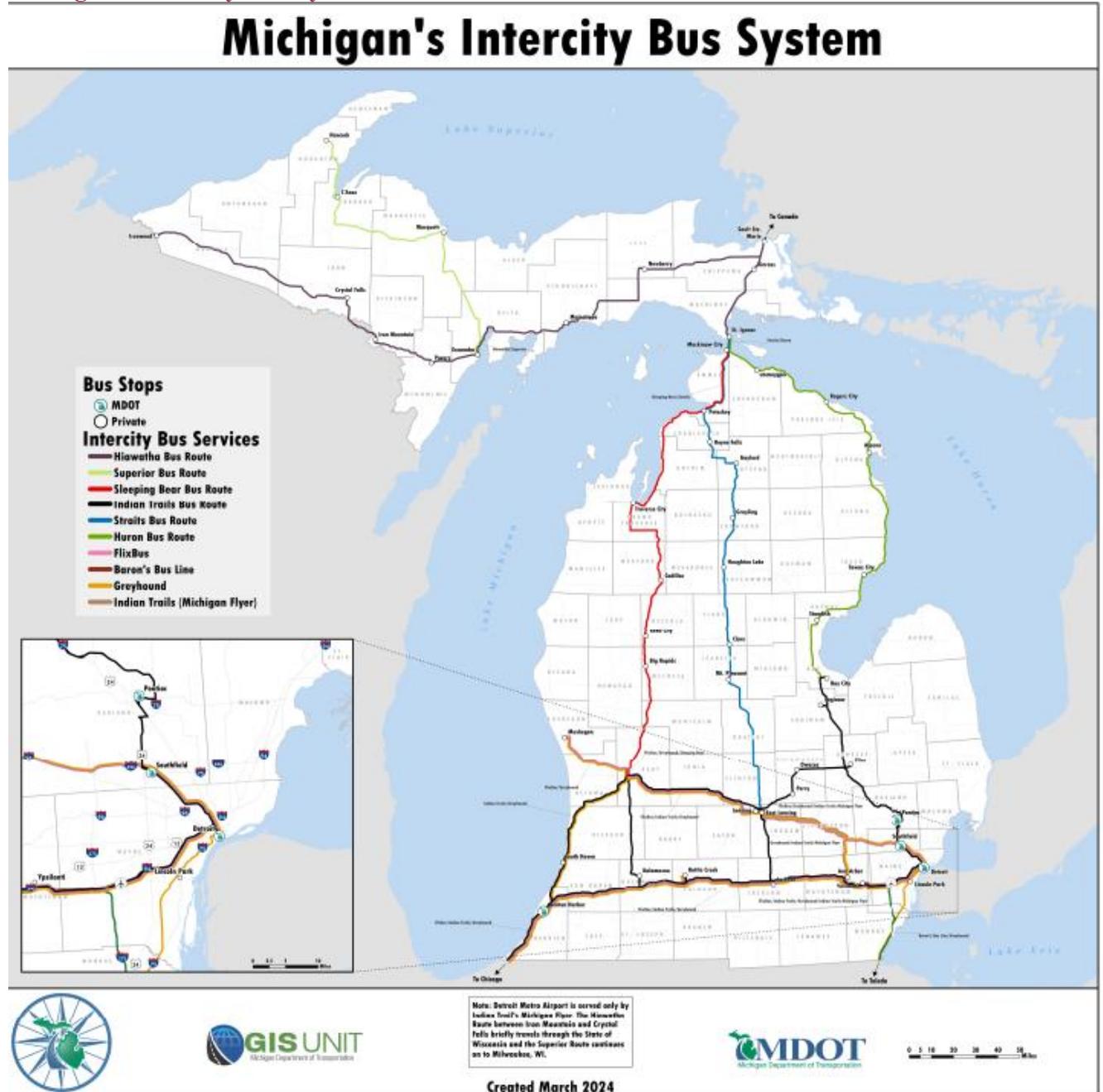
Public Transit Service in Berrien County



Intercity Bus Service

Intercity bus service provides scheduled service to cities over much longer distances than local transit agencies. Greyhound, Indian Trails, and Superior provide direct service from the Benton Harbor Transportation Center to various destinations that include Battle Creek, Kalamazoo, Holland, Grand Rapids, Elkhart and Chicago. The Benton Harbor Transportation Center is located approximately eighteen miles from the City of Buchanan on M-139.

Michigan's Intercity Bus System



Non-Motorized

Sidewalks, bike lanes, trails and play an important role in transportation, as they provide a safe path for people to walk and bike. Sidewalks and trails can aid road safety by minimizing interaction between pedestrians and motorized traffic. The City of Buchanan has an existing network of sidewalks along many of its streets. Many communities are working to develop asset management plans to assess the condition of sidewalks and create a schedule for repair/ replacement. On April 12, 2021 the City Commission unanimously passed a resolution to adopt a Complete Streets Policy that encourages all infrastructure projects to consider all users of any age and ability especially as it relates to bicyclists, pedestrians and public transit users.

Walk Score

Walkability is a measure of how friendly a community is to walk in. It has health, environmental, and economic benefits. The website [walkscore.com](https://www.walkscore.com) generates a “Walk Score” of 78 for a person in downtown Buchanan. The Walk Score is based on how far someone would need to walk to get to various amenities: dining, groceries, shopping, errands (such as pharmacy and post office), parks, schools, and culture and entertainment venues. Walk Scores up to 49 are considered “Car-Dependent: Most errands require a car” and walk scores between 70 and 89 are considered “Very Walkable: most errands can be accomplished on foot.” “Downtown Walk Scores” are shown in table 16 to compare how walkable downtown Buchanan is with other area downtowns.

Table 14. Downtown Walk Scores

Community	Score	Description
Galien	13	Car-Dependent: Most errands require a car
Edwardsburg	33	Car-Dependent: Most errands require a car
Coloma	58	Somewhat Walkable: Some errands can be accomplished on foot
Berrien Springs	71	Very Walkable: Most errands can be accomplished on foot
Buchanan	78	Very Walkable: Most errands can be accomplished on foot
Dowagiac	79	Very Walkable: Most errands can be accomplished on foot
Niles	82	Very Walkable: Most errands can be accomplished on foot

Bicycle Lanes/Bike Parking

The City does not currently have a network of bicycle lanes. Currently bicyclists share the road with motorists. As the City looks forward, bicycle lanes could offer the public a safer non-motorized transportation alternative.

Bike racks provide additional parking capacity for customers to visit local businesses. Bicycle parking not only invites cyclists in, but shows the town and business values sustainability, which is an increasingly important factor in the decisions of consumers. Bike racks should be located in the downtown and at destinations such as farmers market, parks, schools, retail areas and apartments.



Multi-Use Trails

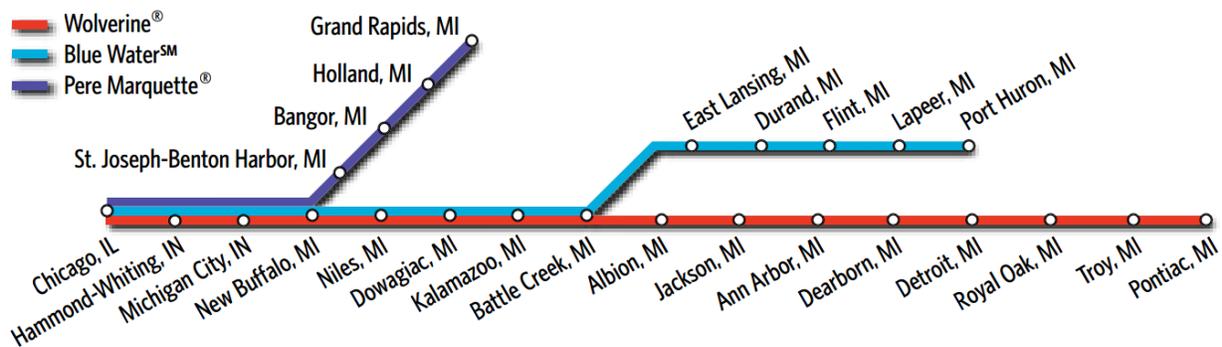
The McCoy Creek Trail has a rich historical background, which begins in the 1820's. At this time, 13 mills were located along the McCoy Creek generating energy for the City of Buchanan. The McCoy Creek Trail is a multi-use path for walking and biking. The trail is currently four miles one way, including loops, which branch off the main path. It extends from the E.B Clark woods on Schirmer to the Buchanan Farmers Market and includes several decks that overlook McCoy Creek. The path has some handicap access points and portions of which have more stable ground usable by wheelchair. Three access points and parking spaces are available: off of Schirmer Parkway, Days Avenue, and from the Memorial Fields Athletic Complex. The City has plans to extend McCoy Creek Trail to Red Bud Park and also to connect to the Indiana Michigan River Valley Trail in Niles along Walton Road.

Add Berrien County Trails Master Plan information here

Passenger Rail

While the private vehicle is the predominant mode of travel to destinations across county and state boundaries, passenger rail options are available to residents in the City of Buchanan. Amtrak provides passenger rail service via three Michigan service lines. All three lines have a western terminus in Chicago where passengers can change trains to get to any passenger rail station in the United States. The closest passenger rail station to Buchanan is the Niles Station (6 miles away; about 15 minutes by car). It is served by the *Wolverine* and *Blue Water* services.

WOLVERINE SERVICE, BLUE WATER and PERE MARQUETTE



Wolverine. Amtrak's *Wolverine* service connects stations between Chicago and Detroit, and on to Pontiac. See the chart above for a full listing of all of the cities served by the *Wolverine*.

Blue Water. Amtrak's *Blue Water* service has the same stops between Chicago and Battle Creek as the *Wolverine* service (see above). Beyond Battle Creek, the *Blue Water* also services East Lansing, Durand, Flint, Lapeer, and Port Huron.

Pere Marquette. Amtrak’s *Pere Marquette* service provides daily service between Chicago and Grand Rapids, with stops in St. Joseph, Bangor, and Holland. Trains do not service the Niles Station. The service is limited to one trip daily leaving Grand Rapids in the morning and returning home from Chicago in the evening.

Amtrak Thruway Bus Connection. Amtrak Thruway Bus Connections are available at several train stations in Michigan and Chicago to offer additional destinations to passengers. See the Amtrak Michigan Services Schedule for additional information.

Commuter Rail

The closest interurban commuter rail service for Buchanan is the South Shore Line, an electrically powered line operated by the Northern Indiana Commuter Transportation District between Millennium Station in downtown Chicago and the South Bend Airport. The closest stations to Buchanan are the South Bend Airport (13 miles away; about 20 to 25 minutes away by car) and the next station to the west, Hudson Lake (14 miles away; about 25 to 30 minutes away by car). Residents can use this option as part of their travel plans to points west as far as downtown Chicago.



Life is hard. The train is easy.

Aviation

Southwest Michigan Regional Airport (KBEH).

The Southwest Michigan Regional Airport (SWMRA) is the largest airport in Berrien County, and the only all-weather airport in Berrien, Cass, and Van Buren Counties. The airport houses over 60 privately owned aircraft and is home to several corporate aircraft, including Whirlpool International Corporation fleet. Over 400 companies from all over the United States and Canada use the airport annually.



The airport has air cargo activity with UPS flights and other local charter operators delivering material for just-in-time manufacturing. In addition, the airport is important in the times of medical emergencies; either transferring critically ill patients or as organ donor transport. The U.S. Coast Guard utilizes the airport for refueling during operations on Lake Michigan. The Southwest Michigan Regional Airport offers free parking located at the airport terminal. There are rental car services available.

