

*We are* **TR**  
IMAGINE 2040



DRAFT MAY 07, 2020





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Chapter 1.

# Background



## Introduction

Welcome to the City of Three Rivers Master Plan, WeAreTR: Imagine 2040. The City of Three Rivers is unique in many ways, boasting an exceptional Downtown Core, ample parkland and outdoor recreation opportunities, plentiful scenic riverfront areas, as well as a multitude of successful industrial and commercial businesses.

The WeAreTR: Imagine 2040 Master Plan highlights these assets, and envisions future growth and development in ways such as expanding the housing stock while preserving neighborhoods, marketing and enhancing the Downtown Core, and capitalizing on the area's many recreational resources. The Plan also examines The City's evolving transportation and infrastructure needs, to inform decisions addressing opportunity sites, planning for future land uses, and much more.

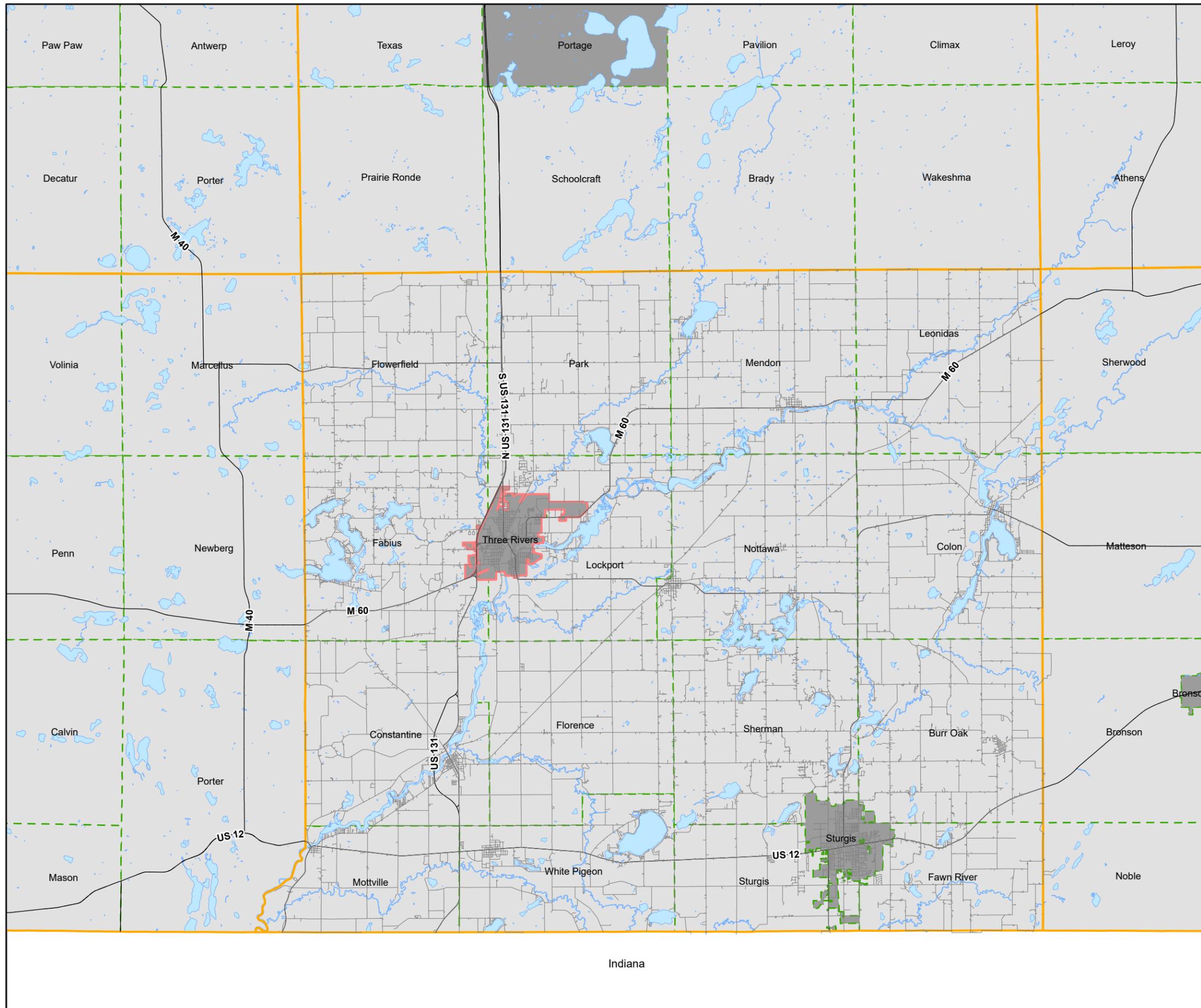
All data, conclusions, and implementation measures, and recommendations in this Plan derive from a robust public engagement process, high-level existing conditions analysis, and expansive knowledge of best practices in planning. Each of these elements is critical to effective, implementable city planning. Taken together, they form a strong foundation that will guide and support The City of Three Rivers into a thriving, vibrant, and sustainable future.

## Regional Analysis

Located in St. Joseph County in Southwest Michigan, the City of Three Rivers is among the southernmost cities in the State, a short distance from the Michigan/Indiana border and approximately 25 miles south of the City of Kalamazoo. The City of Three Rivers is approximately 5.6 square miles in size and is easily accessible from other regions, as it is located along Highway US-131 and regional route M-60.

The City of Three Rivers is named for its geographically unique location at the intersection of the Rocky River, the Portage River, and the St. Joseph River. The close proximity of this natural resource to the City's Downtown Core provides a scenic backdrop for residential and commercial development along with providing premier outdoor recreation opportunities such as trails, parks, and kayaking.

The City of Three Rivers is home to other regional assets such as a Downtown Historic District, an expansive Sports Complex, exemplary school system, and industrial businesses, among other regional assets.



# Regional Location

City of Three Rivers, Michigan

May 4, 2020

## LEGEND

-  County Boundary
-  City of Three Rivers Boundary
-  Other City Boundaries
-  Township Boundaries
-  St. Joseph County Roads
-  State-Owned Roads
-  Regional Hydrography



Basemap Source: Michigan Center for Geographic Information, Version 17a.  
Data Source: City of Three Rivers 2019. McKenna 2020.

# Existing Conditions: Population

## DEMOGRAPHIC PROFILE

Demographic analysis, or the study of the characteristics of a population, is a fundamental element of master planning. Future growth and development require consideration of the number of people who will need City services, how much housing is affordable, how many new houses will be built, and other vital signs. One must understand these existing conditions and historical trends in order to appropriately anticipate and plan for the future needs of the community.

The comprehensive data source for the City of Three Rivers are from the U.S. Census in 2010, the U.S. Census in 2000, and the 2013-2017 American Community Survey 5-Year Estimates. This analysis compares the City of Three Rivers, the City of Sturgis, Lockport Township, Fabius Township, St. Joseph County, and the State of Michigan. Differences in demographics may indicate issues or areas in which land use planning and public policies are warranted, may identify strengths or assets that can be further developed, or may identify weaknesses or issues that need to be addressed.

## POPULATION TRENDS

Changes in the number of people residing in a community are an important factor for community planning. Table 1 compares the relative populations of the City of Three Rivers and the sample communities from 2000 to 2017.

**Table 1: Population Change, 2000-2017**

	2000	2010	2017 (estimate)	% Change 2000-2017	Average % Growth/Year
<b>Three Rivers</b>	<b>7,328</b>	<b>7,802</b>	<b>7,726</b>	<b>5.43%</b>	<b>0.32%</b>
City of Sturgis	11,104	11,285	10,861	-2.19%	-0.14%
Lockport Township	3,814	3,782	3,760	-1.44%	-0.09%
Fabius Township	3,285	3,282	3,238	-1.43%	-0.09%
St. Joseph County	62,422	61,848	60,890	-2.54%	-0.15%
State of Michigan	9,938,444	9,952,687	9,925,568	-0.13%	-0.01%

Source: U.S. Census (2000, 2010); 2013-2017 American Community Survey (ACS) 5-Year Estimates

The City of Three Rivers is the only location on this list of sample communities to experience population growth from years 2000 to 2017, with a 5.43% change. The City of Three Rivers must plan to be a place that can retain this growth and maintain quality of life for its residents. A growing population emphasizes the importance of planning for housing needs, transportation needs (both motorized and non-motorized), recreation and entertainment needs, and more.

While all other sample communities and St. Joseph County as a whole experienced population decrease, with the highest rate of population decrease in St. Joseph County at -2.45% from years 2000 to 2017. Both Lockport Township and Fabius Township experienced similar change in population and annual growth rate during the sample years, at only 0.01% difference. This simply means that the population counts in both the communities surrounding the City of Three Rivers are experiencing a very similar rate of overall decrease.

**AGE DISTRIBUTION TRENDS**

The age of a community’s population has implications for planning and development, whether it is a need for housing options, an increased or decreased need for schools, and/or services for empty nesters and senior residents.

The figure below compares the median age (the mid-point where half the population is younger and half is older) in the City of Three Rivers and the sample communities. As noted below, the City of Three Rivers has the youngest median age of all sample communities at 31 years old. The City of Sturgis median age is slightly older than that of Three Rivers at 33 years old. The planning implications for meeting the needs of a relatively young population can be very different than addressing those of older community members. For example, younger populations need larger homes to accommodate all sizes of families, or a younger populations may value certain types of recreation or entertainment more highly than other age groups.

**Table 2: Median Age, 2017**

	Median Age
<b>Three Rivers</b>	<b>31.0</b>
City of Sturgis	33.0
Lockport Township	41.6
Fabius Township	48.0
St. Joseph County	39.4
State of Michigan	39.6

Source: U.S. Census Bureau

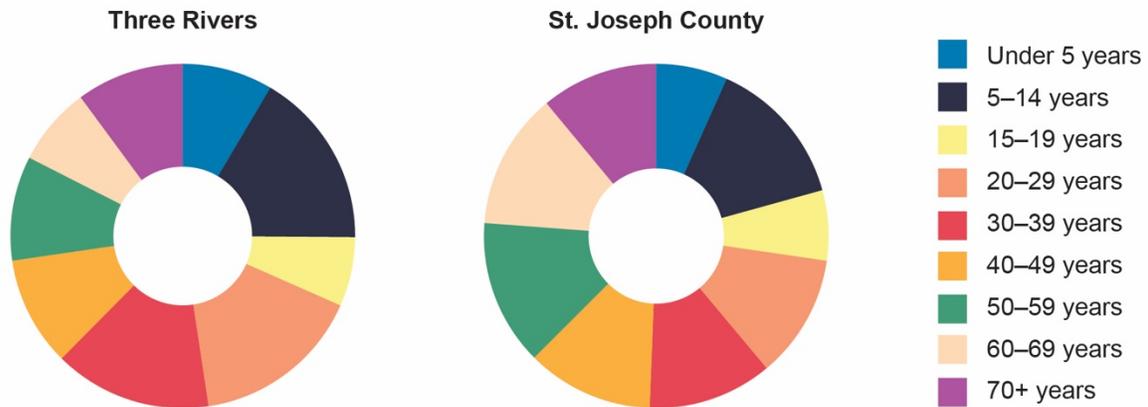
Age structure (analyzing which proportions of a municipality’s populations are in which stages of life) gives a nuanced view of the makeup of a community. As the table below notes, the largest age bracket in the City of Three Rivers is 5 to 14 years old at about 16.6%, closely followed by those aged 20 to 29 years old, at 16% of the total population, second those aged 30-39 with nearly 15% of all age structure classes. Overall, the City of Three Rivers has a relatively young population, especially compared to that of St. Joseph County as a whole. The age distribution for the City presents a range of planning implications such as high demand for schools, recreation opportunities, youth community programs, entertainment options, housing variety for all incomes, increased usage road maintenance, and more.

**Table 2: Age Structure, 2017**

	Three Rivers		St. Joseph County	
	Count	Percentage	Count	Percentage
Under 5 years	654	8.5%	4,090	6.7%
5 to 14 years	1,278	16.6%	8,515	14.0%
15 to 19 years	504	6.5%	4,038	6.6%
20 to 29 years	1,226	16.0%	7,077	11.6%
30 to 39 years	1,145	14.8%	7,134	11.7%
40 to 49 years	797	10.3%	7,209	11.9%
50 to 59 years	754	9.8%	8,363	13.7%
60 to 69 years	708	7.4%	7,828	12.8%
70 years and Over	660	8.6%	6,633	10.9%
<b>Total</b>	<b>7,726</b>	<b>100.0%</b>	<b>60,890</b>	<b>100.0%</b>

Source: 2013-2017 American Community Survey (ACS) 5-Year Estimates

Figure 1: Age Distribution



**RACIAL DISTRIBUTION**

The City of Three Rivers has a slight racial variation as a whole. While majority of the population is White (81.5%), there is a percentage of diversity in the City with 11.5% Black, 5.3% Hispanic, 0.6% Native American, 0.6% Asian, and 2.3% some other race. What is striking in this comparison is that the black population of Three Rivers is far more representative of the State of Michigan than Sturgis or Lockport Township, or even St Joseph County. Sturgis has the largest Hispanic population by far, with one-fourth of respondents identifying as Hispanic compared to .6% in Three Rivers, 2.3% in Fabius Township, and 4.3% in Lockport Township. The latter roughly matches the State of Michigan with 4.9% overall, and lower than the statewide percent of 7.5%.

