



CITY OF BUCHANAN
BERRIEN COUNTY, MICHIGAN

MASTER PLAN

2021

(Draft for Public Review)

CITY OF BUCHANAN

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CITY COMMISSION

Sean Denison	Mayor
Mark Weedon	Mayor Pro Tem
Patrick Swem	Commissioner
Larry Money	Commissioner
Cameron Downey	Commissioner

The City of Buchanan City Commission adopted this Plan on _____, 2021

PLAN COMMISSION

Jason Lietz	Chair
Kevin Barker	Vice Chair
Ralph Mc Donald	Secretary
Donna Monell	Commissioner
Sean Denison	City Commissioner

With Special Tribute to Richard Gault, former Mayor, City Commissioner and long time Planning Commissioner.

The City of Buchanan Plan Commission adopted this Plan on _____, 2021

CITY OFFICIALS

Heather Grace	City Manager
Barbara Pitcher	City Clerk
Stephanie Powers	Acting City Treasurer
Richard Murphy	Community Development Director

This Master Plan was prepared with cooperation between the City of Buchanan and the Southwest Michigan Planning Commission



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DRAFT

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 4,483 and covers a total area of 2.47 square miles (2.4 square miles of land and .07 square miles of water). Approximately 34 percent of the population is in the “Family Forming” age cohort, defined as 20-44 years of age, with a median age of 37.1. The median household income is \$42,917 and the per capita income is \$21,115.

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 Plan 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 in order 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

¹ <http://www.legislature.mi.gov/>

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

- Mix land uses
- Create 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, that 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 recreation and the downtown.

In short, the master plan, as an “umbrella statement” of community goals, provides the parameters directing day-to-day decisions and policy-making.



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's Creek. Because of McCoy's 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's 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

Population

Based on data published by the U.S. Census Bureau, there were 4,483 people living in the City of Buchanan in 2010; a 4.05% decrease from the population recorded in 2000. Table 1 presents the population trends from 1990 to 2010 for the City of Buchanan, Berrien County, and the State of Michigan.

Table 1: Population Trends

	1990	2000	2010	% Change 2000 to 2010
City of Buchanan	4,992	4,644	4,456	-4.05%
Berrien County	171,276	162,453	156,813	-3.47%
State of Michigan	9,262,078	9,938,444	9,883,640	-0.55%

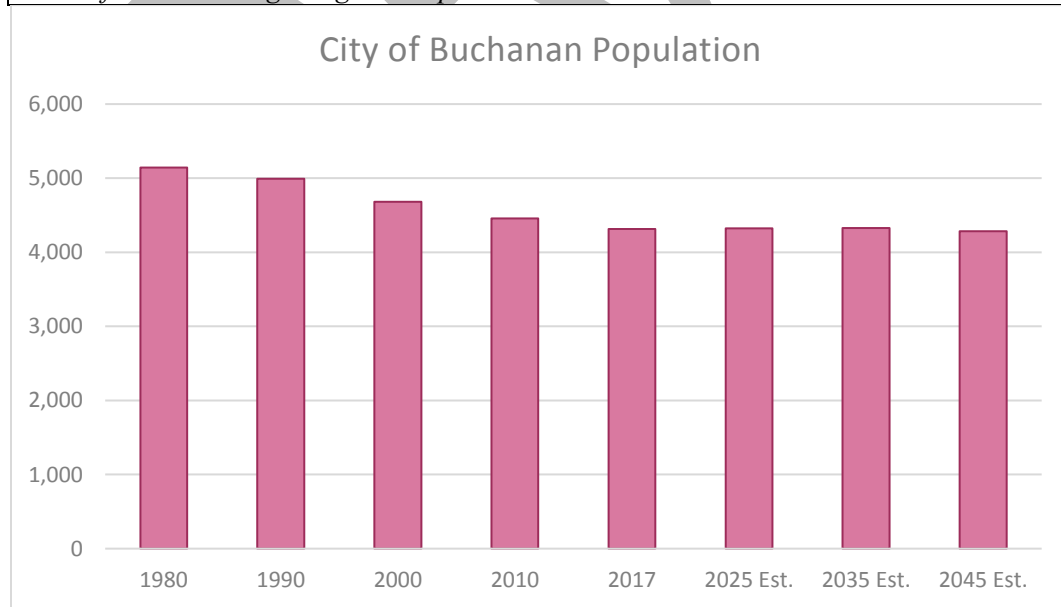
Source: U.S. Census Bureau 1990, 2000, 2010

Although there is no way to predict the total population growth with certainty; it is important to consider these forecasts while developing public policy and land use regulations. Table 2 presents the population projections based on a demographic forecast provided by the MDOT Travel Demand Model for Niles-Buchanan-Cass County Area Transportation Study (NATS) Long Range Transportation Plan. These projections suggest that a decrease in overall population can be expected to continue.

Table 2: Population Projections

Year	1980	1990	2000	2010	2017	2025 Est.	2035 Est.	2045 Est.
Population	5,142	4,992	4,681	4,456	4,313	4,324	4,329	4,283

Sources: 1980-2010 U.S. Census, 2017 U.S. Census estimate, 2025-2045 MDOT Travel Demand Model for NATS Long Range Transportation Plan 2045



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 2016 estimates, summarizing the breakdown by age cohort. The median age in the City of Buchanan is 37.1 years.

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

Age	Total Number	Total Percent
Total population	4,388	4,388
Male	2,186	49.80%
Female	2,202	50.20%
Under 5 years	265	6.00%
5 to 9 years	294	6.70%
10 to 14 years	361	8.20%
15 to 19 years	332	7.60%
20 to 24 years	186	4.20%
25 to 34 years	591	13.50%
35 to 44 years	700	16.00%
45 to 54 years	401	9.10%
55 to 59 years	317	7.20%
60 to 64 years	295	6.70%
65 to 74 years	327	7.50%
75 to 84 years	213	4.90%
85 years and over	106	2.40%
18 years and over	3,344	76.20%
21 years and over	3,123	71.20%
62 years and over	814	18.60%
65 years and over	646	14.70%

Source: U.S. Census Bureau, 2016 American Community Survey 5-year estimates

ECONOMIC & HOUSEHOLD CHARACTERISTICS

The median household income in City of Buchanan increased from 2000 to 2012-2016 (see Table 4). Table 5 depicts household trends and changes for the City of Buchanan as well as the region. According to U.S. Census, the City of Buchanan had 1,901 households. Compared to the State, a slightly greater percentage of households in the City of Buchanan have households with individuals 65 years and over.

Table 4: Summary of Economic Characteristics, 2000 to 2016

City of Buchanan	2000	2012-2016 ACS	Percent Change
Median Household Income	\$34,244	\$42,917	25.32%
Per Capital Income	\$16,600	\$21,115	27.19%
Percent of Families Living in Poverty	10.9%	8.7%	-20.18%
Percent Unemployed	4.2%	4.9%	16.66%
Buchanan Township	2000	2012-2016 ACS	Percent Change
Median Household Income	\$40,503	\$60,977	50.54%
Per Capital Income	\$19,572	\$25,799	31.81%
Percent of Families Living in Poverty	4.6%	6.3%	36.95%
Percent Unemployed	3.3%	5.7%	72.72%
Berrien County	2000	2012-2016 ACS	Percent Change
Median Household Income	\$38,567	\$58,771	52.38%
Per Capital Income	\$19,952	\$26,309	31.86%
Percent of Families Living in Poverty	9.3%	13.1%	40.86%
Percent Unemployed	3.6%	4.7%	30.55%
State of Michigan	2000	2012-2016 ACS	Percent Change
Median Household Income	\$44,667	\$50,803	13.73%
Per Capital Income	\$22,168	\$27,549	24.27%
Percent of Families Living in Poverty	7.4%	11.5%	55.40%
Percent Unemployed	3.7%	5.2%	40.54%

Source: U.S. Census Bureau 2000, American Community Survey, 2012-2016, 5-year estimates

Table 5: Household Characteristics

Household Characteristics	City of Buchanan	Berrien County	State of Michigan
Percent of households with individuals under 18 years	31.5%	30.2%	31.6%
Percent of households with individuals 65 years and older	27.6%	28.7%	25.4%
Average family size	3.01	2.98	3.05
Total number of households	1,901	63,054	3,872,508
Average household size	2.34	2.43	2.49

Source: U.S. Census 2010

HOUSING

Table 6 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 6: Housing Unit Summary

	2000	2010	Percent Change 2000 to 2010
Owner Occupied Housing Units	1,195	1,113	-6.86%
Renter Occupied Housing Units	720	788	9.44%
Vacant Housing Units	183	238	30.05%
Total Housing Units	2,098	2,139	1.95%

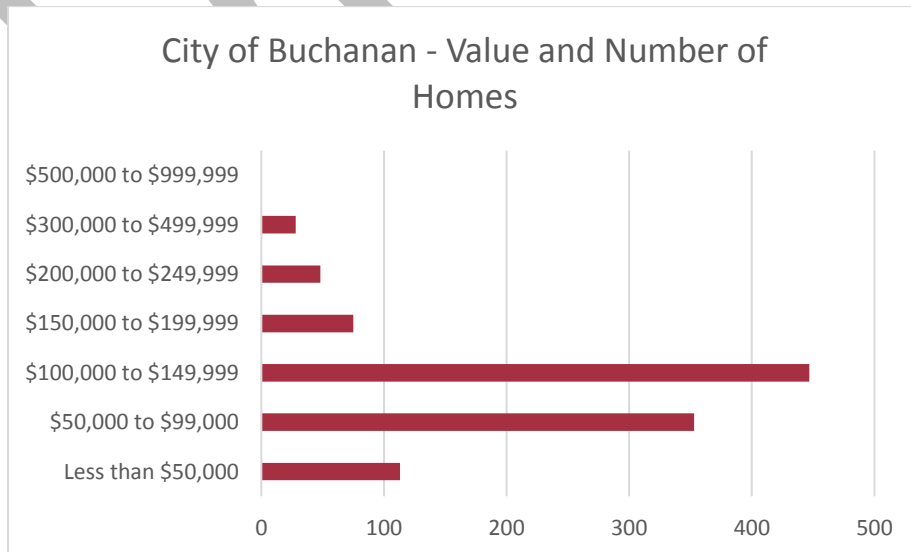
Source: U.S. Census 2000, 2010

The median value of an owner occupied home according to the 2012-2016 American Community Survey 5-year estimates was \$105,900. As illustrated in Table 7, 75.2% of homes within the City of Buchanan are worth between \$50,000 and \$149,999.

Table 7: City of Buchanan Owner-Occupied Home Values, 2012 to 2016

Value of Homes (\$)	Number of Homes	Percent of Total
Less than \$50,000	113	10.6%
\$50,000 to \$99,000	353	33.2%
\$100,000 to \$149,999	447	42.0%
\$150,000 to \$199,999	75	7.0%
\$200,000 to \$249,999	48	4.5%
\$300,000 to \$499,999	28	2.6%
\$500,000 to \$999,999	0	0%
Median Value	\$105,900	

Source: American Community Survey, 5-year estimates, 2012-2016



According to the 2012-2016 American Community Survey, approximately 39.6% of renters in the City of Buchanan spend 35% or more of their yearly income on rent (see Table 8). Federal Housing policy has established 30% as a benchmark, meaning families spending over 30% of their income on housing are likely financially burdened by housing expenses. Although on average individuals in the City of Buchanan spend a lower percentage of income on rental housing compared with the state average, there still appear to be housing affordability challenges.

Table 8: Percentage of Income Spent on Rental Housing, 2012 to 2016

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%	83	9.6%	130,315	12.6%
15% to 19.9%	60	7.0%	128,276	12.4%
20% to 24.9%	172	20.0%	127,237	12.3%
25% to 29.9%	137	15.9%	115,425	11.1%
30% to 34.9%	68	7.9%	89,458	8.6%
35% or more	341	39.6%	447,137	43.1%
Not Computed	16	(X) not available	90,495	(X) not available

Source: American Community Survey, 2012 to 2016, 5-year estimates

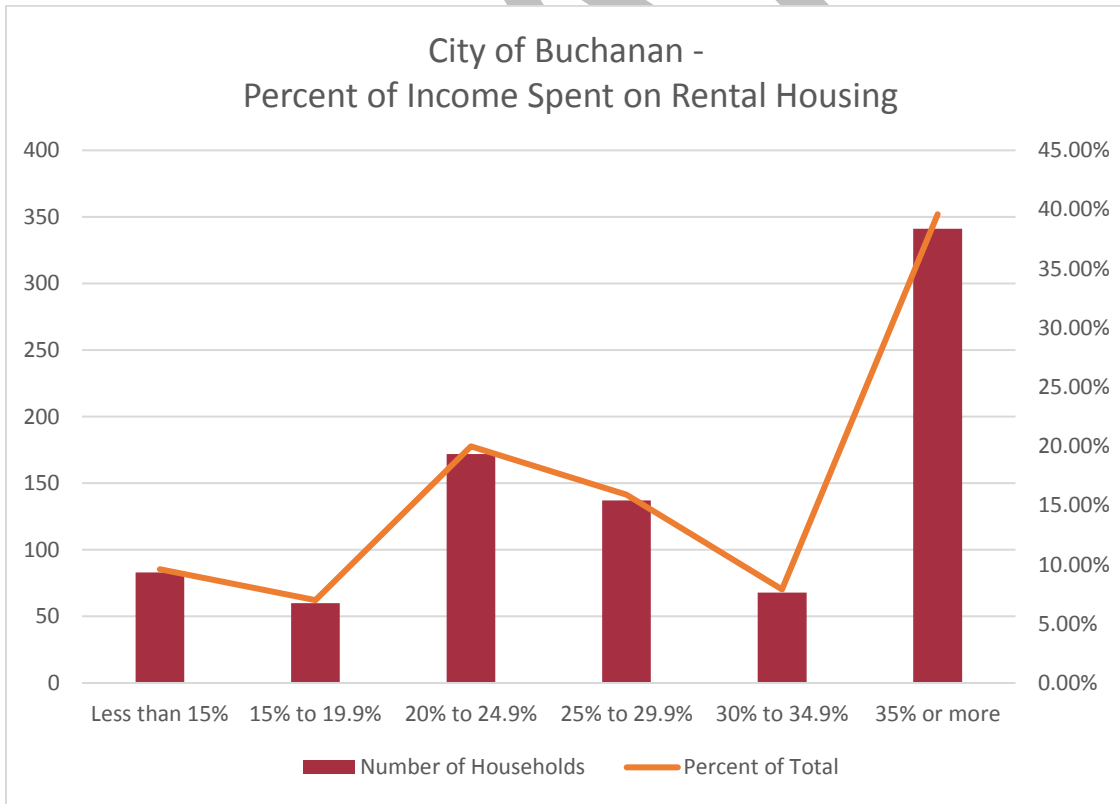
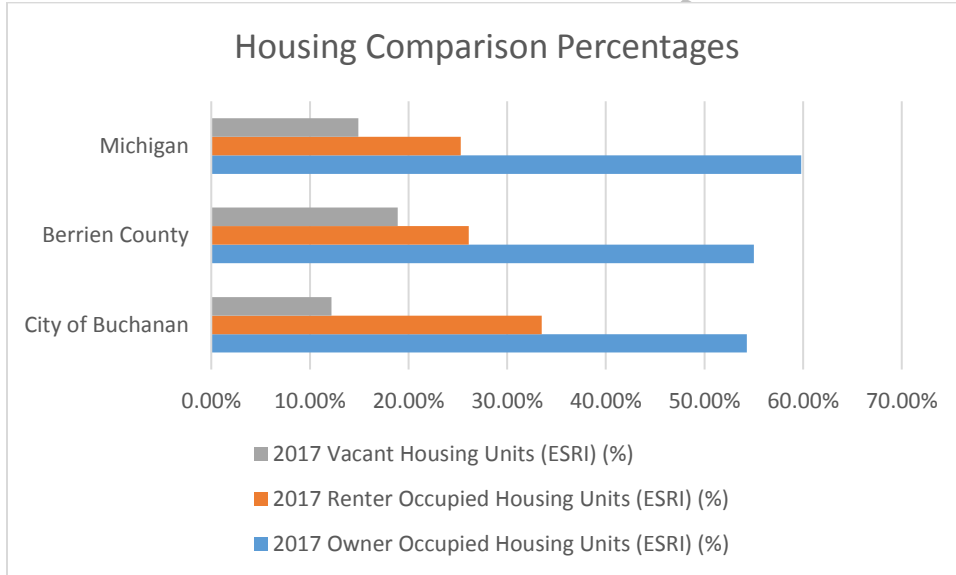


Table 9: Housing Comparison Percentages

Sites	2017 Owner Occupied Housing Units (ESRI) (%)	2017 Renter Occupied Housing Units (ESRI) (%)	2017 Vacant Housing Units (ESRI) (%)
City of Buchanan	54.3%	33.5%	12.2%
Berrien County	55.0%	26.1%	18.9%
Michigan	59.8%	25.3%	14.9%

Source: Demographic forecast provided by the Environmental Systems Research Institute (ESRI)



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 87.6%, which is slightly higher than the state average.

Table 10: Mode of Transportation to Work, 2012 to 2016

Mode of Transportation to Work	City of Buchanan	State of Michigan
Drove Alone	87.6%	82.5%
Carpooled	8.2%	8.8%
Public Transportation	0%	1.4%
Worked at Home	2.4%	3.7%
Bicycled	0%	0.5%
Walked	0%	2.2%
Taxicab, motorcycle, or other means	1.9%	0.8%

Source: American Community Survey, 2012 to 2016, 5-year estimates

Average commute times for residents living in the City of Buchanan are slightly higher than the average commute time statewide (see Table 11).

Table 11: Travel Time to Work, Percent of Commuters, by Time, 2012 to 2016

Commute Time (In Minutes)	City of Buchanan	State of Michigan
Under 10	19.3%	14.1%
10 to 19	18.3%	31.0%
20 to 29	32.0%	22.2%
30 to 44	19.7%	19.3%
45 to 59	5.0%	7.3%
60 or more	5.7%	6.1%
Mean travel time to work in minutes	27.3	24.3

Source: American Community Survey, 2012 to 2016, 5-year estimates

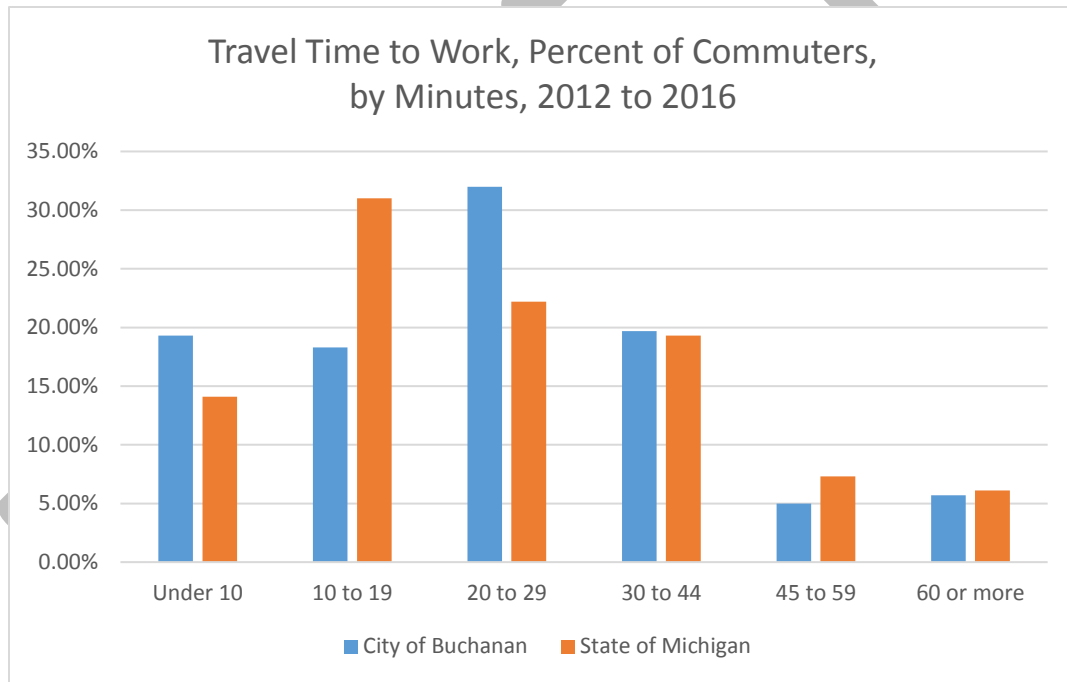


Table 12: At Risk Comparisons

Variables	Buchanan	Berrien Co.	Michigan
2017 Households with Income Below Poverty Level (ESRI)	284	9,630	585,354
2011-2015 ACS Owner Households by Vehicles Available: 0	58	1,420	92,935
2017 Total Population (ESRI)	4,522	155,570	9,870,786
2017 Group Quarters Population (ESRI)	7	3,527	226,937
2011-2015 ACS Total Households (ESRI)	2,047	63,121	3,902,559
2017 Average Household Size (ESRI)	2.36	2.41	2.47

Source: Demographic forecast provided by the Environmental Systems Research Institute (ESRI)

EXISTING LAND USE

The Coastal Change Analysis Program of the National Oceanic and Atmospheric Administration in 2015 produced 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 1,657 acres.

Land Use Classifications

Low Intensity Developed. The most abundant land use for the City of Buchanan is low intensity development, mostly including single-family homes, with 490 acres, which is 29.6% of the City. It includes areas with a mixture of constructed materials and vegetation, with impervious surfaces accounting for 20 to 49% of total cover.

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 467 acres (28.2%). It includes areas with a mixture of some constructed materials, 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.

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 270 acres (16.3%). It includes areas with a mixture of constructed materials and vegetation, with impervious surfaces accounting for over 50% of total cover.

Forest. The City includes 228 acres of forested land (13.8%), 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's 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 138 acres of wetlands (8.3%). 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's Creek (e.g., Southwestern Michigan Land Conservancy property) and along the St. Joseph River (e.g., City boat launch). A more detailed 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's Creek. It consists of 34 acres (2.1%) of the City.

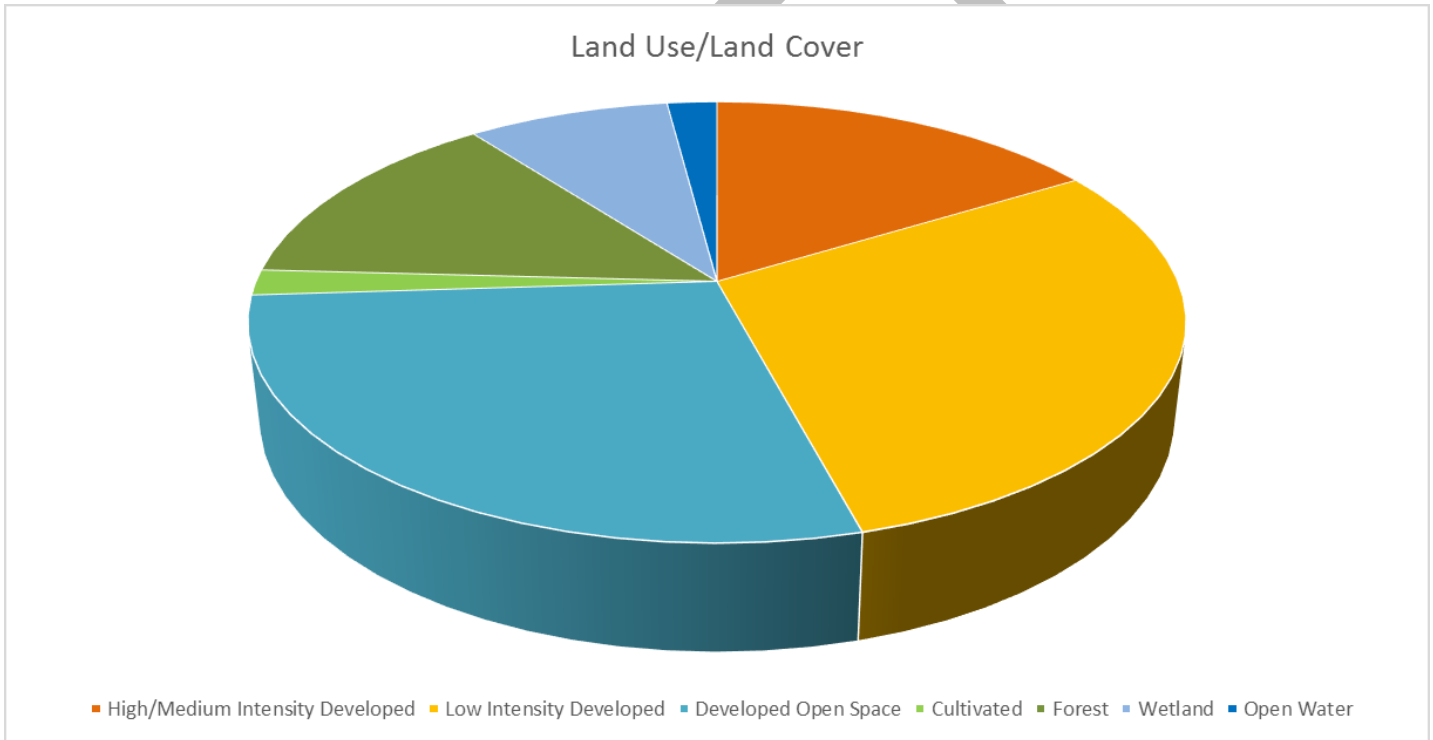
Cultivated. Part of the Buchanan Middle School property is cultivated. Some of the areas on the map on the following pages may be misidentified as cultivated during the 2015 data analysis, but consisting of only 31 acres (1.9%), the impact on the land use data presented here is minimal.