The SWMRA is governed by the Southwest Michigan Regional Airport Authority, established in 1997, which is responsible for airport operations. The airport authority is comprised of six municipalities: Cities of Benton Harbor and St. Joseph, St. Joseph Charter Township (including the Village of Shoreham), Lincoln Charter Township, Royalton Township, and Benton Charter Township – all of which contribute a millage. The latest economic impact estimate conducted (2014) by Michigan Department of Transportation showed the airport's contribution to the local economy to be \$30 million.

Other Nearby Airports. There are a few other general aviation airports in the region, none of which are all-weather facilities. Andrews University Airpark, which is owned by Andrews University, is located in Berrien Springs. Jerry Tyler Memorial Airport is owned by and located in the City of Niles which has about 30 aircraft based there.

Scheduled Air Passenger Service

Within 120 miles of the City of Buchanan there are six airports that offer scheduled airline passenger services. South Bend Regional Airport is 13 miles from the City and provides daily non-stop domestic flights to Atlanta, Chicago, Detroit, Phoenix, New York Minneapolis and several cities in Florida.

Major public commercial air travel occurs through Chicago O'Hare International Airport (ORD), Chicago Midway International Airport (MDW), Gerald R. Ford International Airport (GRR) in Grand Rapids, Fort Wayne International Airport (FWA), and Kalamazoo/Battle Creek International Airport (AZO).



Table 15. Airport Distance to Buchanan

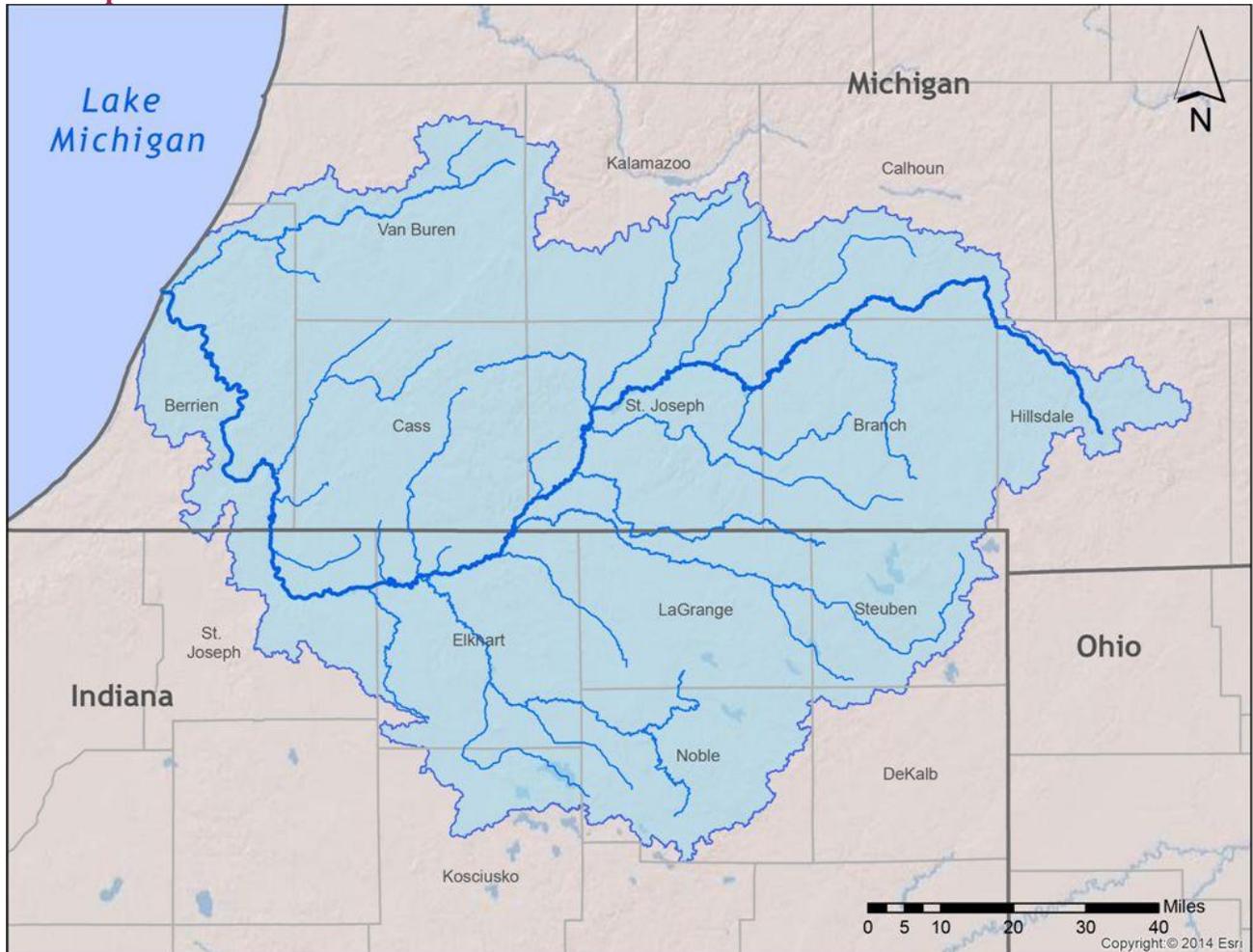
Airport	Miles from Buchanan
South Bend Regional Airport	13
Kalamazoo International Airport	70
Midway International Airport	95
Gerald Ford International Airport	110
Fort Wayne International Airport	110
O'Hare International Airport	115

NATURAL FEATURES

Water

Water is a defining feature of Buchanan. The St. Joseph River flows along the City's northeast boundary. More information about the St. Joseph River watershed, the third largest river basin in Michigan, is available in the St. Joseph River Watershed Management Plan of 2005 – available online: http://www.michigan.gov/documents/deq/ess-nps-wmp-st-joe_209205_7.pdf.

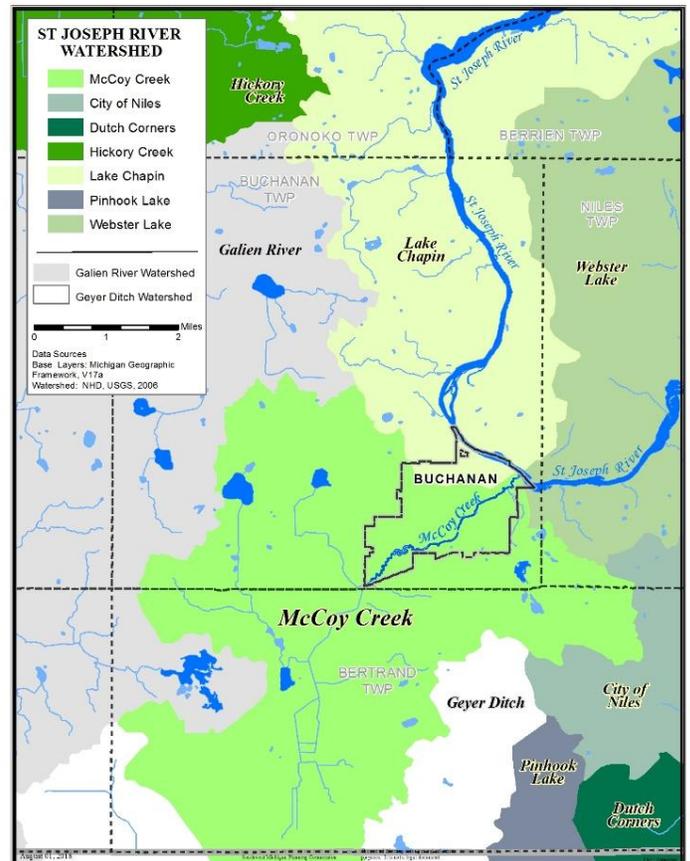
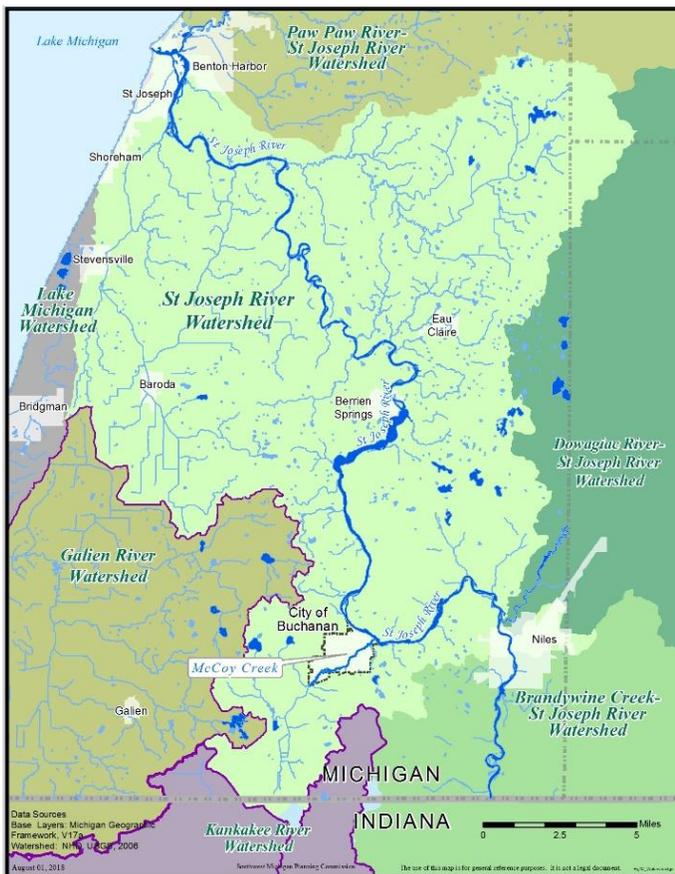
St. Joseph River Watershed



McCoy Creek flows from the southwest corner of the City, meandering to the northeast for almost 8 miles before it empties into the St. Joseph River. McCoy Creek originates in northern Indiana and Bertrand Township, Michigan. The McCoy Creek watershed covers 22 square miles and is designated as a Type 1 Trout stream by the Michigan Department of Natural Resources. The City of Buchanan removed an adjustable weir on the creek and also restored a large portion of the creek channel. In fact the City was awarded the “Outstanding Civil Engineering Achievement Award” for the McCoy Creek Restoration Project by the American Society of Civil Engineers Southwest Michigan Branch. In 2013, the McCoy Creek Restoration Project improved the hydrology of the Mill Race while enhancing fish habitat. A white oak lunger structure and large woody debris were installed at multiple locations to provide fish resting areas. Along with this project, the Mill Race at Pears Mill is now operational while preserving the trout stream. Because McCoy Creek is a designated trout stream, Buchanan received grants from the MDNR Fisheries Division and a local fly-fishing group helped fund the project. Buchanan had several stakeholders in this collaborative project, including the Buchanan Preservation Society and community volunteers.



McCoy Creek Watershed



Wetlands/Floodplains

Wetlands and floodplains are extremely valuable resources. Buchanan has wetlands scattered throughout the area. See the wetlands map, further into this section. The Natural Resources and Environmental Protection Act (NREPA) defines a wetland as “*land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support, wetland vegetation or aquatic life and is commonly referred to as a bog, swamp, or marsh...*” “Wetland” is the collective term for marshes, swamps, bogs, and similar areas often found between open water and upland areas. All wetlands located within five-hundred (500) feet of a lake, stream, or river are regulated by the State of Michigan Department of Environment, Great Lakes and Energy, as well as those in excess of five (5) acres in size which are not contiguous or located within five-hundred (500) feet of a lake, stream, or river.

A river, stream, lake, or drain may on occasion overflow onto the surrounding banks and inundate adjacent land areas with floodwater. The land that is temporarily inundated by water is defined as a floodplain. In Michigan, the term floodplain has come to mean the land area that will be inundated by the overflow of water resulting from a 100-year flood (a flood which has a 1% chance of occurring any given year).

In the past, people viewed wetlands and floodplains as wastelands. Wetlands were drained and converted to farmland or filled for development. Attitudes today towards wetlands and floodplains have changed with the discovery that they are valuable natural resources providing many important benefits to people, wildlife and water quality.