Table 3: Racial Distribution, 2017

	White	Black	Hispanic Origin (Any Race)	Native American	Asian	Other
<b>Three Rivers</b>	<b>81.5%</b>	<b>11.5%</b>	<b>5.3%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>2.3%</b>
City of Sturgis	83.4%	0.7%	25%	1.3%	0.15%	10.6%
Lockport Township	82.1%	6.4%	4.3%	0.4%	2.8%	2.7%
Fabius Township	93%	1.2%	2.3%	0.0%	0.1%	0.5%
St. Joseph County	91.0%	2.5%	7.5%	0.4%	0.6%	3.0%
State of Michigan	78.7%	13.9%	4.9%	0.5%	2.9%	1.2%

Source: 2013-2017 American Community Survey (ACS) 5-Year Estimates  
Portions of the population may be left out of these counts due to identifying as two or more races. This information is provided for reference purposes and will not influence land use decisions.

# Housing Profile

The quality, affordability, and availability of a community’s housing stock has a significant impact on the vitality and quality of the community as a whole. The following analysis of trends relating to the number of housing units, the amount of owner-occupied, rental, and vacant units, and households by type helps evaluate the health of the City’s housing stock.

## HOUSING UNITS

As of the 2017 Census, the City of Three Rivers had 3,271 total housing units, about 11.7% of the total housing units in St. Joseph County. Each housing unit represents one dwelling unit—a house, apartment, condominium, etc.

Between the sample years shown in the table below, of all of the sample communities, the City of Three Rivers experienced the lowest percent change in housing units at 1.14%. Lockport Township experienced the largest percentage of housing unit change at 9.21% increase from 2000 to 2017.

**Table 3: Change in Number of Housing Units, 200-2017**

	2000	2010	2017 Estimates	Change in Number of Housing Units (2000 - 2017)	Change in Percent of Housing Units (2000 - 2017)
<b>Three Rivers</b>	<b>3,234</b>	<b>3,519</b>	<b>3,271</b>	<b>37</b>	<b>1.14%</b>
City of Sturgis	4,529	4,595	4,811	282	6.23%
Lockport Township	1,618	1,638	1,767	149	9.21%
Fabius Township	1,721	1,879	1,751	30	1.74%
St. Joseph County	26,503	27,778	27,863	1,360	5.13%
State of Michigan	4,234,279	4,532,233	4,568,200	333,921	7.89%

*Source: U.S. Census Bureau 2000, 2010 American Community Survey Estimates 2012-2017 Change in Number of Housing Units and Change in Percentage between 2010 and 2017*

## HOUSING TENURE

Housing tenure describes how housing is occupied—by the owner, by a renter, or whether it is vacant. The table below shows that, in the City of Three Rivers, there is a much larger proportion of renters than in the surrounding areas, with just under 42% of the housing units being renter-occupied and about 50% of housing units being owner-occupied. This is almost an even distribution of home owner and renter populations. In comparison, the City of Sturgis also has a significantly high renter population at just over 40%, whereas the Townships have much higher percentages of owner-occupied housing. The City of Three Rivers has the smallest number of vacant housing units in the sample communities.

From year 2000 until the 2017 sample below, the City of Three Rivers had an estimated total of 2,924 occupied housing units. Of those housing units, about 60% were owner occupied and 40% were renter occupied. From years 2000 – 2017 the percentage of renter occupied housing in the City increased by 1.3%.

The planning implications on the near-even split on renter and owner occupied housing can include the need for expanding the housing stock and greater variety of housing types and prices. This can be accomplished by revitalizing vacant housing or properties, and encouraging mixed-use zoning in targeted areas.

**Table 4: Housing Tenure, 2017**

	Total Occupied Dwellings	Owner Occupied		Renter Occupied		Total Vacant		Total Units
		Units	Percentage*	Units	Percentage*	Units	Percentage	
Three Rivers	3,008	1,657	50.7%	1,351	41.3%	263	8%	3,271
City of Sturgis	4,347	2,582	59.4%	1,765	40.6%	464	10.7%	4,811
Lockport Township	1,547	1,340	86.6%	207	13.4%	220	14.2%	1,767
Fabius Township	1,302	1,137	87.3%	165	12.7%	449	34.5%	1,751
St. Joseph County	23,831	17,639	74%	6,192	26%	4,032	16.9%	27,863

Source: U.S. Census Bureau

\*Numbers appear as a percentage of the Occupied Dwellings

**HOUSEHOLDS**

The table below breaks down the types of households in the City of Three Rivers, as well as the other sample communities. As the table below illustrates, the City of Three Rivers is comprised of majority family households, and a slightly higher average household size compared to the other sample communities, with the exception of St. Joseph County. However, the percentage of non-family households in the City of Three Rivers is higher than the percentage of married couples, by about 2.8%. According to the U.S. Census, a non-family household is comprised of those who live alone, or where the householder shares the home exclusively with people to whom he/she is not related to.

Larger family sizes have multiple effects on planning in ways such as the need for recreation opportunities such as parks and community programs, additional housing stock variety for all incomes, a need for a variety of transportation opportunities such as bike facilities and public transportation, a higher demand for schools and daycare centers, and more.

**Table 5: Households by Type, 2017**

	Total Households	1 Person Household				Average Household Size
			Family	Married Couples	Non-Family	
Three Rivers	3,008	31.4%	60%	37%	39.8%	2.51
City of Sturgis	4,347	28.9%	65.2%	43.1%	34.8%	2.47
Lockport Township	1,547	23.4%	72.9%	56.4%	27.1%	2.43
Fabius Township	1,302	24.4%	73%	63.7%	27.3%	2.48
St. Joseph County	23,831	25.2%	70%	53.4%	30.2%	2.52

Source: U.S. Census Bureau

# Existing Conditions: Economy

## ECONOMIC PROFILE

This section describes the employment distribution, income, educational attainment, and other economic information. It also includes a Tapestry Segmentation profile, which summarizes the segments, based on demographics and socioeconomic factors, that can be found in the City of Three Rivers.

## OCCUPATION SUMMARY

This section addresses the employment of residents of the City of Three Rivers. This is not an analysis of what kinds of jobs are available or what businesses are located within the community, but rather in what occupations residents are employed, regardless of where they work. In the City of Three Rivers, manufacturing is the industry in which most of the residents are employed, at over 37%. The next highest percentage of residents are employed in educational services, healthcare services, and social assistance (18.5%), arts, entertainment, recreation, accommodation, and food services (12.8%), and retail trade (10.3%). By knowing and understanding the most common occupational sectors, the City can plan for the needs of residents in a multitude of ways such as road network and intersection enhancements, future land use designations, and more.

**Table 7: Occupational Sectors, 2017**

Industry	Three Rivers
<b>Total Employed Persons Over 16 Years of Age</b>	<b>3,305</b>
Agriculture/Mining	1.8%
Construction	3.4%
Manufacturing	37.5%
Wholesale Trade	3.1%
Retail Trade	10.3%
Transportation/Utilities	2.4%
Information	1.1%
Finance/Insurance/Real Estate	3.0%
Professional, scientific, and management, and administrative and waste management services	4.5%
Educational services, and health care and social assistance	18.5%
Arts, entertainment, and recreation, and accommodation and food services	12.8%
Other services, except public administration	0.76%
Public Administration	0.97%
<b>Total</b>	<b>100.0%</b>

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

**INCOME AND POVERTY**

The median household income for the City of Three Rivers is \$40,019, according to the 2017 American Community Survey 5-Year Estimates. This means that half of all workers earned more than this amount and half earned less. The median income for St. Joseph County, according to the 2013-2017 American Community Survey 5-Year Estimates is \$47,856. The median household income for the City of Three Rivers is \$7,837 less than St. Joseph County as a whole. According to the 2013-2017 American Community Survey, 21.7% of the households in the City have an income in the past 12 months that places them below the poverty level.

Income levels have an effect on planning efforts in ways such as determining housing stock variety, active transportation and public transportation opportunities, parkland and other City amenities, community program availability, and more.

**EDUCATIONAL ATTAINMENT**

This section analyzes the educational attainment in the City of Three Rivers and the sample communities for persons age 25 and older. Generally, the City has similar levels of educational attainment as the other sample communities. The highest percentage of residents aged 25 years and older have a high school diploma or equivalent and some college, but no degree.

**Table 8: Educational Attainment, 2017**

Education Level	Three Rivers	City of Sturgis	Lockport Township	Fabius Township	St. Joseph County
Less than 9 <sup>th</sup> grade	2.0%	8.1%	1.8%	2.6%	5.3%
9th to 12th grade, No Diploma	8.5%	10.5%	6.8%	5.7%	8.3%
High School Graduate or Equivalent	38.1%	37.5%	37.0%	23.9%	37.9%
Attended College, No Degree	29.3%	23.2%	19.5%	31.9%	24.1%
Associate's Degree	7.8%	9.8%	8.0%	11.9%	8.9%
Bachelor's Degree	9.9%	7.4%	18.9%	12.8%	9.6%
Graduate or Professional Degree	4.4%	3.5%	8.1%	11.3%	5.8%

Source: U.S. Census Bureau 2013—2017 American Community Survey

**COMMUTING**

An indication of this area's economic position relative to the surrounding City and region can be illustrated in travel time to work for residents. The following table further outlines the time residents, age 16 and older, spend traveling to their place of employment, as well as which places of work can be reached in that radius. According to the table below, it can be deduced that many people who live in Three Rivers, also work in Three Rivers. This can help planning efforts in a multitude of ways such as transportation planning, future land use planning, parks and recreation planning, Downtown planning, and more.

**Table 9: Commuting Destinations, 2017**

Travel Time to Work	Places of Work Within this Commute Radius	% of Population
Under 10 minutes	Three Rivers	32.9%
10 to 25 minutes	Cetreville/Constantine/White Pigeon/Schoolcraft	36%
25 to 60 minutes	Sturgis/Vicksburg/Burr Oak/Kalamazoo	29.6%
Over 60 minutes	Battle Creek/Coldwater	1.5%
<b>Total</b>		<b>100.0%</b>

Source: U.S. Census Bureau, 2013-2017 American Community Survey

# Tapestry Segmentation Profile

Tapestry segmentation profiles provide an accurate, detailed description of America’s neighborhoods, classifying them into unique segments based not only on demographics, but also socioeconomic characteristics. For the City of Three Rivers, there are three major segments which can provide information about the neighborhoods.

## Traditional Living, 57.7%

Traditional living residents are a segment that live primarily in low-density settled neighborhoods, usually a mix of couples, families, and singles. Additionally, this profile group tends to come from generations of people who have lived and worked in the same community. The median age of this group is 35.5 and the median household income is about \$39,300. The median home value for this group is \$83,200 and tend to enjoy outdoor activities such as fishing and hiking.



LifeMode Group: Hometown

### Traditional Living

Households: 2,395,200

Average Household Size: 2.51

Median Age: 35.5

Median Household Income: \$39,300

## Hardscrabble Road, 23.1%

Hardscrabble Road neighborhoods are more urban in character and are within central cities. Housing is typically older and primarily comprised with married couples, with or without children, and single parents. Additionally, a large percentage of this group are renters rather than home owners. Hardscrabble Road residents are more likely to live below poverty level with a \$28,200 median household income and a 2.66 average household size. The median age of this group is 32.4 years old. This group is more likely to use public transportation, or transportation alternatives, as about 19% do not own a vehicle.



LifeMode Group: Middle Ground

### Hardscrabble Road

Households: 1,507,700

Average Household Size: 2.66

Median Age: 32.4

Median Household Income: \$28,200

## Rural Bypasses, 8.8%

This group is characterized by open space, undeveloped land, and farmland. Residents of the Rural Bypasses group tend to spend most of their free time outdoors hunting, fishing, and gardening. The median age of this group is slightly older at 40.4 years old and the median household income is \$33,000. Majority of these residents live in rural, single family homes. This group is most likely to spend their income on social security and pensions.



LifeMode Group: Rustic Outposts

### Rural Bypasses

Households: 1,646,400

Average Household Size: 2.55

Median Age: 40.4

Median Household Income: \$33,000

Source: ESRI Tapestry Segmentation Profiles, Esri and Infogroup.

## Existing Land Use

Knowledge of current land uses allows the City to consider the compatibility of new land uses; and is a valuable tool when considering the day-to-day challenges associated with land management and the delivery of key public services. The existing land use survey provides an inventory of land use within the community and is a key source of background information used in developing the Master Plan.

### **SINGLE FAMILY RESIDENTIAL**

Single family residential developments are located throughout the City of Three Rivers. Single family residential is typically low-density detached homes located in clusters and neighborhoods. The majority of Single Family Residential land uses are located in pockets on the fringe of the City's Downtown, and are surrounded by commercial and industrial uses located on the City's outer boundary. Most of the City's housing stock is comprised of single family residential, as well as majority of the land uses in the City as a whole.



### **MEDIUM DENSITY RESIDENTIAL**

The City of Three Rivers has several areas of medium density residential. The primary type of developments located in medium density land uses are two-family dwellings such as duplexes, and single-family detached dwellings with smaller lot sizes. Most of the Medium Density Residential uses are located in small pockets located on South Street, Fifth Avenue, and Fourth Avenue. Those areas are categorized as single and two family residential. Additionally, the City has Medium Density Residential areas with slightly higher density, which are located on Water Street, Erie Avenue, Canal Street, and north of the Sports Complex.