Table 13. Land Use/Land Cover

Land Use/Land Cover	Acres	Percent
Low Intensity Developed	490	29.6%
Developed Open Space	467	28.2%
High/Medium Intensity Developed	270	16.3%
Forest	228	13.8%
Wetland	138	8.3%
Open Water	34	2.1%
Cultivated	31	1.9%
Total	1,657	100.0%

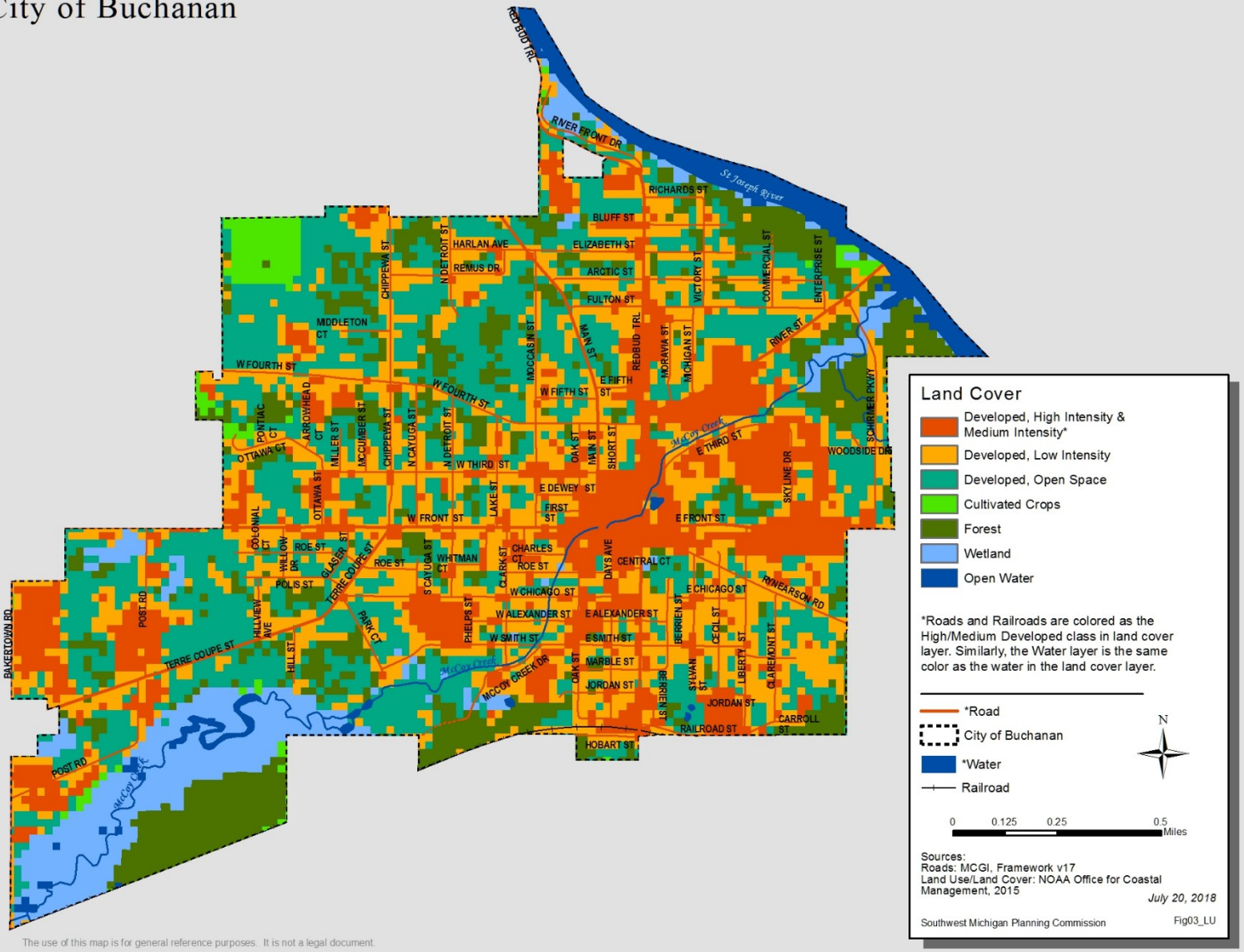
Source: National Oceanic and Atmospheric Administration, Coastal Change Analysis Program (C-CAP), 2015

Land Use/Land Cover Pie Chart



Land Use/Land Cover

City of Buchanan



The use of this map is for general reference purposes. It is not a legal document.

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 14. 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

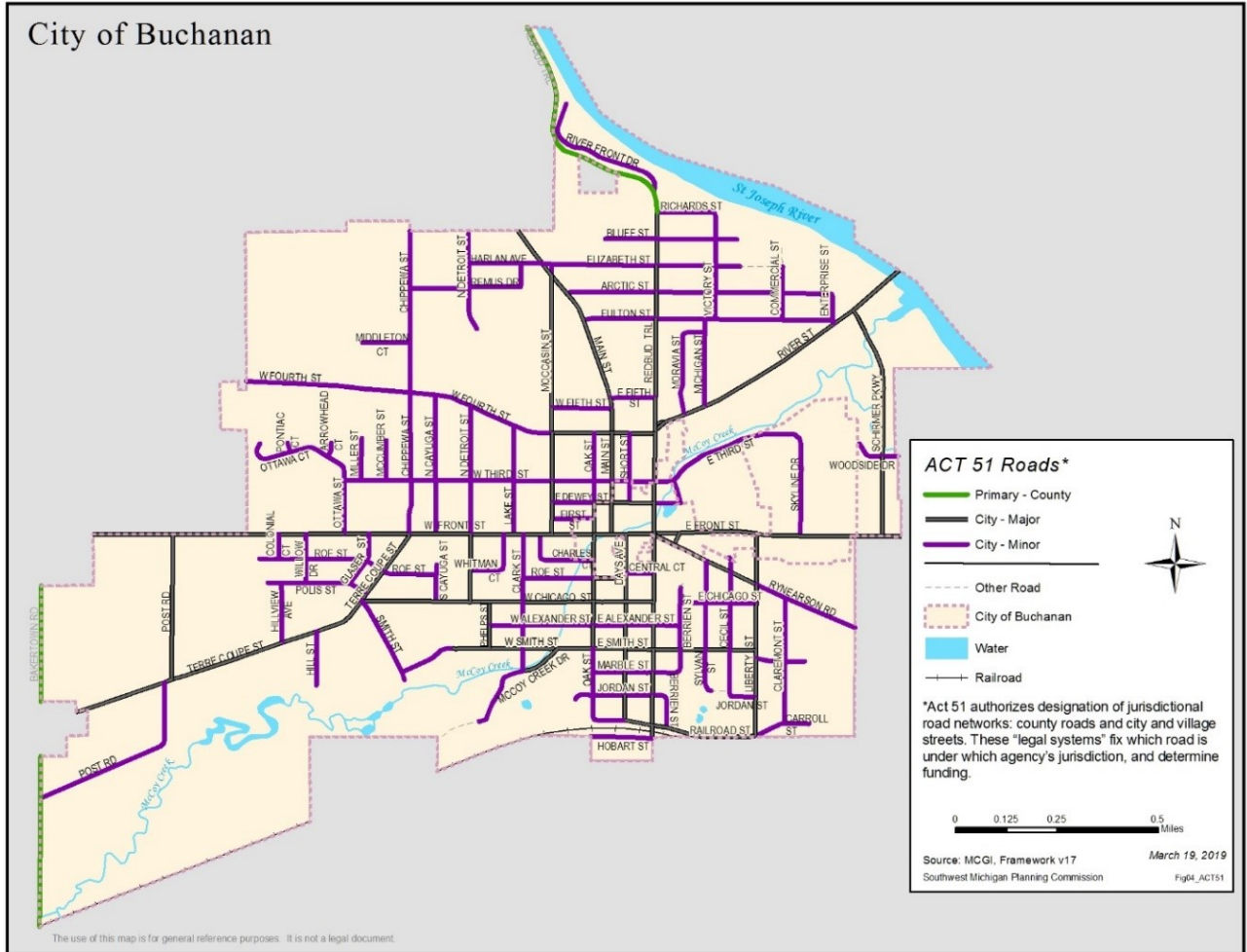
State of Michigan Act 51 of 1951 distinguishes streets as either “major” or “local” for funding purposes. The law establishes the obligation for the City to maintain their streets, including preservation, reconstruction, resurfacing, restoration and rehabilitation, as well as for snow removal, cleaning,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

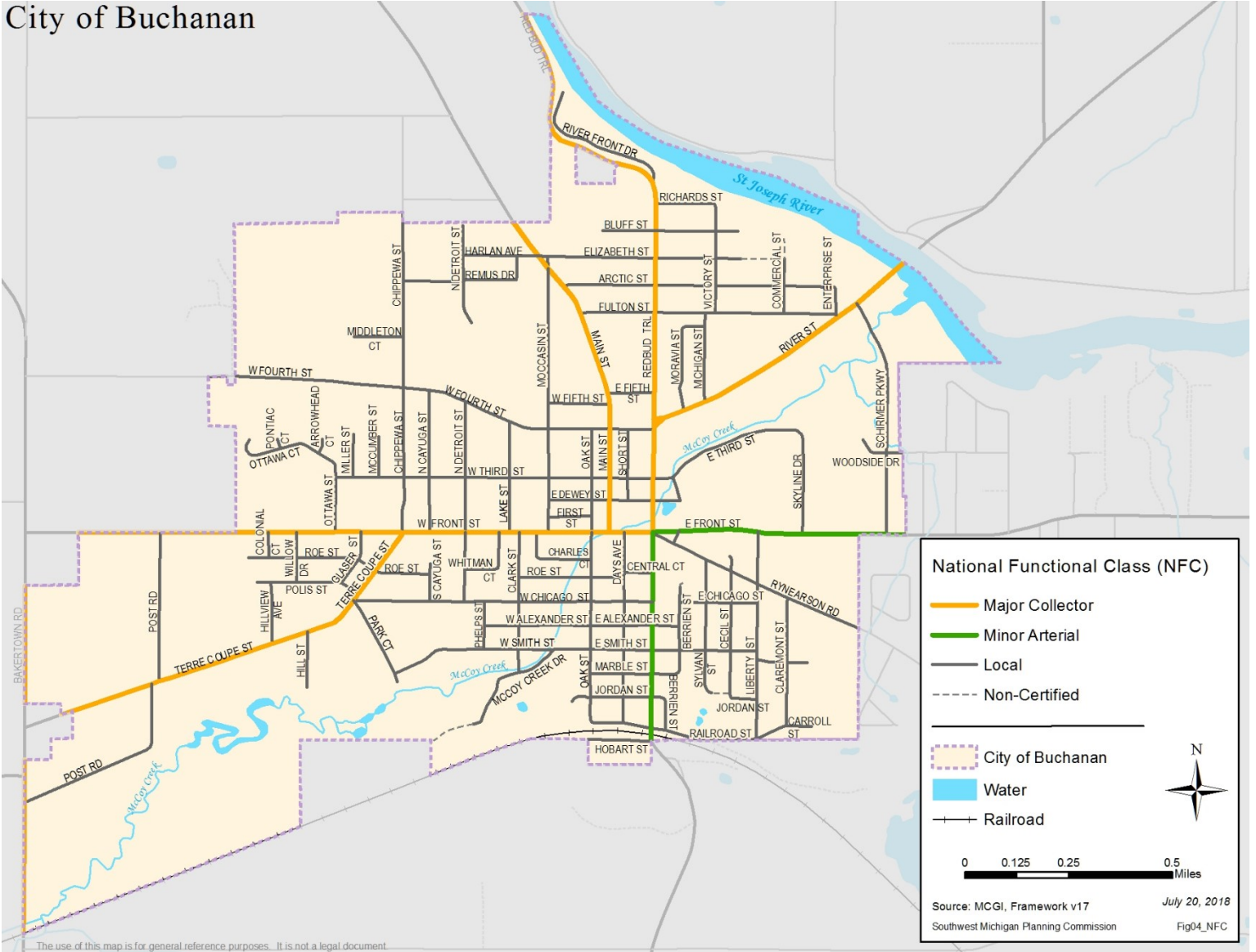
(a) Major Collectors: The following street in the City of Buchanan are major collectors: Redbud Trail north of Front St, River St, Front St west of Redbud Trail, Main St north of Front St, and Terre Coupe St.

(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.

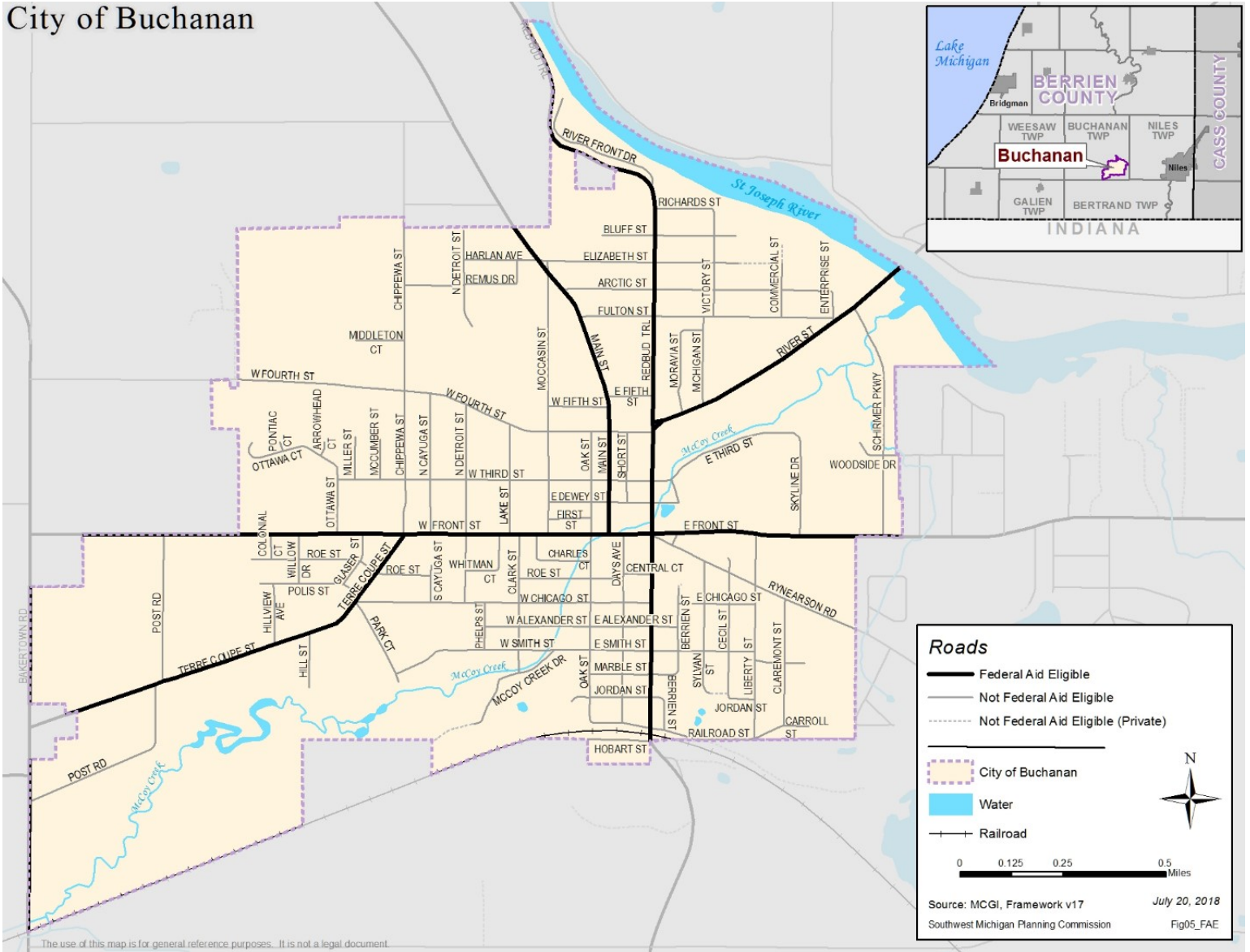
National Functional Classification

City of Buchanan



Federal Aid Eligible Roads

City of Buchanan



The use of this map is for general reference purposes. It is not a legal document.

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 15. 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 taken into account in transportation planning. In particular, people between the ages of sixty and seventy can have a different set of needs compared with people age eighty and above. By 2022, approximately 20% of Buchanan City residents will be over the age of 65. 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.

Buchanan Dial-A-Ride

The Buchanan Dial-A-Ride, established in 1980, provides demand-response public transit services to the Buchanan area, and prides itself on its service to the elderly and disabled community. Dial-A-Ride is available for individuals of all ages, and provides half price fares for those persons with disabilities and for those above the age of 60 and under the age of 12. The Buchanan Dial-A-Ride has a fleet size of 3 and receives funding from federal and state funding, City of Buchanan millage and passenger fares. Most of the rides provided are to doctor offices, Walmart and grocery stores. Additional information about fares and hours can be found on the City of Buchanan website <https://www.cityofbuchanan.com/cityserv/dial-a-ride>.

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.



CONNECT
BERRIEN

Connect Berrien

There is an effort to implement a countywide public transit service to make public transit a more easy-to-use countywide system. This effort is called Connect Berrien and if successful, it could lead to better public transit options. The goal is to primarily provide transportation for between city trips, though there will be some shorter trips provided as well. For Buchanan, there will be trips connecting Niles, Buchanan and Spectrum Lakeland Hospital services. Demand Response services will also be available in Buchanan Township Monday, Wednesday, Friday, and Sunday.

Public Transit Service in Berrien County

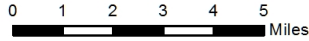
**BERRIEN COUNTY, MICHIGAN
TRANSIT SERVICE AREAS AND FIXED ROUTES**

TRANSIT SERVICE AREAS

- Berrien Bus
- Buchanan Dial-a-Ride
- Niles Dial-a-Ride
- Twin Cities Area Transit Authority (TCATA)
- Urban Area Without Service

FIXED ROUTES

- TCATA Red Route
- TCATA Blue Route
- Niles Dial-A-Ride



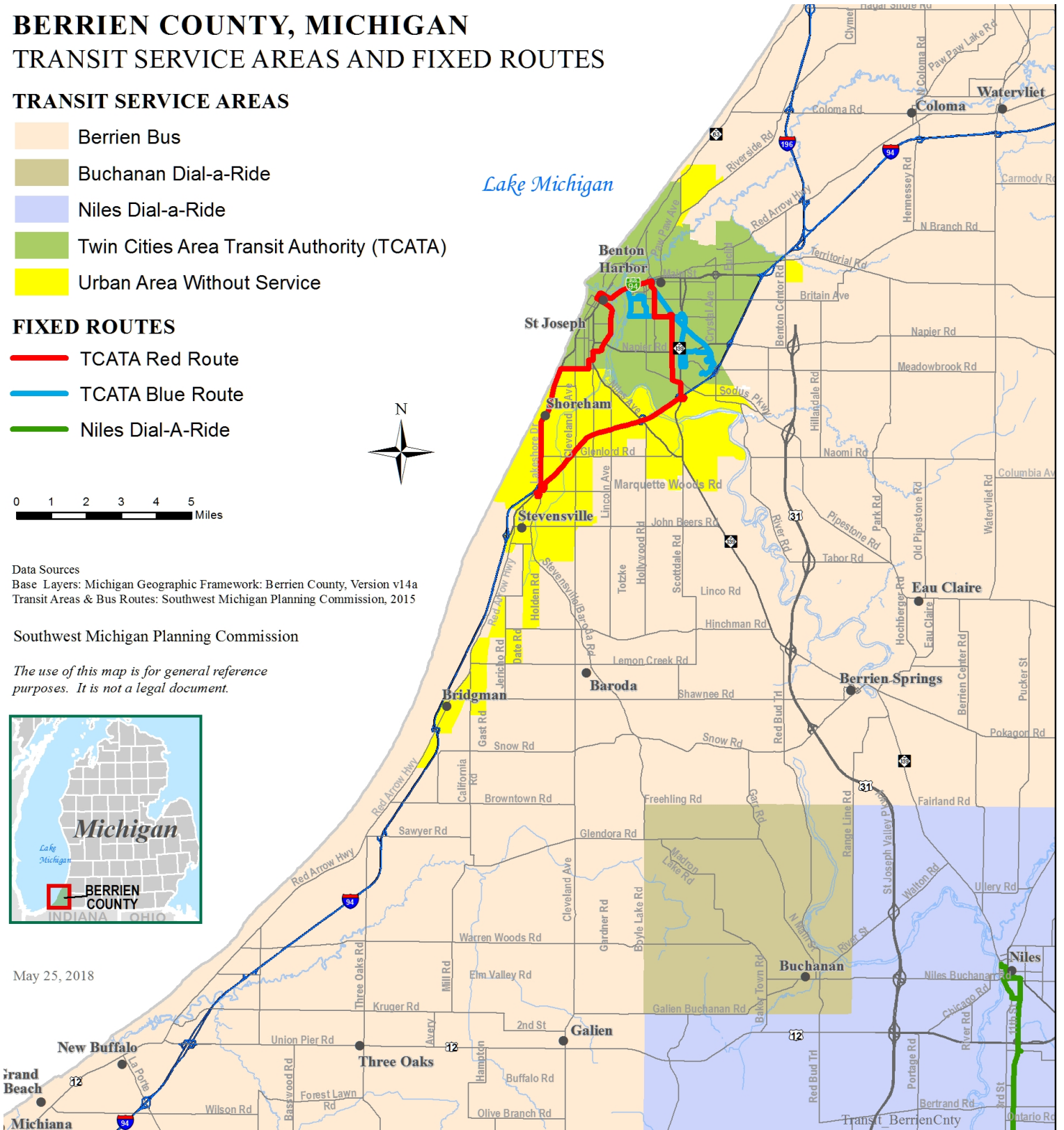
Data Sources
 Base Layers: Michigan Geographic Framework: Berrien County, Version v14a
 Transit Areas & Bus Routes: Southwest Michigan Planning Commission, 2015