With increasing development in the floodplain, open spaces, and wetlands, our land has lost the ability to soak up rain. Buildings and pavement that have made the land increasingly impervious are now replacing areas that were once effective sponges storing precipitation. As a result, floods are becoming larger and more frequent. Wetland and floodplain protection is extremely important for the health, safety and welfare of residents. Especially because so many wetlands have been lost since pre-settlement times, in fact 30% loss within the City of Buchanan. Loss of wetlands has severe negative effects on the water quality and the ability to mitigate flooding. With only 70% of wetlands remaining in the City of Buchanan, it is imperative to protect these remaining resources from development and encroachment.

Wetlands and floodplains...

- Hold excess water allowing it to be slowly released into lakes and rivers, and seep into groundwater aquifers – which lessen the impact of flooding after large events
- Filter pollutants before entering lakes, rivers, and groundwater aquifers
- Give time for sediment to settle out, thereby keeping it out of water bodies
- Support important wildlife habitat and are frequently used by humans for recreation

How land is developed impacts the quality and quantity of our water. Land uses from any part of the watershed, such as polluted runoff from homes and farms, eventually affect the health of the whole watershed.

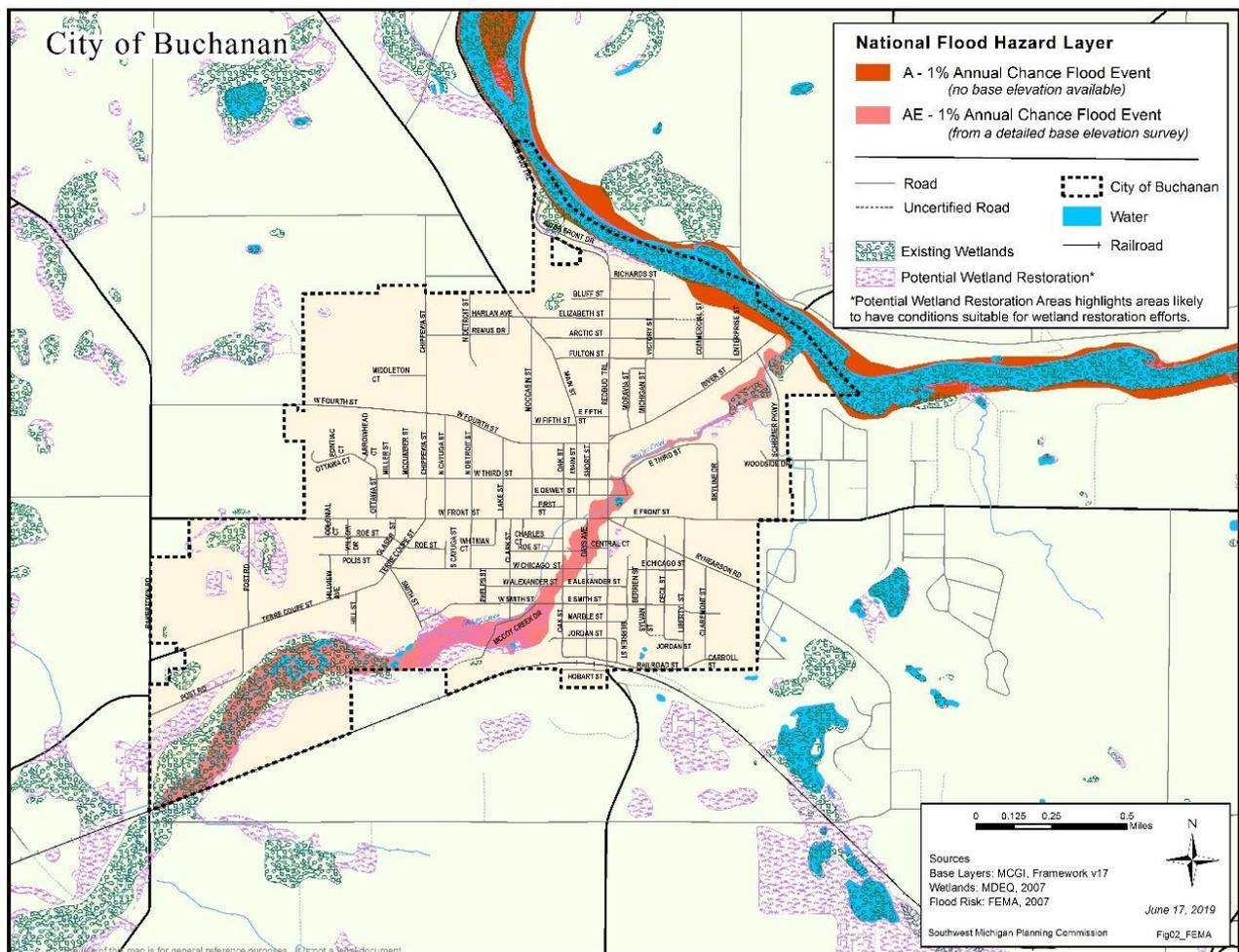
Lost Wetlands...Of the estimated 11 million acres of wetlands that were in Michigan 150 years ago, only 3 million remain.

Table 18. Wetland Acreage

Acres in Buchanan City	
Lost Wetland/Potential Restoration	67
Existing Wetlands	153
<i>Source: Michigan Department of EGLE</i>	

The map shows lost and existing wetlands. Lost wetlands are labeled “Potential Wetland Restoration Areas,” which are red on the map. Wetlands are and were significant for filtering sediment and nutrients (which cause algae and nuisance weed growth), and for mitigating flooding. Loss of wetlands and wetland function are extremely detrimental – causing increased water pollution and more flooding. Floodplains are located along McCoy Creek and the St. Joseph River. Much of the property in the floodplain within the city is undeveloped and much is owned publicly or by quasi-public conservation interests.

Wetlands/Floodplains



Natural Resource Stewardship

Stormwater Management

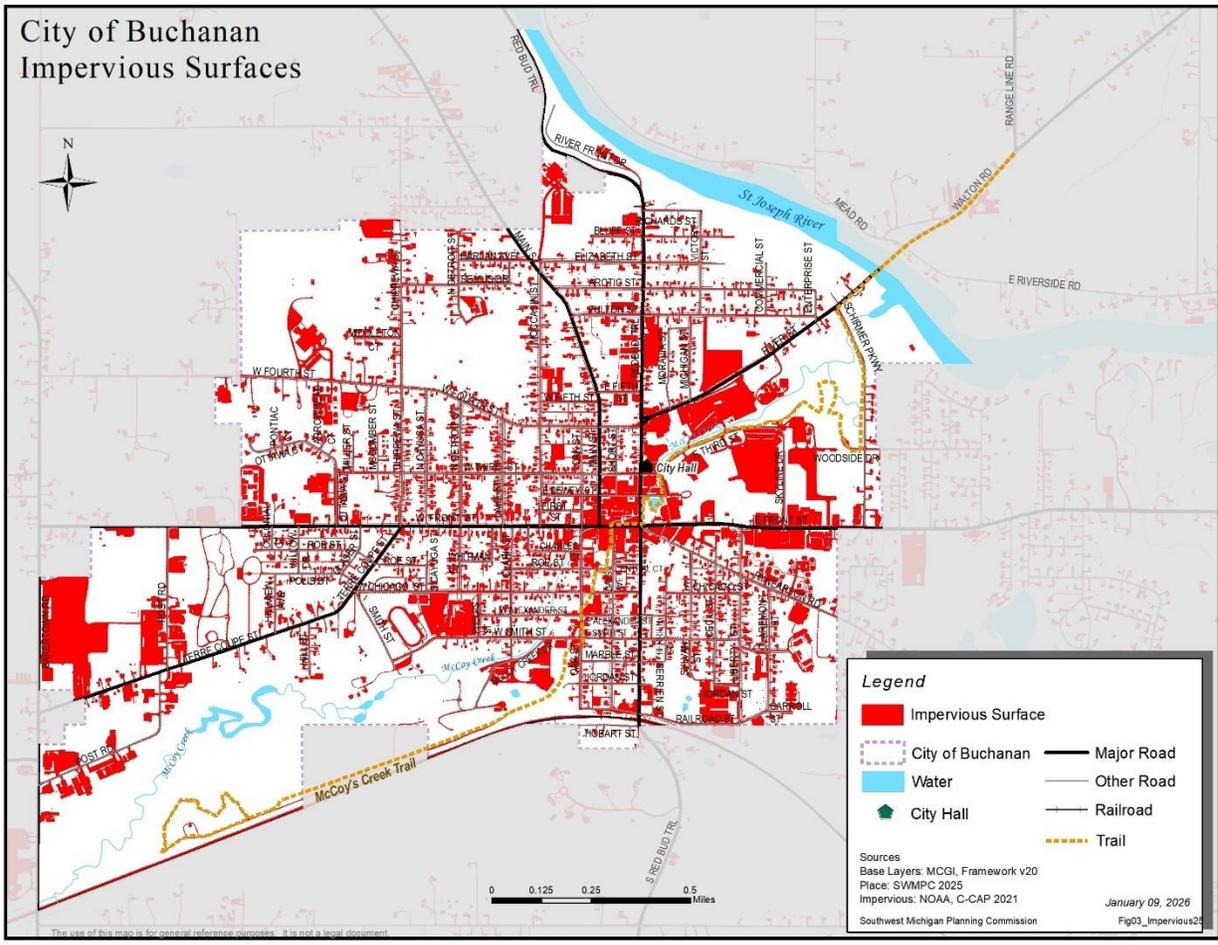
As development and imperviousness increase (due to construction of roads, rooftops and parking lots), the area available for infiltration decreases. Consequently, more rainfall becomes stormwater runoff, which carries pollutants to nearby waterways such as chemicals, oil, grease, salt, etc. Pollution of our water may not be immediate, but as the pollutants keep washing into our water, they may become unusable for fishing, swimming, canoeing, etc. Even drinking water can be affected.

With development there is an increase in the amount of impervious surfaces which leads to a drastic rise in the amount of runoff and a decrease in the amount of water being returned back into the ground to provide drinking water supplies. Stormwater management should be concerned with controlling both the quality and quantity of water moving off a developed site.

Traditional attitudes about managing stormwater were to move the water off the site as quickly as possible with curbs, gutters, and storm sewers.

Today, effective stormwater management practices include decreasing the total amount of stormwater runoff, slowing down the flow and allowing water to soak naturally into the ground by using low impact development practices such as native plants, rain gardens, and riparian buffers.

Impervious surfaces include rooftops, sidewalks, roads, and parking lots. These surfaces prevent precipitation and melt water from infiltrating soils. Soils compacted by new construction can also be highly impervious.



Low Impact Development techniques should be utilized to first protect natural features, natural drainage ways and existing topography. The amount of impervious surfaces in new construction and redevelopment projects should be minimized whenever possible to protect water quality. Second, LID techniques should be used to slow and reduce runoff by maximizing opportunities for filtration and infiltration of water throughout the site. This will decrease the need for large detention or retention areas. See www.swmpc.org/lid.asp for information on implementing LID in new and redevelopments. Also any land disturbance within 500 feet of a waterbody/wetlands or greater than one acre needs a soil erosion/sedimentation control permit from the Berrien County Drain Commissioner's office.

The goals of these practices are to improve water quality by filtering and reducing polluted run-off that degrades habitat and flow in nearby streams, rivers, and lakes.



RAIN GARDENS or BIORETENTION BASINS

An excellent example of adding beauty with a purpose. Native plants are planted in small depressions to temporarily hold, soak in, and filter runoff that flows from parking lots and rooftops.



VEGETATED SWALES

These are shallow channels which are densely planted with a variety of native grasses, shrubs, and/or trees designed to slow, filter, and infiltrate runoff.