### **HIGH DENSITY RESIDENTIAL**

High density residential developments are characterized by multiple dwelling units contained on one site such as apartment buildings. The City of Three Rivers has high density residential land uses in several areas throughout the City in developments such as the Woodbrook Senior Apartments, Bentwaters Apartments, River County Apartments, and the River Trail Apartments. The High Density Residential land uses are typically located on the fringe areas of the City, adjacent to commercial land uses near US-131 and West Michigan Avenue.



**COMMERCIAL**

High-intensity commercial development in the City of Three Rivers is primarily located on the west end of the City limits, adjacent to Highway US-131. Many of these business developments include big box stores such as Meijer, Menards, and Home Depot. This area is the City's commercial corridor where majority of residents go for groceries, retail, restaurants, and other needs. Additionally, the City has areas of business land uses along West Michigan Avenue and the Downtown Core on Main Street in the center of the City. Low-intensity commercial uses are also located along East Michigan Avenue, Water Street, just north of the Downtown core, and on Jefferson Street.

**INDUSTRIAL**

Industrial sites are areas reserved for manufacturing and related uses that provide employment. Industrial land uses in the City of Three Rivers are primarily located on the southern portion of the City along the rail corridor. Many of the industrial businesses consist of wholesale and retail trade of large volume, bulk commercial storage and warehousing, and other manufacturing developments. Much of the industrial land uses are located within close proximity of Highway US-131 for easy transport of goods and services. On the east side of the City, a pocket of industrial land use is located on M-60, adjacent to the City Airport.

**MOBILE HOME**

The City of Three Rivers has three mobile home parks within its boundaries. These are located on the east side of the City primarily off of 13<sup>th</sup> Street, the west side of the City on Millard Street and Erie Avenue, and the north side of Hoffman Street adjacent to Hoffman Pond.

**AIRPORT**

A large area located on the eastern-most portion of the City is comprised of airport property. Although this airport is small in nature, the purpose is to protect public use aviation such as aviation clubs, air pilot training school, aircraft parts and sales, and additional related uses.



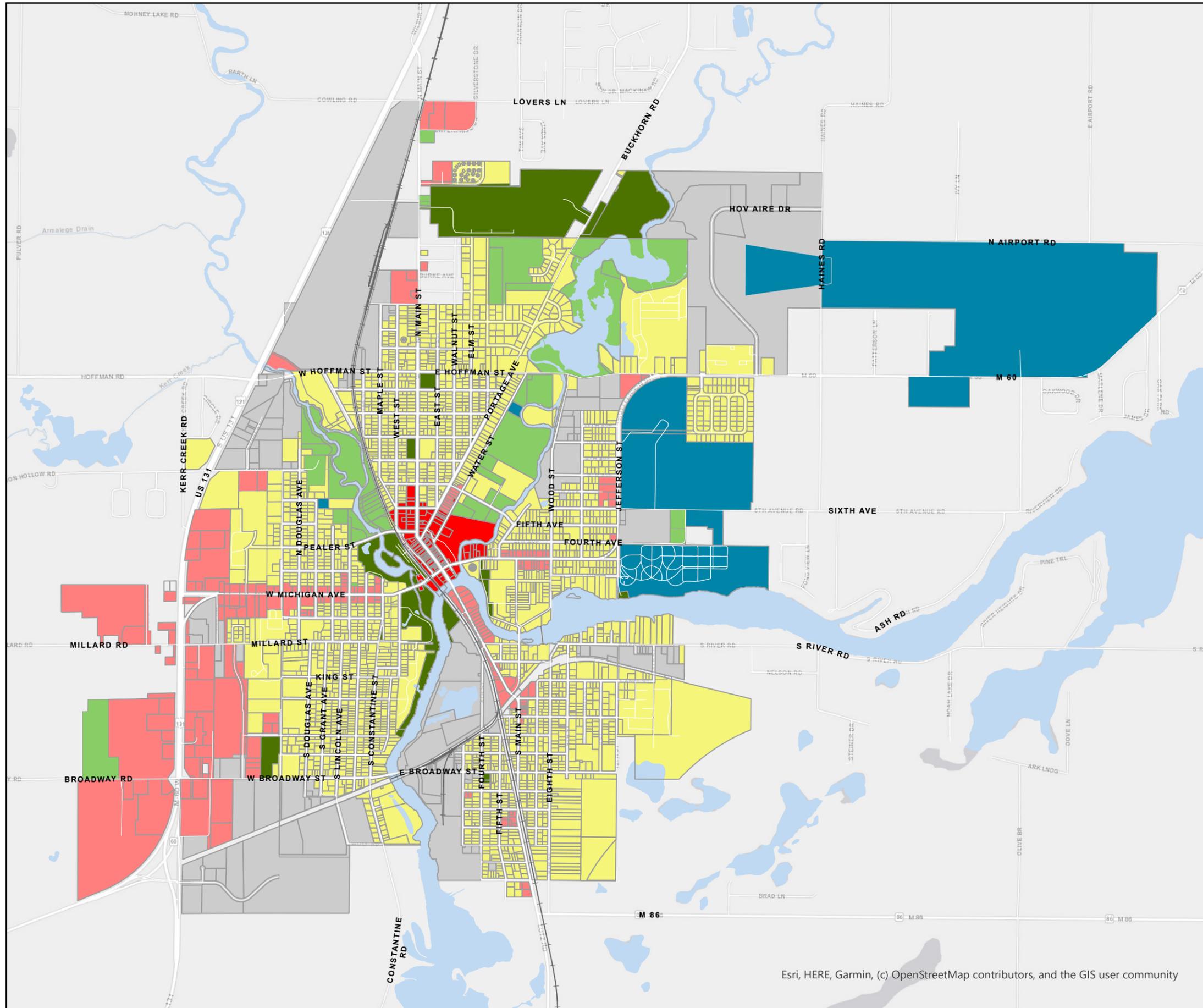
# Existing Land Use

City of Three Rivers, Michigan

May 7, 2020

## LEGEND

- Residential
- Commercial
- Central Business District
- Industrial
- Public/Semi-Public
- Vacant/Open Space
- Parks/Recreational
- Dam
- Surface Water



Basemap Source: Michigan Center for Geographic Information, Version 17a.  
Data Source: City of Three Rivers 2020. McKenna 2020.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



# Public Engagement Summary

The purpose of this document is to summarize the most frequent responses from the online community surveys as well as the stakeholder workshop event. The purpose of the public engagement activities was to assist with determining the goals, objectives, and implementation measures for the City of Three Rivers Master Plan, known as *WeAreTR: Imagine 2040*.

An important component of the public engagement program for the Plan included two online surveys. The surveys were designed to take about 10 minutes for respondents to complete. Overall, the survey:

- Sought to gauge the value residents receive from the services provided in the City.
- Sought to gauge if current planning and development priorities were on track.
- Sought to identify what should be the City's future priorities.
- Contained feedback from **over 300 residents, business owners, and visitors**.
- Included opinions, ideas, and feedback from the City's youth population.

In addition to the two online surveys, the City also hosted a one-day public participation event with the intent to receive public input on various important topics such as downtown development, housing, recreation, transportation, and beautification. The public participation event was held in a series of focus group sessions.

## STAKEHOLDER FOCUS GROUP SUMMARY

- The stakeholder focus group event included one session for each of the following groups:
  - Downtown Development and City Growth
  - Housing and Neighborhoods
  - Recreation and River Access
  - Local Aesthetics and Beautification
  - Transportation and Connectivity
- Over **120 people** attended these focus group meetings, which were also advertised to the general public.
- Some of the **key takeaways** from the stakeholder event include:
  - The City's opportunities; with ample riverfront access, recreation, affordable living, highway access, Downtown Historic District, unique opportunity sites, and other elements make it a prime place for development and growth.
  - The City is in need of tools to address storefront vacancies, lack of youth programs, aging housing stock, absentee landlords, and code enforcement.
  - Data suggests that residents would be supportive of an expanded bike network for both recreation and commuting.
  - The transportation network in the City can be improved by implementing traffic calming measures in the Downtown, increasing pedestrian safety and crossings Downtown, and constructing multi-modal crossings at key intersections.

### **DOWNTOWN DEVELOPMENT AND CITY GROWTH SUMMARY**

- Some of the **strengths and opportunities** for Downtown Development and City Growth identified in this stakeholder group include:
  - The City's sense of pride and committed residents
  - The City's close proximity to US-131 and higher education institutions
  - The City is diverse
  - Riverfront access in the Downtown
  - The City's overall walkability
  - The Downtown Historic District and unique buildings with distinct character
  - The multitude of housing availability located in the Downtown Core
- Some of the **weaknesses and threats** for Downtown Development and City Growth identified in this stakeholder group include:
  - Lack of awareness of the Downtown Historic District in neighboring areas
  - Lack of retail businesses and business variety
  - Absentee landlords
  - Underutilized riverfront access
  - Changing trends in shopping (e.g. online shopping) that make it difficult for the Downtown stores to thrive
  - Lack of building code enforcement
  - Outdated storefronts

### **HOUSING AND NEIGHBORHOODS SUMMARY**

- Some of the strengths and opportunities for Housing and Neighborhoods identified in this stakeholder group include:
  - Neighbors are helpful and friendly with one another
  - Housing is generally affordable
  - The City has a great urban/rural balance
  - The road network is navigable and sidewalks are fitted in all residential areas
  - Good schools
  - The City is within close proximity to outdoor recreation like lakes, rivers, and trails
- Some of the **weaknesses and threats** for Housing and Neighborhoods identified in this stakeholder group include:
  - Housing stock is aging and existing housing needs to be updated
  - Absentee landlords contributing to property maintenance challenges
  - Lack of housing options (e.g. smaller houses, tiny houses, duplexes, etc.)
  - Lack of ordinance enforcement and unclear enforcement procedures
  - Lack of options for the City's homeless population
  - A high number of vacant buildings

## RECREATION AND RIVER ACCESS SUMMARY

- Some of the **strengths and opportunities** for Recreation and River Access identified in this stakeholder group include:
  - River recreation opportunities like canoe rentals
  - Community events held on the river is a great opportunity to bring people into the City
  - The high-quality and scenic parkland located along the rivers
  - The City's planned trail system
  - Access to sidewalks in residential areas
  - Vastness of the river system
  - Abundance of green space within the City limits
  - The City's rail corridors offer opportunities for rails-to-trails projects
- Some of the **weaknesses and threats** for Recreation and River Access identified in this stakeholder group include:
  - River pollution and flooding
  - Lack of lighting in parks and trails
  - There currently is a disconnected trail system
  - Parks need to be updated and upgraded
  - Lack of youth programs and activities for teens
  - Vandalism in the parks

## LOCAL AESTHETICS AND BEAUTIFICATION

- Some of the **strengths and opportunities** for Local Aesthetics and Beautification identified in this stakeholder group include:
  - Availability and utilization of sidewalks in the City
  - Historic homes in the Downtown Core
  - The location and availability of parking areas in the Downtown
  - The availability of public art and City signage
  - Number of volunteers and involved citizens in the City
  - Opportunities to utilize the riverfront areas for art displays
  - Opportunities for unique public art displays such as Black Cat Alley (Water Street), White House building, and the Three Rivers Hospital
- Some of the **weaknesses and threats** for Local Aesthetics and Beautification identified in this stakeholder group include:
  - Vacant buildings are an eyesore
  - Lack of funding and staff resources to redevelop or revitalize vacant properties
  - Tree removal in historic neighborhoods
  - Improved City gateways
  - Regional competition for amenities
  - Prohibition of river dredging contributing to pollution and flooding challenges

## TRANSPORTATION AND CONNECTIVITY

- Some of the **strengths and opportunities** for Transportation and Connectivity identified in this stakeholder group include:
  - The City's connection to highways and signage on the Interstate all point travelers to three Rivers
  - All three rivers in the City connect at the Downtown Core
  - The Three Rivers airport
  - St. Joseph County public transportation
- Some of the **weaknesses and threats** for Transportation and Connectivity identified in this stakeholder group include:
  - The City is not well-connected regionally if you do not own a car
  - No rideshare availability
  - High truck volumes on Hoffman Street cause unsafe pedestrian and motorist conditions
  - The Downtown needs traffic calming measures
  - Crossings are hard to see Downtown when walking
  - City bridges need to be updated and maintained

## ONLINE SURVEY SUMMARY

- In total, over **300 people** submitted responses to the two online surveys.
- The second survey was distributed to students in the Three Rivers district, so **majority of the responses are representative of the youth population.**
- Key takeaways from the online survey include:
  - Consistently, most respondents noted that they would like to see more entertainment opportunities in the City, especially in the Downtown Core. Many respondents also noted the high number of vacant storefronts in the Downtown.
  - There is a Citywide perception among residents (especially the youth population) that the City is in need of physical improvements.

## MASTER PLAN PRIORITIES

- When asked about what the City's priorities should be for the next 20 years, the results include:
  - 40% of respondents ranked Downtown Development and City Growth as the #1 priority
  - 28% of respondents ranked Housing and Neighborhoods as the #2 priority
  - 13% of respondents ranked Recreation and River Access as the #3 priority
  - 11.5% of respondents ranked Local Aesthetics and Beautification as the #4 priority
  - 7.5% of respondents ranked Transportation and Connectivity as the #5 priority
- Please note that this data derives largely from the youth (under age 18) so priorities will differ from adults (aged 18+) who may be homeowners or automobile owners.
- Overall, it can be concluded that the residents of Three Rivers are generally satisfied with the City's transportation system, but would like to see more opportunities in the Downtown Core and housing. City staff and officials can explore opportunities to strengthen code enforcement, implement economic development projects/programs to decrease storefront vacancies, increase the housing stock options, utilize the riverfront for more events and unique mixed-use developments, and more.

