



# Master Plan

Village of Stockbridge, Michigan

Adopted May 9, 2024

Prepared by:



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# Acknowledgments

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## **VILLAGE OF STOCKBRIDGE PLANNING COMMISSION**

Daryl Anderson – Chair  
Jennifer Conant – Commissioner  
Laura Loomis – Commissioner  
Kim Morehouse – Commissioner  
James Johnson – Commissioner

## **VILLAGE COUNCIL**

Jill Ogden – President  
Frederick Cattell – Pro-Tem  
Kim Morehouse – Trustee  
Myranda Fairbotham – Trustee  
Richard Mullins – Trustee  
Molly Howlett – Trustee  
Mellisa Taylor-Powers – Trustee

## **ADMINISTRATION AND MORE THANKS**

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- Appendix A: Detailed Data Profile
- Appendix B: Complete Survey Data







# 01

# Introduction

## What is a Master Plan?

Planning is the preparation for a future event, activity, or endeavor. Everyone conducts some type of planning in their daily lives. Where the issues are simple and the outcomes are clear, the plans can be simple. More complex issues and problems require plans to be more complex and detailed. It is relatively easy to propose plans for events that can be reasonably anticipated. It is much more difficult to prepare plans for events which are not anticipated. The most effective plans are those which are accurate enough to prepare for anticipated events, and flexible enough to provide guidance for events which are not anticipated.

## THE FOLLOWING STEPS ARE INVOLVED IN THE PROCESS OF PLANNING.

- » Identification of the problem or issue.
- » Setting of goals to be achieved.
- » Formulation of alternative solutions and evaluation of impacts.
- » Developing a plan of action.

## HOW IS THE VILLAGE AUTHORIZED TO PLAN?

The Village of Stockbridge derives its authority to prepare a Master Plan from the Michigan Zoning Enabling Act 2006 PA 100, as amended. In accordance with this Act, the Village has a Planning Commission, which is appointed by the Village Council. This Planning Commission is responsible for drafting and implementing a Master Plan, as well as determining compliance with the Village's Zoning Ordinance. Changes made to the Zoning Ordinance should be derived by the plans put forth in the Master Plan.

# What does the Master Plan do?

- » Directs the location of land uses to promote business growth while directing development to areas that are best suited to support them.
- » Plans for permitted housing densities and placement to facilitate manageable growth.
- » Calls out community characteristics that should be protected or enhanced, such as the Village's historic character and small-town feel.
- » Finds ways to support the needs, wants, and interests of Village residents and business-owners.
- » Provides plans for a transportation system that facilitates the smooth, safe, and efficient flow of automobiles, trucks, buses, emergency vehicles, bicycles, and pedestrians.
- » Supports recreation programs and facilities to meet the present and future needs of all Villagers.
- » Promotes a thriving Central Business District (CBD).
- » Identifies tools that the Village can use to implement these plans.

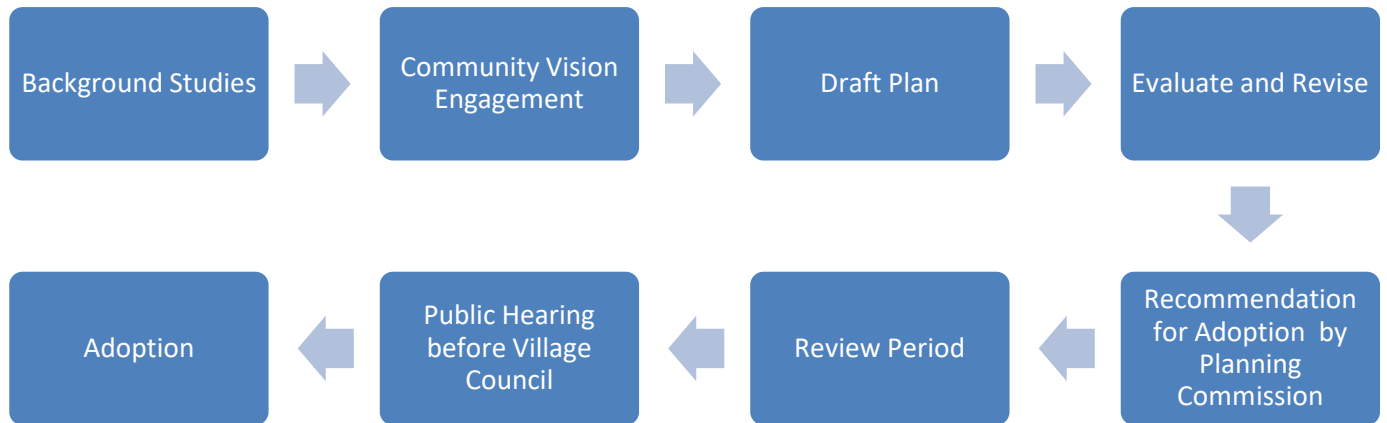
# What process has been followed?