**BMPs in Action
WIGHTMAN RAIN GARDEN
2303 Pipestone Road,
Benton Harbor, MI**

This large rain garden is planted with native shrubs, perennials, and flowers, which not only improve Ox Creek, but also this business's curb appeal. Employees were involved in designing and planting the garden. This rain garden was partially funded with state grant dollars by a company committed to a cleaner and healthier Ox Creek.



RIPARIAN BUFFERS

Areas of land that exists between low, aquatic areas such as rivers, streams, lakes, and wetlands, and higher, dry upland areas planted with native plants, shrubs and/or trees. These plants slow and filter runoff before it reaches the waterbody.



RAIN BARRELS or CISTERNS

These structures are designed to intercept and store runoff from rooftops allowing for its reuse. They provide a supplemental water supply often used for irrigation.



PERMEABLE PAVING

Alternatives to traditional pavement include pervious asphalt, pervious concrete, interlocking pavers, and plastic grid pavers, which allow rain and snowmelt to seep through the surface down to underlying layers of soil and gravel.



GREEN/VEGETATED ROOFS and WALLS

Roofs and exterior walls can be designed to support living vegetation. The vegetations slows and filters runoff and also provides heating and cooling energy benefits, increases lifespan, reduces heat island effect, and enhances aesthetics.

Green Infrastructure/Native Vegetation

There are features in any community that many residents would readily recognize as important to the character of the area and to their personal quality of life. Some of these features may be cultural, such as a downtown business district, historic buildings, lighthouses, or other similar man-made features. Other features used to connect a community to its residents will be natural resources such as lakes, woods, wildlife, scenic views, and other similar features. How these elements are included in the fabric of a community can have a profound influence on their value. Clearly there are some resources, which, if lost, would significantly detract from the environment and the community as a whole.

Natural features such as native vegetation, woodlands, wildlife habitat and wildlife corridors add to the natural features that lure people to the Buchanan. Removing these natural features will not only alter the landscape of a community but it can also lead to water quality issues such as increased runoff, erosion and flooding. Development should be discouraged where significant natural features exist.

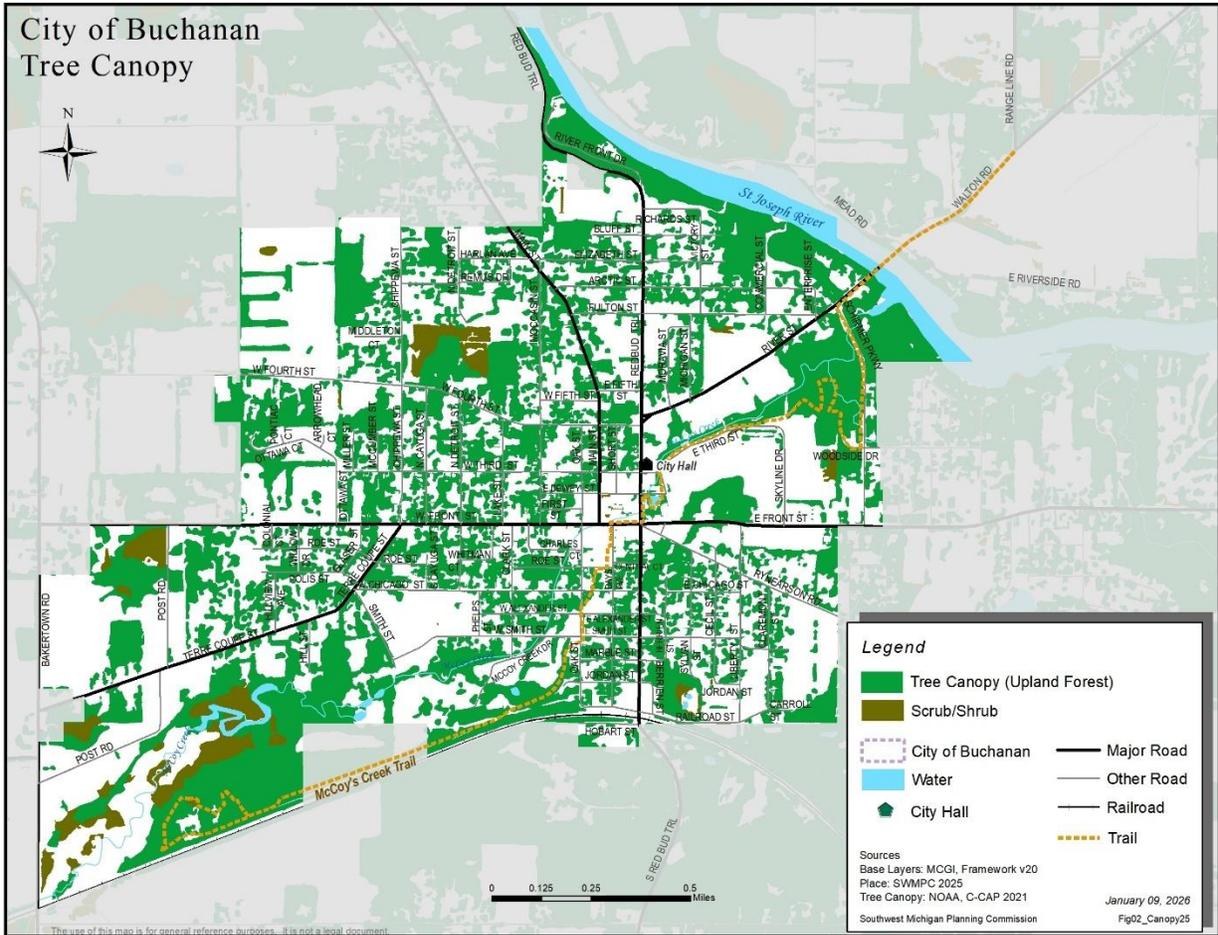
Native vegetation refers to the plant life that exists as a natural part of the landscape. It is increasingly recommended that native plants be used because of their performance, site enhancement, and life cycle cost benefits. Native plants typically cost more initially (depending on local availability); however, they are more cost-effective in the long run because they require less water and fertilizer, and are more resistant to local pests and diseases. Native plants are also known to be very effective in managing storm water because many species have deep root systems which stabilize soil and facilitate the infiltration of storm water runoff. Native plants provide habitat for birds, butterflies and other wildlife, help to buffer noise pollution, filter air pollution and provide us with stunning landscapes. Native plants can be incorporated into individual home, commercial and industrial sites to add water quality recharge benefits as well as aesthetic benefits to the landscape.

Natural resource areas perform important functions such as:

- Filtering out water pollutants
- Recharging groundwater supplies
- Removing air pollutants
- Providing recreational opportunities
- Providing wildlife habitat
- Enhancing the overall quality of life of a community

Green infrastructure is a connected network of natural areas and other open spaces planned and managed to conserve natural ecosystems and the services that they provide. These lands provide multiple benefits to people and wildlife such as maintaining clean air and water, providing areas for recreation and providing wildlife habitat. Green infrastructure elements can be in urban, suburban and rural areas and may or may not be open to the public. Green infrastructure is essential to the health, safety and welfare of the area residents.

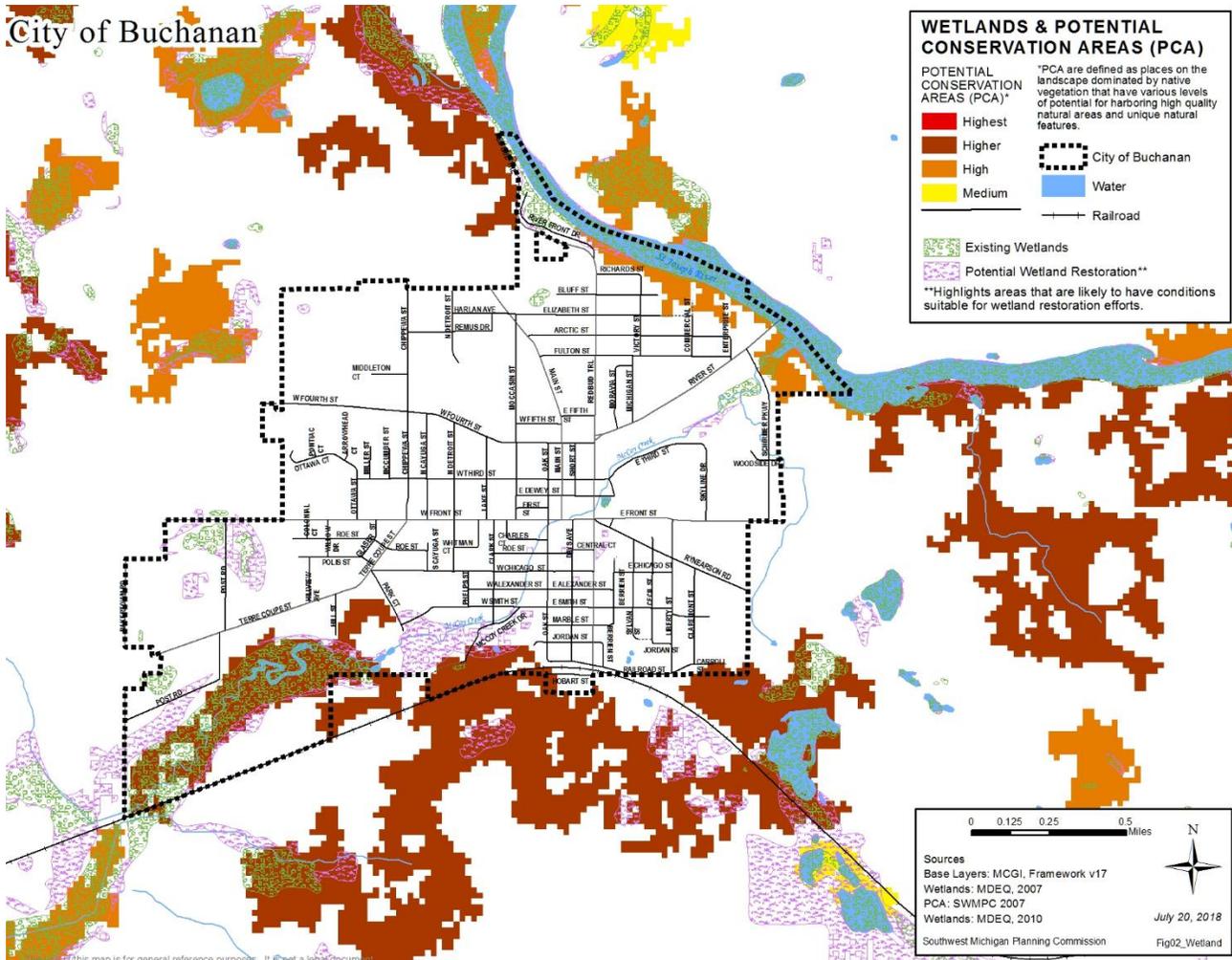
Natural resource conservation is a fundamental component of a community's long-term environmental and economic health. Communities that incorporate both the built and natural environment into their future land use map or vision will ensure that the areas that provide important natural functions such as filtering drinking water supplies, recreational opportunities for residents and habitats for wildlife, will be protected. In effect, the features that the community has grown to enjoy will be there for generations to come. A community with a clean environment, clean water, green spaces and trails will be the community that has a stable, sustainable future and offers a high quality of life for its residents and visitors. Communities that provide this high quality of life will be able to retain talented workers and attract new residents and businesses.



The Potential Conservation Areas map represents the last remaining remnants of the area’s ecosystems and natural plant communities. These maps rank areas where the landscape is dominated by native vegetation that has various levels of potential for harboring high quality natural areas and unique natural features. In addition, these areas provide critical ecological services such as maintaining water quality and quantity, soil development and stabilization, habitat for pollinators of cropland, wildlife travel corridors, stopover sites for migratory birds, sources of genetic diversity and floodwater retention. Consequently, it is to a community’s advantage that these sites be carefully integrated into the planning for future development. Striking a balance between development and natural resource conservation and preservation is critical if Buchanan is to maintain its unique natural heritage.