Southwest Michigan Planning Commission

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May 25, 2018

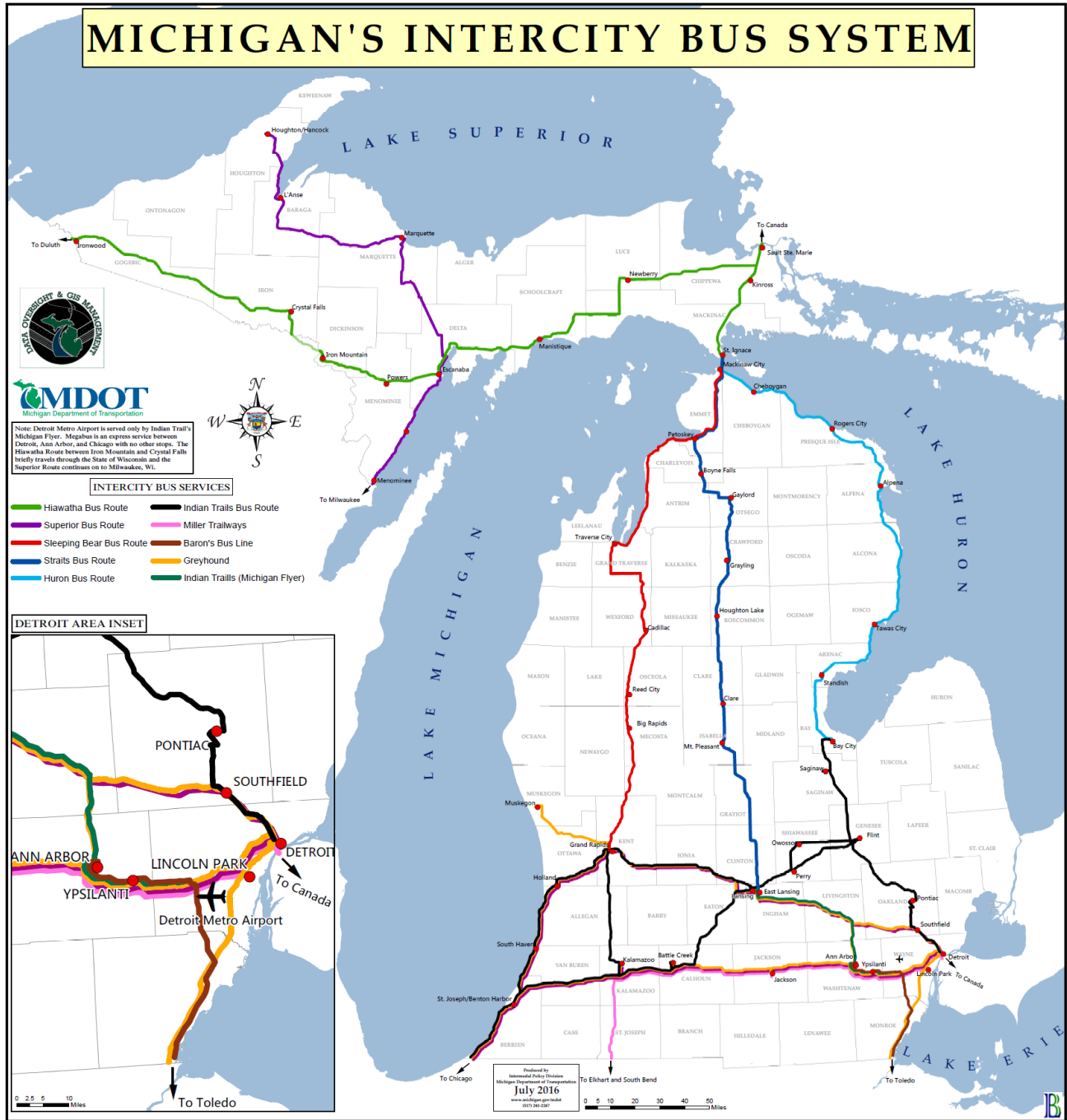


Intercity Bus Service

Intercity bus service provides scheduled service to cities over much longer distances than local transit agencies. Greyhound, Indian Trails, and Superior provides 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. Because there is no public transportation available to access either of the bus stations for city residents, a personal vehicle or a hired ride is needed.

DRAFT

Michigan's Intercity Bus System



Private Transportation Providers

The City of Buchanan is not within the limits of Uber's service area. Currently, Uber only serves portions of Berrien County, Van Buren County and Kalamazoo County. See the Uber Service Area Map below.

Table 16. 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.



Trails

The McCoy’s Creek Trail has a rich historical background, which begins in the 1820’s. At this time, 13 mills were located along the McCoy’s Creek generating energy for the City of Buchanan. The McCoy’s Creek Trail has recently been developed and now serves Buchanan as a non-motorized shared use path. 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’s 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.

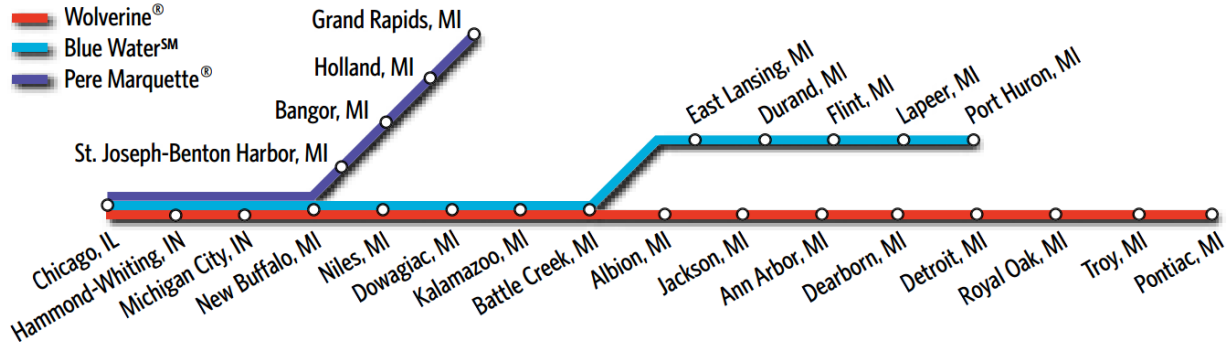
The City has plans to extend McCoy’s Creek Trail to Red Bud Park and also to connect to the Indiana Michigan River Valley Trail in Niles along Walton Road.

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 17. 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

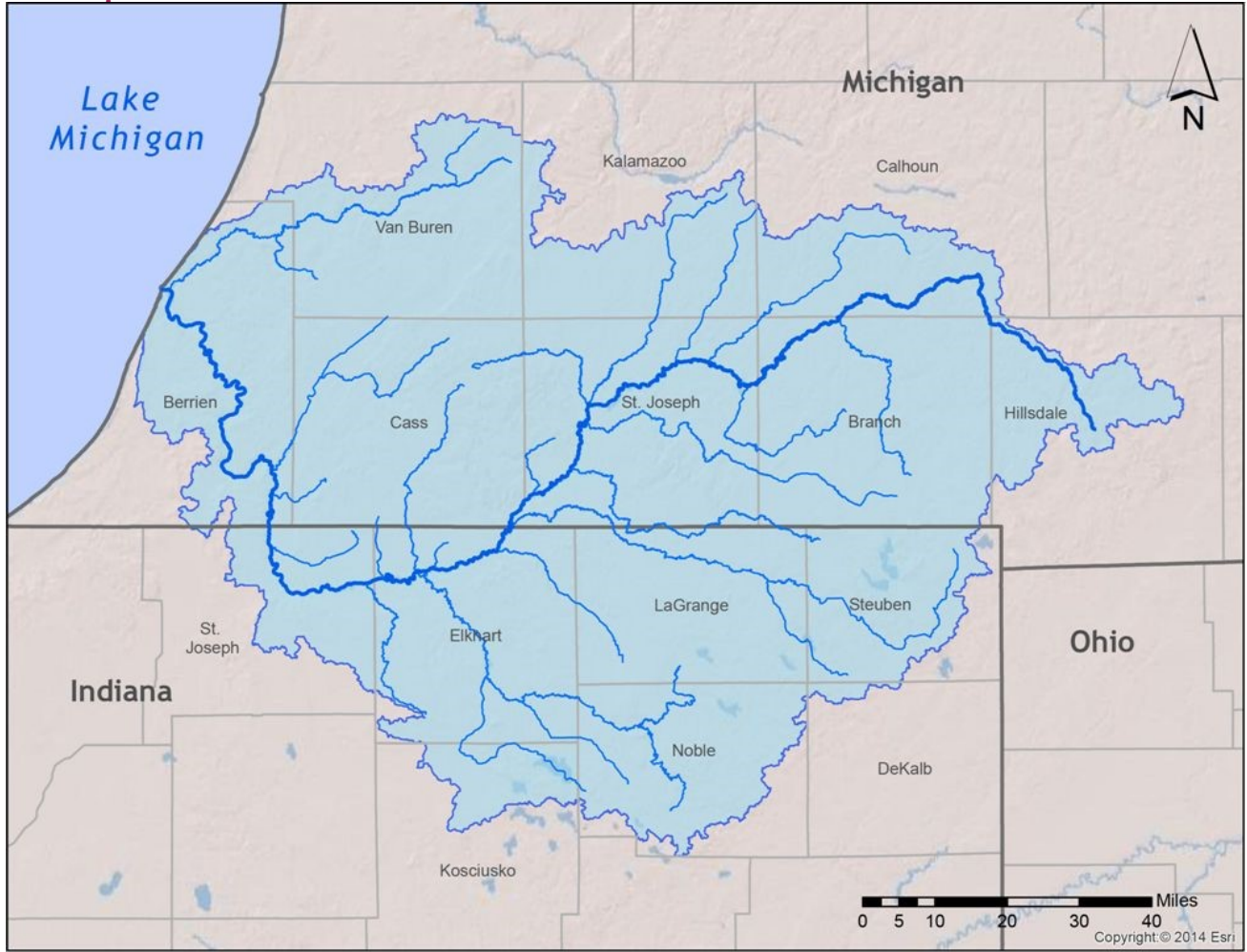
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NATURAL FEATURES

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.

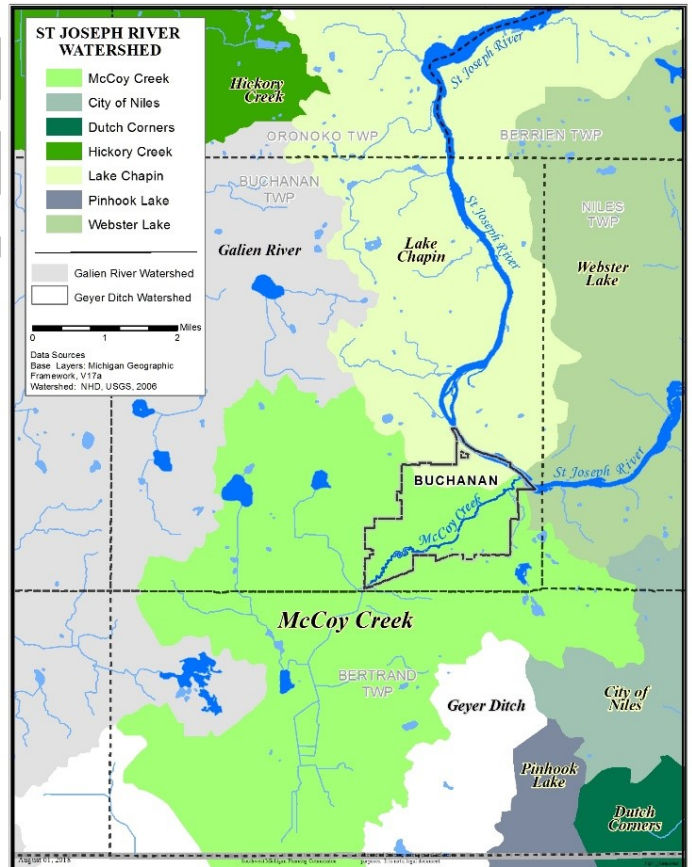
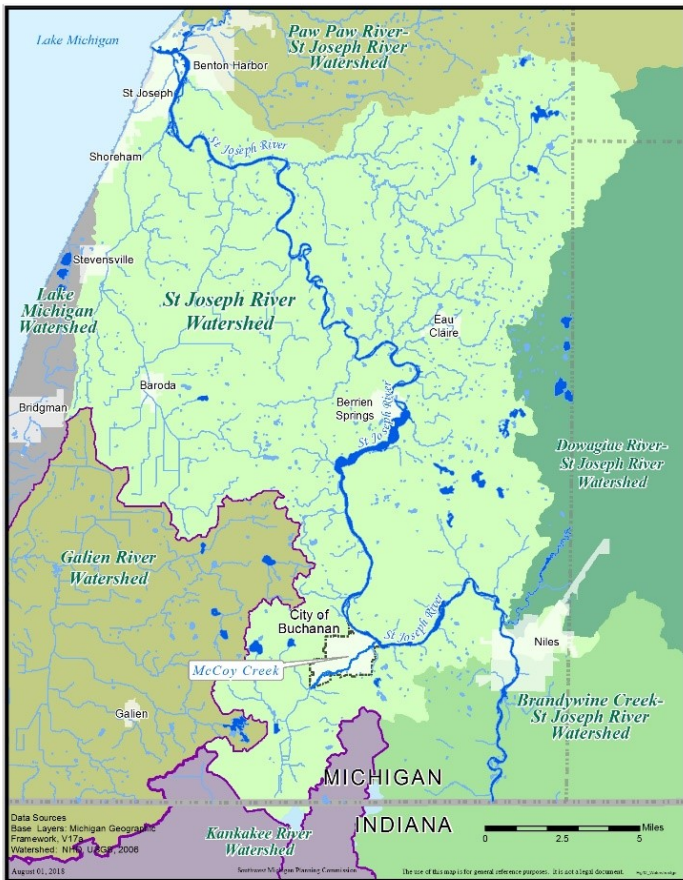
St. Joseph River Watershed



McCoy's 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's Creek originates in northern Indiana and Bertrand Township, Michigan. The McCoy's 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's Creek Restoration Project by the American Society of Civil Engineers Southwest Michigan Branch. In 2013, the McCoy's 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's 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's 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.

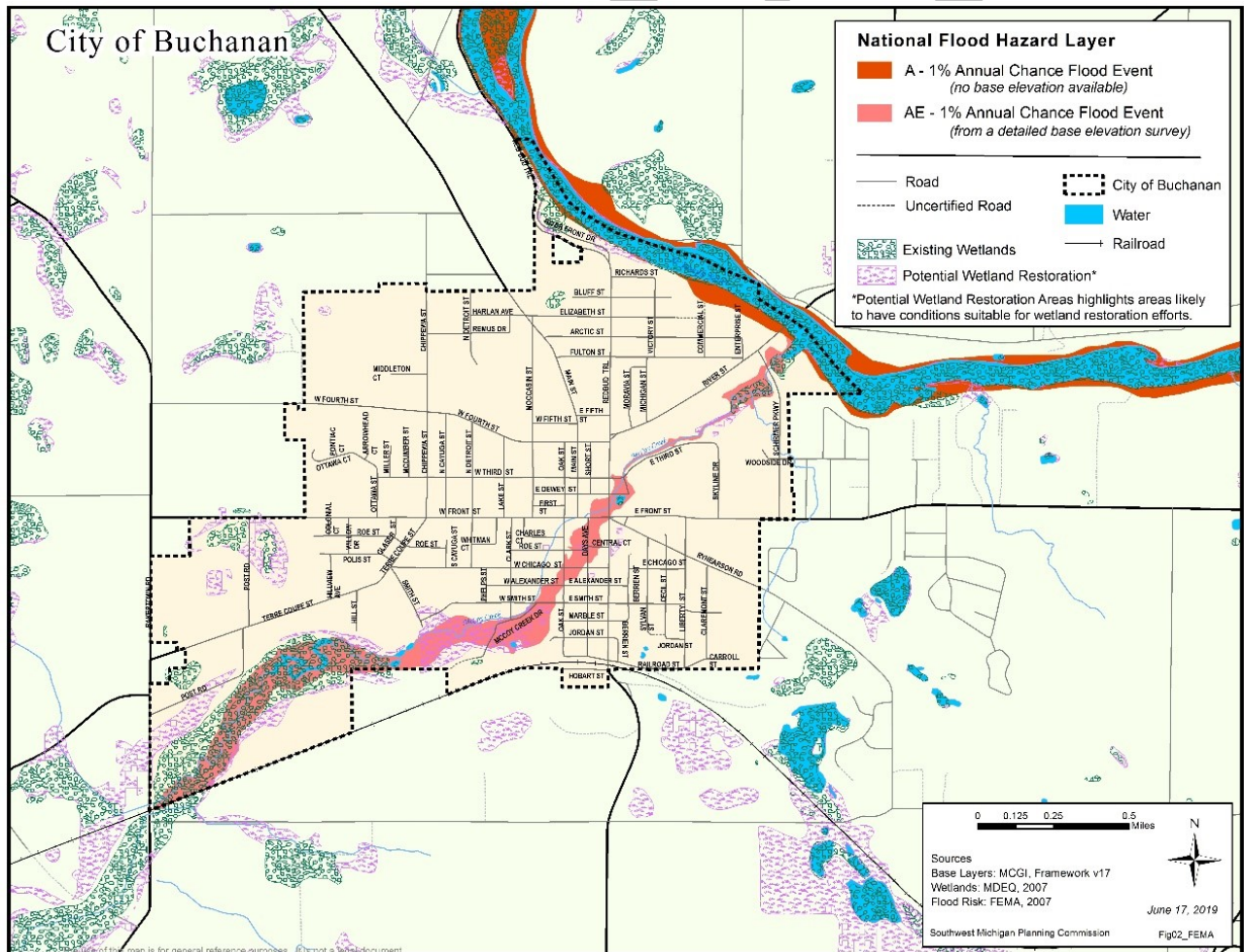
Table 18. Wetland Acreage

Acres in Buchanan City	
Lost Wetland/Potential Restoration	67
Existing Wetlands	153

Source: Michigan Department of EGLE

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’s 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.

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.

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.

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.

Stormwater management should be concerned with controlling both the quality and quantity of water moving off a developed site. 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

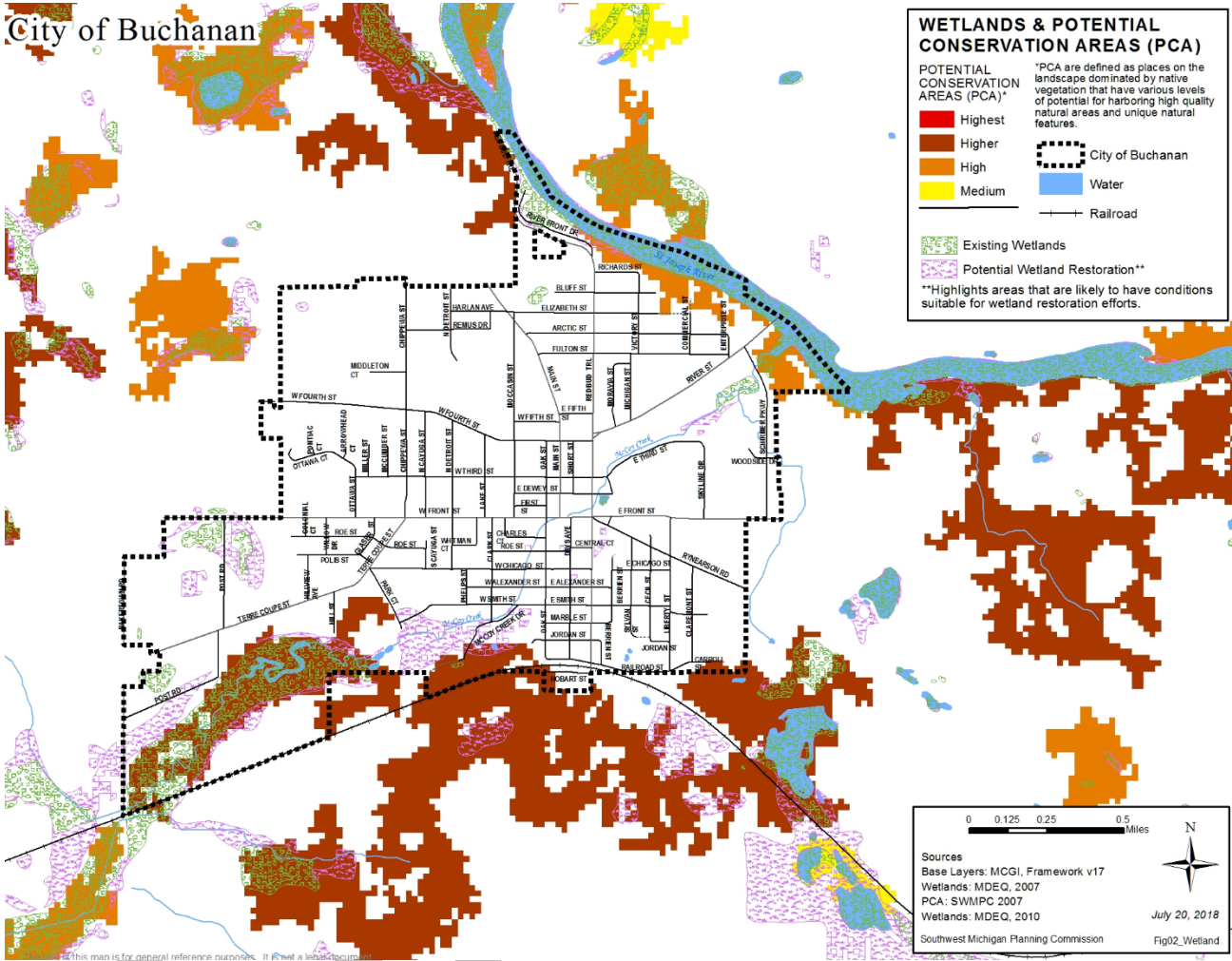
Green infrastructure is a connected network of natural areas and other open spaces planned and managed to conserve natural ecosystems and the services that they provide. These lands provide multiple benefits to people and wildlife such as maintaining clean air and water, providing areas for recreation 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

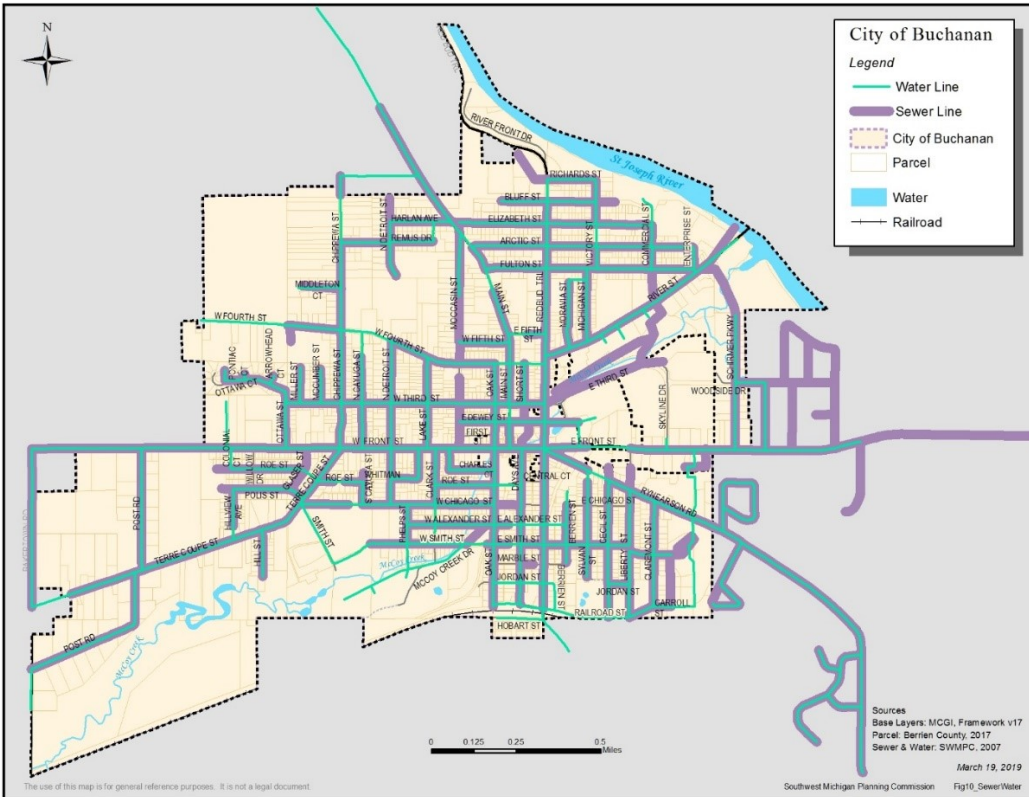
Water and Sewer

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.