### **FILLING THE GAPS**

- When asked **what should be created** in Three Rivers, responses include:
  - Respondents ranked downtown entertainment as #1 with an average score of 4.23
  - Respondents ranked more jobs as #2 with an average score of 3.84
  - Respondents ranked enhanced riverfronts as #3 with an average score of 3.53
  - Respondents ranked more community programs for youths and teens as #4 with an average score of 3.27
  - Respondents ranked more housing of all types as #5 with an average score of 3.15
  - Respondents ranked more trails as #6 with an average score of 2.98
- Consistent with the previous data, downtown development continues to be the highest priority in the City.

### **CITY IMPROVEMENTS**

- When asked to rank the elements that are most important, responses include:
  - Physical improvements ranked at #1 with an average score of 3.08
  - Economic development ranked at #2 with an average score of 2.63
  - Transportation improvements ranked at #3 with an average score of 2.16
  - Housing improvements ranked at #4 with an average score of 2.13
- Slightly less consistent with previous data, physical improvements ranked the highest, with housing at the lowest. This data is likely because of the high number of student respondents who are typically less effected by housing and transportation.



Chapter 2.

# Goals and Objectives



*Goal 1.*

## **Downtown Development and City Growth**

Promote quality development in the City that enhances the character of Downtown, improves commercial corridors, redevelops priority sites, and provides opportunities for economic and civic advancement.

**Objective 1.1:** Encourage mixed-use developments in the Downtown Core with live/work/play elements, as well as singular mixed-uses (e.g. residential development alongside commercial development) in areas designated as Corridor Commercial in the Future Land Use Plan.

**Objective 1.2:** Promote the implementation of high-speed and high-quality broadband services for all residents and businesses in the City, and identify areas where there may be gaps in service.

**Objective 1.3:** Implement a robust Citywide wayfinding signage system to direct residents and visitors into the Downtown Core and highlight popular community destinations such as dining, shopping, parks, and municipal buildings.

**Objective 1.4:** Retrofit underutilized parking lots to increase density in Regional Commercial and Corridor Commercial areas, to provide additional services to residents and visitors, and to increase economic development opportunities.

**Objective 1.5:** Develop detailed policy guidance, such as form-based code principles to ensure predictable and orderly mixed-use districts with high-level design.

**Objective 1.6:** Continue to support local businesses, especially in the Downtown Core, by means of maintaining the City's DDA incentive programs, continuing to develop volunteer events, and more.

**Objective 1.7:** Continue to maintain the City's Downtown Core, and implement programs to restore and/or preserve unique building façades as applicable.



## Goal 2.

# Housing and Neighborhoods

Maintain and preserve local housing stock through code enforcement and incentive-based programs while encouraging new housing, infill housing, and a wide variety of housing types throughout Three River's neighborhoods.

**Objective 2.1:** Expand the City's housing stock to include residential developments varying in density and price.

**Objective 2.2:** Identify opportunity sites that which can be redeveloped into unique multi-family residential or mixed-use developments such as the old Three Rivers Hospital or White House building.

**Objective 2.3:** Explore opportunities to implement Citywide programs to assist property owners with redeveloping, updating, and/or maintaing aging residential developments.

**Objective 2.4:** Strengthen property maintenance requirements for landlords and homeowners.



### Goal 3.

## Recreation and River Access

Continue to support projects and policies that realize the value of Three Rivers' natural and recreational resources while recognizing the interconnected nature of these assets to community wellbeing, heritage, and vitality.

**Objective 3.1:** Utilize riverfront areas for outdoor recreation opportunities such as parks, trails, canoe and/or kayak launches, outdoor community events, and more.

**Objective 3.2:** Organize community programs and events for the City's youth and teen populations.

**Objective 3.3:** Continue to maintain high-quality parkland in the City, and implement park upgrades such as a splash pad, dog park, or outdoor amphitheatre as funding becomes available.

**Objective 3.4:** Ensure to actively preserve green space, and/or establish pocket parks where appropriate, to maintain a Citywide balance between high-density development and nature.

**Objective 3.5:** Continue to develop and market the Sports Complex and plan for future expansions such as bike path connections and additional indoor facilities, as applicable.

**Objective 3.4:** Continue efforts to expand the City's bike path system, and convert underutilized rail corridors to bike trails, using the rails-to-trails program.

**Objective 3.5:** Assess options such as conducting an environmental study to alleviate river flooding.



## Goal 4.

# Local Aesthetics and Beautification

Inspire public and private collaboration to create memorable places that exhibit exemplary design, durable materials, and incorporate public art.

**Objective 4.1:** Strengthen and refine the City's code enforcement policies, procedures, and processes to ensure that all properties, both occupied and vacant, are maintained to a Citywide standard.

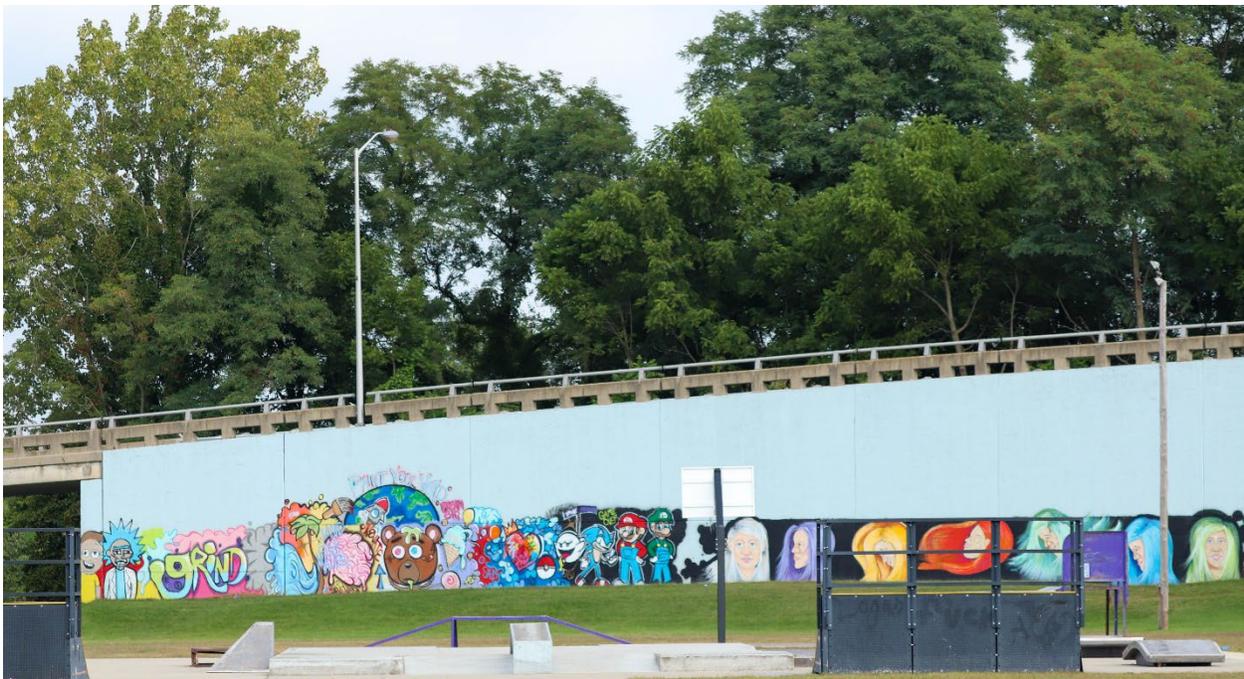
**Objective 4.2:** Implement beautification elements such as landscaping with native species, decorative streetlights, street trees, and well-maintained sidewalks along the City's major road corridors such as West Michigan Avenue and South Main Street.

**Objective 4.3:** Expand the City's public art displays by means such as dedicating an alley or riverfront area as a public art walk, and establishing relationships with local artists to construct sculptures, or functional art displays (e.g. decorative benches, planter boxes, utility boxes, banners, etc.) in the Downtown Core.

**Objective 4.4:** Continue to develop unique gateways into the City to create a sense of place and identity in the key gateway areas identified in this Plan.

**Objective 4.5:** Explore opportunities to implement interactive community beautification elements such as a Citywide community garden and continue to market special events such as the City farmers market.

**Objective 4.6:** Promote the organization of an annual Citywide river clean-up to mitigate pollution and litter concerns.



## Goal 5.

# Transportation and Connectivity

Recognize the importance of walking, biking, driving, and ride-share in the future transportation system and ensure that all users, places, and multimodal connections are considered in project delivery both at the local level and in partnership with regional providers.

**Objective 5.1:** Continue to implement corridor enhancements such as traffic calming measures, multi-modal crossings, and bike infrastructure in the City.

**Objective 5.2:** Explore opportunities to expand public transportation routes and stops as the City continues to grow.

**Objective 5.3:** Continue to grow and enhance the City's bicycle facilities to create a well-connected network, by implementing the Three Rivers Neighborhood Bike Loop system and other bike facility recommendations as described in this Plan.

**Objective 5.4:** Continue to implement and maintain the City's exceptional sidewalk network and require sidewalks to be included in site plans for new commercial, industrial, and/or residential developments.

**Objective 5.5:** Explore opportunities to implement modern transportation technologies such as ridesharing.

**Objective 5.6:** Continue to maintain the City's existing transportation system, and implement enhancements, such as bridge and road repairs, as funding becomes available.





Chapter 3.

# Future Land Use Plan



A significant element included the City of Three Rivers Master Plan is the development of the Future Land Use Plan. The goal of the Future Land Use Plan is to assist the City with future land use and zoning decisions, plan accordingly for future development, increase economic development opportunities, preserve the City's assets, and enhance specific areas where needed. The Future Land Use categories developed to help shape the future of the City of Three Rivers include:

#### **SINGLE-FAMILY RESIDENTIAL**

This land use designation describes the existing residential areas and neighborhoods in the City. In Single-Family Residential, homes are typically detached single-family residences with low-to-medium density. Many of the streets within this designation are connected to one another, have lower speed limits, and are fitted with sidewalks and/or bicycle infrastructure on at least one side of the street.

#### **MULTI-FAMILY RESIDENTIAL**

This land use designation describes the residential areas within the City that are currently, or planned to be, areas with residential developments intended for multiple families. Multi-Family Residential areas are typically higher in density and are characterized by apartments, townhomes, condos, and other similar housing. Certain large multi-family residential lots with sizeable buildings may be appropriate for multi-use developments (e.g. the old Hospital). Multi-Family Residential areas are typically planned and established near important community nodes such as schools, parks, and commercial corridors. Multi-family Residential areas should be walkable and bikeable and include some greenspace on the property.

#### **MOBILE HOME PARK**

This land use designation is characterized by areas with existing mobile home parks. Here, low-to-medium density standards similar to those in the Single-Family Residential areas shall be encouraged. Underutilized areas within Mobile Home Parks should be considered for greenspace retainment, or development into medium density or high density multi-family land uses as applicable.

#### **DOWNTOWN CORE**

To emphasize and maintain the unique character of the City's Downtown Historic District, Central Business District, and Downtown fringe areas, this land use designation is characterized by walkable (and bikeable) streets and mixed-use developments where live/work/play elements are encouraged. The Downtown Core is located within close proximity to parkland and accessible to non-motorized trails, and also includes a portion on the south side of the bridge where a unique downtown-like character should be preserved. Future developments in the Downtown Core should be facing the street, include wide sidewalk infrastructure, little-to-no setbacks, and should be perceived as welcoming to residents and visitors by ways such as landscaping, outdoor seating, large transparent window displays, and more.

#### **CORRIDOR COMMERCIAL**

Corridor Commercial land uses are located along arterial roads, such as West Michigan Avenue, East Michigan Avenue, and South Main Street that lead into the Downtown Core. Singular low-intensity commercial developments are allowable within these areas, as well as residential developments for a mixed-use character. Streets can carry higher volumes of traffic, but should also be walkable and bikeable. This area is meant to be a transition from the higher-intensity commercial areas near US-131 into the Downtown Core.

**REGIONAL COMMERCIAL**

Regional Commercial areas (also known as “destination” commercial areas) are characterized by higher-intensity commercial developments such as drive-thrus and other restaurants, chain stores, retail centers, medical facilities/clinics, health clubs, and other commercial or recreational uses. Streets within and to these commercial destination areas are typically characterized by higher speed limits and traffic volumes and corresponding road networks should be connected and accessible to highways.

**INDUSTRIAL**

This land use designation includes the existing and any planned industrial parks and industrial businesses in the City. In industrial areas road networks should be connected and easily-accessible from nearby highways and/or arterial roads.

**GREENSPACE/RECREATIONAL**

This Future Land Use designation includes all existing and planned City parkland. Additionally, Greenspace/Recreational land uses encompass areas along riverfronts that are prone to flooding challenges. These areas can be utilized as City parkland used for developing seasonal hiking or walking trails, or be left as open space.