The Village’s response to its planning and growth issues has been to undertake a systematic process, which has involved analysis of the community, citizen participation, and acknowledgement of the Village’s short- and long-range goals, and the adoption and implementation of the first Master Plan. The Master Plan will provide for the orderly development of the Village and assist the community in its effort to maintain and enhance a pleasant living environment and provide a vision for the future.

## THE MASTER PLAN HAS THE FOLLOWING ASPECTS:

1. **Physical Plan** - The Master plan will be a guide to the physical development of the community.
2. **Long Range Viewpoint** - The Master Plan will depict Village land use in conjunction with Township predicted land use in order to project development within a time frame of ten (10) to twenty (20) years; however, it must be reviewed on a regular basis, by state law, at least every five (5) years.
3. **Comprehensive** – The Master Plan will cover the entire Village and the components that affect its physical and historical makeup.
4. **Official Statement of Policy** – The Master Plan will serve as the official statement of policy regarding such issues as land use, community character and transportation and the physical environment. As a policy guide, it must be sufficiently flexible to provide guidance for changing conditions and unanticipated events.

The following flow chart depicts the Master Plan process. Public input is obtained throughout.



## HOW HAS THE COMMUNITY BEEN INVOLVED?

The Master Plan program has relied on the involvement of, and input from various stakeholder groups including, citizens-at-large, outside planning consultants, Village staff, Village Council, and Planning Commissioners. Public comment is critical in understanding the priorities, wants, and needs of the general public and is a major factor in determining the content of the Master Plan. Public input was received from a public survey and two public outreach events in August and September of 2023. The community’s input is described in Chapter 4: Public Participation.

# Who is responsible for planning and zoning?

The Village of Stockbridge has a number of bodies that are actively involved in the planning and zoning decision-making process:

## **VILLAGE COUNCIL**

The Village Council is the chief governing body of the Village. By Michigan Statute, the Village Council approves rezoning requests, zoning map and text amendments, and subdivision plats. The Village Council also votes to adopt the Master Plan at the end of the process shown above.

## **PLANNING COMMISSION**

The Planning Commission is the principal recommending body to the Village Council on planning and development matters in the community. The Planning Commission approves site plans and special land uses based on the Village Zoning Ordinance, and makes recommendations to the Village on rezoning requests, zoning text amendments, and subdivision plats based on the Master Plan. The Planning Commission makes the recommendation to the Village Council to adopt the Master Plan.

## **ZONING BOARD OF APPEALS**

The Zoning Board of Appeals serves to interpret provisions of the Zoning Ordinance when requested. It also determines when variances should be granted when practical difficulties with property make it impossible to meet the provisions of the Zoning Ordinance.



# Past Planning Efforts

The State of Michigan requires Villages to update their Master Plan every 5 years. Stockbridge has been implementing planning and zoning for over 50 years. The following policies, ordinances, and other documents provide the basis for most of the initiatives put forth by the Village today.

## **VILLAGE OF STOCKBRIDGE ZONING ORDINANCE**

Detailed regulations pertaining to land use within the Village can be found in *The Village of Stockbridge Ordinances Manual*, Chapter 6: “Zoning and Land Use”. This ordinance will be used to implement the Master Plan.

## **STOCKBRIDGE WALKABLE COMMUNITY TRAIL AND SIDEWALK MASTER PLAN, 2010**

This plan outlines a proposal for non-motorized transportation networks for the Village. The plan included proposed improvements to the Lakeland Trails State Park. The Village maintains the portion of the Lakeland Trail that is contained within Stockbridge. The Plan also proposed a 5.5-mile-long walking path around the Village, the Stockbridge Community Pathway, which has not yet been constructed. Finally, this plan proposed sidewalk improvements and development of new sidewalks.