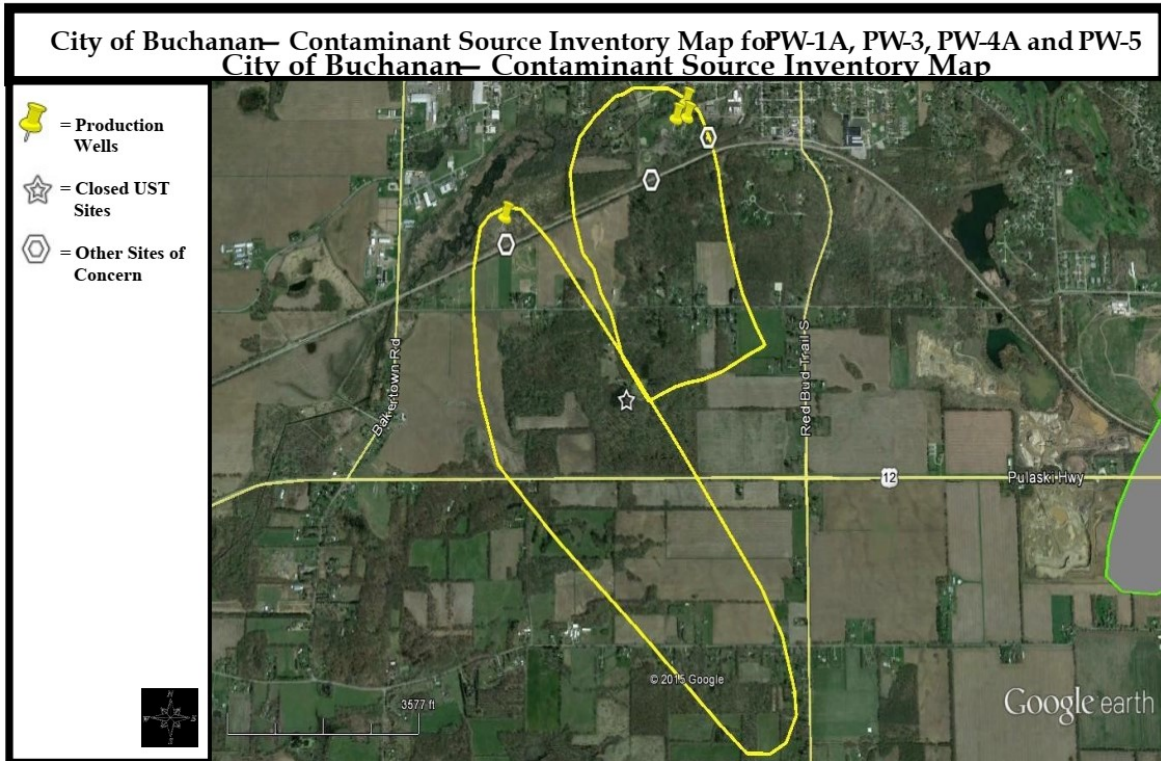
The City of Buchanan built one of the first wastewater treatment plants on the St. Joseph River in 1938 and has updated the plant several times since. Along with the treatment plant, the city owns 5 lift stations and 26 miles of sewer lines. The current plant is designed for a population of 15,000 with 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).

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PARKS AND NATURAL AREAS

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's 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's 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's Creek Trail to Red Bud Park and also to connect to the Indiana Michigan River Valley Trail in Niles along Walton Road.

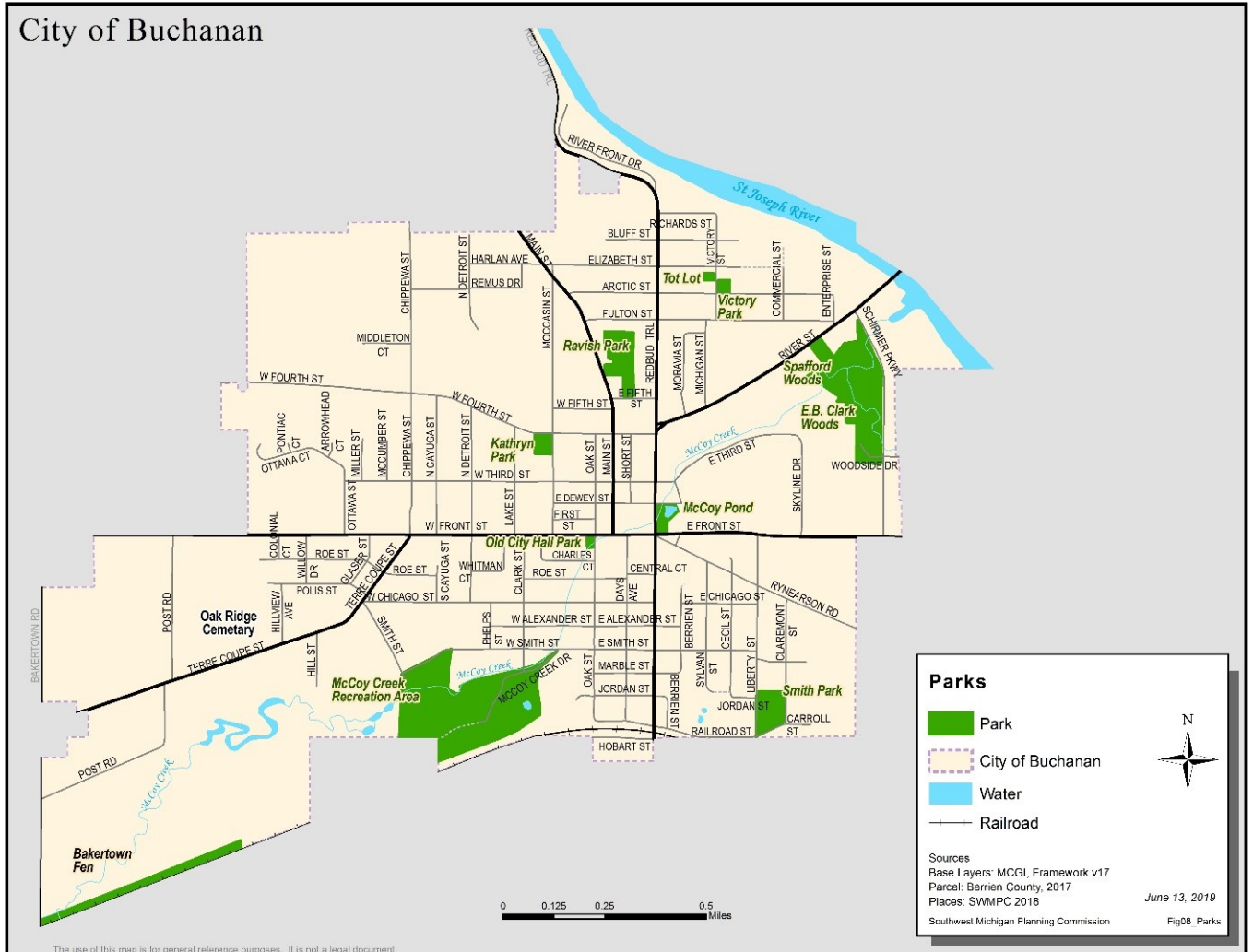
St. Joseph River Water Trail is a canoe/kayak trail that is over 66 miles from Niles, Michigan to Lake Michigan. The City of Buchanan has three access sites along the St. Joseph River Water Trail. All of these access sites could use improvements. The first and closest access site to downtown Buchanan 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.

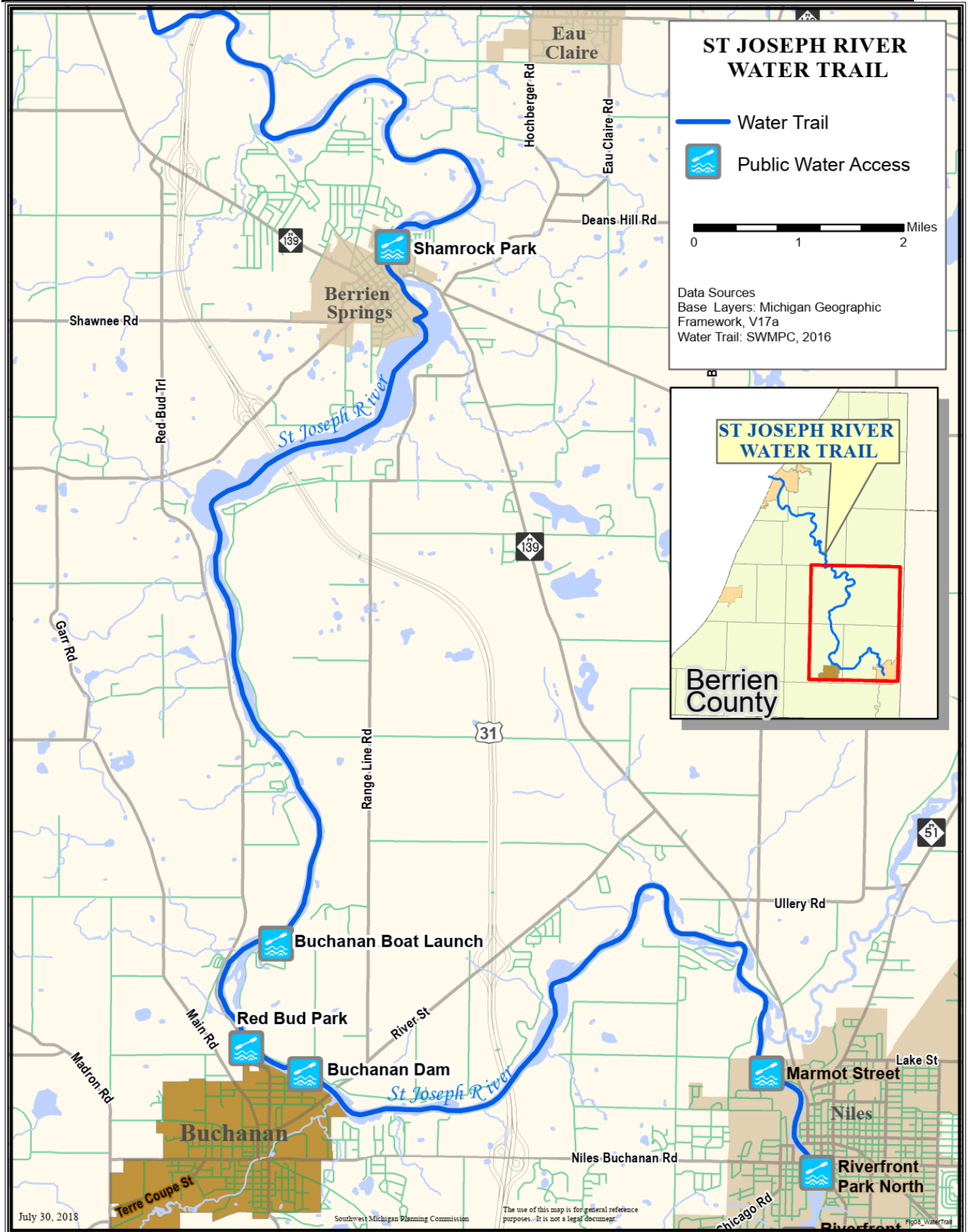
A Trail Town is an active, attractive and interesting place with accessible and comfortable spaces, hosting a variety of activities that promote social interaction and a strong sense of place. A Trail Town should meet the needs of trail users and residents of the community. A Trail Town

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.

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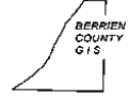


Scale: 1"=150'

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's 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.

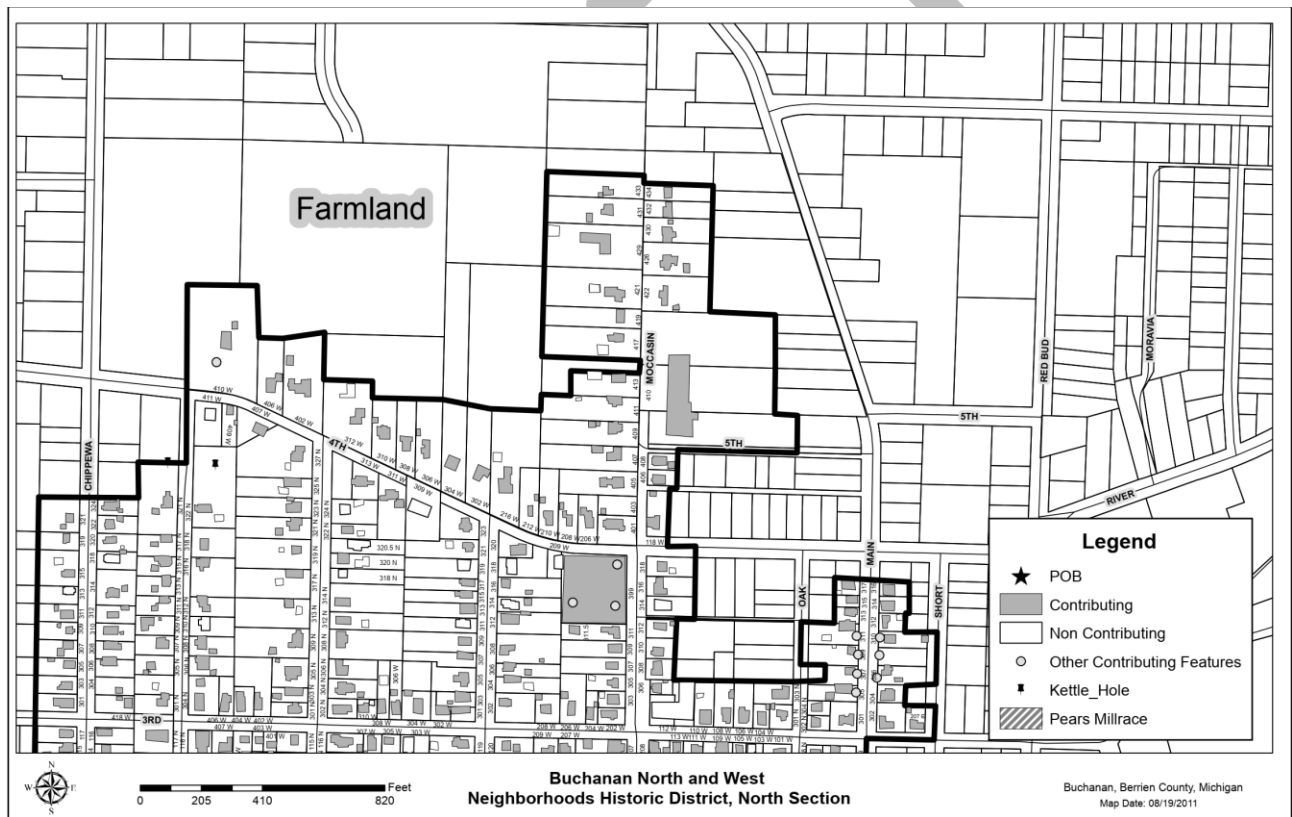


The Common is an outdoor amphitheater used for plays and lunch-time and summer evening concerts featuring jazz, country, rock & roll, and bluegrass music. The Farmer's Market is also held at The Common. The City has plans to maintain this area and to provide amenities that will create a pleasant, passive, 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

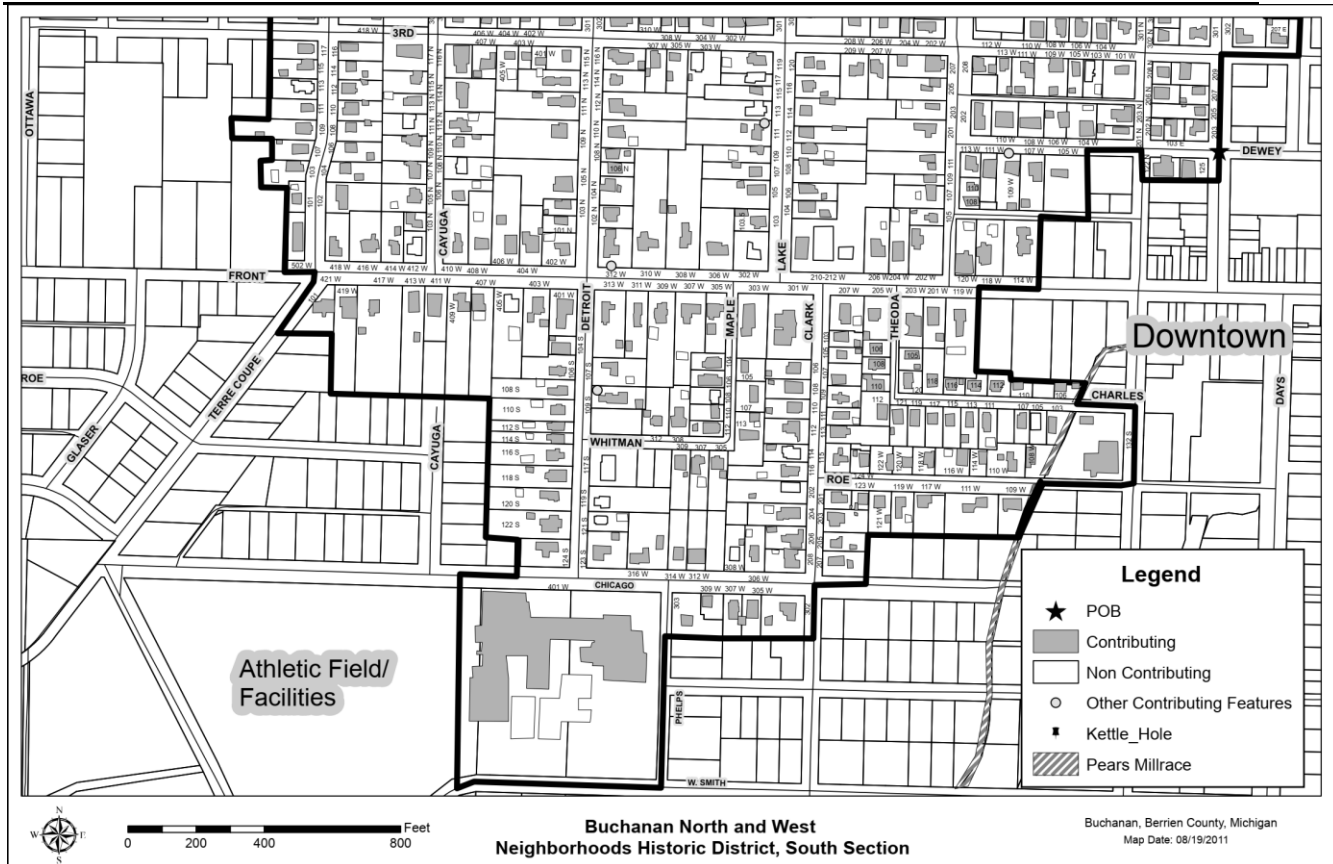
The Buchanan Art Center is a non-profit organization housing a Main Gallery, a smaller Show Place Gallery and a gift shop. The mission statement of the Art Center is “To provide a place in our community dedicated to the nurturing of the arts by providing a quality education program for all ages.” To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

City of Buchanan Master Plan 2021



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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/more-information/buchanan-area-volunteer--nonprofit-organizations>.

Buchanan Area Chamber of Commerce

The chamber 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.

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.

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



Greater Niles Area Chamber of Commerce

Service Area: Greater Niles Area, Buchanan, Bertrand Township, Niles Charter Township, Galien, Three Oaks, and Cass County.
Purpose: Promote and provide economic development through education, advocacy, economic development, publicity, public relations, and civic activities.
Website: <http://www.greaternileschamber.com>
Telephone: 269-683-1833



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



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 Strategic Leadership Council

Service Area: Berrien County
Purpose: Multi-sector perspectives and support – government, education, nonprofit and business – to help move our community to top tier in terms of services, education and economic growth.
Website: <http://drivegreatness.org/>



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



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COMMUNITY INPUT

The Buchanan Plan Commission conducted a community visioning meeting and a survey to gather public input for developing this plan.

SURVEY RESULTS

In the summer of 2018, a survey was shared online and hard copies were also made available. There were 455 responses to the survey. The results cannot be easily assigned statistical significance. With a community survey, the size of the population to calculate in proportion to the survey is not known. A community survey seeks to know the opinions of people who shop and use services in the City beyond the number of people who are residents. It is important to remember that a community survey is an important tool, but it is also important not to assign more importance to the results than can be justified. Find the survey questions and the detailed survey results in the Appendix. A second survey that focused on the downtown area was conducted in January 2021. There were 481 responses and the results can be found in the Appendix.

PUBLIC VISIONING SESSION

A Public Visioning Session was hosted by the Plan Commission on October 9, 2018 at 7:00 PM, at City Hall. The date and time of this visioning session were advertised on the community survey and on the press release for the community survey. The most important issues gathered from the session were: encouraging home ownership, more downtown business options, industry and restaurants, transparency and public outreach/participation in government, tree lined streets, improved sidewalks and property maintenance, and managing environmental pressures. The input received during this session was incorporated into the goals and objectives section that was formulated during that meeting.



GOALS, OBJECTIVES, AND ACTION PLAN

GOALS AND OBJECTIVES

Utilizing public input from the community survey and public visioning work session, the Plan Commission reviewed the 2008 Master Plan goals and formulated the new goals listed below. The City of Buchanan is interested in pursuing certification through the State of Michigan’s Redevelopment Ready Communities Program, so several of the objectives below follow steps required by that program. In formulating these goals and objectives the Plan Commission also referenced the eight assets identified as essential for 21st century communities by the Michigan Municipal League (MML) Center for 21st Century Communities (21C3).



The Center for 21st Century Communities recognized that just as the agriculturally dominated era of the past shrank with the coming of the industrial age, the manufacturing sector is now smaller than it used to be as our society heads into the 21st Century and a new knowledge-based technological economy. The Center has identified eight assets communities need to invest in to thrive in the 21st Century. Many of Buchanan’s goals are linked to those assets. The City can use content from 21C3 to help them implement best practices to strengthen and utilize these assets. Each asset is noted in the boxes with an MML icon on the right side of this section.

GOAL 1 – HOMETOWN CHARACTER

Celebrate and further enhance the hometown character of the community.

OBJECTIVES:

1.1 Special Events: The City will continue to support a variety of special events that celebrate and enhance Buchanan’s hometown character for residents and visitors alike, in a welcoming and unique way. These events enhance community togetherness, present the City’s hometown atmosphere to newcomers, and support Buchanan’s downtown and uptown businesses.

1.2 Welcoming Community: The City will continue to its commitment to diversity and multiculturalism and ensure the city welcomes all people.



Welcoming

Creating and sustaining a genuine commitment to diversity and multiculturalism in Michigan’s communities is vital to attracting key demographics and global businesses. Today’s fluid, mobile, and, most importantly, global workforce is seeking out “the right kind of place” that embraces people of all religions, ethnicities, national origins, and races.

GOAL 2 – HISTORY & ART

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

OBJECTIVES:

2.1 Historic Downtown: Promote preservation of historic community character in the Downtown National Historic District.

2.2 Historic Neighborhoods: Promote preservation of historic community character in the North and West Neighborhoods National Historic District.

2.3 Historic Character: Promote preservation of historic community character throughout the community, including beyond national historic districts (see list of community historic assets elsewhere in this plan).

2.4 Art & Culture: Promote and utilize community artistic and cultural community assets, such as the Buchanan Art Center, Tin Shop Theatre, and Buchanan Common.

 **Cultural Economic Development**

Arts and culture are essential components of a thriving, knowledge-based economy. A healthy creative sector attracts and retains residents and businesses, and produces economic benefits including jobs, a stronger tax base, downtown and neighborhood revitalization, and tourism.