**PUBLIC/SEMI PUBLIC**

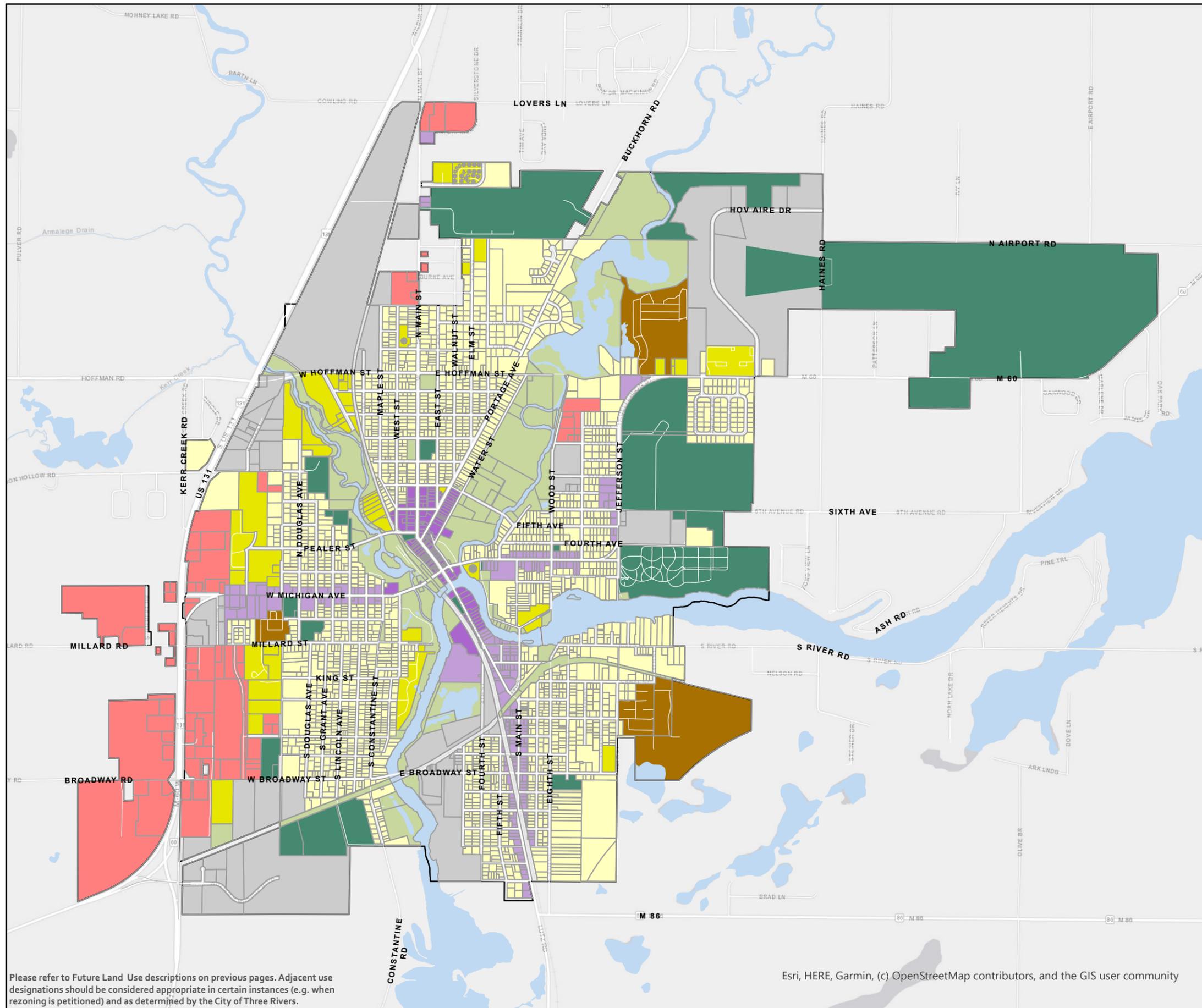
Public/Semi Public areas are those typically owned by the City that are reserved for governmental, institutional, or public use. Developments within this land use designation include City Hall, schools and schooled-owned land, the Airport property, City cemetery, and the Sports Complex. Some underutilized land in this designation (e.g. formerly leased school properties) may be considered for conversion to match other adjacent land uses when desired or practical.



# Future Land Use

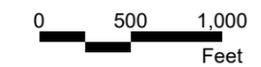
City of Three Rivers, Michigan

May 4, 2020



## LEGEND

-  City Boundary
-  Single-Family Residential
-  Multi-Family Residential
-  Mobile Home Park
-  Downtown Core
-  Corridor Commercial
-  Regional Commercial
-  Industrial
-  Greenspace/Recreational
-  Public/Semi Public
-  Dam
-  Railroad
-  Surface Water



Basemap Source: Michigan Center for Geographic Information, Version 17a.  
Data Source: City of Three Rivers 2019. McKenna 2020.

Please refer to Future Land Use descriptions on previous pages. Adjacent use designations should be considered appropriate in certain instances (e.g. when rezoning is petitioned) and as determined by the City of Three Rivers.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





# Zoning Plan

The Zoning Ordinance is the major tool available to local government to implement the land use mapping element of the Master Plan. The City of Three Rivers Future Land Use Map indicates residential growth areas of different densities and provides locations for commercial and industrial uses.

The land use classifications on the map and the corresponding descriptions of those classifications forms the basis for evaluation of future land use and the corresponding development associated with that use. The Master Plan provides general land use allocations while the Zoning Map has precise boundaries and permitted uses adopted as law.

A Zoning Plan is required by the Michigan Planning and Zoning Enabling Acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the Master Plan prepared under that act shall serve as the basis for the community’s Zoning Plan. The Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan to be prepared as the basis for the zoning ordinance. The Zoning Plan must be based on an inventory of conditions pertinent to zoning in the municipality and the purposes for which zoning may be adopted (as described in Section 201 of the Michigan Zoning Enabling Act).

The following table presents the City of Three Rivers Zoning districts that apply to each of this Plan’s Future Land Use designations. Where new regulations are recommended to implement the master plan, “*district revisions*” descriptions have also been added to the table.

**Table 6: Future Land Use and Zoning Map Correlation**

Future Land Use Designation	Zoning Districts
Single Family Residential	R-1, R-2, R-3, District Revisions
Multi-Family Residential	R-3, R-4, R-5, District Revisions
Mobile Home Park	R-MH
Downtown Core	Historic District, B-3, B-2, R-3, R-4, R-5, <i>District Revisions</i>
Corridor Commercial	B-1, B-2, R-3, R-4, R-5, <i>District Revisions</i>
Regional Commercial	B-2
Industrial	I-1, I-2, I-3, <i>District Revisions</i>
Greenspace/Recreational	All Districts
Public/Semi Public	All Districts

Source: McKenna 2020

Not all of the Master Plan’s future land use categories will match up with the current location or regulations of the Zoning District to which they most closely correspond. Zoning Ordinance text amendments, map amendments or new Zoning Districts will be necessary to implement the Future Land Use Plan. The key recommended revisions the Zoning Ordinance are discussed below.

### **RECOMMENDED REVISIONS TO THE ZONING ORDINANCE AND MAP**

In order to meet the goals of this Plan, the following revisions to the Zoning Ordinance and Map are recommended:

- When appropriate, encourage B-1 Zoning in areas designated as Corridor Commercial on the Future Land Use Map.
- Amend the Zoning Ordinance to include form-based elements in the B-1 and B-3 Zoning District.
- Reduce the minimum lot size requirements for the B-1 District to encourage more density.
- Reduce or eliminate the minimum front, side, and rear yard setback requirements for the B-1 District.
- The two Single-Family Residential Districts (R-1 and R-2) should be simplified and consolidated.
- The two Medium Density Residential Districts (R-3 and R-4) should be simplified and consolidated.
- Two of the three Industrial Districts (I-2 and I-3) should be simplified and consolidated.
- When applicable, consider rezonings in underutilized parcels designated as R-MH to R-4 or R-5.
- Amend the Zoning Ordinance for enhanced code enforcement policies and procedures to assist with addressing challenges in aging housing stock, Downtown housing conditions, vandalism, and other areas for each residential and mixed-use district.
- Amend the Zoning Ordinance to clarify the code enforcement process, by means of implementing clear step-by-step instructions for administering violations, establish a violation schedule (e.g. number of violations and length of time given to solve violations), violation methods and language, and applicable fee schedule.



Chapter 4.

# Transportation Plan



Land use patterns and transportation systems are inherently interconnected. Proximity to efficient and connected transportation networks is a primary factor in determining where new development occurs. However, the traffic generated from new development often exceeds the capacity of transportation systems and traffic becomes more congested. Being about 5.6 square miles in size, the City of Three Rivers is perfectly suited to be a walkable and bikeable community.

However, lack of bicycle connectivity, bridge enhancements, road maintenance, high traffic speeds, and other elements are among the biggest challenges facing Three Rivers' transportation network. As such, it is important for land use planning and transportation planning to be coordinated, and for the transportation system to allow individuals to get around not only by car, but also by walking, bicycle, or public transportation. This section is an analysis of the current transportation system in the City.

## Existing Transportation Analysis

The existing road network in the City is under the jurisdiction of the City's Department of Public Services (DPS), or the Michigan Department of Transportation (MDOT).

In general, the major transportation corridors in the City of Three Rivers are well-connected and provide access from one area of the City to another, as well as into neighboring municipalities. The road network in the City is comprised of multiple road classifications such as Limited Access Highways, such as US-131 and principal arterial routes, such as Michigan Avenue and Main Street.

Given the size and characteristics of the City, the road classification that comprises majority of the City is General Non-Certified. General Non-certified roads in the City are those connected to the fringes of Principal Arterial roads in the residential areas. Some examples of the General Non-Certified roads within Three Rivers include Pealer Street, Millard Street, Wood Street, and Broadway Street.

### **FUNCTIONAL CLASSIFICATION OF ROADWAYS**

Regional planning and transportation agencies classify roadways based on their function using the standards in the Highway Functional Classification Concepts, Criteria and Procedures Manual (U.S. Department of Transportation, Federal Highway Administration, 2013), which follow the guidelines of the Federal-Aid Highway Act of 1973 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The manual outlines a system of functional classification of streets for rural areas, small urban areas, and urbanizing areas. Road classifications identify the appropriate type and volume of traffic for each segment of the road network, and establish expectations among residents, City officials, and transportation engineers for the operational characteristics of each road.

The following map identifies the functional classification of the roadways in the City of Three Rivers. Knowing the functional road classifications can assist local units of government in prioritization and project identification for improving the transportation system.

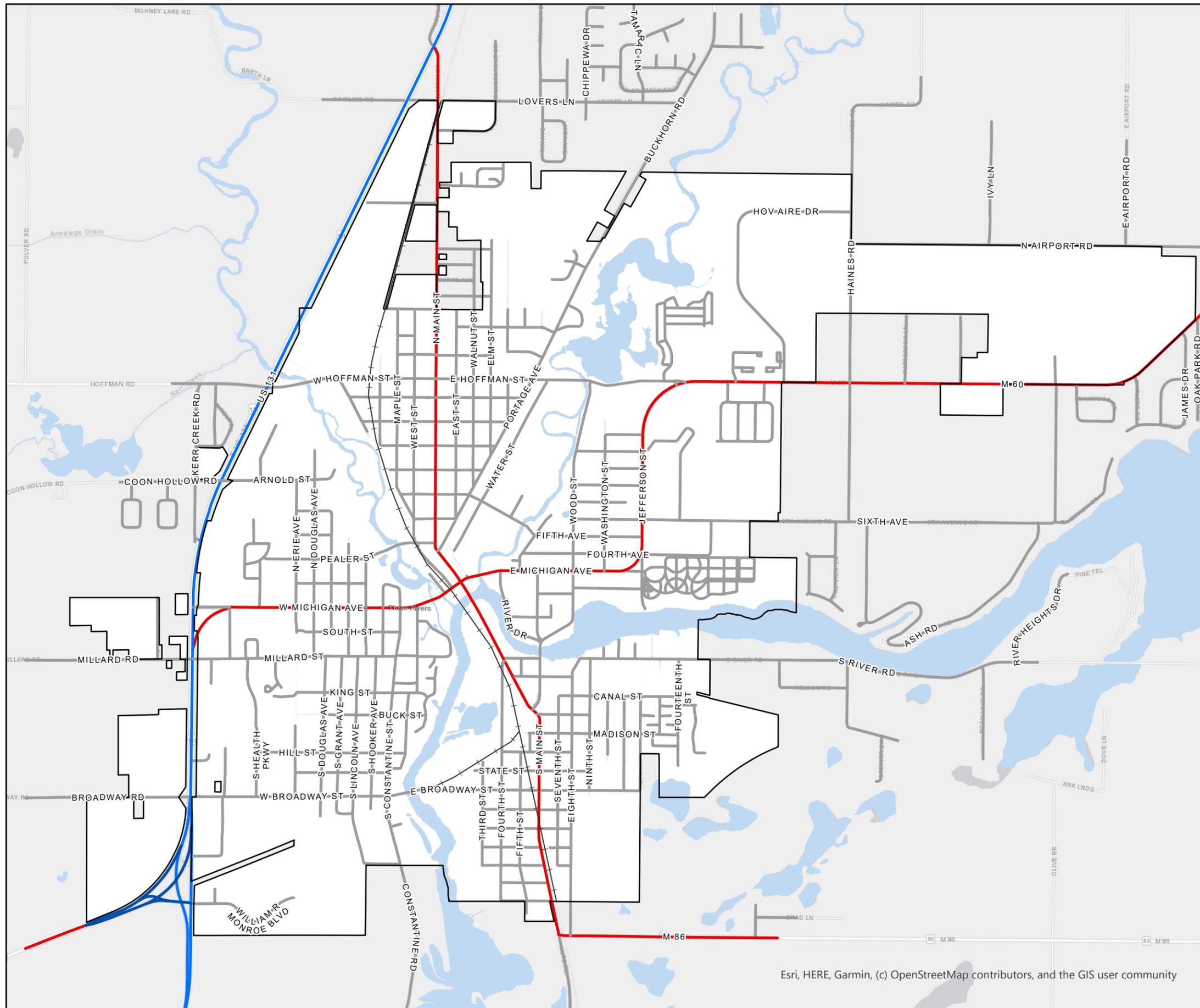
# Roadway Classification

City of Three Rivers, St. Joseph County, MI

March 27, 2020

## LEGEND

- City Boundary
- A21 - Unlimited Access US Highways & State Highways
- A23 - Ramp
- A31 - Principal Arterial Road
- A41 - General Non-Certified
- Railroad
- Surface Water



Basemap Source: Michigan Center for Geographic Information, Version 17a.  
Data Source: City of Three Rivers 2020. McKenna 2020.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





**HIGHWAYS**

Highways are designed to handle large volumes of traffic moving at high speeds over long distances. The only highway serving the City of Three Rivers is Highway US-131. US-131 is a State Highway under the jurisdiction of MDOT, and is one of the State’s major north-south corridor in West Michigan that spans from Petosky, south, all the way to the Michigan-Indiana border. Major municipalities that can be accessed from US-131 include Cadillac, and more. According to the MDOT annual average daily traffic data analysis completed in 2016, US-131 carries a capacity of over 10,000 - 20,000 vehicles per day in the Three Rivers area.