Potential Conservation Areas (PCAs)
 Defined as places on the landscape dominated by native vegetation that have various levels of potential for harboring high quality natural areas and unique natural features. Scoring criteria to prioritize areas included: total size, size of core area, length of stream corridor, landscape connectivity, restorability of surrounding land, vegetation quality and biological rarity score.

Potential Conservation Areas – City of Buchanan



UTILITIES

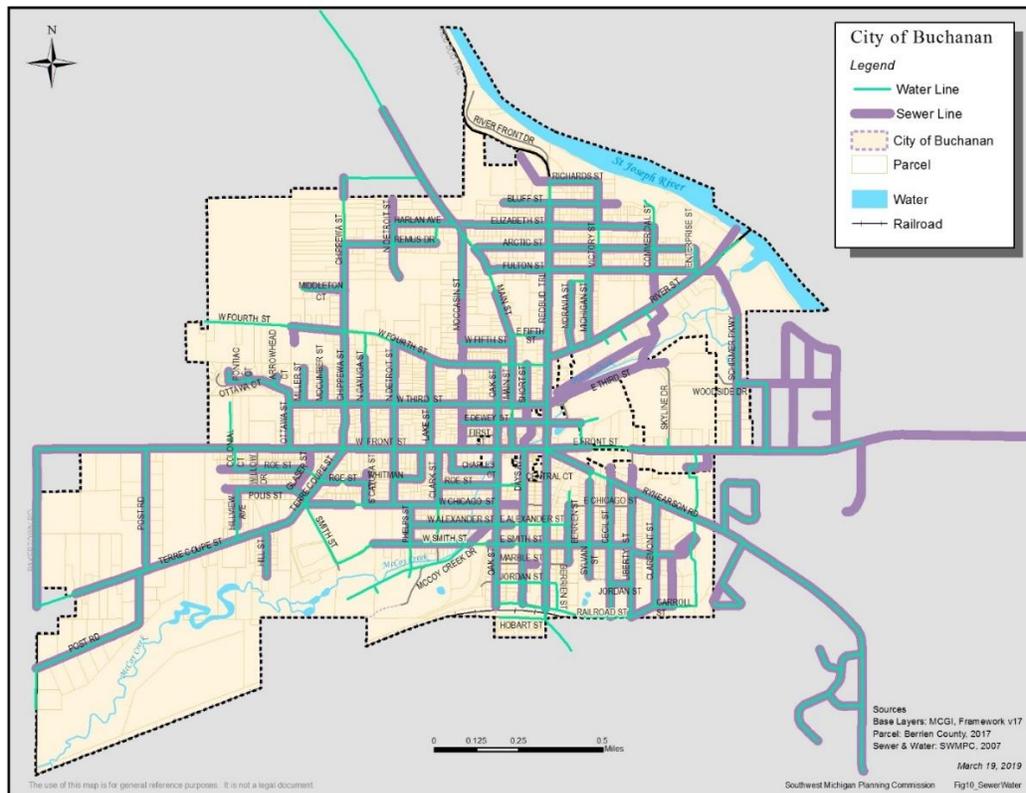
Water and Sewer

The city of Buchanan's Water, Wastewater and Public Work's Departments provide water and sewer service for residents and business owners within the city of Buchanan as well as some areas within Buchanan Township. The City is responsible for the operation and maintenance of the water and sewer infrastructure throughout these areas.

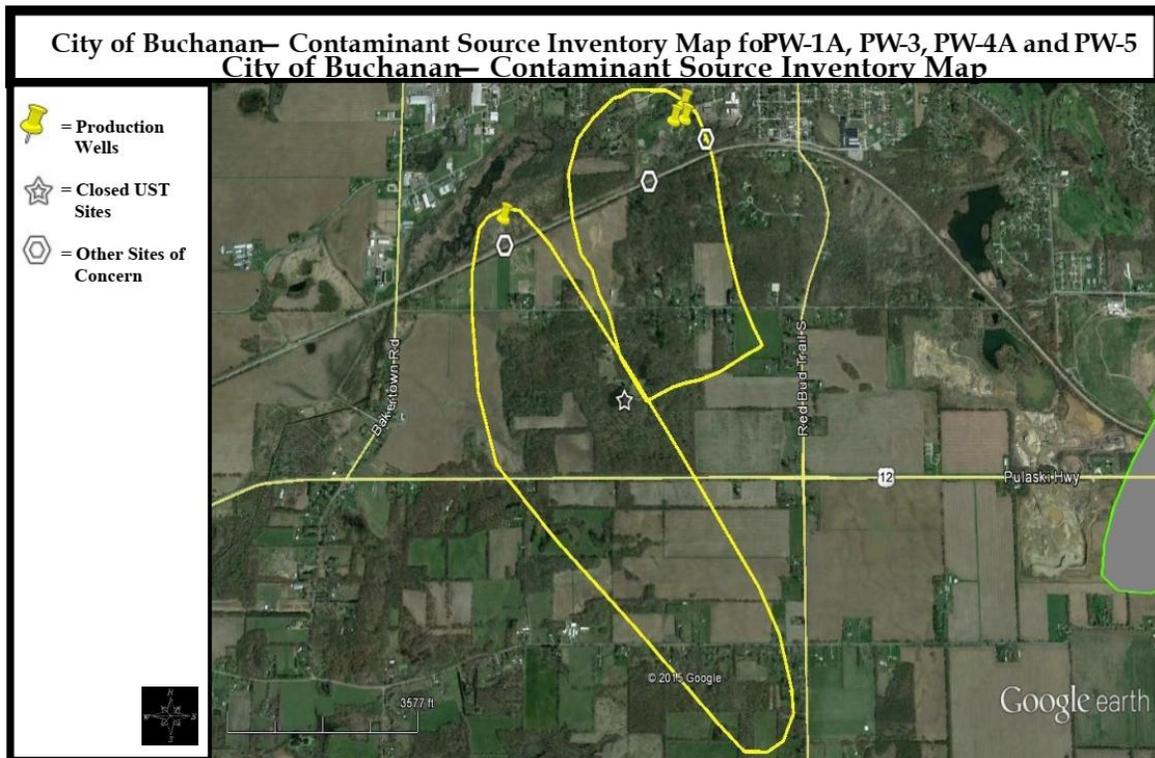
The City of Buchanan built one of the first wastewater treatment plants on the St. Joseph River in 1938 and has updated the plant several times since. Along with the treatment plant, the city owns 5 lift stations and 26 miles of sewer lines. The current plant is designed for a population of 15,000 with a maximum design flow of 3.75 million gallons per day. Average daily treatment is provided for a population of 4,400 people at a flow of 1 million gallons per day. The treatments system maintains discharge quality treatment standards for suspended solids, carbonaceous organic materials, phosphorous, ammonia and fecal coliform. The solids are disposed of at the Southwest Berrien county Landfill. Treated water is discharged to the St. Joseph River.

The city of Buchanan sources water from three wells. Combined the three wells deliver approximately 500,000 gallons of water per day. Water in the City of Buchanan is distributed through 30 miles of water mains to two elevated water towers which combined contain 750,000 gallons. Other components of the water system include a water treatment facility, 252 water hydrants and over 650 valves.

Water and Sewer Infrastructure



The City has an ongoing Wellhead Protection Program approved by the Michigan Department of Environment, Great Lakes and Energy (EGLE). A Wellhead Protection Area (WHPA) is defined as the surface and subsurface areas surrounding a water well or well field, which supplies a public water system, and through which contaminants are reasonably likely to move toward and reach the water well or well field within a 10-year time-of-travel (EGLE 1). The purpose of developing a WHPP is to identify the WHPA and take the necessary steps to safeguard the area from contaminants. The program provides inspections for possible contamination sites, increases public awareness of water contamination, explores possible new well sites, and plugs abandoned wells. For more information, see the City’s Wellhead Protection Plan. This plan encourages coordination of the master plan and zoning ordinance to protect these important areas. One option is to create a wellhead protection overlay zoning district that does not allow for certain high risk contamination uses to be built in these sensitive areas.



Energy

Homes and businesses in Buchanan are provided electric and natural gas service by Indiana Michigan Power (part of American Electric Power) and SEMCO Energy Gas Company. The service is generally considered adequate for current and projected residential and business needs. More and more individual property owners, whether residential, commercial, or institutional, are investing in and using decentralized electrical power systems off the commercial grid. They are using wind, solar, or other renewable sources, with newer, more robust battery systems. These decentralized renewable power systems help alleviate the burden on electrical power transmission infrastructure, decrease dependence on nuclear systems which generate hazardous waste, create new decentralized electrical system jobs, increase resiliency, and many other benefits. As electrical companies and government regulators change to this new, evolving

paradigm, it is important for the zoning ordinances and local regulations to keep up and allow property owners to invest in and use these new systems.

Telecommunications/Internet

Buchanan has a variety of telecommunications and internet service providers, including landline phone, mobile wireless, and broadband services. High-speed broadband internet service of at least 25 Mbps is key for strong internet capability and the Buchanan area has broadband service available at this level of service. More information about broadband internet service is available through Connect Michigan, a non-profit in partnership with the Michigan Public Service Commission, working to ensure that everyone can experience the benefits of broadband (877-846-7710; info@connectmi.org).

PARKS AND NATURAL AREAS

WILL UPDATE THIS SECTION ONCE RECREATION PLAN IS IN PROGRESS

The Buchanan Area Recreation Board (BARB) oversees the development, maintenance and planning of recreation areas such as parks and special facilities which serve the city and Buchanan Township which in turn contributes to the wellbeing and social and economic health of the Buchanan community. The City has 8 neighborhood parks throughout the city totaling over 23 acres (McCoy Pond Park, Kathryn Park, Old City Hall Park, Victory Park, Ravish Park, Spafford Woods, Smith Park and Tot Lot). The City also has large natural areas E.B. Clark Park (12 acres), Redbud Riverfront Area (16.4) acres and McCoy Recreation Area (27 acres). More information can be found in the City's Recreation Plan.

Other area recreation assets include **Mud Lake Bog Preserve** owned by Buchanan Township (108 acres). **Bakertown Fen Nature Preserve** owned by the Southwest Michigan Land Conservancy (83 acres) nature preserve is located within the city limits. **Fernwood Botanical Garden** is a non-profit, 105 acre property with cultivated gardens and vast natural areas, as well as a cultural and education center located just outside of the City.

McCoy Creek Trail is currently four miles one way, including loops, which branch off the main path. It extends from the E.B Clark woods on Schirmer to the Buchanan Farmers Market and includes several decks that overlook McCoy Creek. The path has some handicap access points and portions of which have more stable ground usable by wheelchair. Three access points and parking spaces are available: off of Schirmer Parkway, Days Avenue, and from the Memorial Fields Athletic Complex. Additionally, a mobile app exists to help inform and educate trail users about the trail and its environment. The City has plans to extend McCoy Creek Trail to Red Bud Park and also to connect to the Indiana Michigan River Valley Trail in Niles along Walton Road.