Tin Shop Theatre and Buchanan Common

GOAL 3 – RECREATION & TOURISM

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

OBJECTIVES:

3.1 Parks & Recreation: The City will continue to implement their community parks, recreation, open space, and greenway plan by maintaining and upgrading their recreation facilities.

3.2 Tourism: The City will capitalize on its historical, natural and recreation assets to become a significant tourist destination.

GOAL 4 – THRIVING BUSINESS CLIMATE

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

OBJECTIVES:

4.1 Redevelopment: The City will continue to develop and implement a downtown, corridor and redevelopment plans, which includes elements from the Redevelopment Ready Communities Program (e.g., identifying development area boundaries, a vision for the property, a marketing package and incorporate mixed-use, green infrastructure and pedestrian oriented development elements).

4.2 Economic Development: In concert with the Comprehensive Economic Development Strategy of the Southwest Michigan Economic Development District (Southwest Michigan Planning Commission), the City will create and implement an economic development strategy that promotes diversification and includes elements from the Redevelopment Ready Communities Program (e.g., connect the master plan and capital improvement plan, identify the economic opportunities and challenges of the community, report progress annually and be reviewed by City Commission, and incorporate recommendations for implementation, including goals, actions, timelines, and responsible parties).

4.3 Marketing: The City will develop and use a marketing strategy, including elements from the Redevelopment Ready Communities Program (e.g., identifying opportunities and outlining specific steps to attract businesses, customers, and real estate development, plus it strives to create/strengthen an image for the community, identifies approaches to market priority redevelopment sites, and coordinates marketing efforts with local, regional, and state partners).



Entrepreneurship

Entrepreneurship and small businesses are key components of local economic development. Local strategies that solely focus on seeking large manufacturers and big box retailers overlook the positive impact that entrepreneurs and small businesses have on local communities.

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.

OBJECTIVES:

5.1 Capital Improvement: The City will develop processes and invest in asset management of all city owned and operated infrastructure and coordinate that effort with capital improvement planning, including elements from the Redevelopment Ready Communities Program (i.e., details a minimum of six years of public structures and improvements, it will be reviewed annually, coordinate projects to minimize construction costs, and coordinate with the master plan and budget).

5.2 Broadband: The City will work with broadband service providers, organizations and Berrien County in supporting expanded service to improve broadband in the City.

GOAL 6 - EDUCATION

Provide the highest level of education and educational facilities possible.

OBJECTIVES:

6.1 Leverage City Assets: The City will work collaboratively with Buchanan Public Schools to leverage City assets when possible to help the schools.

6.2 Tax Base: The City will work to improve the quality of life in order to increase the tax base, thereby making more revenue available through school millages.

6.3 Internships: Buchanan will leverage regional and local business and industry internship programs to link up developing talent with local businesses and industry – helping all concerned.

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.

OBJECTIVES:

7.1 Housing: In concert with the Berrien County Housing Study, the City will create and implement a housing plan that identifies the community’s existing housing, its housing needs, and best practices to achieve unmet needs.

7.2 Property Maintenance: The City will work with volunteers and non-profits to assist property owners to keep well maintained properties (including code identified issues with buildings, yards, and adjacent rights-of-way features which are the responsibility of the property owner).

7.3 Code Enforcement: As necessary, fair and impartial code enforcement will be implemented when organized efforts through volunteering and non-profits are unsuccessful to meet code identified needs.



Education

Educational institutions, kindergarten through college, play a central role in growing a knowledge-based economy and encouraging a more engaged citizenry. As anchor institutions, colleges and universities (e.g., University of Notre Dame) bring opportunities for entertainment, arts and culture, healthcare, and recreation, and serve as engines of economic development.

GOAL 8 – RESPONSIVE GOVERNANCE

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

OBJECTIVES:

8.1 Action Plan: The City annually creates and implements an annual strategic action plan, including goals, actions, timelines, budget, and responsible parties, in concert with the budget approval process.

8.2 Progress Reports: The Plan Commission will create an annual master plan progress report to the City Commission, and a joint meeting will be held to discuss the community’s progress.

8.3 Public Participation: The City has created and has a well documented public participation policy which engages a diverse set of community stakeholders including elements from the Redevelopment Ready Communities Program (e.g., identifying key stakeholders including those not normally at the visioning table, identifying proactive practices, and sharing outcomes).

8.4 Transparency: The City makes their website an easy to navigate transparency portal for the public to be able to access up-to-date public information including this master plan. Other information to be included: documents regarding City business, such as meeting notices, agendas, minutes, draft minutes within the timeframe prescribed by State law, annual budgets, audits, plans, ordinances, proposed ordinances, relevant State laws, and contracts the City has signed; information on taxes, millage, fees, Freedom of Information Act and policies/procedures/name-contact info of responsible official, Open Meetings Act and policies/procedures/name-contact info of responsible official, building permits and zoning, a guide to development, lobbying memberships, administrative officials and City Commission member names/contact info/ compensation, and purchasing/professional service hiring policies/procedures, a guide to know who is responsible for which services – e.g. City/Township/ County, links to partner organizations, board and commission applications, property information packages, the economic development strategy. The website will continue to have an online payment option for taxes, municipal utility bills, and municipal service fees.

8.5 Cooperation: The City pursues intergovernmental cooperation, including having officials serve as liaisons with Township, County, and regional governmental bodies.



Messaging & Technology

Internet and communication technologies are connecting people and allowing them to share information faster and more frequently than ever before. Local governments are using new technologies to improve communication, transparency and engagement with their residents.

**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.

OBJECTIVES:

9.1 Walkability/Bicycling: The City will implement a complete streets policy that manages the street transportation network for all users, including pedestrians, bicyclists, public transit users and motorists, focusing on safety, and using universal design standards. The City will also work to connect trail to neighboring communities.

9.2 Corridors: The City will create and implement corridor plans, integrating elements from the downtown plan, for (1) Front Street, (2) Red Bud Trail, and (3) River Street, including elements from the Redevelopment Ready Communities Program (e.g., identifying development area boundaries, identifying projects including estimated project costs and timelines for completion, and including mixed-use, green infrastructure and pedestrian oriented development elements).

9.3 Public Transit: The City supports public transportation (transit) as a social and economic development benefit for all City residents. The City supports Connect Berrien planning and appropriate initiatives identified to improve public transit in Berrien County.

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.

OBJECTIVE:

10.1 Zoning: The City will implement the zoning plan described in this Master Plan. Also, through zoning, any new development and/or redevelopment will be required to respect environmental and natural factors – preserving existing wetland, floodplains, and managing stormwater with low impact development.



Transportation

Developing effective public transportation options in Michigan is a necessary tool for attracting and retaining residents, workers and businesses. People across the nation are choosing communities that offer various modes of transportation, easy access to the places they live, work, and play, and allow them to travel without having to rely on a car.



**Physical Design
& Walkability**

Millennials, young professionals, baby boomers and empty nesters all want to live in walkable, mixed-used areas with access to cultural, social and entertainment opportunities.

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.

OBJECTIVES:

11.1 Tree City USA: In keeping with the City’s Tree City USA status and in conjunction with concerned stakeholders, the City has developed and implements a tree replacement program to replace dead or dying trees and plant new trees as needed throughout the community.

11.2 Natural Resources: The City has and will protect and enhance the natural resources within the City (such as wildlife habitats, woodlands, rivers, streams, watersheds, fens, scenic vistas, and unique geologic features) through educated and responsible use.

11.3 Stormwater Management: The City will encourage the use of low impact development techniques for new and redevelopment to infiltrate stormwater runoff as much as possible.

GOAL 12 – REGIONAL LEADERSHIP

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

OBJECTIVES:

12.1 Cooperation and Collaboration: The City will continue to participate in regional and county initiatives on economic development, transportation, broadband, housing, and other emerging topics as they develop.



Green Initiatives

The way we use energy and natural resources impacts our quality of life and financial bottom line. The potential to grow green industries, implement sustainable practices, and get on the cutting edge of current trends exists right here in Michigan.

ACTION PLAN

The following information is provided to assist Buchanan in its initial implementation efforts. The time frame of these action steps is three years and beyond. It is anticipated that these action steps will be reviewed annually during a joint meeting of the Plan Commission and City Commission. The steps for the coming two years will be updated as needed and steps for a third year will be added to in order to always keep the City planning ahead for three years. The action steps below, and steps to be added in the future, are to follow the Master Plan and any future public participation based planning process.

* Lead Organization: Organization responsible for implementation of designated Action Item. Each Action Item will require the assistance of many community departments, committees and organizations which can be found on the City of Buchanan website.

BUCHANAN CITY ACTION PLAN

Related Goal(s)	Action Item	Lead Organization *	Implementation Year
1 – Hometown Character; 2 – History & Art	Establish a website calendar to promote activities to target groups	City Community Development	2021
1 – Hometown Character	Ensure diversity and inclusion are top priorities in all policies and programs. Implement the diversity ordinance	City Commission	2021
2- History & Art	Apply for preservation grants upon the city’s receipt of MEDC CLG certification.	Buchanan Preservation Society	2022
2- History & Art	Develop an action plan for additional National Register listings and implementing Buchanan’s MSHDA (Michigan State Housing Development Authority and MHPN (Michigan Historic Preservation Network Preservation Assessment.	Buchanan Preservation Society	2021
3- Recreation & Tourism	Coordinate efforts with Southwest Michigan tourism	City Community Development	2021

Related Goal(s)	Action Item	Lead Organization *	Implementation Year
3 – Recreation & Tourism	Develop an updated and MDNR approved Parks, Recreation and Greenways Plan	City Planning Commission	2022
3 – Recreation & Tourism	Invest in City Parks – maintain and upgrade equipment (especially Redbud Riverfront Area and Ravish Park)	City Commission	2022
3 – Recreation & Tourism	Pursue Trail Town designation (implement a wayfinding system)	City Community Development	2022
3 – Recreation & Tourism	Expand the farmer’s market facilities and repair concrete at The Common	City Department of Public Works	2022
4 – Thriving Business Climate	Ensure the development review process is simple, efficient, predictable and easily accessible	City Administration	2021
4 – Thriving Business Climate 3 – Recreation & Tourism	Develop a formal marketing plan for the city	City Community Development	2021
4 – Thriving Business Climate	Identify priority redevelopment sites and create marketing packages for each	City Community Development	2021
4 – Thriving Business Climate	Develop a joint plan and enhance partnership between City Economic Development and Chamber of Commerce	City Community Development	2021
4 – Thriving Business Climate	Become a certified Redevelopment Ready Community by implementing the identified 6 best practices (https://www.miplace.org/programs/redevelopment-ready-communities/rrc-library/)	City Administration	2022
4 – Thriving Business Climate	Develop a plan for beautification and streetscape improvements on Redbud Corridor	City Planning Commission	2022

Related Goal(s)	Action Item	Lead Organization *	Implementation Year
4 – Thriving Business Climate	Conduct a business feasibility study to determine gaps in business types and to promote commercial base diversification	City Administration	2023
5 – Infrastructure	Develop a simple map inventory of services and capacities of those services	City Department of Public Works	2022
5 – Infrastructure	Invest in asset management for water, sewer, roads and sidewalks to ensure adequate repair and replacement scheduling	City Administration	2022
5 – Infrastructure	Plan and implement a community wide WIFI/broadband project	City Administration	2022
5 – Infrastructure	Develop a work order/maintenance system for city infrastructure, facilities and equipment repair/replacement	Public Works	2022
6 – Education	Encourage investment in school facilities and programs to attract families	City Administration	2021
6 – Education	Inventory students and businesses and develop seasonal or full time programs including trades (even reach out to 30 mile radius)	City Community Development	2022
7 -Housing	Review and update code enforcement policies	City Administration	2021
7 -Housing	Develop housing policies that encourage home ownership over residential investment property and investment in market rate rental complexes; incentivize new residential building on vacant/blighted properties; only allow short term rentals in commercial districts	City Community Development	2021

Related Goal(s)	Action Item	Lead Organization *	Implementation Year
7 - Housing	Create a model of projected housing needs based on employment opportunities being establish locally	City Community Development	2022
7 -Housing	Develop a property maintenance assistance program to help elderly and those with financial issues	City Community Development	2022
7 -Housing	Develop and enforce rental property inspection ordinance	City Administration	2022
7 -Housing	Conduct a city wide appraisal (complete 20% of city each year)	City Administration	2023
8 – Responsive Government	Hold a joint City Commission and planning commission meeting quarterly. Annually review the master plan and provide a report to City Commission	City Planning Commission	2021
8 – Responsive Government	Ensure diversity is considered when recruiting board and commission members	City Administration	2021
8 – Responsive Government	Invest in updating city facilities to provide better services – DPW, city hall, fire station, Ross Sanders House	City Commission	2021
8 – Responsive Government	Create steering committees and solicit neighborhood representatives	City Commission	2021
8 – Responsive Government	Provide weekly projections of city employees and schedules posted every Monday with goals (have a backup plans if something causes a change in direction)	City Administration	2021
9 – Transportation & Mobility	Ensure street projects enhance bicycle/pedestrian safety (build on Bike Buchanan efforts and implement the complete streets policy)	City Department of Public Works	2021

City of Buchanan Master Plan 2021

Related Goal(s)	Action Item	Lead Organization *	Implementation Year
9 – Transportation & Mobility	Invest in connecting trails to neighboring communities (priority - McCoy Creek trail to IN MI River Valley Trail)	City Commission	2021
9 – Transportation & Mobility	Develop a plan for vehicular, pedestrian, and bicycles focus vehicular on destination and parking to simplify and maximize (consider relocating downtown parking off of Front St)	City Planning Commission	2022
9 – Transportation & Mobility	Innovate and develop new ways for intercity transportation for residences and tourists (ie carriages, trams, uberanna)	City Community Development	2022
9 – Transportation & Mobility	Invest in walkability (especially connecting the north part of town to downtown)	City Commission	2022
10 –Land Use	Develop a new zoning ordinance to recognize trends and predict future trends and that focusses more on form based (design) instead of uses to encourage an inviting, walkable, vibrant community	City Planning Commission	2022
10 –Land Use	Ensure Capital Improvement Plans, Corridor Plans, Downtown Plans are coordinated with the Master Plan	City Planning Commission	2021
10 –Land Use	Develop an open space/recreation zoning district	City Planning Commission	2022
10 –Land Use	Consider developing overlay zoning districts for <i>Historic Residential District, Historic District, Arts and Cultural District, Riparian District</i>	City Planning Commission	2022
11 – Natural Resources	Create a steering committee	City Commission	2021
11 – Natural Resources	Work/Consult with the Buchanan Tree Friends committee to prioritize the planting and replacing of trees, utilizing	City Administration	2021

Related Goal(s)	Action Item	Lead Organization *	Implementation Year
	their extensive tree canopy assessment https://sjrtreecanopy.weebly.com/city-of-buchanan-mi.html		
11 – Natural Resources	Ensure all new development utilizes low impact development and green infrastructure techniques to handle stormwater and to preserve natural features	City Planning Commission	2022
11 – Natural Resources	Ensure all future growth incorporates the addition of green space and enhances Tree City USA efforts	City Planning Commission	2022
12 – Regional Leadership	Support the region’s economic development efforts while preserving Buchanan’s unique character. Provide leadership and actively support the economic development efforts of SMEGA, SWMPC, and other economic development organizations	City Administration	2021
12 – Regional Leadership	Actively participate and work with NATS (Niles-Buchanan Area Transportation Study) to plan for transportation projects	City Administration	2021
12 – Regional Leadership	Seek opportunities for intergovernmental projects or other cooperative efforts	City Administration	2021
12 – Regional Leadership	Provide leadership and support the county-wide effort, Connect Berrien, to improve public transit	City Administration	2021

The City's Plan 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 in order 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).

Be sure to consult this Redevelopment Ready Community resource for annual and 5 year reviews: Master Plan Update Guide
<https://www.miplace.org/49036a/globalassets/documents/rrc/rrc-guide-master-plan3.pdf> .

FUTURE LAND USE

The Future Land Use Plan for City of Buchanan is presented in this chapter, including the Future Land Use Map, which graphically displays this Land Use Plan. After reviewing existing land use conditions and analyzing the future goals of the City, the *Plan Commission* developed a *Future Land Use Map*. The City of Buchanan has *always made a conscientious effort to develop carefully and responsibly for the future*. City leaders and residents have shown continual support for the preservation and restoration of natural features as balanced with the social and economic needs of the community. Accordingly, the Future Land Use Map indicates an increased effort to provide attractive green and open spaces as well as allow for more mixed-use developments that bring compatible residential and commercial opportunities together.

The City plans to continue encouraging development in areas with existing infrastructure which will be more cost effective and provide less impact on the natural environment. Community wide efforts are also increasing that encourage the preservation of open spaces and natural features along with the inclusion of bike paths, park areas, and sidewalks will further enhance the walkability and quality of life in the community. The following land use classifications represent the community’s desire for Buchanan’s future growth and development patterns.

FUTURE LAND USE MAP CLASSIFICATIONS

Residential
Single-Family Residential – The principal use of land in this classification is for single-family <i>and may include other uses as special uses as deemed compatible by the Plan Commission</i> .
Multi-Family Residential – The principal use is for two-family and multi-family dwellings which includes elderly and assisted-use housing; duplexes, condominiums, or small apartment buildings. Single family dwellings are also permitted.
Residential Mixed Use – Development under this classification can allow for site-condominium or <i>mixed use</i> residential projects that encourage the inclusion of affordable housing as well as encourage mixed-use development/redevelopment with compatible commercial uses but remain <i>primarily residential</i> .
Commercial and Industrial
Commercial and Light Industrial Mixed Use – <i>redevelopment incorporating</i> non-residential uses such as office, business park, commercial, <i>light industrial</i> , and institutional, and could be used to encourage a compatible mix of non-residential and residential uses although emphasis is <i>primarily commercial</i> .
Auto Oriented Commercial – The principal use is for retail commodities that are more likely to require automobile traffic and are best served when located on or near arterial streets and within convenient driving distance of adjacent neighborhoods.
Traditional Downtown Commercial – The principal use is to provide a wide variety of retail opportunities typically found in a traditional downtown setting. This classification allows and encourages the mix of residential and commercial uses.

Public/Semi-Public Lands

Public/Semi-Public - Principal definition and uses include government, education, senior centers, libraries, *indoor* recreation and cultural venues, and public assembly *and cemeteries*.

Recreational and Land Conservation

Recreational and Land Conservation - Principal use is for *outdoor* cultural, recreational, and leisure pursuits. Also includes active and passive recreation, public assembly, (i.e. The Common) open and green space, sensitive *environmental* areas.

LAND USE CLASSIFICATIONS AND DESCRIPTIONS

Residential

For all residential designations, property values are a significant concern for residents. When zoning ordinances are reviewed, some revisions to consider include enhancing housing and property maintenance codes, reviewing lot division/combination requirements and developing procedures to ensure future lot divisions do not create incompatible building sites or land usages.

Single Family Residential - The Single Family Residential land use designation is intended to accommodate strictly single-family residential development. Accessory and support uses are often permitted such as churches, parks, schools, home occupations and small-scale care facilities. Future development is permitted in Single Family Residential areas provided the scale and character of the neighborhood is considered and maintained. It is desirable for neighborhood streetscapes to include an interconnected street system (where feasible), sidewalks, (especially along busy streets to make connections with Commercial areas), street trees, and lighting. Landscaping is encouraged to establish a street edge. In-fill and redevelopment in these areas should be closely monitored to ensure it is compatible with the surrounding environment.

Multi-Family Residential - The principal use is for two-family and multi-family dwellings; single family dwellings are also permitted. Recommended uses within Multi-Family Residential areas include a variety of multiple-family developments such as apartments, loft apartments, duplexes, townhouses, condominiums, stacked condominiums, and elderly and assisted-use housing. The majority of Multi-Family Residential sites in the City have already been developed. Zoning ordinances related to the redevelopment of these Multi-Family Residential areas should encourage design diversity and modernization while assuring that the building’s mass remains relatively in character with the neighborhood’s bulk characteristics.

Residential Mixed Use - Development in this classification can allow for site-condominium or planned unit development residential projects. Suggestions for this classification include the encouragement of mixed-use development/redevelopment (a compatible mix of residential and commercial with planned open and green spaces) and inclusionary zoning (provision of affordable housing). Benefits of a residential PUD include preservation of the natural topography and resources, maintaining tree cover (Buchanan is a Tree City USA), possible reduced need for additional infrastructure, and with the connection to recreational areas provides an amenity that has a great appeal to homebuyers and small business owners. City zoning ordinances can be created/adapted to guide the decision-making process that will provide the highest quality of life results.

Commercial and Industrial

Commercial and Light Industrial Mixed Use - Principal use is to incorporate non-residential uses such as office, business parks, commercial, industrial, and institutional, and could also be used to encourage a compatible mix of non-residential and residential uses with primary emphasis remaining commercial. Examples of desirable uses include high technology, research, medical offices, light manufacturing, light industrial, and related support services. It is suggested that Commercial Planned Unit Developments (or redevelopment) be encouraged to include attractive architectural features and excellent site design that includes landscaping, strong buffers between possible incompatible uses, environmentally friendly practices, and well-managed access. When reviewing and/or updating zoning ordinances, attention should be given to strengthening the language to facilitate the realization of the public's desire for greater visual buffers between the public rights-of-way and required on-site parking areas through the use of landscape materials. Another recommendation is to reduce the number of curb cuts in commercial areas.

Auto Oriented Commercial – The principal use is for retail commodities classified as “convenience goods” such as groceries and drugs, beauty/barber shops, medical/dental offices, laundry/cleaning and includes limited types of “durable goods” such as household furnishings and hardware, variety stores, gasoline stations, and branch banks. Distinct from “Neighborhood Commercial”, the Commercial areas are more likely to require automobile traffic and are best when located on or near arterial streets and within convenient driving distance of adjacent neighborhoods.

Traditional Downtown Commercial – The principal use is to provide a wide variety of retail opportunities (including those often found in Commercial districts) such as, office space, parking, and personal business services of all kinds typically found in a traditional downtown setting satisfying the needs of residents in the community and outlying areas. Some retail commercial uses typically found in Commercial districts may also be compatible with this classification. This classification allows and encourages the mix of residential and commercial uses. Consideration of pedestrian and non-motorized traffic in these areas is critical in development decisions. The cohesive appearance of buildings in the downtown area and those in outlying commercial areas greatly maximizes the appeal and vitality of the City as a whole as does the capability for pedestrian connectivity between residential and commercial areas.