Additionally, being located on the southern end of US-131 near the Michigan-Indiana border, the City of Three Rivers is in a prime geographic location for highway signage. One of the biggest assets to the City’s location is that many MDOT-maintained Highway signs lead travelers to Three Rivers.



**PRINCIPAL ARTERIALS**

Principal arterial roads and highways serve the major centers of activity, the highest traffic volume corridors, and the longest trips. Principal arterials serve major traffic movements within the City and region. The City of Three Rivers includes two major regional thoroughfares within its boundaries. These include West Michigan Avenue, East Michigan Avenue, North and South Main Street, Jefferson Street, M-60 and M-86 providing access to neighboring municipalities. Adding to the regional significance of these Corridors, the Principal Arterial roads in the City provide access to community amenities and nodes such as City parks, the Downtown Core, shopping centers and grocery stores, and other commercial areas.

**NON-CERTIFIED**

A majority of the roads in the City of Three Rivers are categorized within the General Non-Certified classification. General Non-Certified roads are those that provide access from the principal arterial roads to nearby residential and neighborhood areas. These streets in the City are generally well-connected to one another and assist with traffic flow. Additionally, these streets typically have a lower traffic counts and lower speed limits. These roads are maintained by the City’s DPS staff in ways such as repavings, sidewalk installation and repair, patching, sweeping, bridge maintenance, traffic signs, tree maintenance and plantings, snow removal, and more.

**WALKING AND BIKING**

Overall, the City of Three Rivers has a well-connected and expansive sidewalk network. Sidewalks in the City are located throughout the residential areas both sides of the street. Additionally, the Downtown Core includes wide sidewalks on both sides of the street that provides pedestrian access to shops and restaurants.

With plentiful riverfront access, the City of Three Rivers also includes an expansive network of parkland and open space along riverfront areas. As such, majority of the existing bike trails in the City are located within Scidmore Park, Memory Isle Park, and along portions of Water Street (e.g. the Portage River Trail).

The City of Three Rivers also includes bike routes located in various sections of the City such as along Lovers Lane, East Broadway, East Eighth Street, portions of West Hoffman Street, and Jefferson Street.

### **PUBLIC TRANSPORTATION**

The City of Three Rivers is served by the St. Joseph County Transportation Authority (SJCTA). The SJCTA provides public transportation opportunities to the City of Sturgis and the City of Three Rivers.

The current transit stops located in Three Rivers include those located by:

- Three Rivers Library
- Michigan Works
- First Presbyterian Church
- Edgewater Apartments
- Riverside Townhouses
- Portage River Parking Plaza
- Walmart
- Meijer
- Three Rivers Health Complex



### **RAILROADS**

Good rail service is an advantage in attracting industrial users who find this service increasingly difficult to find as railroads abandon smaller and unprofitable lines. There is one active north-south railroad in the City of Three Rivers known as the Grand Elk Railroad. The Grand Elk Railroad spans a total of about 123 miles from Grand Rapids, Michigan to Elkhart, Indiana.

### **AIRPORT**

The City of Three Rivers also has a municipal airport within its boundaries. The Three Rivers Airport is located in the northeast section of the City and its purpose is devoted to public use aviation. Additionally, the Airport is intended to support areas for those activities that support, or are dependent on, aircraft or air transportation.

# Future Transportation Plan

## **ROAD NETWORK**

In general, the City of Three Rivers has a well-connected transportation network with access to a major State Highway, Principal Arterial Roads providing access in all directions to amenities such as commercial corridors, the Downtown Core, and local schools, and a multitude of local non-classified roads used to access residential areas.

To further enhance the existing road network, City officials can explore opportunities to work alongside various transportation authorities to assess targeted corridors for traffic calming measures and other enhancements such as bridge repairs and general maintenance activities, and identify intersections that can be improved in terms of heightened safety measures such as the implementation of multimodal crossings. High speed limits in parts of the City can lead to unsafe conditions for both pedestrians and other motorists—especially when traveling to significant community nodes such as schools and shopping centers. According to Michigan Traffic Crash Facts, majority of the traffic accidents in Three Rivers are located on Michigan Avenue, Main Street, US-131, and Hoffman Street. To address this and improve safety for residents and visitors, the City can identify the intersections with the most accident reports to analyze which traffic calming and safety measures can be implemented. A map of the current and proposed bike facilities network can be found on the following pages.

## **TRUCK ROUTES**

The City of Three Rivers is situated in a prime geographic location for the movement of goods and services, being within close proximity to multiple rivers for river access, railroad access, as well as within close proximity to a major State highway and arterial roads, in more recent years. As a result, numerous successful industrial sites and industrial parks have been established within the City, specifically on the fringes of the City near Highway US-131 as well as along the railroads and adjacent to the airport property.

Given the amount of successful industrial businesses within the City, semi-truck and large vehicle traffic in the City has become a common occurrence on major roads. To accommodate the area's growing economy, the City can consider continuing to encourage semi-truck traffic along routes within the industrial areas to major thoroughfares such as US-131. Additionally, the City can assess prime routes that which accommodate higher volumes of truck traffic and designate new truck routes where appropriate.

While assessing opportunities for future truck routes, the City can also maintain a balance of truck traffic by targeting certain corridors, to assist with the movement of goods and services, as well as limit the amount of truck traffic through the Downtown Core and other residential areas.

## **GATEWAYS**

To further create an identity unique only to the City of Three Rivers, gateways can be established at various other significant points or intersections at the City boundaries in conjunction with the existing gateways. These gateway locations can be constructed with decorative City wayfinding signage and welcome signage, well-maintained landscaping, and other decorative elements such as lamp posts or banners. Various locations from each direction into the City have been identified as prime locations for future gateway considerations at the following intersections:

- Lovers Lane and Silverstone Drive
- West Michigan Avenue and US-131
- West Broadway Street and US-131
- Lutz Road and Hart Street
- Oak Park Road and M-60

## **ROAD ENHANCEMENTS**

The City of Three Rivers DPS maintains the City's local road and sidewalk network. Through a robust public engagement process, the City of Three Rivers has identified the following corridors as areas within the City that may require future transportation enhancements or improvements:

- Michigan Avenue—high volumes of truck traffic and need for traffic calming measures
- Traffic calming measures in the Downtown Core
- Peeler Street Bridge repairs
- Hoffman Street traffic calming measures
- US-131 traffic calming measures, congestion relief, and non-motorized accessibility
- Assess the accessibility to the Downtown Core from nearby parkland and remove barriers where applicable
- Assess opportunities for repurpose or redevelopment of Water Street for a safe and accessible connection to Downtown

By working alongside transportation authorities such as MDOT, the City of Three Rivers can address potential traffic concerns for US-131 by means such as conducting a corridor study of the area. Additionally, the City can assist with addressing concerns on other specified corridors by conducting additional corridor studies, traffic safety audits, pilot projects, and intersection studies where needed.

## **SIDEWALKS**

The City of Three Rivers has an exceptional and well-connected sidewalk network throughout the City. The sidewalks are generally located in the neighborhoods surrounding the Downtown Core and provide access to public amenities such as parks and commercial areas. The City has also implemented a robust millage for sidewalk construction and maintenance. As new residential or commercial developments are established, the City can consider requiring the construction of sidewalks with the goal to connect to the existing network and provide access from one neighborhood to another, or from commercial areas to adjacent residential areas for heightened pedestrian accessibility.

**BIKE PATHS**

Bike paths are typically eight feet wide (or wider), compared to five feet for a sidewalk, and are designed to carry cyclists travelling several miles, rather than pedestrians walking only a few blocks. However, they are also an asset for pedestrians. Because bike paths envision longer distance travel and more cyclists than walkers, they are more practical along some thoroughfares than sidewalks.

This Plan envisions completing the bike path connections around the City, particularly to the parks and fringe areas. Additionally, the City can target the abandoned rail corridor for a rails-to-trails opportunity. Some prime areas that may be best-suited for the development of bike paths in the City include:

- Pathways along riverfronts
- Pathways that connect parks to one another
- Pathways that provide safe separation from motorists for travel along US-131
- Completing the connection of pathways in the southwest section of the City
- Completing the connection of pathways in the northwest section of the City to incorporate the Sports Complex into the overall bike network
- Pathways that provide access to important community nodes such as schools and municipal buildings
- Pathways that connect to Downtown

As the City continues to explore opportunities to expand the bike path system, consider the implementation of bike amenities such as bike racks, tire repair stations, and other items in strategic areas such as in the Downtown and other frequently traveled commercial corridors.

**BIKE LANES**

Bike lanes are significant active transportation facilities that provide easy access from one place to another. Bike lanes are typically utilized by serious cyclists that travel at faster speeds, or by commuters. Because Three Rivers has a high concentration of people who both live and work within the City, the implementation of bike lanes can drastically increase quality of life for residents in the City as well as help promote active and environmentally-friendly transportation opportunities. Bike lanes are also typically recommended for high volume and high-speed corridors to preserve cyclist safety.

As a long-term goal, or as opportunities arise, this Plan recommends bike lanes to be implemented along the following corridors:

- West Michigan Avenue
- East Michigan Avenue (to Wood Street)
- North Main Street
- South Main Street
- West Hoffman Street (to Wood Street)
- Portage Avenue (to Hoffman Street)



The implementation of bike lanes can be considered during road improvement projects, such as repavings and widenings, as funding becomes available.

### BIKE ROUTE

In addition to the proposed bike lanes, various bike routes are also recommended as a part of this Plan. According to the MDOT, bike routes are defined as a designated segment of road that which includes bike directional and informational signage, but no striping or pavement markings for the preferential or exclusive use of bikes. These corridors within the City are those with less traffic volumes and lower speeds. The proposed bike route locations include:

- Within the Sports Complex
- Hov Aire Drive
- Haines Road
- Sixth Avenue
- Madison Street

As the bike route network in the City develops, the City can consider potential partnership opportunities with neighboring jurisdictions to create a well-connected regional network. Additionally, consider bike infrastructure connections into industrial sites and complexes to encourage and assist residents to commute by bike to their place of employment.



### MARKED SHARED LANE

A cost-effective method to implementing bike infrastructure in the City is to establish marked shared lanes. The marked shared lanes include typical local roadways, but with clear bike travel indicators painted on the pavement. Mark shared lanes are reserved typically where traffic volumes and speeds are low. There should also be high visibility for both cyclists and motorists.

To identify them, marked shared lanes use a double chevron and bicycle marking, or “sharrow,” in a lane intended for the joint use of motorized and bicycle traffic. Chevron symbols direct bicyclists to ride in the safest location within the lane, outside of the door zone of parked cars and areas where debris is likely to collect.