## **STOCKBRIDGE VILLAGE MASTER PLAN, 2014**

The Village’s most recent Master Plan was adopted in 2014. The state recommends that local governments update their plans about every 5 years, so Stockbridge is ripe for a new plan. Some sections of this new plan that did not need updating have been derived from the 2014 Plan.

## **DOWNTOWN DEVELOPMENT AUTHORITY (DDA) PLAN, AMENDED 2022**

The Village of Stockbridge derives its authority to form a DDA from the Downtown Development Authority Act 197 of 1975, as amended. A DDA is a form of Tax Increment Financing (TIF) district wherein a percentage of tax revenues are retained for improvements and maintenance of the designated Downtown Area. The DDA board determines how funds will be spent and administers the district within the scope set by the Village’s DDA Ordinance. Stockbridge has had a DDA since the mid-1980s and has updated its goals and budget items intermittently as needed over the years. The most recent update to the DDA Ordinance was passed in 2022.





# 02 Stockbridge Village: Then & Now

Planning for future change and continual development and redevelopment of a community and its resulting land uses is largely dependent on where the community is located. Understanding the regional the basic facts and figures about a place, such as transportation systems, environmental features, and demographics, helps to drive logical, pragmatic, and action-oriented implementation measures that can be used to steer the community into a sustainable future.

# Regional Setting and History



The Village of Stockbridge is located in the southeast corner of Ingham County, entirely within Stockbridge Township (See Map 1).

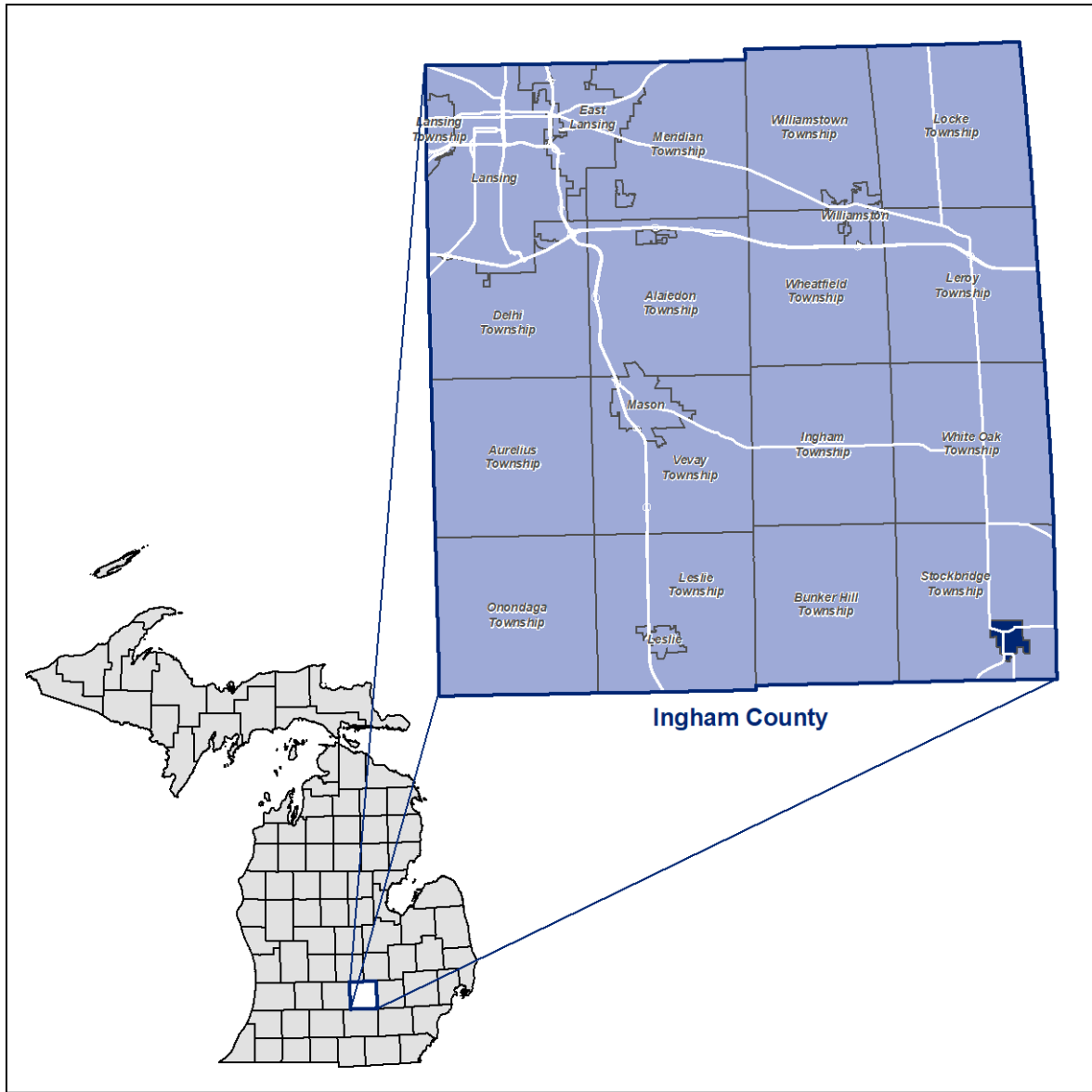
The area that is now Stockbridge was originally settled in 1835 by Elijah Smith and Herman Lowe. The town was originally named Perkins by Elijah Smith, after his hometown in the state of New York. In 1838, the town was renamed Stockbridge after the township, and formally incorporated as a village in 1889.