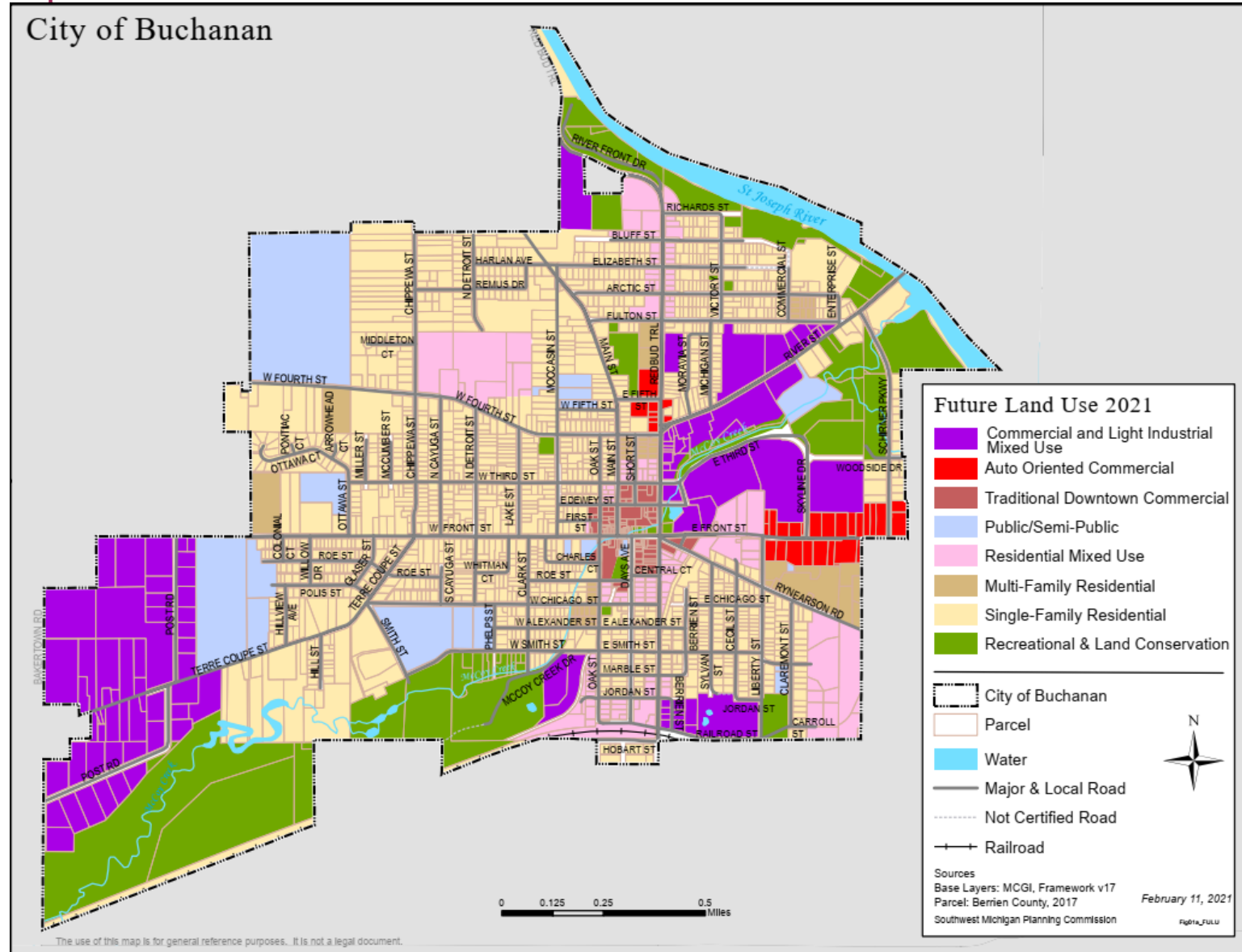
Public/Semi-Public

Principal uses include government, education, senior centers, libraries, indoor recreation and cultural venues and public assembly. This use is generally not involved in commerce but is established to promote public enjoyment and safety, as well as government efficiency.

Recreational and Land Conservational

Principal use is for *outdoor* cultural, recreational, and leisure pursuits. Also includes active and passive recreation, trails, public assembly, open and green space, sensitive environment areas, and cemeteries. Recognizing the importance of these amenities to the high quality of life Buchanan desires, it is highly recommended that areas in this classification remain as they are (if currently used as described) or redeveloped/converted to one of the described uses as the land becomes available.

Map 20: Future Land Use



REDEVELOPMENT PLAN

The Michigan Planning Enabling Act of 2008 states that master plans should include “recommendations as to the general character, extent, and layout of redevelopment or rehabilitation of blighted areas; and the removal, relocation, widening, narrowing, vacating, abandonment, change of use, or extension of streets, grounds, open spaces, buildings, utilities, or other facilities.”

In January of 2021 the City of Buchanan engaged the Andrews University Urban Design Studio under the leadership of Professor Andrew von Maur in a semester long project to develop design concepts of redevelopment opportunities in Buchanan, Michigan. In a series of steering committee meetings with city leadership, business and community groups, and through focus group meetings with city residents, city boards and commissions, neighborhoods groups, Buchanan high school students and educators, and through interaction with residents via public forums and open houses, and other ad hoc gatherings, the class of 5th year architectural graduate students will work to forge a consensus on Buchanan community priorities and then develop illustrative design concepts that will move priority projects into redevelopment ready positions in order to be implemented.

The Andrews University students presented the following draft vision of Buchanan to the project steering committee: *Buchanan is a “lifestyle center” where Downtown Buchanan is an thriving urban eatery and business district, an outdoor theater dining experience where restaurant terraces and public spaces with arts and cultural events are nestled between historic facades and rushing waters of McCoy Creek and where this hub is connected locally via green and blue trails to the surrounding neighborhoods of Buchanan and to the St. Joe River and regionally to Pure Michigan natural resources, vineyards, orchards and agro-tourism.*”

The final redevelopment report will be delivered in May of 2021 and is expected to be the roadmap for the next wave of revitalization in Buchanan. This report should be consulted for redevelopment locations and efforts.

ZONING PLAN

The Michigan Planning Enabling Act of 2008 calls for master plans to include a zoning plan “for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises” by including “an explanation of how the land use categories on the Future Land Use Map relate to the districts on the zoning map.” The City of Buchanan Zoning Code contains specific details controlling the height, area, bulk, location, and use of buildings and premises in each zoning district. The relation between the future land use designations and the current zoning districts are detailed in this table.

Table 20: Zoning Plan

Future Land Use Plan Designation	Corresponding Zoning District
<p>Single Family Residential</p>	<p>The Single Family Residential District principal use is for single family dwellings. The R-1A sub-district has a minimum six thousand six hundred (6,600) square foot minimum lot size and the R-1B sub-district a five-thousand (4,500) square foot minimum lot size.</p>
<p>Multi-Family Residential</p>	<p>The R-2 Two-Family Residential District principal use is for single family dwellings but in which two-family dwellings are permitted.</p> <p>The R-3 Multi-Family Residential District principal use is for two-family and multi-family dwellings and single-family dwellings are permitted.</p> <p>The R-4 Multi-Family Senior Residential District is established for senior citizen housing preference. Currently there are no lands designated for this district on the zoning map.</p>
<p>Residential Mixed Use</p>	<p>This is a new classification not currently represented in the zoning ordinance. This category can accommodate single and multi-family developments with appropriate commercial uses that serve the residential units. This district should encourage walkable neighborhoods. Some of the C-1 Neighborhood Commercial District elements would fit this designation. The C-1 Neighborhood Commercial District principal use is to provide for the retailing of commodities classed as “convenience goods,” such as groceries and drugs, and the furnishing of certain personal services such as beauty shops, barber shops, and pickup stations for laundry and dry cleaning.</p>

<p>Commercial and Light Industrial Mixed Use</p>	<p>The I-1 Light Industrial District principal use is for certain industries which do not emit noise, vibration, smoke, dust, odors, heat, glare, and other influences sufficient to constitute an adverse influence and detract from adjacent residential areas and commercial uses near or abutting the Light Industrial District.</p>
<p>Auto Oriented Commercial</p>	<p>This is a new classification not specifically represented in the zoning ordinance. Elements of the C-2 Commercial District would related to this designation. The C-2 Commercial District principal use is to provide for the retailing of commodities classed as “convenience goods,” such as handled in super markets and drug stores, limited types of “durable goods,” such as household furnishings and hardware, variety stores, and the furnishing of services such as gasoline stations, apparel shops and financial institutions. The district should be located on or near arterial streets and should be within convenient driving distance of adjacent neighborhoods.</p>
<p>Traditional Downtown Commercial</p>	<p>The C-3 Central Business District principal use is to provide retailing, parking, personal and business services of all kinds satisfying the needs of residents of the entire community and the outlying trade area. Residential dwelling units are not allowed on the first floor.</p>
<p>Public/Semi Public Lands</p>	<p>There is not a corresponding zoning district to this future land use designation. The future land use map has several areas with this designation including cemetery and school properties. It recommended that a corresponding zoning district is created in the next update of the zoning ordinance.</p>
<p>Recreational/Land Conservation</p> <p>There are no future land use designations that correspond with the I-2 Heavy Industrial District in the zoning ordinance.</p>	<p>There is not a corresponding zoning district to this future land use designation The future land use map shows all current city park property and preserved lands. It recommended that a corresponding zoning district is created in the next update of the zoning ordinance.</p> <p>The I-2 Heavy Industrial District principal use is for heavy commercial and industrial establishments, which may create noise, vibration, smoke, dust, odors, heat, glare, and other influences which are not properly associated with or compatible with residential, commercial or Light Industrial districts.</p>

The Zoning Ordinance also includes the following zoning designations which do not correspond to any future land use designations:

The **Cluster Residential Development (overlay) District** is the an alternative development process from the traditional zoning regulations governing residential development as required by Section 4f of the City and Village Zoning Act, P.A. 207 of 1921, as amended. Specifically, the

Article provides the option for a developer or land owner to develop the same number of dwelling units as authorized by the underlying zoning district regulation on eighty (80) percent, or less (at the discretion of the local municipality), of the property where such undeveloped portion of the property is dedicated as open space in perpetuity. There are currently no lands designated for this on the current zoning map.

A **Planned Unit Development** is an alternative development option in the zoning ordinance. It is intended to permit the following: 1. Variety and flexibility of land development for residential, commercial and industrial purposes and auxiliary use that are necessary to meet the changes in technology and demand and which will be consistent with the best interests of the City as a whole and that will encourage a creative approach in the development of land; 2. Utilization of sites that are characterized by special features of geography, topography, size or shape for their best potential.

The **Floodplain Overlay District** intent is to significantly reduce hazards to persons and damage to property as a result of flood conditions in the City of Buchanan, and to comply with the provisions of the National Flood Insurance Program, as constituted in accordance with the National Flood Insurance Act of 1968, and subsequent enactments and the rules and regulations promulgated in furtherance of the program by the Federal Emergency Management Agency.

The Plan Commission may want to consider the following districts during a zoning ordinance update:

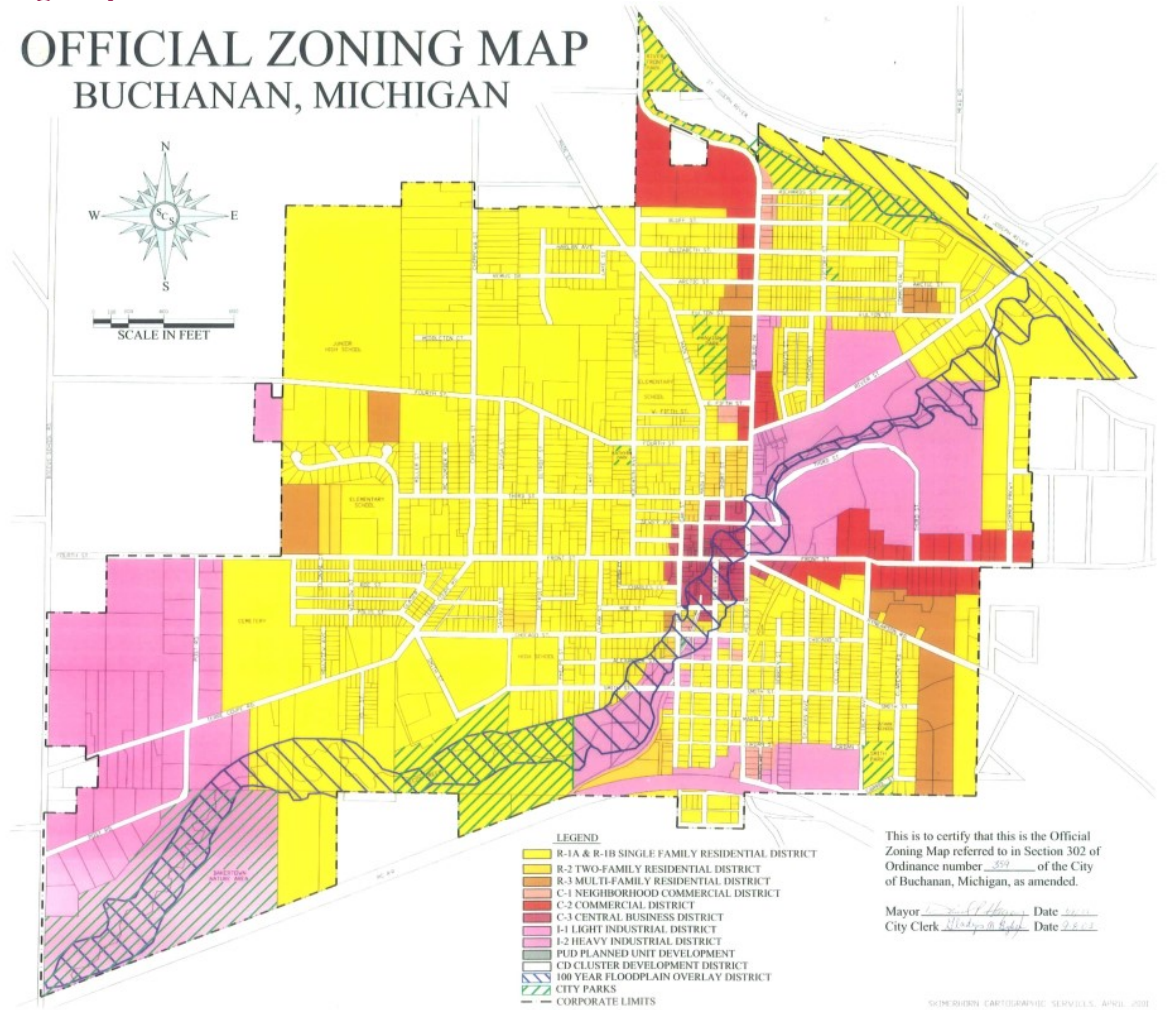
Historic Residential District or Historic District - this Master Plan expresses the community's desire to promote and fully develop the historic character and artistic qualities of the community. In keeping with this goal, a suggested additional designation of "Historic Residential District" and/or "Historic District" may, in the future, be considered to encourage the preservation or restoration of existing historic architecture that will celebrate Buchanan's history.

Arts and Cultural District Overlay –Establishing an Arts and Cultural District Overlay acknowledges the importance and benefit of the arts and promotes land uses that encourage further development of arts, cultural places, and events in the downtown area.

Riparian District Overlay – The use of a riparian district overlay could be used for areas along the St. Joseph River and McCoy's Creek Linear Park to strengthen guidelines for the conservation and protection of those riparian resources.

Current Zoning Map

OFFICIAL ZONING MAP BUCHANAN, MICHIGAN



This is to certify that this is the Official Zoning Map referred to in Section 302 of Ordinance number 559 of the City of Buchanan, Michigan, as amended.

Mayor [Signature] Date 2/2/21
City Clerk [Signature] Date 2/2/21

SEPMERBORN CARTOGRAPHIC SERVICES, APRIL 2020

**APPENDIX 1 - COMMUNITY SURVEY &
COMMUNITY VISIONING MEETING**

DRAFT

City of Buchanan Master Plan 2021

City of Buchanan Master Plan Community Survey

Please complete this survey or complete it online: www.swmpc.org/buchananmp.asp

Demographic Info. 1. How many years have you lived in the City of Buchanan? (Check one.)

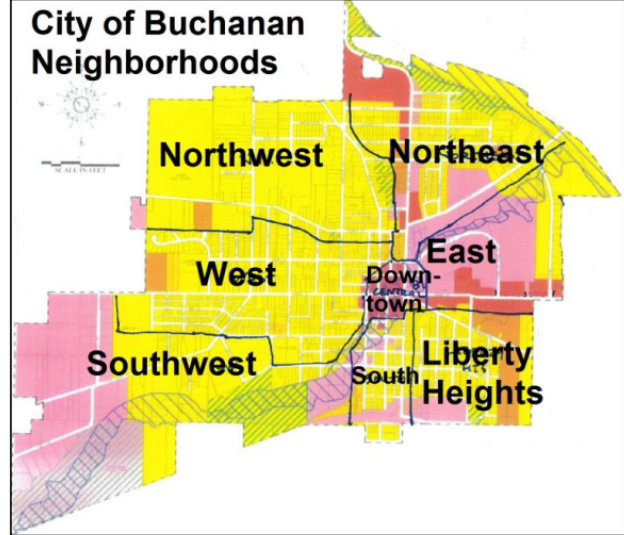
Don't live in City less than a year 1-4 years 5-10 years 11-25 years more than 25 years

2. Check the category that identifies your age group.

Up to 21 (Gen Z) 22-38 (Mill.) 39-53 (Gen X)
 54-74 (Boomer) 75 and over

3. Where do you live? (See map)

Downtown Northwest Neighborhood South Neighborhood
 West Neighborhood Liberty Heights Neigh.
 Southwest Neighborhood Buchanan Township
 Northeast Neighborhood Bertrand Township
 East Neighborhood Other _____



City Outreach Efforts. 4. Do you visit the City's website: cityofbuchanan.com? no occasionally often

5. Which three sources are most effective for keeping you informed of public decisions, meetings, etc.? (Check top three.)

South Bend Tribune Local radio station
 Local Channel/Cable TV Mail flyers
 Community Newspaper Word of mouth/friend
 Internet (e.g., Facebook) Public schools

Community Survey. 6. Below is a list of services and resources. From your own experience, please indicate how well you think the City of Buchanan has provided each of the services listed below. (Circle the appropriate rating.)

	Services	Very well	Well	Average	Poor	Very Poor	Don't Know
6.1	Street lighting	5	4	3	2	1	0
6.2	Street cleaning	5	4	3	2	1	0
6.3	Street repair	5	4	3	2	1	0
6.4	Sidewalk repair	5	4	3	2	1	0
6.5	Number of sidewalks	5	4	3	2	1	0
6.6	Landscaping & street trees	5	4	3	2	1	0
6.7	Sewage lines & treatment	5	4	3	2	1	0
6.8	Storm drainage	5	4	3	2	1	0
6.9	Traffic signs & signals	5	4	3	2	1	0
6.10	Downtown parking	5	4	3	2	1	0
6.11	Trucks/Traffic enforcement	5	4	3	2	1	0
6.12	Adequate public transit options	5	4	3	2	1	0
6.13	Enforcement of zoning, design, & nuisance ordinances	5	4	3	2	1	0
6.14	Police response/safety	5	4	3	2	1	0
6.15	Snow removal	5	4	3	2	1	0
6.16	Water service/quality	5	4	3	2	1	0
6.17	Number of parks, trails & open space	5	4	3	2	1	0
6.18	Organized sports fields & facilities	5	4	3	2	1	0
6.19	Park maintenance & upkeep	5	4	3	2	1	0
6.20	Community events & festivals	5	4	3	2	1	0
6.21	Library facilities & programs	5	4	3	2	1	0

7. What are the most important reasons that you feel the City of Buchanan is a desirable place to live? (Check all that apply.)

Small town atmosphere Attractiveness of town
 Outdoor recreation opportunities Reasonable tax rate
 Lakes and rivers Low crime rates
 Employment opportunities Availability of shopping
 Quality school system Ease of commute
 Friendly people Affordable housing
 Community spirit Community events and festivals
 Surrounding farmland and open space Library

Other _____

(Please turn page over to complete the survey)

City of Buchanan Master Plan 2021

8. Overall, do you feel the quality of life in Buchanan is...? (Check only one):
 _____ improving _____ holding steady _____ declining

9. Is there an area in the City that needs safer pedestrian access? If yes, where? _____

10. Below is a list of issues Buchanan may face in the next 20 years. Circle the number that best reflects the issue's importance.

	Issues	Very Important	Important	Somewhat Important	Not Important	No Opinion
10.1	Protection of rivers, natural areas, open spaces and water quality	4	3	2	1	0
10.2	Availability of family housing	4	3	2	1	0
10.3	Availability of empty nester housing	4	3	2	1	0
10.4	Availability of millennial housing	4	3	2	1	0
10.5	Availability of lower income housing	4	3	2	1	0
10.6	Public transportation	4	3	2	1	0
10.7	Availability of industrial sites	4	3	2	1	0
10.8	Availability of commercial sites	4	3	2	1	0
10.9	Downtown business vitality	4	3	2	1	0
10.10	Cleaner outdoor air	4	3	2	1	0
10.11	Aging water and sewer systems	4	3	2	1	0
10.12	Lack of sidewalks, bike lanes, trails	4	3	2	1	0
10.13	Community appearance	4	3	2	1	0
10.14	Loss of small town/rural atmosphere	4	3	2	1	0
10.15	Preserving historic sites and districts	4	3	2	1	0
10.16	Lack of medical services	4	3	2	1	0
10.17	Lack of public recreation facilities/parks	4	3	2	1	0
10.18	Size and height of commercial signs	4	3	2	1	0
10.19	Services for seniors	4	3	2	1	0
10.20	Local employment opportunities	4	3	2	1	0

11. Economic development is important to sustaining the local economy and keeping tax rates manageable. How strongly do you support the City of Buchanan in seeking the following kinds of economic development? (Circle the appropriate rating.)

	Type of Economic Development	Strongly Support	Support	Oppose	Strongly Oppose	Neither Support nor Oppose
11.1	Accommodations/lodging	4	3	2	1	0
11.2	Retail stores/necessities	4	3	2	1	0
11.3	Specialty/gift stores, art galleries	4	3	2	1	0
11.4	Sit-down restaurants, bars, brewpubs	4	3	2	1	0
11.5	Fast food restaurants, food trucks	4	3	2	1	0
11.6	Grocery stores, convenience stores	4	3	2	1	0
11.7	Industry	4	3	2	1	0
11.8	Offices	4	3	2	1	0
11.9	Health care facilities/providers	4	3	2	1	0
11.10	Tourism development	4	3	2	1	0
11.11	Other – describe:	4	3	2	1	0

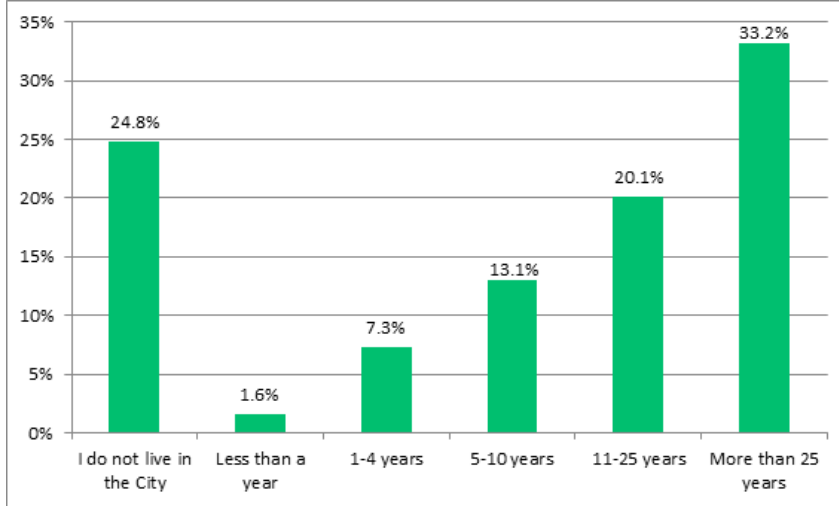
12. What are the biggest challenges/opportunities that the community faces as you look toward Buchanan's future?

THANK YOU! Please return this survey to: Buchanan City Hall, 302 N Redbud Trail, Buchanan, MI 49107. Surveys need to be returned by August 31, 2018. The City of Buchanan Planning Commission will host a Public Visioning Session on Tuesday, October 9, at 7:00 PM at City Hall to receive in-person input for the master plan and to review the results of this survey. Please join us! We need your input!

Summer 2018 Survey Results

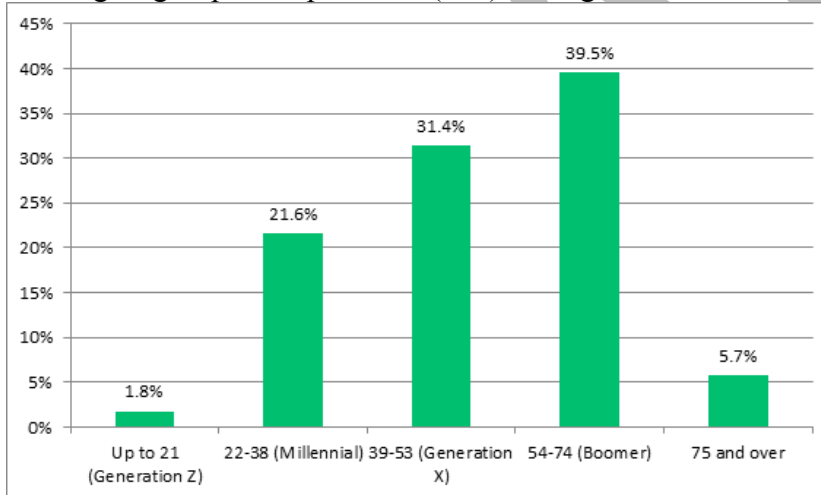
Question 1: How many years have you lived in the City of Buchanan?