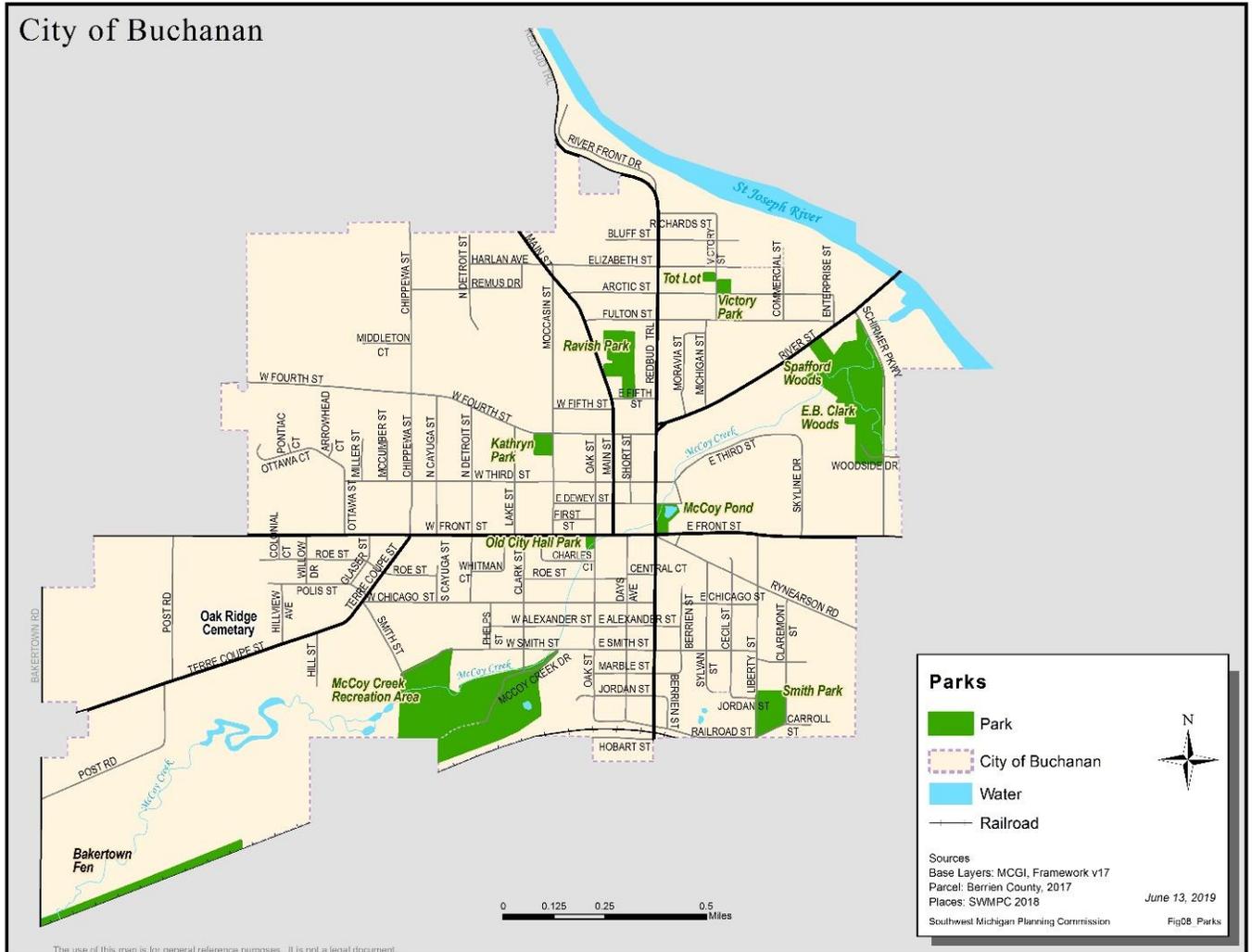
St. Joseph River Water Trail is a canoe/kayak trail that is over 66 miles from Niles, Michigan to Lake Michigan. The City of Buchanan has three access sites along the St. Joseph River Water Trail. All of these access sites could use improvements. The first and closest access site to downtown Buchanan is commonly referred to as Redbud Riverfront Park. The park has a boat ramp and an expansive dirt parking area. The city recently ran power to the park and local officials have been considering developing a campground (with restrooms) in the park. The second access site is located just above the Buchanan Dam, along Mead Road. The access site has a meandering pathway down to the river and a small dock. Many paddlers bypass the dock and exit the river along a narrow strip of beach just downstream. An accessible launch should be placed directly off the dock and the small beach area should be blocked off with new landscaping or signs. The third access site is located just below the Buchanan Dam, along East River Road. The access site also has a meandering pathway down to the river but no formal dock features. An accessible launch should be placed directly off the shoreline. In addition, a paddler's plaza and kayak storage could be placed at the site. Visit www.michiganwatertrails.org for more information on the water trail.

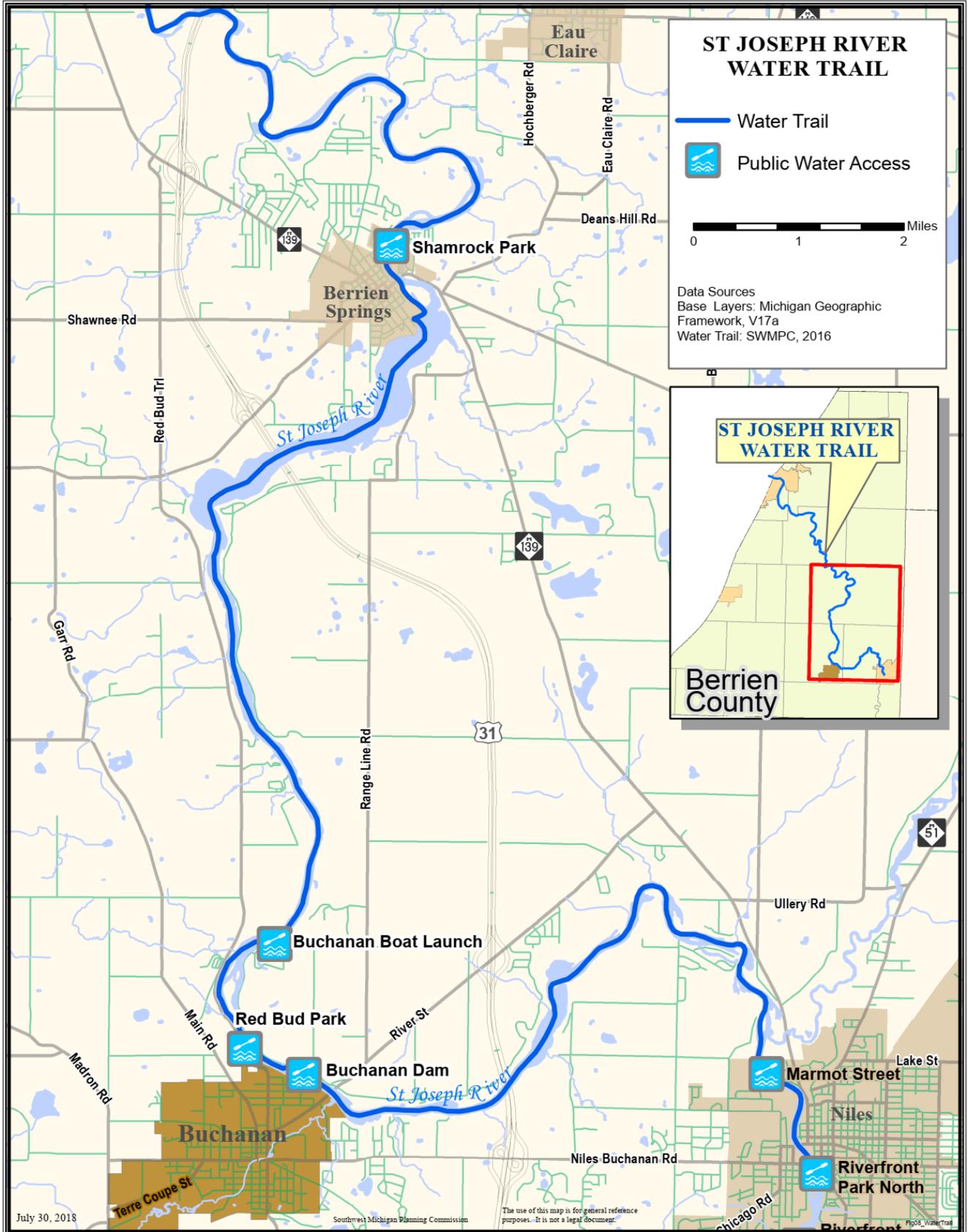
A Trail Town is an active, attractive and interesting place with accessible and comfortable spaces, hosting a variety of activities that promote social interaction and a strong sense of place. A Trail Town should meet the needs of trail users and residents of the community. A Trail Town has physical amenities that support trail users such as bike and kayak racks, wayfinding signs,

wide sidewalks, drinking fountains and benches. A Trail Town has business amenities to support day trip trail users such as bike shop, kayak outfitter, casual restaurants, ice cream shop, etc.) as well as overnight trail users with lodging options. Buchanan took part in a Trail Town effort and the results are in the Lake Michigan Coastal Communities: Trail Towns Master Plan.

<https://www.swmpc.org/downloads/buchanan.pdf>
<https://www.swmpc.org/trailtowns.asp>

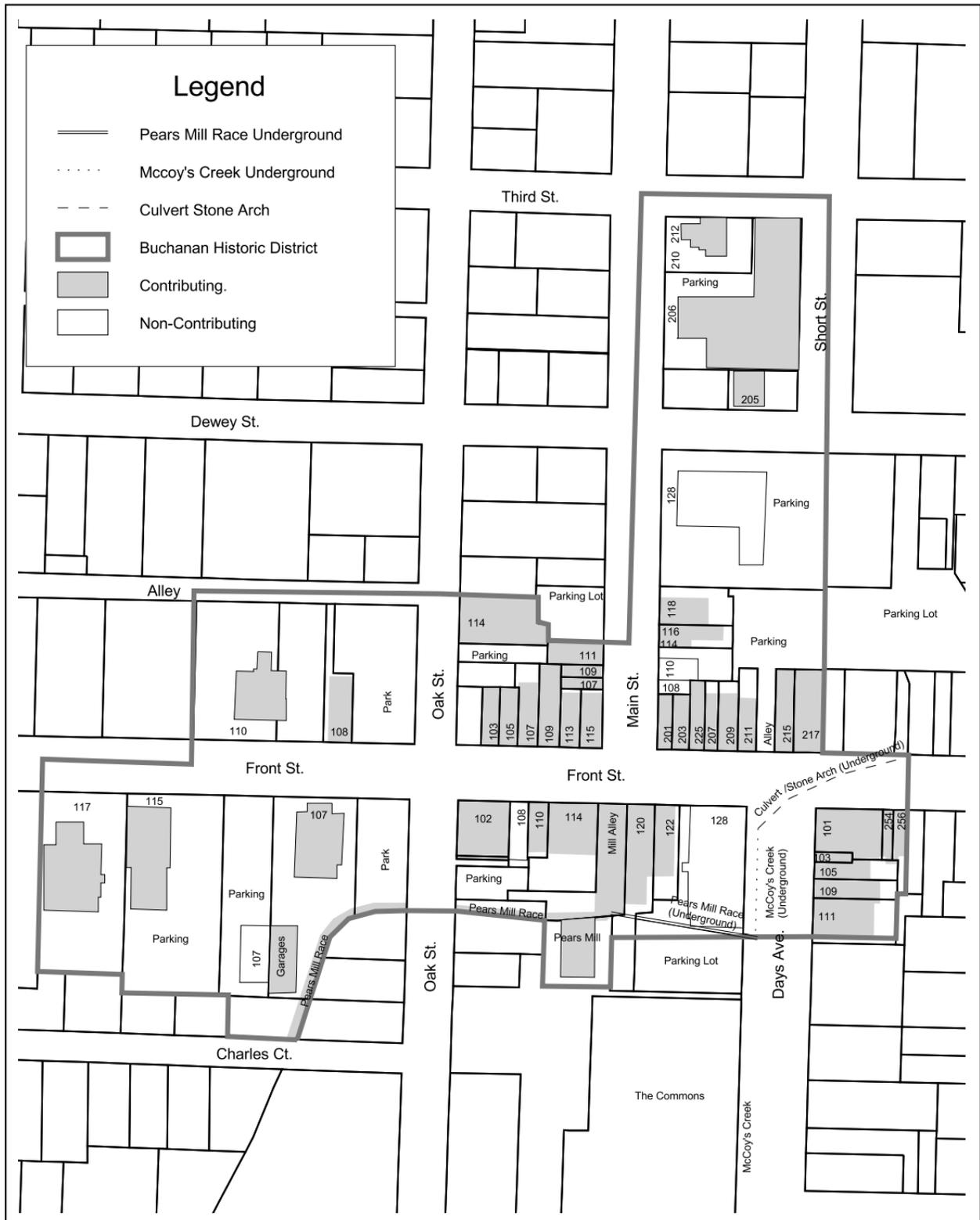
Parks and Nature Preserves Within the City of Buchanan





HISTORY, ARTS AND CULTURE

Buchanan has a rich history. There are designated historical districts with many interesting buildings. The **Buchanan Downtown Historic District** is a primarily commercial historic district located between 117 W. and 256 E. Front Street and between 108 and 210-212 Main Street, along with adjacent sections of Oak Street and Days Avenue. The district was listed on the National Register of Historic Places in 2009. The district contains 40 buildings, along with a millrace, culvert, and alley. The buildings range from one to three stories tall, and date from 1855 to 1966. All the buildings in the district are constructed of brick with three exceptions: the Pears Mill, the 1855 Conant-Parkinson Building at 111 Main, and another commercial building on Front Street. Following is a map and short descriptions of some the historic buildings and areas in the downtown.