Stockbridge at one time was a very prosperous small Village with a relatively large number of small businesses including clothing and department stores, a small hospital, an authentic 24-hour German restaurant-deli-bakery and a lumber yard, in addition to many farmers. The train stopped frequently at the Village to drop off citizens and visitors and to pick up freight for shipment. Stockbridge was part of a vegetable growing region once known as "the salad bowl," which attracted large numbers of farm workers from Kentucky in the 1930's. Many of those families remained in Stockbridge and have since gained employment in several disciplines, both locally and throughout the State of Michigan.

Today Stockbridge is still a small Village but now is more of a bedroom community to nearby larger employment centers. This has been a natural progression for the Village, due to its centralized location, midpoint between the University of Michigan located in Ann Arbor and Michigan State University located in Lansing, as well as being about 18 miles from two interstate highways.

Perhaps the most historic event that occurred in the Village was the design of the Village Hall by Elijah Meyers, who designed several capital buildings, including the State Capital building in Lansing, Michigan. The Township Hall, located in the center of the Village, was built in 1892 and is still in use today.

**Map 1: Regional Location**



**Regional Location**

Village of Stockbridge  
Ingham County, Michigan

October 18, 2023

**LEGEND**

- Village of Stockbridge
- Other Municipal Boundaries
- Ingham County
- Counties



Basemap Source: Michigan Center for Geographic Information, v. 17a.  
Data Source: Ingham County, 2023.  
McKenna, 2023.



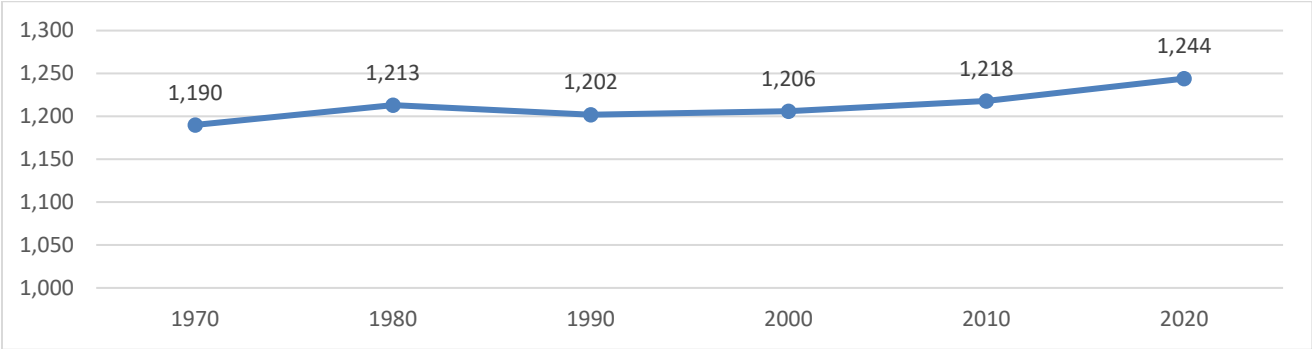
# Data Snapshot

Demographic analysis, or the study of the characteristics of the population, is a fundamental element of master planning. Future growth and development require consideration of how many people will need Village services, how much housing is affordable, how many new houses will be built, and other vital signs. By understanding these existing conditions and past trends, the Village can then appropriately anticipate and plan for the future needs of the community. Throughout this section, the Village of Stockbridge will be compared to similar Villages in the surrounding area in order to provide a reference point and understanding of where the Village stands in comparison to its peers.