Three fourths of respondents (340 of 455) answered that they lived in the City of Buchanan. One third of respondents (150) stated that they have lived in Buchanan for more than 25 years. Almost 25% of the respondents do not live in the city.



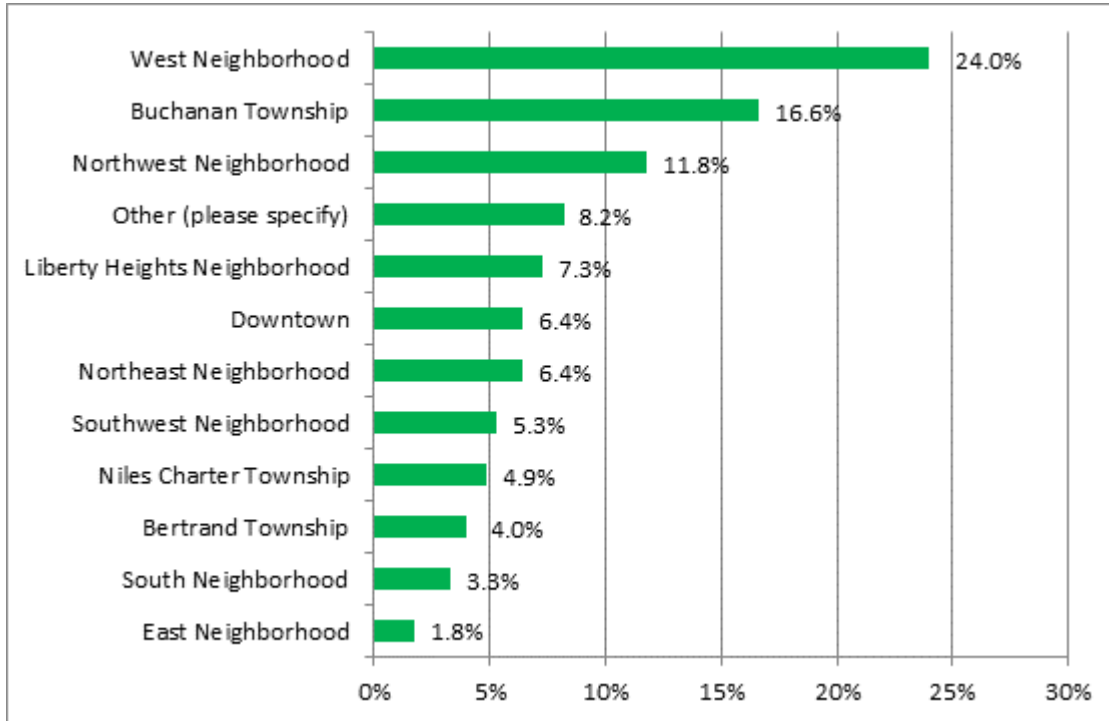
Question 2: Check the category that identifies your age group.

The largest group of respondents (177) was age 54-74.



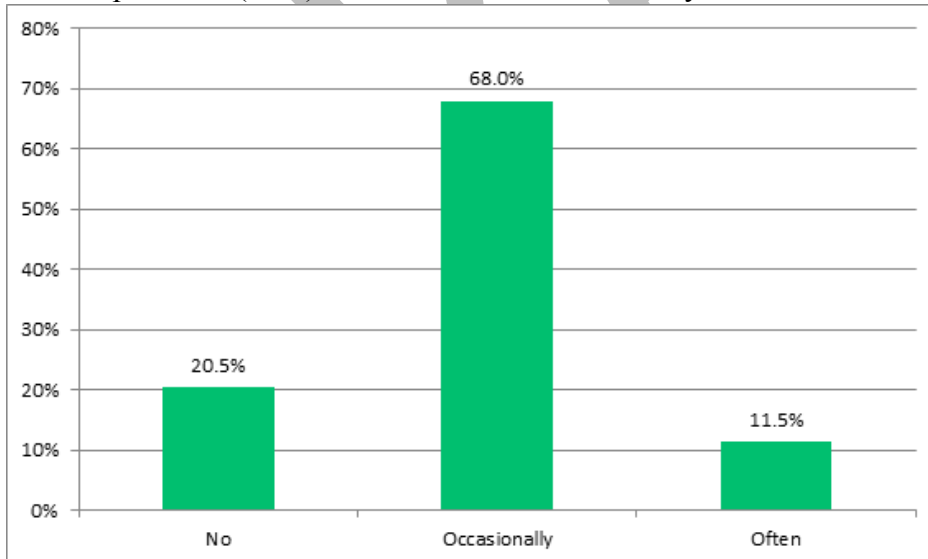
Question 3: Where do you live?

Most respondents reported living in the West Neighborhood (108) and the Northwest Neighborhood (53) and Buchanan Township (75).



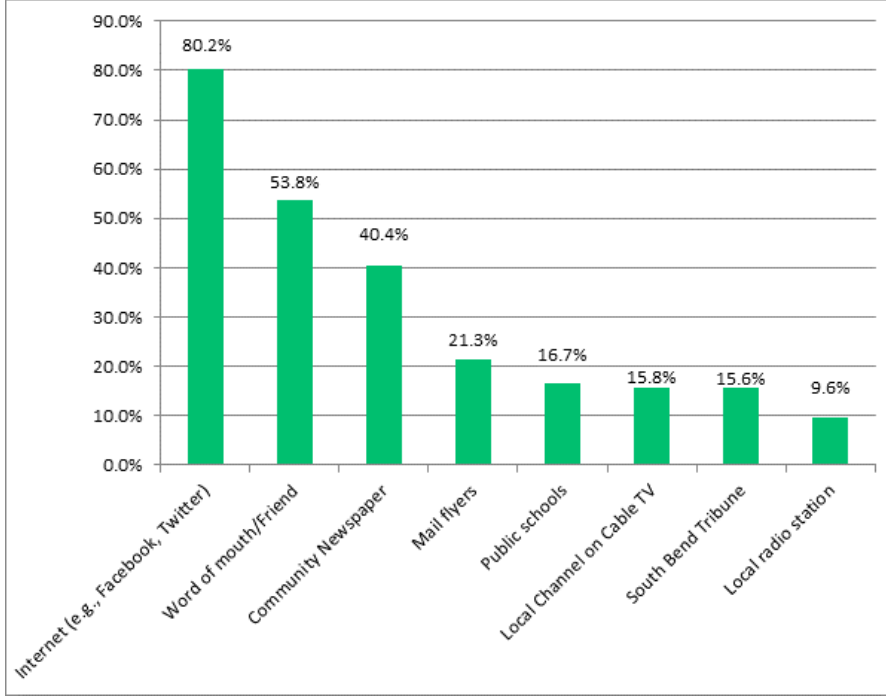
Question 4: Do you visit the City’s website: www.cityofbuchanan.com?

Most respondents (68%) visit the website occasionally while 20% do not visit the site.



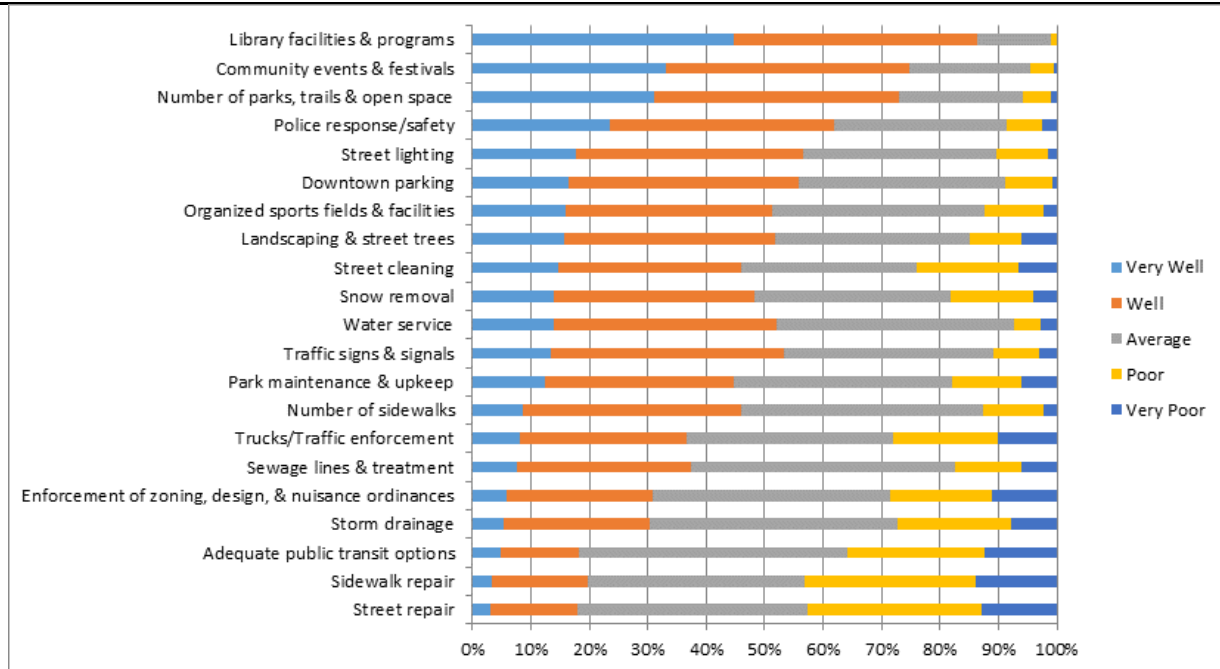
Question 5. Which three sources are most effective for keeping you informed of public decisions, meetings, etc.? (Check top three.)

Most respondents (80%) report that they use the Internet followed by word or moth/friend (50%) and community newspaper (40%).



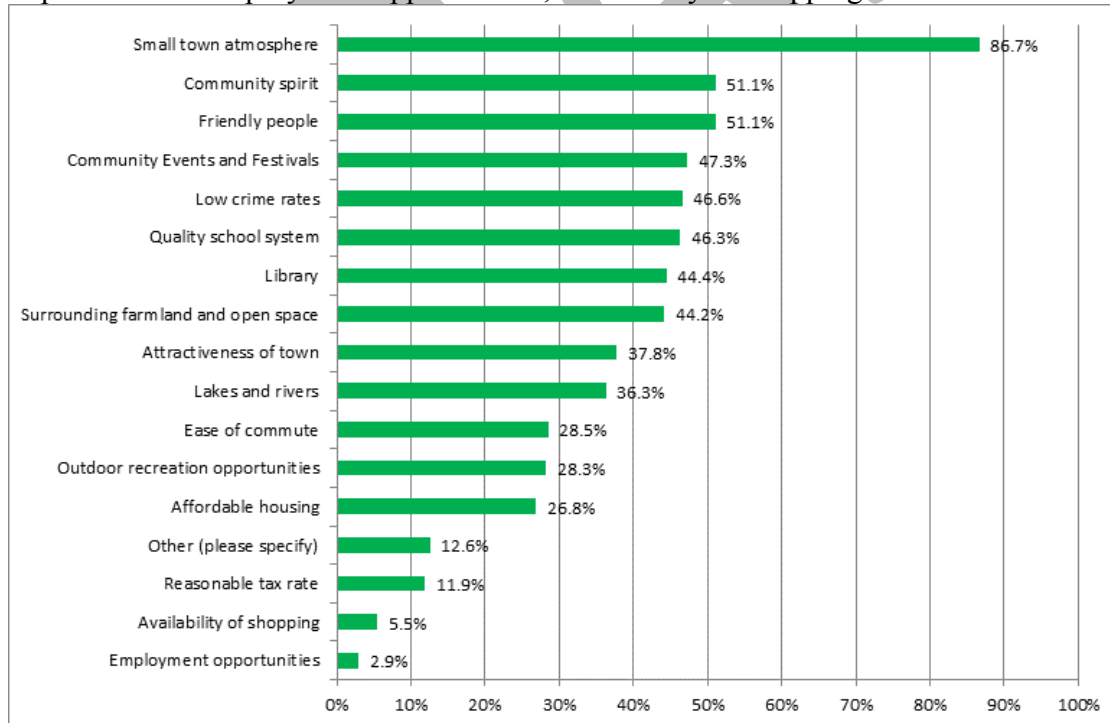
Question 6: Below is a list of services and resources. From your own experience, please indicate how well you think the City of Buchanan has provided each of the services listed below.

City of Buchanan Master Plan 2021



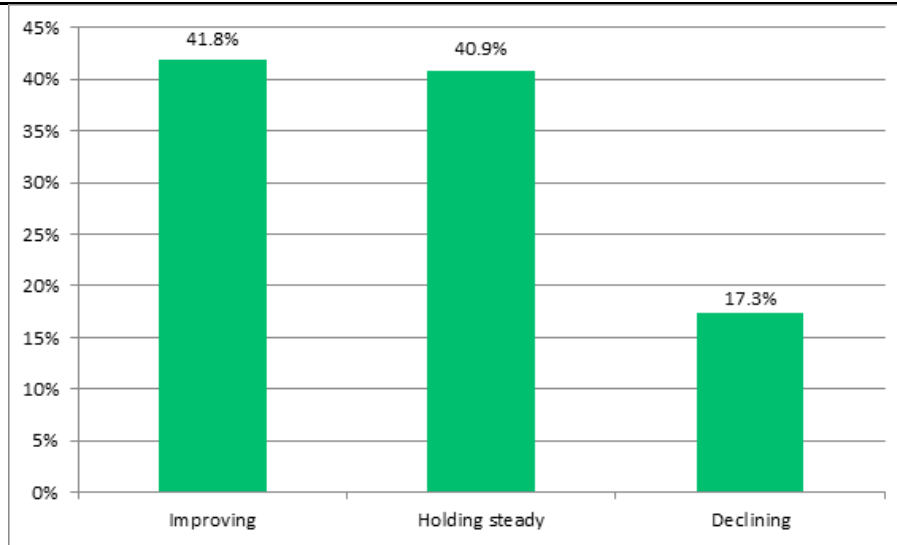
Question 7: What are the most important reasons that you feel the City of Buchanan is a desirable place to live? (Check all that apply.)

Small town atmosphere was the reason most people selected why Buchanan is a desirable place to live, followed by friendly people and community spirit. The reasons getting the least responses were employment opportunities, availability of shopping and reasonable tax rate.



Question 8: Overall, do you feel the quality of life in Buchanan is...? (Select one):

Most feel the quality of life in Buchanan is improving or holding steady.



Question 9: Is there an area in the City that needs safer pedestrian access?

67% of respondents answered no while 33% answered yes. Many mentioned near the schools, art center and Hardings. Also many commented on the need for sidewalk repair and expansion and the improvement of street crossings.

Harding's Friendly Market
Between Post Rd. and Sonny's
4th at Chippewa & 4th at Middle School
4th & Chippewa- children can barely cross because cars wait water for them.
Near the schools.
Downtown city lights are not bright enough.
Terre Coupe Street just South of Front- sidewalks stop
Many of the sidewalks are broken or bumpy. People with strollers or wheelchairs find it very difficult to maneuver
Don't know
Terre Coupe, Southtown area,
Smith Street and surrounding side streets
Front street from the Citgo up to the Hardings.
I think the sidewalk should be extended from where it ends to the Senior Center on Rynearson St. It stops about 50' from the SC. (across from Metea Court) Also I would like to see a pedestrian walk between MC and the SC- maybe a stop sign at the end of Claremont Street so they can cross and use the Rynearson sidewalk when it's extended. :-). Cars go very fast heading east or west. Surprised there hasn't been more accidents.
Better painted crosswalks.
Chicago between Oak and high school has some very dark areas and no emergency kiosks etc.

City of Buchanan Master Plan 2021

People do not yield for pedestrians in the crosswalks, despite the adequate signs.
crosswalk between 4th/River/Red Bud North (By the BP Gas Station)
Arts Center
If more people would follow what most people teach their children, when they are young, STOP LOOK AND LISTEN we wouldn't need traffic obstruction material in the middle of downtown Front St. The idiots that are on cell phones that just walk out into traffic are mind blowing.
Buchanan Art Center and Lowery's
Access to Pears Mill, the Farmer's Market, and The Common from Front Street via Mill Alley.
western edge of town,near the city limits
More street lighting in the subdivision just past Shermer Parway. I used to walk home from work it and it is very dark over there. There are two street lights throughout the whole area.
Winter sidewalks
many side walks are in poor repair or have raised edges that could cause someone to trip, including downtown. The down town side walks in winter are a definate pedestrian hazard as some businesses think they only have to throw out a ton of salt that makes it very slippery. That includes the Post Office.
Downtown - Restrict trucks through town - slow cars down
Ottawa Elementary School from Front St.
Would like to see sidewalks out to Harding's. There are also many areas such as on Main Street between Fourth and Third Streets where the sidewalks are in need of repair or home owner's need to clear weeds and trees in order to make it more passable.
Terre Coupe St near high school
Liberty
Sidewalk to grocery store
Art Center and Lowery's
Downtown
sidewalks near high school
East front st passed UFCU to hardings
Front and Detroit
We have many areas without sidewalks. Existing sidewalks are in need of repair all over the city.
It would be great to have a car-free pedestrian zone in a small part of downtown. The best European cities have this, and we could become a small-town leader. Delivery vehicles and emergency vehicles would of course be exempt.
Fulton st.
Leading to Harding's grocery store
There should be sidewalk more sidewalk access throughout the city and especially to Hardings.
Northeast area... Few sidewalks in much of the area.
Crossing streets downtown
On and near Bakertown Rd. and West side of Middle School
lights at river st/ lowerys need to be adjusted because there is not that much traffic from clarks anymore. drunks from redbud run the red lights anyway
North end
Ottawa Road and Front Street for additional crosswalk signs and more attention to vehicles that travel more than the posted speed limit.
Intersection of Front and Liberty

City of Buchanan Master Plan 2021

Main St., between Fourth and Third St., and parts of North Redbud
In front of the Bp gas station and Lowery Meat market
The sidewalks on 3rd & Main are awful. I fell on a huge crack hidden in the shadows in 2014. I injured my knee and ended up with stitches in the ER. I'm still paying off my copay.
Front Street at Terre Coupe and at Art Center
Terre Coupe needs sidewalks on at least one side of the street.
The area around the St. Joseph River bridge on River Street/Walton Road. Also north Redbud Trail as it goes downhill from Richards Street towards Wheatberry Restaurant.
Downtown, as vehicles still have no respect for pedestrians, crossing in the crosswalk can be dangerous
West smith street cars speeding in excess of 60 mph or more after school is let out 10 out 15 cars a day..
The part of McCoy Creek Trail by the party store
Electric wires exposed at corner of oak and front. Retaining wall by mill is also a hazard near bridge
Terre Coupe needs a sidewalk. Though surrounding neighborhoods also lack sidewalks, Terre Coupe is a semi busy road.
Senior Center
the parks are in terrible condition and need significant investments.
Yes in the downtown between the stop lights
Northeast. Arctic Street area and surrounding.
Front Street between Red Bud Trail and Oak Street. It has become increasingly dangerous for the City of Buchanan to allow large trucks and semi-trailer trucks to speed through a dense downtown area where many small children are playing and shoppers are crossing the street. The city commission has refused to redirect these truck routes to Route 12 around the downtown area of the city where speeds are reduced. Do we have to wait until a child is hit and killed before the Chamber takes action???
Oak & Front intersection.
downtown
Downtown
a stop sign in the middle of downtown would ease the traffic. Sometimes my family waits for minutes on our evening walks to cross Front St. The Yield to Pedestrian signs aren't as effective as vehicles actually stopping at one of the Main St./Front St. Intersections.
Slow down the traffic on Front Street. Especially the truck traffic.
Many sidewalks need repair, they are cracked and sometimes a little dangerously uneven.
The southwest side is the only place in town that is without sidewalks.
Downtown
Our sidewalks by the schools are never taken care of
Figure it out
Crossing Front st
By the middle school when children are walking to and from school it is dangerous. Drivers are not allowing for kids to cross safely especially at 4th and Chippewa.
The crappy grocery stores
By the senior center
And small signs are not needed in middle of streets
Students coming and going from schools - good sidewalks, trimmed bushes, branches (ex 4th and Chippewa, areas where there are no sidewalks)
Trail by Clark

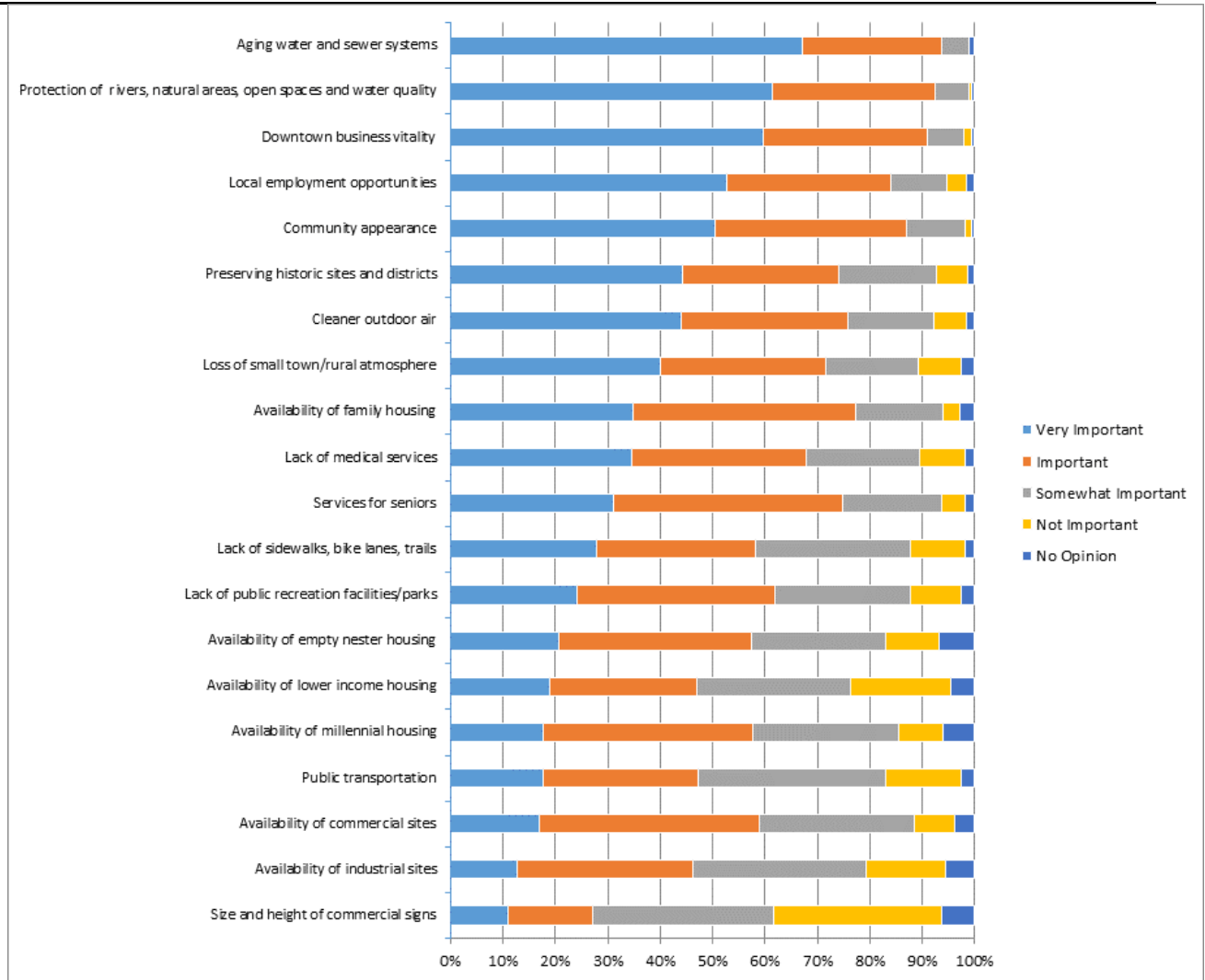
City of Buchanan Master Plan 2021

Post office crossing
Some sidewalks need redone all around town either they are breaking up or even gone in some spots
Intersection of 4th/River rd and Redbud Trail
From UFCU to the plaza where Hardings is. There are always people walking and there is no sidewalk for them.
Front street, anywhere
The city has done a lot to improve pedestrian safety downtown, and I am grateful. How to make the FAPCO people slow down? Can the company communicate that to their employees?
Downtown. Signs in streets re crosswalks work great but when they are removed dangers re-appear. The light at Front and Oak should be blinking yellow only from 11pm to 6am, pedestrians need it.
Terre Coupe Street has no sidewalks. Also sidewalks in many areas are not kept open from overgrowth.
Around Lowery's and Art Center
Arctic Street and Fulton Sidewalks
The city's back parking lot north side of Front street is awful, man holes are about to fall in. And when it's mowed instead of picking up the trash first, it just gets mowed up and left to blow all over town
Near the middle school no sidewalks
Near the Middle School
Redbud Trail and Front Street
Many trees in the treelawns need upkeep. Dead/dying trees need to be removed. Overgrown trees/bushes should be trimmed to open sidewalk access.
Terre Coupe needs sidewalks
Downtown
There needs to be a sidewalk connecting Metea Court and the senior center for the seniors to cross safely without the danger of tripping over things. Also, people are always speeding on Rynearson which also makes it unsafe for the residents of Metea Court to walk, or ride their wheel chair to the senior center.
Downtown and on Redbud
All along redbud trail going through town
Senior center on Rynearson
sidewalks. Walk around in the community and you'll see what I mean.
around Shirmer Parkway area
Corner of Moccasin and Front. No sidewalk on left side. Also can't see traffic without inching out trees and cars parked makes it hard to see.
Stretch lights on chippewa and Detroit for kids walking to school, better way for kids to cross at 4th and chippewa without having to wait 10 minutes for a car to finally let them go.
X walk at terre coupe toward high school. Polis I think
The neighborhoods off of Red Bud trl and front street need more lighting and sidewalks that are smooth and not broken up
The area by Rite Aid down to Pizza Hut
Sidewalks are terrible in the east neighborhood. My child severely injured himself and had to use a wheelchair for a few months. We couldn't even push him down the sidewalk to get him into our home, they were so tore up.
Fulton st sidewalks for the children.
Downtown
Liberty heights- between senior center and Matea court