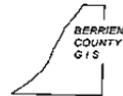


Scale: 1":150'

Buchanan Downtown Historic District

City of Buchanan, Berrien County, Michigan

DATE: 02/27/2009



Note: Parcel line locations are generalized.

Pears Mill was constructed in 1857 as a water-powered flour mill along McCoy Creek. The mill is the only one remaining of the original 19 water-powered mills. The mill was restored and continues to be maintained by the all-volunteer Buchanan Preservation Society and is listed on the Register of Michigan State Historic Sites. A gift shop, tours, and periodic demonstrations of historic trades are part of the experiences available to visitors. The Downtown Development Authority (DDA) developed plans to enhance the Pears Mill area and plaza by providing landscaping, seating areas, lighting, pathways, open space, and other amenities creating a pedestrian-oriented place for people to gather in the downtown.³



The Tin Shop Theatre was believed to have been built around 1910 by a Buchanan merchant and has been home to a variety of businesses including a furniture factory, a lumber dealer business, drill products manufacturing, and even served as a hospital during the 1918 flu epidemic. In 1982 the Buchanan Fine Arts Council began restoring the building into a fine arts center and in 1984 staged the first of over 80 productions performed during the last 23 years.

The Union Block Building was completed in 1863 during the height of Civil War prosperity. The Union Block building anchors the core of the downtown's nearly one hundred seventy year old commercial and mercantile center. Built by wealthy local merchants and political figures John Ross and Lorenzo Alexander, the Italian Renaissance Revival structure historically served the community with retail space on its first floor, professional offices on the second floor, and public meeting space on the third. The Union Block was listed on the National Register of historic buildings in 2007 and is currently undergoing renovation to once again house retail business.

Ross-Sanders House located at 107 W. Front Street, is a Greek Revival house built by John Ross in 1856. Ross was a prominent businessman and downtown property owner in Buchanan. This was Buchanan's first brick home. The unique home was acquired by the city in 1951 and served as the police station and City Hall until 1984.

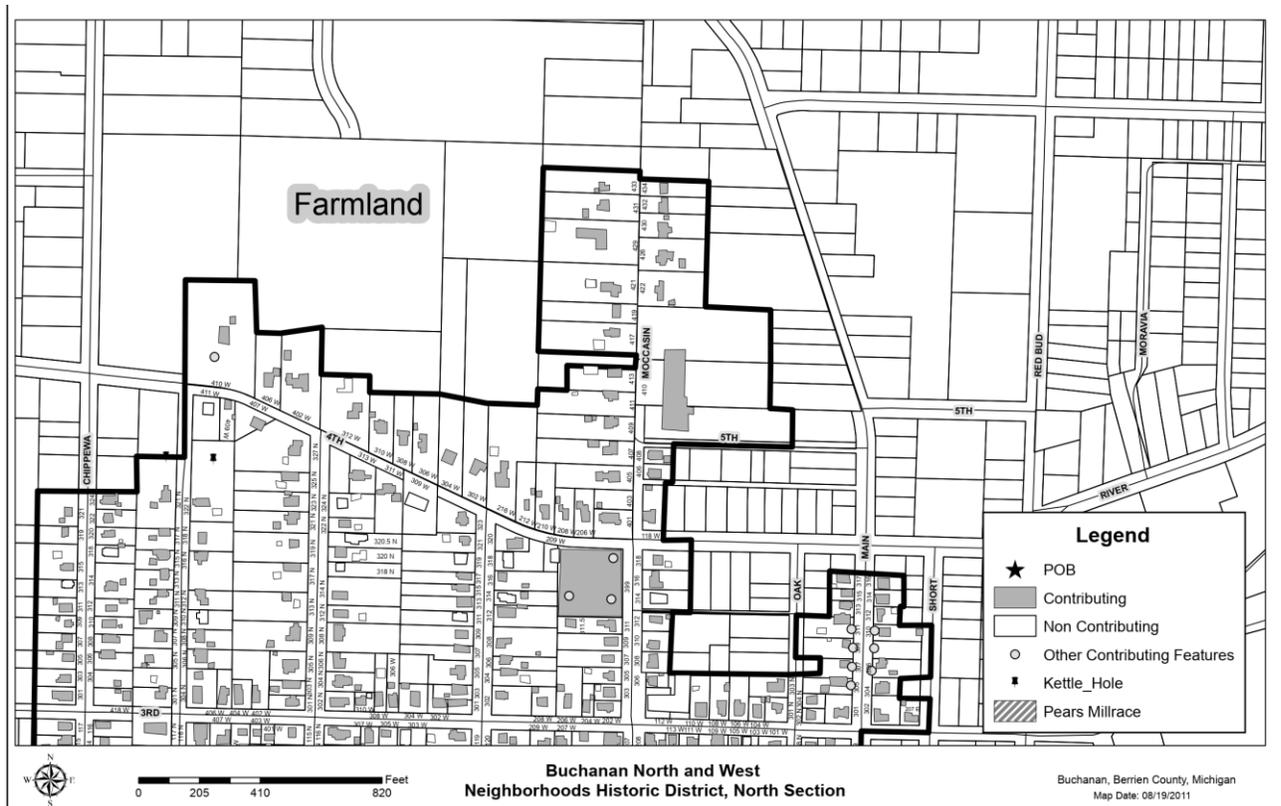
The Common is an outdoor amphitheater used for plays and lunch-time and summer evening concerts featuring jazz, country, rock & roll, and bluegrass music. The Farmer's Market is also held at The Common. The City has plans to maintain this area and to provide amenities that will create a pleasant, passive, park experience. Improvement projects that may be completed include landscaping, sidewalks, paths, fences, flags, seating areas, and general maintenance. There are often evening and lunch-hour concerts featuring jazz, country, rock & roll, or bluegrass music.



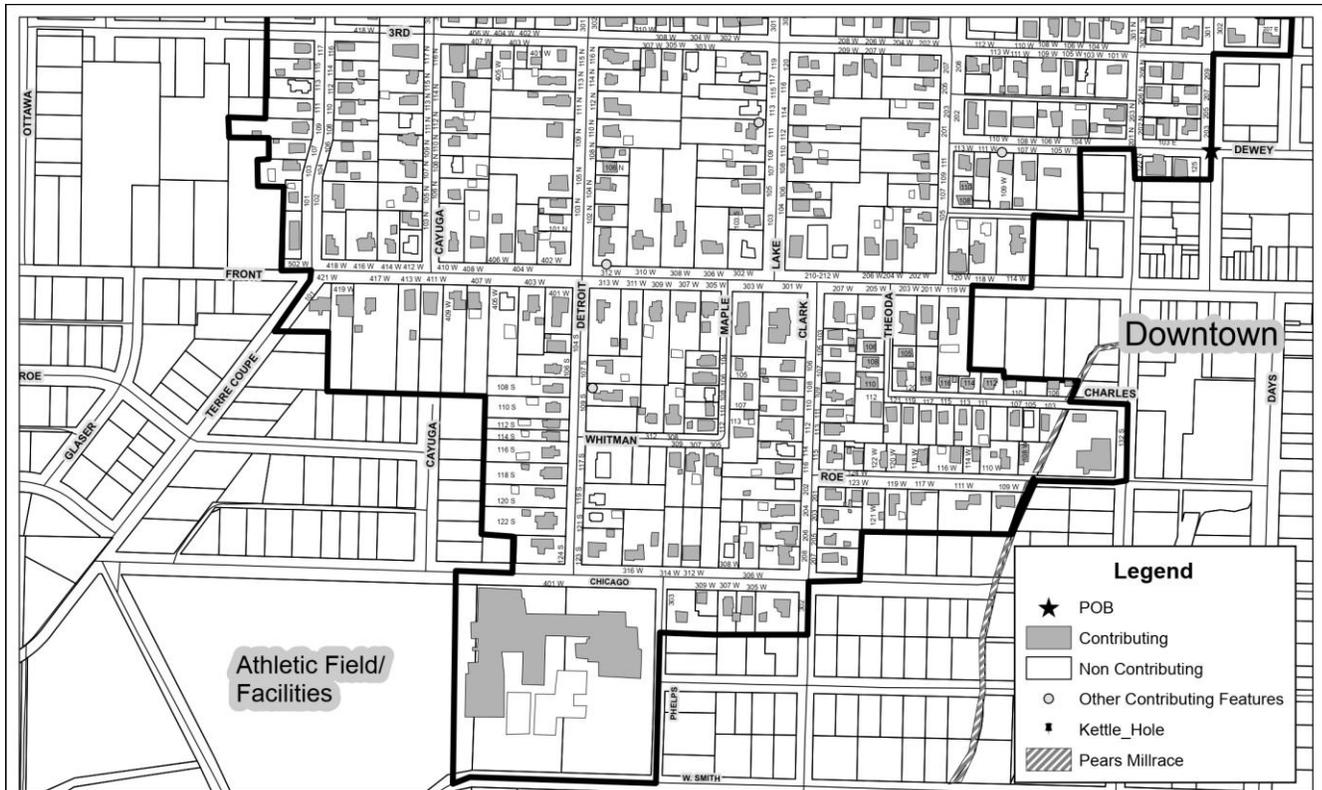
³ City of Buchanan Downtown Development Authority Plan, 2007

The Buchanan Art Center is a non-profit organization housing a Main Gallery, a smaller Show Place Gallery and a gift shop. The mission statement of the Art Center is “To provide a place in our community dedicated to the nurturing of the arts by providing a quality education program for all ages.” To fulfill this mission, the Art Center offers classes and workshops to people of all ages.⁴

Buchanan North and West Neighborhoods Historic District occupies a mostly flat area north and west of downtown Buchanan. It contains 698 mostly residential and accessory buildings and other features, which date from the 1840s to 2003, and range in height from one to two stories, with two-story buildings predominating. The buildings range in style and form from Greek Revival and Italianate to International Style, Ranch, and Split Level, with bungalows and gable-fronts (with and without wings) making up almost half of the total homes in the district. A small number of churches, schools, commercial buildings and other features are also present. Following are maps of the North and West Neighborhoods Historic District.