The comprehensive data source for the Village of Stockbridge is the U.S. Censuses in 2000, 2010, and 2020. The following section is a summary that provides key information to get some context about the Village’s current conditions, while more extensive data tables are provided in Appendix A.

Stockbridge’s population has remained considerably stable over the past 50 years. **Reaching 1,244 as of the 2020 Decennial Census, Stockbridge is at its highest population in recent years.** Over the past 50 years, the Village has grown by about 5%. This is a reasonable and sustainable growth rate and is much easier to sustain and support than large leaps and fluctuations tend to be. Many other small villages in Michigan are losing population, while others suddenly see huge leaps that they’re unable to support, but **Stockbridge continues to see healthy, gradual growth.**

Figure 1: Population Change, 1970-2020



**Table 1: Population Change, 1970-2020**

Unit	1970	1980	1990	2000	2010	2020	1970-2020	
							# Change	% Change
Village of Stockbridge	1,190	1,213	1,202	1,206	1,218	1,244	+54	+4.5%
Stockbridge Township	2,526	2,914	2,971	3,435	3,896	3,912	+1,386	+54.9%
Ingham County	261,039	275,520	281,912	279,320	280,895	284,900	+23,861	+9.14%
State of Michigan	8,875,083	9,262,078	9,295,297	9,938,444	9,883,640	10,077,331	+1,202,248	+13.5%

Source: US Census Bureau

## AGE DISTRIBUTION

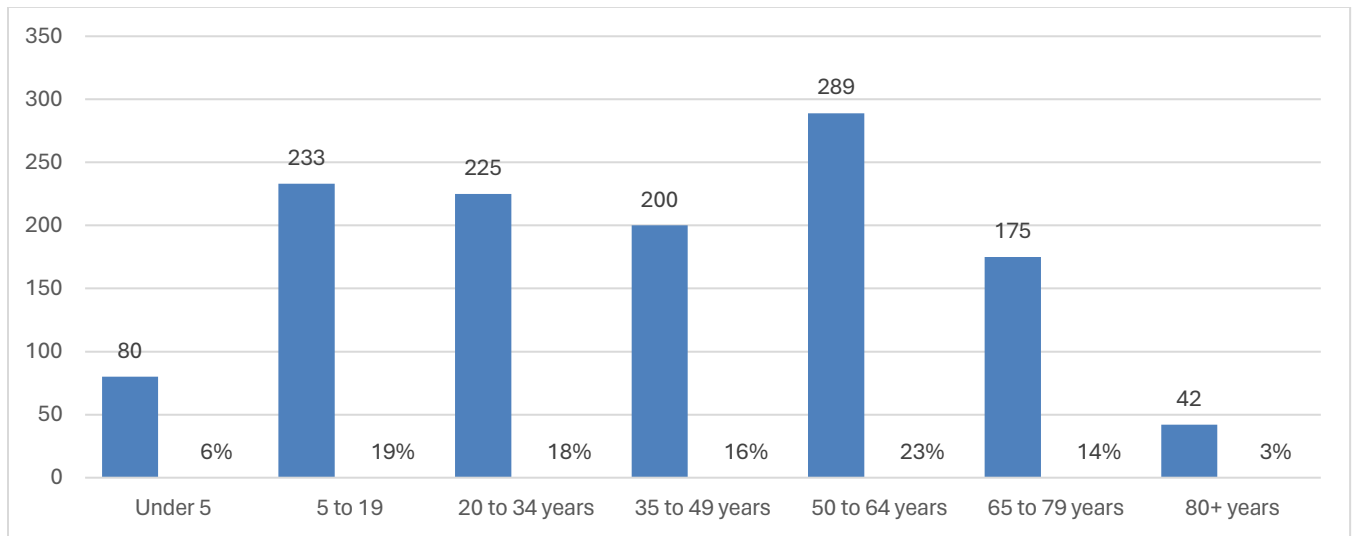
The age of a community’s population has implications for planning and development, whether it is a need for housing alternatives, an increased or decreased need for schools, or services for empty nesters and older residents. The median age of residents in the Village of Stockbridge is 42 years. This is higher than in Pinckney, Webberville, and Leslie, but lower than in Chelsea and Stockbridge Township.