The proposed marked shared lanes for this Plan include:

- Wood Street
- River Drive
- Sixth Avenue (from Wood to Jefferson)
- Fourth Street
- Tenth Avenue
- Pleasant Street (from Fourth Street to Main Street)

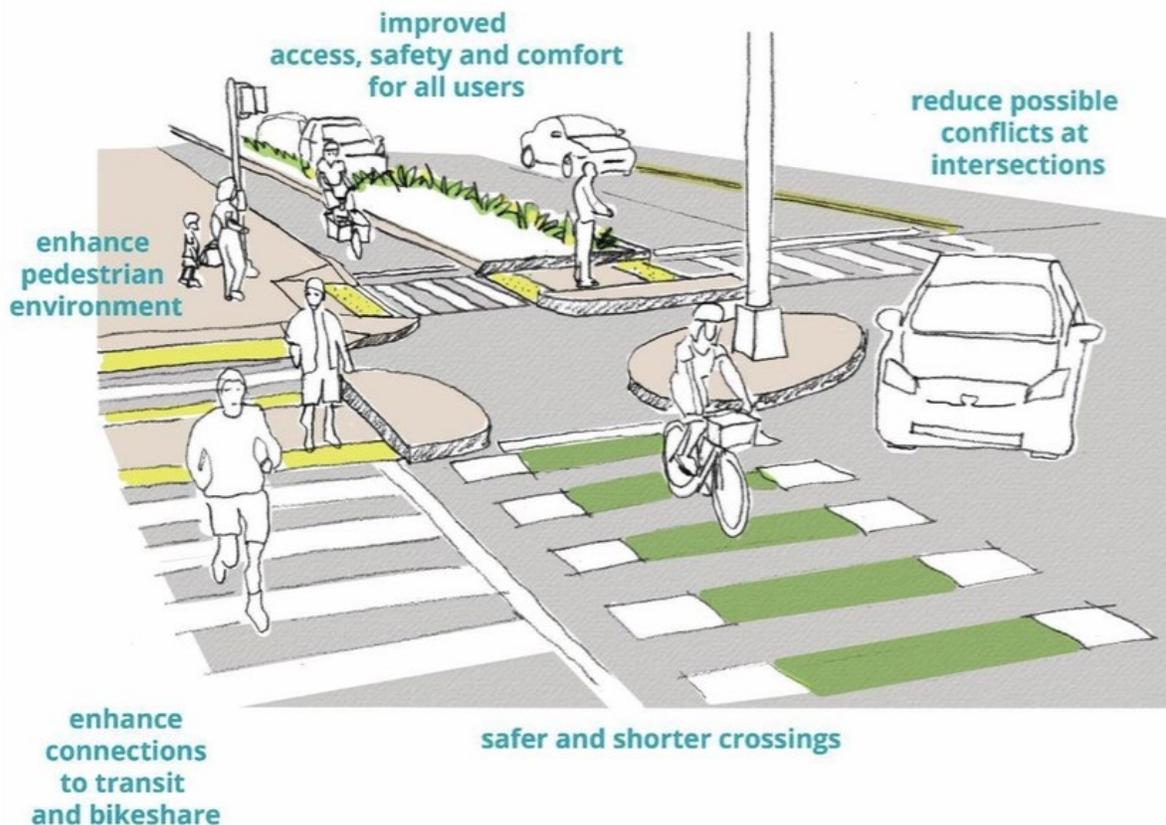


**MULTIMODAL CROSSINGS**

As a means for cyclists, pedestrians, and motorists to safely interact with one another in busy-high volume intersections, multimodal crossings can be implemented in several key intersections in the City. Types of improvements typically considered in multimodal crossing intersections include crosswalks, pedestrian crossing signals, curbs, sidewalks, pedestrian medians, and more.

The proposed intersections include:

- Jefferson Street and Sixth Avenue
- M-60 and Haines Road
- M-60 and Hoffman Street
- Jefferson Street and Tenth Avenue
- Millard Street and US-131
- North Main Street and West Hoffman Street
- North Main Street and the Sports Complex



### NEIGHBORHOOD BIKE LOOP ROUTES

Neighborhood Bike loop Routes are the neighborhood and collector level streets that make the best connections between destinations and start to complete the Bikeway Network. Neighborhood Bike loop Routes are predominantly roadways that are safe and comfortable to share with vehicle traffic and require only signs or shared lane markings.

There are four total neighborhood bike loop routes proposed in the City, one per District. The north loop follows North Main Street from the Downtown Core, through the Sports Complex, and south on Portage Avenue. The south loop follows South Main Street to Fourth Street, along East Broadway Street, and north on Fourteenth Street, to meet at South Main Street again along South River Road. The east loop follows East Michigan Avenue to Jefferson Street, Jefferson Street to Hov Aire Drive, and Haines Road to Sixth avenue to meet back at Jefferson Street. Lastly, the west loop follows West Michigan Avenue north alongside the riverfront, south along US-131 and South Health Parkway, and back toward Downtown utilizing Hill Street. A map of these routes can be found on the following page.

While the precise routes for those proposed loops may ultimately vary depending on feasibility, existing infrastructure, available funds, and more, the purpose of this Neighborhood Bike Loop concept is to provide outdoor recreational and active transportation access to major community destinations, connect those major community destinations to one another through bike infrastructure, and ultimately lead users to the Downtown Core.

### PUBLIC TRANSIT

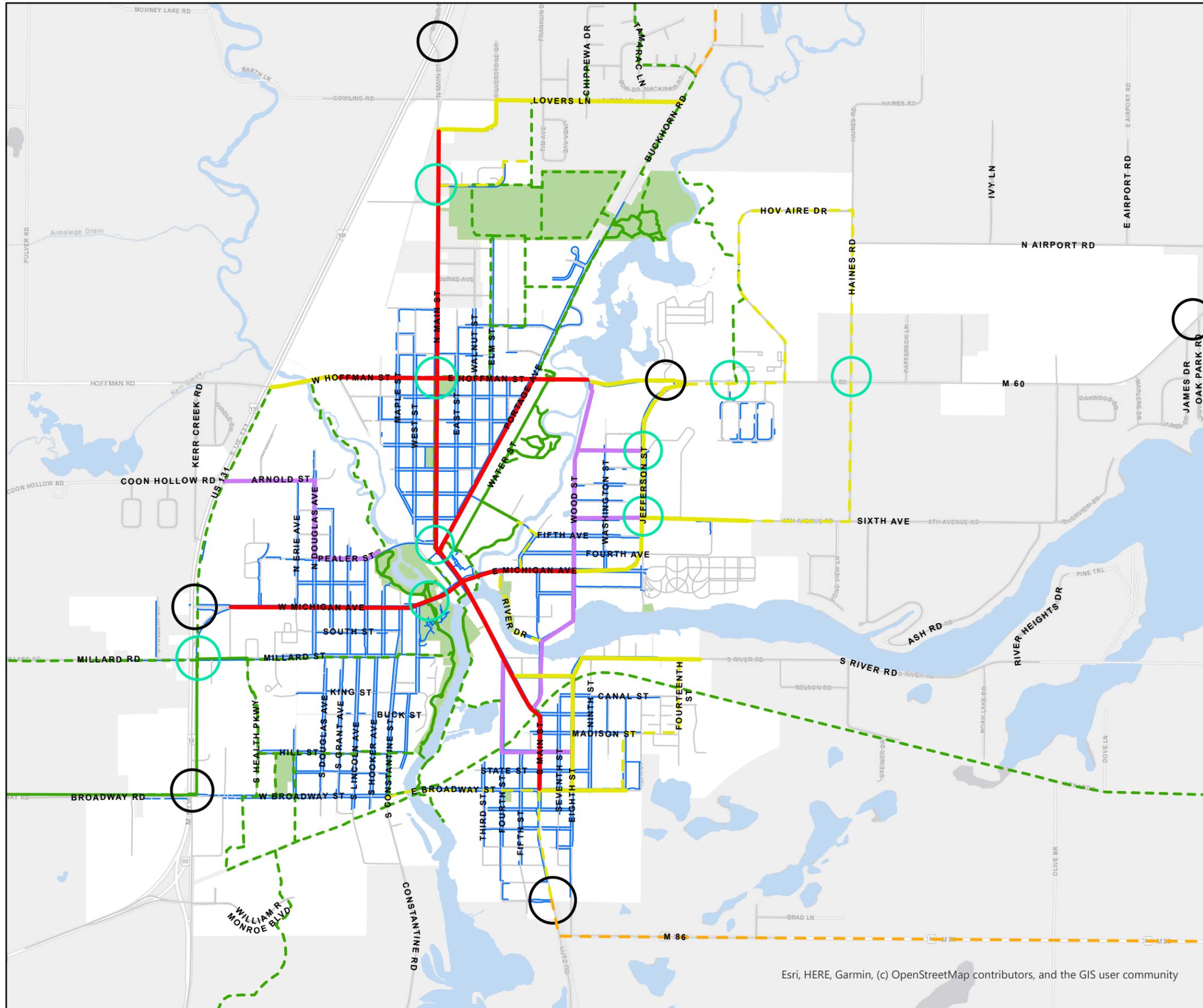
Public transit has become an increasingly popular mode of transportation throughout recent years. As the City of Three Rivers continues to grow in population and enhances commercial and industrial areas, considering the future of public transportation is significant to accommodate this growth. The City can continue working relationships with SJCTA the to assess locations in which bus routes or stops may be added.



# Bike Facilities & Sidewalks

City of Three Rivers, Michigan

May 7, 2020



## LEGEND

- Current Trails
- Proposed Trails
- BikeLane
- BikeRoute
- Proposed Bike Route
- Proposed Regional Connection Bike Route
- Sidewalks
- Marked Shared Lane
- CityGateway
- MultimodalCrossing
- Parks
- Surface Water



Basemap Source: Michigan Center for Geographic Information, Version 17a.  
Data Source: City of Three Rivers 2020. McKenna 2020.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





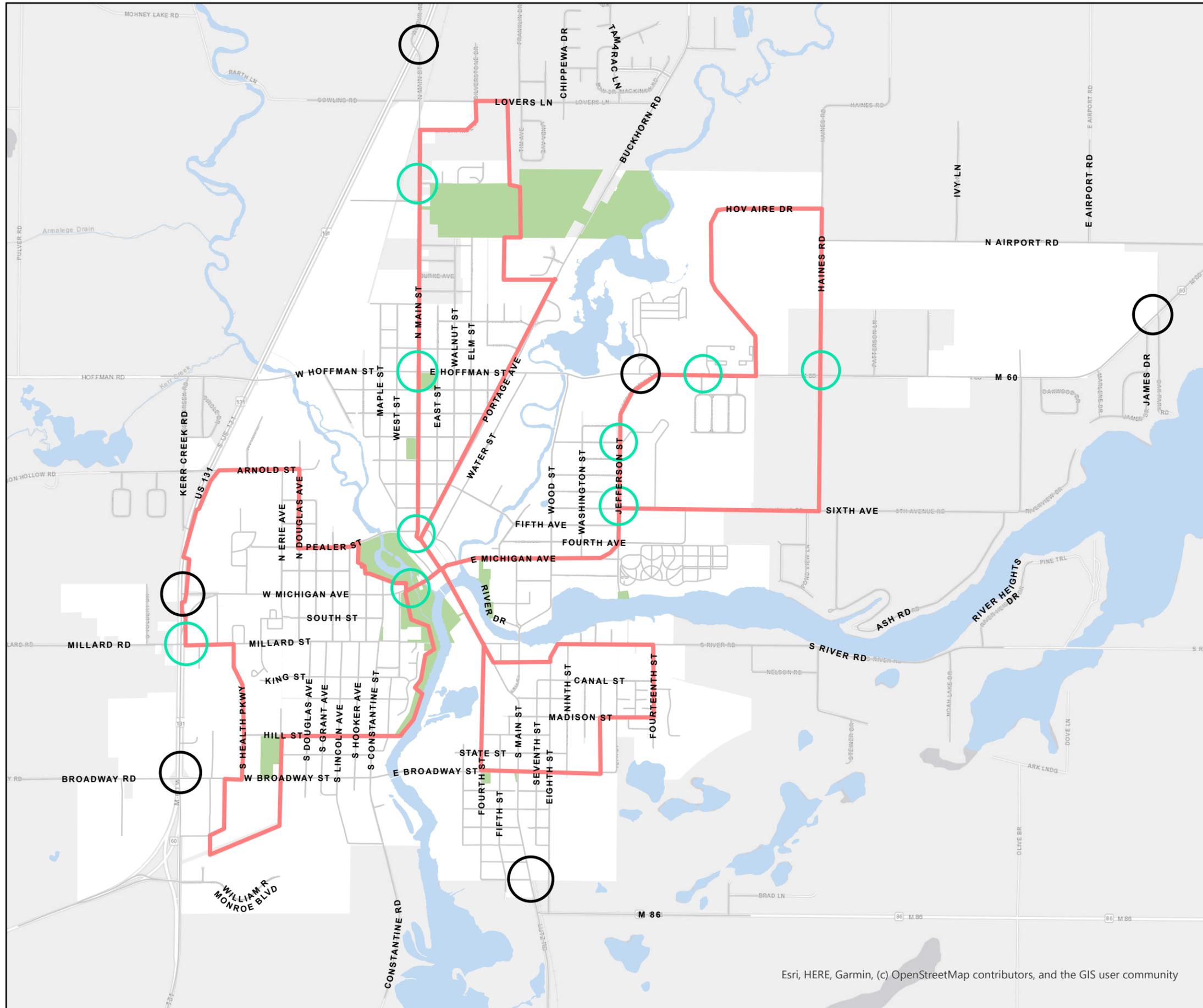
# Neighborhood Bike Loop

City of Three Rivers, Michigan

May 7, 2020

## LEGEND

-  Neighborhood Bike Loop Route
-  Multimodal Crossing
-  City Gateway
-  Parks
-  Surface Water



Basemap Source: Michigan Center for Geographic Information, Version 17a.  
Data Source: City of Three Rivers 2020. McKenna 2020.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





# Infrastructure Plan

## **WATER, SEWER, AND STORMWATER**

The City of Three Rivers is served by a Michigan Type 1 municipal drinking water system, and separate sanitary sewer and storm water collection systems. The drinking water distribution, sanitary sewer and stormwater collection systems are maintained by the City's Department of Public Services.

The City's water comes from 4 wells that have a production capacity of 4,100 gallons per minute with a storage capacity of 500,000 gallons in an elevated storage tank. The public drinking water production and distribution system maintains an annually-verified fire flow capacity.

The sanitary sewer and stormwater collection systems each have over 34 miles of gravity collection sewers. The sanitary sewer collection system also has over 7-1/2 miles of forcemain. There are 7 pumping stations within the City limits. Four of the 7 pumping stations were constructed in the early 1950's but remain in service. Wastewater is also delivered from the surrounding townships via gravity sewer and from the Village of Constantine via a 7-mile forcemain.

The stormwater collection system discharges untreated stormwater to the St. Joseph River and its tributaries at numerous locations throughout the City.