⁴ <http://www.buchananartcenter.org/index.htm>



**Buchanan North and West
Neighborhoods Historic District, South Section**

Buchanan, Berrien County, Michigan
Map Date: 08/19/2011

COMMUNITY SERVICES

CITY SERVICES

City Governance

The City is organized under the Home Rule Act of Michigan, which authorizes cities to formulate their own charter provision, and operates under the Commission-Manager form of government as prescribed by the City of Buchanan's Charter. Under this model the City Manager is responsible for managing the day-to-day operation of the City and the City Commission's main function is legislative; setting important policies that chart the future course of Buchanan. The City Commission is comprised of five (5) members who serve four (4) year terms. The Mayor and Mayor Pro-Tem are selected at the first meeting in November following the City election.

Public Works

The major responsibility of Public Works Department is maintenance of 28 miles of streets. This includes street sweeping, routine asphalt repair, leaf collection, and snow plowing. The department is also charged with cleaning sewer lines, mowing City parks, and keeping the streets clear of snow in the winter. The Department uses a wide variety of equipment including a front end loader, street sweeper, heavy-duty trucks, and specialty equipment.

Police, Fire, Ambulance

The Police Department consists of a Chief of Police, Assistant Chief of Police, two Sergeants, six full-time Patrol Officers, two part-time Patrol Officers, two Code Enforcement Officers and one Civilian Secretary. The department is supplemented by up to 25 Reserves Police Officers and four Police Chaplains. In addition to the regular duties, the police department participates in a number of special community events and activities.

The Buchanan City Fire Department consists of 22 paid on-call members and receives 90 to 120 calls per year. This department does not run medical calls. Their auto fleet consists of two pumper trucks, one 75 foot aerial truck, and one van for personnel transportation. The Buchanan City Fire Department has an ISO rating of 5 out of 10 (1 being best), a very good rating for a volunteer based department. ISO ratings affect insurance rates for property owners. Ratings are determined by weighing criteria such as water supply (e.g., water tower capacity, frequency of fire hydrants) and fire department preparedness (e.g., number and qualifications of firefighters, fire equipment). In comparison, the Cities of Baroda, Berrien Springs, Eau Claire, Galien, and Three Oaks each have an ISO rating of 7.

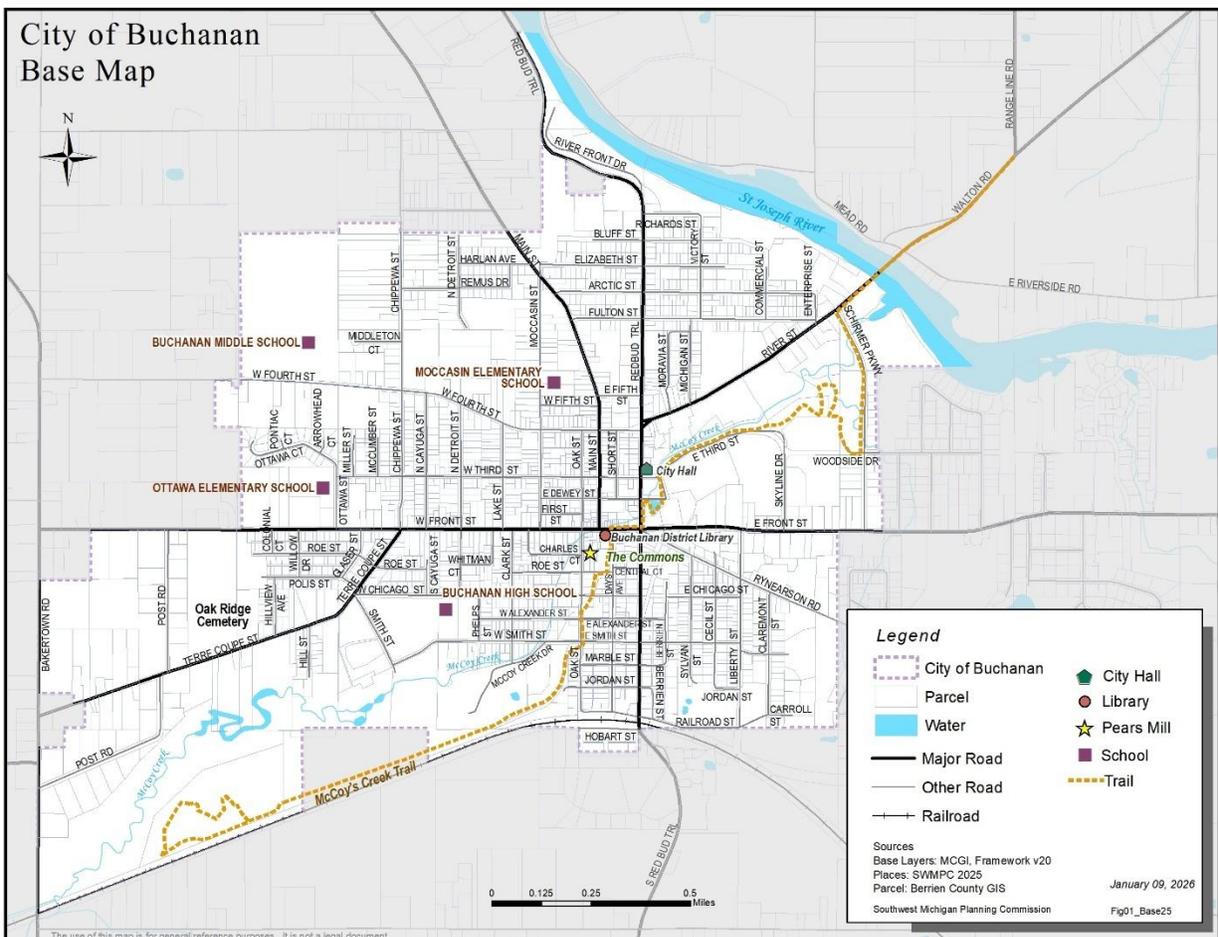
SMCAS is a municipally owned non-profit ambulance service which serves the greater Niles and Buchanan areas. Each ambulance employs a basic level medical technician and a paramedic level emergency medical technician. SMCAS makes sure that their employees are trained in the most recent and updated use of advanced diagnostic equipment and many of the staff are at specialist level while all of the full-time employees hold certification in Critical Care Emergency Medical Transportation Program from the University of Maryland. More information about SMCAS can be found at their website: <http://www.smcas.org/>.

Cemetery

Oak Ridge Cemetery consists of 45 acres, 35 of which have been developed and 10 more of which will soon be available for future use. Maintenance is provided by two full time city employees and part time employees who help with lawn upkeep, leaf removal, snow removal, and ice control. Burial services as well as foundation installment and funeral assistance are provided by city employees.

Solid Waste Disposal and Recycling

Buchanan City provides residential solid waste disposal and recycling services through a city-wide contract with Reliable Disposal. Nearby, the South Berrien County Landfill (SBCL) provides trash and recycling services. PADNOS, located on Walton Road, accepts drop off recycling including cardboard, metal, electronics, paper, and books.



OTHER ORGANIZATIONS/INITIATIVES

One of the characteristics that make the City of Buchanan unique is the spirit of community that shows itself in the number of volunteer organizations and initiatives in the City. Below is a list

of a few of those. For a more complete list please visit the city’s website at <https://www.cityofbuchanan.com/community/page/community-links>

Buchanan Downtown Development Authority

Will add narrative

Buchanan Library

The Buchanan Public Library, located on East Front Street, has occupied its current residence since 2001. In 2013 the Buchanan District Library embarked in their Open Doors, Open Books, Open Minds campaign set out in three phases. The report for this project can be found at this link: <https://www.buchananlibrary.org/bdl-groundbreaking-program.pdf> In 2015 the Buchanan District Library received a \$10,000 grant from the Indiana Michigan Power foundation which is to aid in the construction of a new community room on its second floor. This area is proposed to support local businesses, new programming, and organizations.

One Buchanan

One Buchanan was founded in 2016 with particular concern for those who have experienced discrimination or exclusion. One Buchanan is committed to strengthening the city as a place of belonging, a hallmark of the American dream of diversity and inclusion. Their mission is to advance Buchanan as a city that welcomes and cares for all people irrespective of race, ethnicity, religion, gender or sexual orientation. The City has shown its commitment to diversity by passing a city ordinance in 2019 that addresses non-discrimination policies and equal protection for all persons. The ordinance specifically states that the city will not discriminate based on race, color, religion, national origin, age, sex, sexual orientation, gender identity, height, weight, marital status or disability.

Buchanan Promise

Buchanan Promise is a multimillion-dollar fund that is to provide scholarships to graduating high school students pursuing a post-secondary degree from an accredited institution. This scholarship is available to those students who reside within the school district, the amount they are awarded depends on the length of time that they have been residents within the district – those who have lived in district k-12 will receive 100% of the available scholarship grant. The Goal of this grant is to make a long term investment in education, provide more access to higher education, and support economic development within the community. The endowment was established by Walt Jr. Wally.

REGIONAL BUSINESS SUPPORT

Southwest Michigan offers a variety of business and entrepreneurial support. A few of these groups are noted below, including a brief statement of purpose. These regional groups give Buchanan access to resources to develop and grow their local economy.

Southwest Michigan Regional Chamber

Service Area: Berrien, Cass and Van Buren Counties

Purpose: To strengthen regional assets, advocate for regional priorities, and cultivate an economic ecosystem that prepares our region for future opportunity. Our “Ecosystem Approach” focuses on the following four pillars of Service: Leadership Development., Business Development, Economic Development and Community Development

Website: <https://smrchamber.com/>

Telephone: 269-932-4042



Berrien County Community Development Department

Service Area: Berrien County

Purpose: Influencing, encouraging and supporting private business growth, expansion and job creation to continually stabilize our tax base without duplicating efforts.

Website: <http://berriencounty.org/304/Community-Development>

Telephone: 269-983-7111x8257



Cornerstone Alliance

Service Area: Berrien County

Purpose: Customer-focused economic development solutions through partnerships that grow employment opportunities, increase the tax base and add to the economic vibrancy of our area.

Website: <http://cstonealliance.org/>

Telephone: 269-925-6100



Kinexus (Michigan Works!)

Service Area: Southwest Michigan

Purpose: Customer-focused economic development solutions through partnerships that grow employment opportunities, increase the tax base and add to the economic vibrancy of our area.

Website: <http://kinexus.org/>

Telephone: 269-927-1064



Lake Michigan College

Service Area: Southwest Michigan

Purpose: Workforce training and development for healthcare, skilled trades and hospitality.

Website: <https://www.lakemichigancollege.edu/home/programs-majors/workforce-training-development>

Telephone: 269-927-1000



Buchanan Chamber of Commerce

Service Area: Buchanan Area.
Purpose: Improve communication, provide leadership, promote growth, and enhance the quality of life for those residing in the Buchanan Area
Website: <https://www.buchanan.mi.us>
Telephone: 269-695-3291



Michigan Economic Development Corporation

Service Area: Michigan
Purpose: Growing and attracting business, keeping talented residents here, and revitalizing our urban centers
Website: <http://www.michiganbusiness.org>
Telephone: 888-522-0103



Michigan's Great Southwest Sustainable Business Forum

Service Area: Berrien, Cass, and Van Buren Counties
Purpose: Educates, engages and empowers our community to more equally value environmental stewardship, social responsibility and economic growth.
Website: <https://mgssbf.org/>
Telephone: 616-422-7963



Southwest Michigan Planning Commission

Service Area: Berrien, Cass, and Van Buren Counties
Purpose: Planning great communities together – through transportation, environment, economic development and community planning, with mapping/GIS expertise.
Website: <http://www.swmpc.org/>
Telephone: 269-925-1137



Southwest Michigan First (Kalamazoo)

Service Area: Berrien, Cass, and Van Buren Counties
Purpose: Company growth, government and education alignment, acceleration of its vibrant core communities, talent development and communication of its regional advantages.
Website: <https://www.southwestmichiganfirst.com/>
Telephone: 269-553-9588