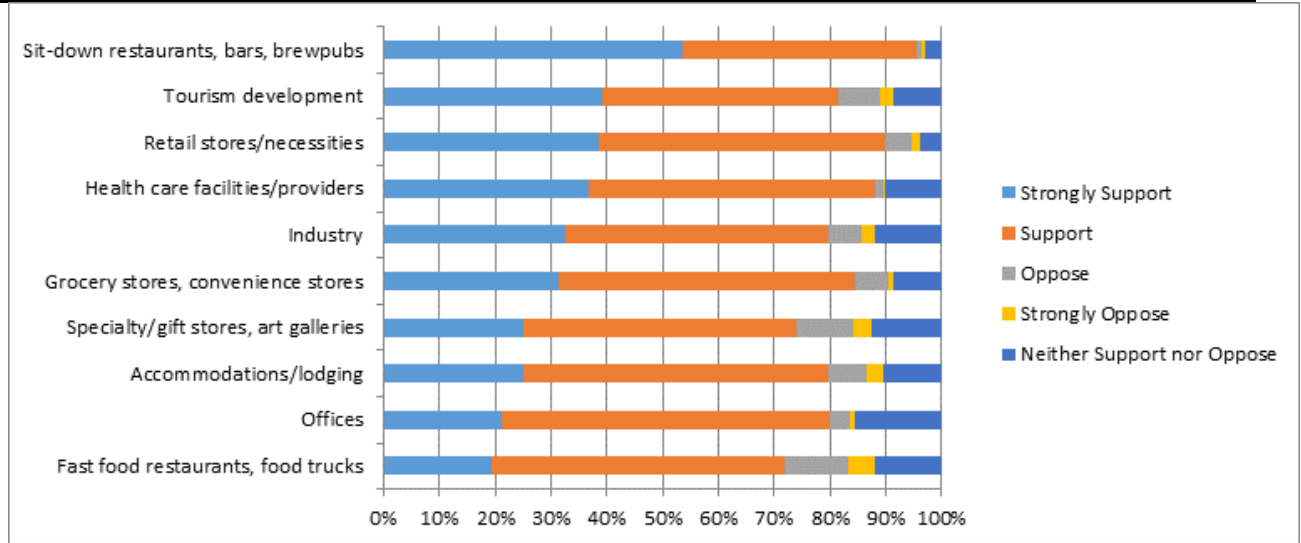
Front Street near McDonald's on down to Harding's.
Most of the sidewalks are incomplete or in terrible shape. Most of them around arctic st are this way and along red bud trail.
Make it perfectly clear where the pedestrians can cross safely
Cross walks should have pedestrian signals
Downtown cones are not necessary. Not enough foot traffic. Crosswalks are sufficient.
Fulton street needs sidewalks for children walking to school!!! My daughter lives on Fulton and I have to walk in the street to get there. Her children have to walk home n the street! Very unsafe. I know there is see to be sidewalks there because I can still see some peeking through the grass. The poorest side of town and these children deserve nice safe sidewalks! Also, Fulton street needs to be resurfaced. Cars fly through this neighborhood! Signs should have no through traffic. Redbud traffic should stay on Walton street! Robin Shreve
I'd like to see a sidewalk from the park at the east side of the McCoy Creek Trail going to Front St. We walk and ride bikes with our children and create a safe route from the Trail to Front St. on that end would be really beneficial.
Hilltop
Schrimer parkway needs sidewalks
Some of the sidewalks need to be repaired in the Neighborhoods
Terre Coupe St. From Front St to the high school. Children walk on the road going home from school. Also that intersection on Front is extremely dangerous for pedestrians crossing. It's hard to see cars coming from the West and often they haven't slowed down to in town speed limits.
All intersections need to be remarked for pedestrian cross walks
Fulton Street needs sidewalks the whole length!
The area by Lowerys is difficult to cross
Some sidewalks still need accessible curbs at intersections. Ex. SW corner of Clark and Chicago.
At Buchanan Art Center. Many trucks & cars fly by there and it's very difficult to cross the street at many times of the day.
River Street at Lowery's market

Q10 Below is a list of issues Buchanan may face in the next 20 years. Please check the option that best reflects the issue's importance.

The top 3 issues selected were aging water and sewer systems, protection of rivers, natural areas, open spaces and water quality and downtown business vitality.

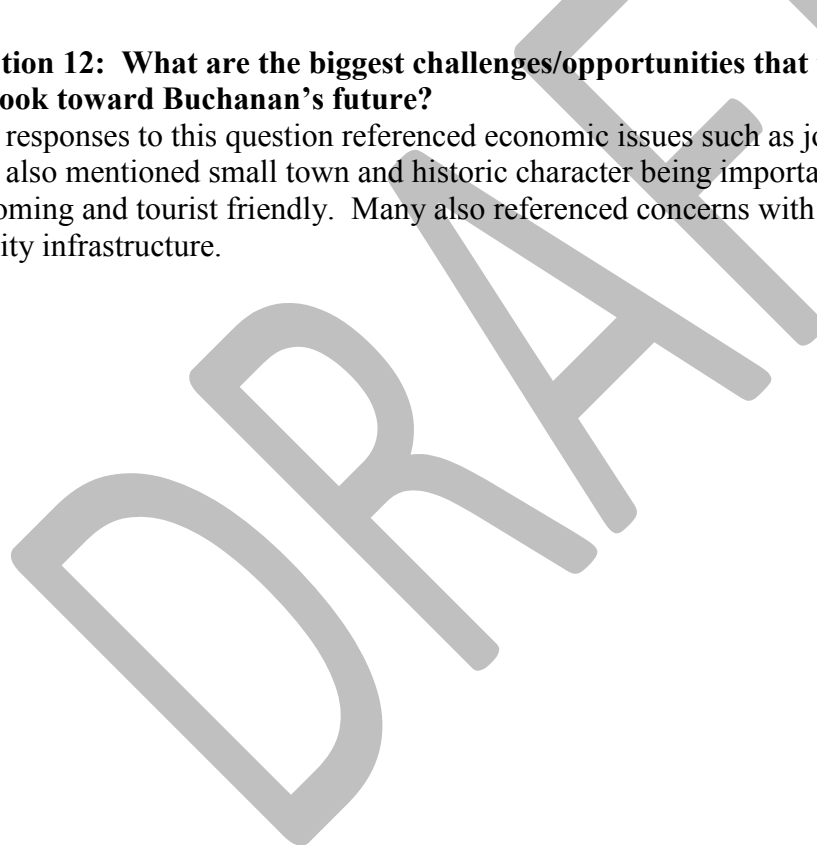


Question 11: Economic development is important to sustaining the local economy and keeping tax rates manageable. How strongly do you support the City of Buchanan in seeking the following kinds of economic development?



Question 12: What are the biggest challenges/opportunities that the community faces as you look toward Buchanan’s future?

Most responses to this question referenced economic issues such as jobs and better retail options. Most also mentioned small town and historic character being important and also being welcoming and tourist friendly. Many also referenced concerns with tax rates, code enforcement and city infrastructure.





CITY OF BUCHANAN MASTER PLAN PUBLIC VISIONING SESSION

**DO YOU LIVE, WORK, SHOP, OR PLAY IN
THE CITY OF BUCHANAN AND CARE
ABOUT ITS FUTURE?**

The City of Buchanan Planning Commission invites everyone with interest in the future of the City to come to a Public Visioning Session hosted by the Planning Commission on Tuesday, October 9, at 7:00 P.M., at City Hall.

The City of Buchanan is working on updating their master plan. A master plan is a long range-planning tool used to define the City's vision, goals, and action plan. An effective plan accurately communicates citizen needs and desires about the community and recommends specific strategies to achieve the future vision. For more information, visit:
www.swmpc.org/buchananmp.asp.

WE WANT TO HEAR
from
YOU



LOCATED AT:
BUCHANAN CITY HALL
302 N REDBUD TRAIL
BUCHANAN, MI 49107

TAKING PLACE ON:

**Tuesday
October 9, 2018
7:00 P.M.**

Buchanan Master Plan Survey 01/2021

Survey Results

QUESTION SUMMARIES

DATA TRENDS

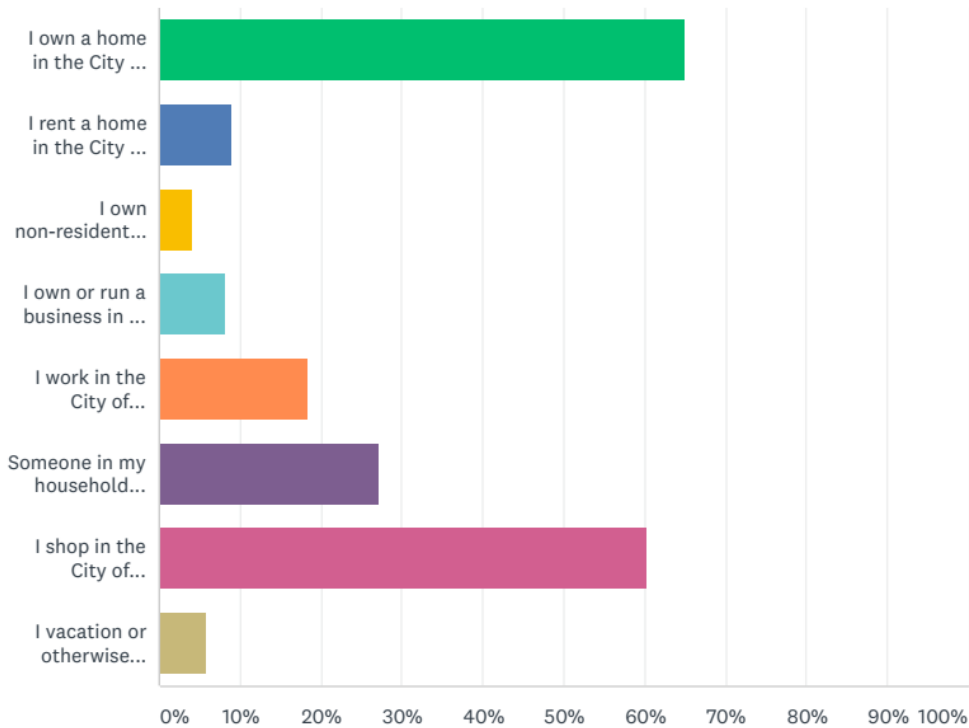
INDIVIDUAL RESPONSES

Q1



What is your interest in the City of Buchanan? (Please check all that apply).

Answered: 462 Skipped: 19



ANSWER CHOICES

RESPONSES

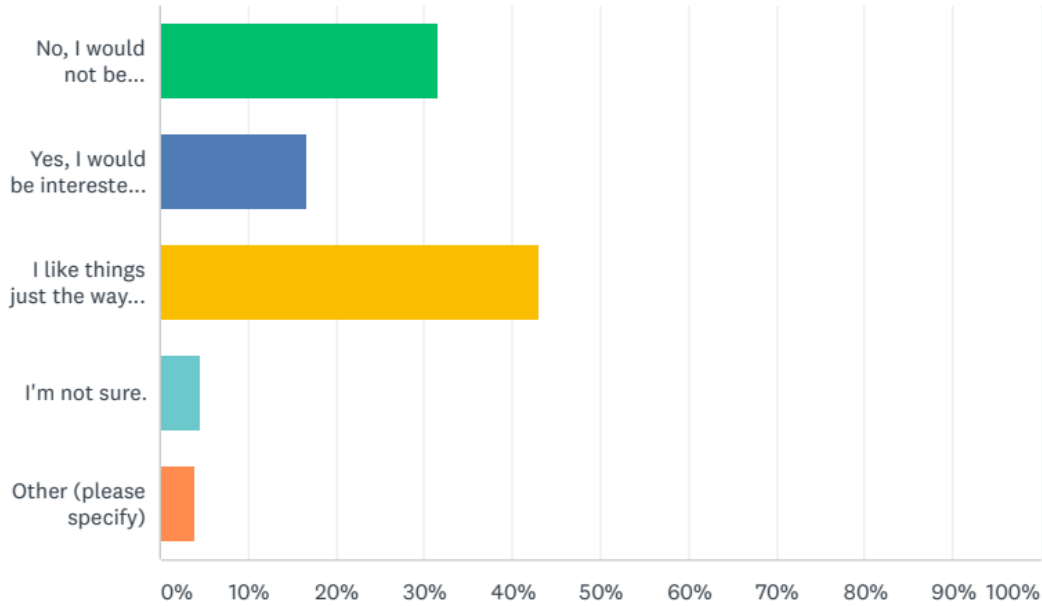
I own a home in the City of Buchanan.	65.15%	301
I rent a home in the City of Buchanan.	9.09%	42
I own non-residential property in the City of Buchanan (commercial, industrial, etc.).	4.11%	19
I own or run a business in the City of Buchanan.	8.23%	38
I work in the City of Buchanan.	18.40%	85

Q2



Would you be interested in having fewer parking spaces on Front Street in exchange for greater sidewalk space?

Answered: 481 Skipped: 0



ANSWER CHOICES

RESPONSES

No, I would not be interested in having fewer parking spaces on Front Street in exchange for greater sidewalk space.	31.60%	152
Yes, I would be interested in having fewer parking spaces on Front Street in exchange for greater sidewalk space.	16.84%	81
I like things just the way they are regarding the proportion of parking spaces compared to sidewalk space.	43.04%	207
I'm not sure.	4.57%	22
Other (please specify)	Responses 3.95%	19
TOTAL		481

Q3

What do you feel is missing in downtown Buchanan?

Answers to questions 3, 4, 5, 6, 7 and 9 are on file at City Hall.

Q4

What would draw you downtown on a regular basis?

Answered: 451 Skipped: 30

Q5



What types of businesses would you like to see more of downtown?

Answered: 461 Skipped: 20

Q6

What type of businesses would you like to see less of downtown?

Q7



What do you think should be done to support existing downtown businesses or encourage new businesses to open in downtown Buchanan?

Answered: 414 Skipped: 67

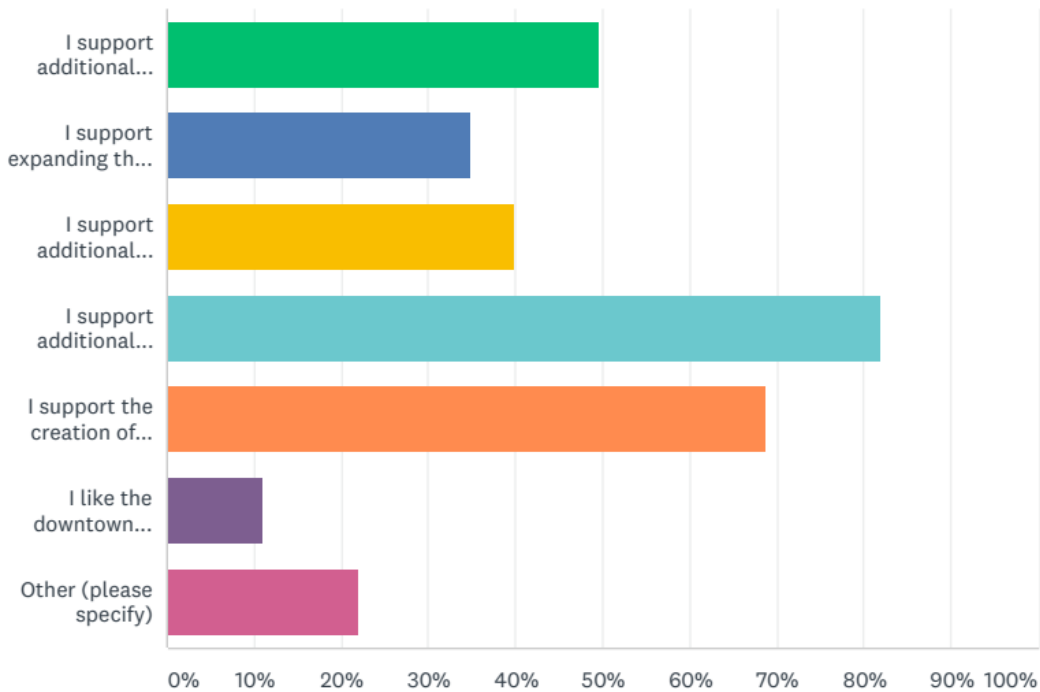


Q8



What are your thoughts regarding the downtown streetscape? (Check all that apply). *[The term "Streetscape," as used here, refers to the visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open spaces, etc., that combine to form the street's character.]

Answered: 472 Skipped: 9



Q9



What type of events would you like to see downtown?

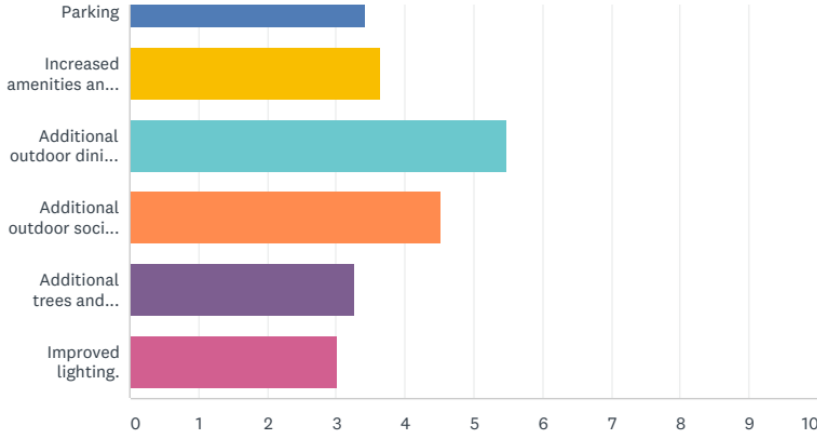
Answered: 423 Skipped: 58

Q10



Please rank the following items in order of priority, from most important to least important.

Answered: 472 Skipped: 9



	1	2	3	4	5	6	7	OTHER	TOTAL	SCORE
Walkability / Pedestrian Safety	25.05% 115	14.60% 67	20.70% 95	15.03% 69	10.46% 48	7.63% 35	5.01% 23	1.53% 7	459	4.86
On-Street Parking	9.13% 42	12.83% 59	12.83% 59	9.57% 44	14.57% 67	12.83% 59	27.39% 126	0.87% 4	460	3.43
Increased amenities and infrastructure to support biking (bike racks, etc.)	7.16% 33	11.71% 54	13.67% 63	19.09% 88	16.92% 78	14.75% 68	15.40% 71	1.30% 6	461	3.65
Additional outdoor dining venues	35.43% 163	24.57% 113	13.26% 61	12.61% 58	6.52% 30	3.91% 18	2.39% 11	1.30% 6	460	5.49
Additional outdoor social gathering places (such as plazas, etc.)	12.47% 58	22.37% 104	20.00% 93	13.12% 61	16.13% 75	8.82% 41	6.02% 28	1.08% 5	465	4.51
Additional trees and landscaping along the streetscape.	5.17% 24	7.54% 35	9.70% 45	17.46% 81	20.26% 94	23.06% 107	15.09% 70	1.72% 8	464	3.27
Improved lighting.	6.61% 31	6.82% 32	8.96% 42	11.94% 56	13.43% 63	26.01% 122	24.95% 117	1.28% 6	469	3.01

APPENDIX 2 - IMPLEMENTATION IDEAS

DRAFT

CENTER FOR 21ST CENTURY COMMUNITIES

The Michigan Municipal League created the Center for 21st Century Communities to study and help communities to prepare for the future and to develop into vibrant and prosperous places in the new century. The Center recognized that just as the agricultural dominated era of the past shrank with the coming of the industrial age, the manufacturing sector is now much smaller than it used to be as our society heads into the 21st Century, and a new knowledge-based economy is emerging. The Center has identified eight assets each community needs to invest in to thrive in the 21st Century. That list of assets has been similarly outlined below:

Physical Design & Walkability

Millennials, young professionals, baby boomers and empty nesters all want to live in walkable, mixed-used areas with access to cultural, social and entertainment opportunities.

Transportation

Developing effective public transit options in Michigan is a necessary tool for attracting and retaining residents, workers and businesses. People across the nation are choosing communities that offer various modes of transportation, easy access to the places they live, work, and play, and allow them to travel without having to rely on a car.

Cultural Economic Development

Arts and culture are essential components of a thriving, knowledge-based economy. A healthy creative sector attracts and retains residents and businesses, and produces economic benefits including jobs, a stronger tax base, downtown and neighborhood revitalization, and tourism.



Entrepreneurship

Entrepreneurship and small businesses are key components of local economic development. Local strategies that solely focus on seeking large manufacturers and big box retailers overlook the positive impact that entrepreneurs and small businesses have on local communities.

Education

Educational institutions, kindergarten through college, play a central role in growing a knowledge-based economy and encouraging a more engaged citizenry. As anchor institutions, colleges and universities bring opportunities for entertainment, arts and culture, healthcare, and recreation, and serve as engines of economic development.

Welcoming

Creating and sustaining a genuine commitment to welcoming everyone in Michigan’s communities is vital to attracting key demographics and global businesses. This includes welcoming people from neighboring communities, states, countries – everywhere. People of all abilities, backgrounds, and world views – everyone.

Green Initiatives

The way we use energy and natural resources impacts our quality of life and financial bottom line. The potential to grow green industries, implement sustainable practices, and get on the cutting edge of current trends exists right here in Michigan.

Messaging & Technology

Internet and communication technologies are connecting people and allowing them to share information faster and more frequently than ever before. Local governments are using new technologies to improve communication, transparency and engagement with their residents.



Michigan Municipal League Center for 21st Century Communities

**APPENDIX 3 – PLAN ADOPTION
DOCUMENTS**

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