The City's Wastewater Treatment plant was constructed in the early 1950's as a primary treatment and disinfection facility. The wastewater plant has undergone numerous upgrades since its construction and currently utilizes activated sludge operating at about 60% of its 2.75 million gallons per day capacity. The Wastewater Treatment Plant discharges directly to the St. Joseph River downstream and at the southernmost limit of the City's boundaries.

## **RECYCLING AND WASTE**

The City of Three Rivers manages a compost drop-off area at the Department of Public Services building. The service is open to all City residents. For a small fee, residents may use the City's Waste Management Westside Recycling and Disposal Facility drop-off for recycling, or they may choose to hire a private company for pick-up. Michiana Recycling and Disposal and Waste Management offer curbside recycling for their customers.

## **PRIVATE UTILITIES**

The City has several private utility companies servicing residents of Three Rivers:

- Electric
  - American Electric Power
- Gas:
  - Semco
- Phone/Internet
  - Frontier
  - HughesNet
  - Internet Providers
  - Comcast-Xfinity
  - Frontpoint

- Viasat
- Cable/TV
  - AT&T
  - Comcast
  - DirectTV
  - Dish Network
  - Dish Latino
- Security
  - ADT (residential)
  - ADT (business)



Chapter 5.

# Implementation



# Implementation Opportunities and Funding Programs

The Master Plan is essentially a statement of goals and objectives designed to accommodate future growth and development. The Master Plan also is the only officially adopted document that sets forth an agenda for the achievement of goals and policies. It helps develop a balance of orderly change in a deliberate and controlled manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs that will be useful if the Plan is to be followed.

A variety of programs or administrative tools are available to allow the Plan to succeed. This is discussed on the following pages.

## HIGH PRIORITY OBJECTIVES

WeAreTR: Imagine 2040 is an action-oriented plan and through a robust public input process and unified vision from the Steering Committee, some high priority objectives were identified for consideration of immediate implementation. These objectives are high-impact catalyzing activities that will move forward WeAreTR: Imagine 2040 at a rapid pace. These projects include:

- **Zoning Ordinance Update:** Update the Zoning Ordinance based on the recommendations included in this Plan. The Zoning Ordinance is perhaps the most significant catalyst used to influence change.
- **Downtown Development and City Growth:** Begin exploring opportunities to allocate funding, or seek funding, for the redevelopment of the City's priority sites such as the old Three Rivers Hospital and the White House building. Additionally, research and organize projects or programs to assist with economic development initiatives to expand the diversity of businesses in the Downtown Core. Lastly, explore options to develop a Downtown Plan to assist with implementation.
- **Housing and Neighborhoods:** Begin working to expand the variety of housing types and housing stock in the City. This can be accomplished by conducting a housing study, establishing partnerships with outside agencies to develop projects and/or programs that encourage developers to build in the City, and by implementing the Future Land Use Plan in those areas targeted for residential land uses.
- **Recreation and River Access:** Begin by assessing opportunities to expand the City's non-motorized system (e.g. rails-to-trails, State and Federal grants, etc.) and establish priority connections. Also, consider conducting an environmental study to identify measures to control river flooding and pollution. Lastly, identify a list of park upgrades and consider updates to the City's Parks and Recreation Plan, and establish a schedule for funding options.
- **Local Aesthetics and Beautification:** Begin by working to expand on the City's decorative gateways and create a robust marketing campaign. Additionally, seek out local artists (or partner with schools) to plan public art displays. Lastly, organize a Citywide clean-up volunteer day to remove litter around the City and rivers.
- **Transportation and Connectivity:** Begin by implementing the Bike Facilities (including multimodal crossings) recommended in this Plan and continue to develop the Citywide sidewalk network as well as bridge and road repairs. Seek State and Federal funding as needed.

### **CONTINUOUS OUTREACH**

The success of the Master Plan depends to a great extent on efforts to inform and educate residents about the Plan and the need for regulatory measures to implement the Plan. Successful implementation requires the support and active participation of residents, property owners, and business owners. Once adopted, continued public promotion and marketing activities about plan implementation will create a sense of ownership by City residents. Initial public outreach should be focused on implementation, not revising the content. Some examples of plan promotion activities include:

- A joint workshop with the City Commission and Planning Commission to discuss the implementation of this Plan.
- Creating a Social Media page for WeAreTR: Imagine 2040 to update with project accomplishments.
- “Tabling” at community events.
- Annual or Biannual Master Plan working sessions at Planning Commission and City Commission
- Creating a condensed brochure version of the Plan to distribute widely to community members.

The City must continuously keep its residents updated on progress of the plan. Citizens, business groups, and public agencies must all be involved in the implementation of this plan to make it successful.

### **MAINTAINING THE PLAN**

Another way for the general public to stay informed about the Master Plan is to keep the Planning Commission and City Commission actively involved in maintaining it. WeAreTR: Imagine 2040 is intended to be a living document and continually reviewed and updated. An annual, joint meeting between the Planning Commission and Commission should be held to review the Plan and any amendments that may have become necessary. This will help ensure that the Plan is not forgotten, and that its strategies and recommendations are implemented. Then, every five years or earlier if the Planning Commission feels appropriate; another full-scale Master Planning effort should be undertaken. These steps help keep the public aware of the Plan and ensure that policy makers continue to reference strategies in current decisions and project evaluations.

### **FUNDING PROGRAMS**

The Table included on the following page is a breakdown of potential funding opportunities for implementation of the the high priority objectives listed in this Section, as well as projects listed in the Goals and Objectives.

**Table 7: City of Three Rivers Potential Funding Opportunities**

GRANT TYPE	ORGANIZATION	GRANT DESCRIPTION	ELIGIBLE PROJECTS			MAXIMUM AWARD	DEADLINE(S)
State	<b>Michigan Department of Transportation (MDOT) Transportation Alternatives Program (TAP)</b>	This State grant derives from Federal funding received mainly from gas taxes. Applicants must be an Act-51 Agency, and awards are typically given to projects with regional significance, such as providing connections to other regional trails.	<ul style="list-style-type: none"> <li>• Non-Motorized Pathways</li> <li>• Shared traffic lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Paved Shoulders</li> <li>• Boardwalks</li> </ul>	<ul style="list-style-type: none"> <li>• Bridges</li> <li>• Sidewalks</li> </ul>	Varies depending on project costs and matching funds	June 24, 2020 October 14, 2020
State	<b>Michigan Department of Natural Resources Trust Fund (MNRTF)</b>	Applications are scored on a point system with established criteria such as proximity to urban areas, regional significance, applicant's financial need, and environmental influence.	<ul style="list-style-type: none"> <li>• Non-Motorized Pathways</li> </ul>	<ul style="list-style-type: none"> <li>• Land Acquisition</li> </ul>		\$300,000	April 1st each year
State	<b>Safe Routes to School - Mini Grant</b>	Mini grants are a programming only grant designed to assist with the development of a walking, biking, and active transportation culture among students.	<ul style="list-style-type: none"> <li>• Walking school bus program</li> <li>• Incentive program</li> </ul>	<ul style="list-style-type: none"> <li>• Remote drop site</li> </ul>	<ul style="list-style-type: none"> <li>• Bike rodeos</li> </ul>	\$10,000 per school, \$100,000 per school district with 10 or more schools	~ early March each year
State	<b>Safe Routes to School - Major Grant</b>	This is an infrastructure grant that assists local units of government, or school systems, in implementing safe and connected pedestrian or bike infrastructure. This is to promote active transportation alternatives for students to get to school.	<ul style="list-style-type: none"> <li>• Sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Crosswalks</li> </ul>		\$200,000 - \$210,000	9 weeks before Application Review Committee Meetings
Private	<b>DALMAC Fund</b>	A private cycling organization located in Lansing that awards bike infrastructure grants.	<ul style="list-style-type: none"> <li>• Construction of Bike Facilities</li> <li>• Bike education programs</li> </ul>	<ul style="list-style-type: none"> <li>• Bike promotion activities</li> <li>• Purchase of bikes and other equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Development of bike routes or maps</li> </ul>	N/A	March 1st each year
Private	<b>League of Michigan Bicyclists (LMB)</b>	Micro-grants are awarded to help grow bicycling initiatives in Michigan.	<ul style="list-style-type: none"> <li>• Bike safety programs</li> <li>• Bike promotion campaigns</li> </ul>	<ul style="list-style-type: none"> <li>• Advocacy efforts</li> <li>• Innovative projects</li> </ul>		\$2,000	~ Mid-May each year
Private	<b>Three Rivers Area Community Foundation</b>	The Community Foundation offers multiple grant awards for projects in various sectors such as health, environment, education, recreation and more.	<ul style="list-style-type: none"> <li>• Capital projects</li> <li>• Lecture series and public libraries</li> </ul>	<ul style="list-style-type: none"> <li>• Public health projects</li> <li>• Cultural programs</li> </ul>	<ul style="list-style-type: none"> <li>• Parks and park facilities</li> </ul>	N/A	October 15th each year
Private	<b>People for Bikes</b>	This organization awards grants for bike infrastructure across the United States.	<ul style="list-style-type: none"> <li>• Bike paths, lanes, trails and bridges</li> </ul>	<ul style="list-style-type: none"> <li>• Bike parks and pump tracks</li> </ul>	<ul style="list-style-type: none"> <li>• End-of-trip facilities</li> </ul>	\$10,000	Spring and Fall each year
State	<b>DNR Passport Grant</b>	This grant opportunity funds the development or upgrade of recreation facilities. The applicant must have a minimum of 25% match.	<ul style="list-style-type: none"> <li>• Picnic areas</li> <li>• Trails</li> </ul>	<ul style="list-style-type: none"> <li>• Campgrounds</li> <li>• Existing facility renovation</li> </ul>	<ul style="list-style-type: none"> <li>• Boating and fishing areas</li> </ul>	\$150,000	April 1 each year
State	<b>DNR Land and Water Conservation Fund</b>	This grant assists with funding the development of public outdoor recreation projects. A minimum of 50% match is required.	<ul style="list-style-type: none"> <li>• Trails</li> <li>• Picnic areas</li> </ul>	<ul style="list-style-type: none"> <li>• Beaches Boating access</li> </ul>		\$300,000	April 1 each year
Federal	<b>Department of Education - Student Support and Academic Enrichment Program</b>	This grant is aimed toward improving the use of technology in order to improve achievement of digital literacy for all students.	<ul style="list-style-type: none"> <li>• Broadband Adoption</li> </ul>			N/A	N/A
State	<b>MDOT - Federal Local Safety Program (HSIP)</b>	This program is designed to assist communities with road improvement projects in various ways.	<ul style="list-style-type: none"> <li>• Corridor Projects</li> <li>• Slope Flattening</li> </ul>	<ul style="list-style-type: none"> <li>• Bridge improvements</li> <li>• Traffic improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Guardrails</li> </ul>	Funding will be provided at a maximum of 80% of construction project cost	N/A
Federal	<b>EPA - Healthy Watersheds Consortium Grants (HWCG)</b>	Projects are watershed program development projects or local demonstration/training projects. For healthy watershed program development projects, the award should be provided for projects that develop and/or support state, interstate, and tribal healthy watersheds programs	<ul style="list-style-type: none"> <li>• Development of state, interstate, or tribal healthy watersheds strategies or plans that employ a systems-based, integrated approach to protection; environmental flows assessments; and public outreach and education on the importance of protecting healthy watersheds.</li> </ul>			N/A	N/A
State	<b>MEDC - Michigan Business Development Program</b>	The program is designed to provide grants, loans and other economic assistance to businesses for highly competitive projects in Michigan that create jobs and/or provide investment and results in a net-positive return to Michigan.	<ul style="list-style-type: none"> <li>• MSF support in the form of a grant will be performance based, with preference given to eligible businesses seeking to locate or expand in Michigan rather than in another state.</li> </ul>			N/A	N/A
Federal	<b>NPS - Paul Bruhn Historic Revitalization Grants Program</b>	The Paul Bruhn Historic Revitalization Grants Program is a new Historic Preservation Fund grant program that supports subgrant programs that enable the rehabilitation of historic properties and rehabilitate, protect, and foster economic development of rural communities (less than 50,000 residents).	<ul style="list-style-type: none"> <li>• This program funds preservation projects for historic sites, including architectural and engineering services and physical building preservation through subgrants to communities determined rural by the US Bureau of the Census.</li> </ul>			N/A	N/A
Federal	<b>NPS - Save America's Treasures Grants</b>	The purpose of this grant program is to help preserve nationally historic properties and collections that convey our nation's heritage to future generations.	<ul style="list-style-type: none"> <li>• Preservation, rehabilitation, and conservation of nationally significant historic properties and collections.</li> </ul>			\$500,000	December each year
State	<b>EGLE - The Michigan Volunteer Rivers, Stream, and Creek Cleanup Grant Program</b>	This Program provides small grants to local units of government to help implement volunteer cleanup efforts of rivers, streams, and creeks to improve the waters in Michigan.	<ul style="list-style-type: none"> <li>• River cleanup projects</li> </ul>			\$5,000	No funding available in 2020.
State	<b>MEDC - Community Development Block Grant</b>	Funds are used to provide grants and loans, in Cities usually with populations under 50,000, in support of economic or community development projects.	<ul style="list-style-type: none"> <li>• Building Rehabilitation</li> <li>• CDBG Loan Program</li> <li>• Façade Improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Planning</li> <li>• Public Facilities</li> <li>• Public Improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Small Businesses</li> <li>• Rental Rehabilitation</li> <li>• Unique/Innovative Projects</li> </ul>	N/A	N/A