**Table 2: Comparison of Median Age**

Stockbridge Village	Stockbridge Township	Pinckney	Webberville	Chelsea	Leslie
42	43	39	38	48	34

A higher median age tends to indicate an aging population. However, in Stockbridge, it could be skewed up due to a dip in the middle-aged population, while there is a significant-sized population of younger adults and children. The following chart shows a breakdown of age groups living in Stockbridge.

**Figure 2: Age Groups in Stockbridge**



While residents aged 50 and up make up the largest proportion of the population, children and young adults each make up 25% and 18% of the population. It is important to provide services that are beneficial to senior citizens, as well as ensure that there is plenty of support and opportunities for young people.

As the older adult population continues to age, the Village will have more retirees. It may be good to explore ways to encourage housing and developments geared towards seniors.

The Village should also be prioritizing ways to attract and retain young families in order to continue a gradual and sustainable population growth. The Village should continue to maintain and improve its parks and recreation facilities to encourage active lifestyles in children. Supporting small businesses and economic development will provide financial security to residents so that they can stay in Stockbridge to raise their families.

**HOUSING**

The following table demonstrates the number of housing units in the Village, how many of them are occupied vs. vacant, what percentage of those homes are owner-occupied, and the median value of homes in the Village. This information is shown for the years 2010 and 2020 in order to provide a frame of reference and get a sense of how the Village has changed in that time.

**Table 3: Stockbridge Housing Summary**

	2010	2020
Total Housing Units	552	550
Occupied Housing Units	481 (87%)	513 (93%)
Owner Occupied (of Occupied Housing Units)	287 (60%)	318 (62%)
Median Home Value	\$136,000	\$151,000

Source: U.S. Bureau of the Census 2010, 2020

The 1,288 residents of Stockbridge are combined into **513 households**. There are 550 housing units total in the Village, so at any given time, about 7% of homes or apartments are vacant. It’s good to have some vacancy in town, otherwise no one will be able to move in and there is nowhere to move if you want to change your living space but stay in the Village.

There was a loss of two housing units from 2010 to 2020, but a reduction in vacancies. This means that even though no new units of housing have been built, **there was a higher demand for housing in Stockbridge in 2020** than there was in 2010. **In 2020, 62% of homes were owner-occupied**, slightly higher in 2020 than in 2010. The median home value in Stockbridge also increased by 12% from \$136,000 in 2010 to \$151,000 in 2020.

**Table 4 Comparative Housing Data**

	Stockbridge Village	Pinckney	Webberville	Chelsea	Leslie
Number of Housing Units	550	934	553	2461	823
Housing Vacancy (%)	6.7%	1.4%	3.3%	4.8%	8.5%
Homeownership (%)	62%	81%	81%	71%	72%
Median Home Value (2021)	\$151,100	\$195,700	\$122,600	\$256,300	\$106,100

Source: 2020 Decennial Census (housing units, vacancy, and homeownership); 2021 American Community Survey (home value). US Census Bureau. Data.census.gov.



## EMPLOYMENT DATA

Stockbridge residents are primarily employed in the education and health services sector, as well as the arts, entertainment, and recreation, and accommodation and food services sector. Ingham County is home to some of the region’s largest employers, including Michigan State University – a 40-minute drive from Stockbridge.

The area’s manufacturing businesses also provide a significant number of employment opportunities. Manufacturing employment opportunities are not only found in Stockbridge, but also Stockbridge Township and other areas.

**Table 5: Economic Data**

Category	Data
Median Household Income	\$50,536
Unemployment rate (%)	5.2%
Labor Force*	623
Average Commute Time	34.4

*\*The number of people 16 years or older who are either working or actively looking for work.  
Source: 2021 American Community Survey. US Census Bureau. Data.census.gov.*

**Table 6: Stockbridge Labor Force, Stockbridge Village 2021**

Employment Status	Percent
Population 16 years and over	100.0
In labor force	56.9%
Employed	54.1%
Unemployed	2.8%
Not in labor force	43.1%

The American Community Survey estimated that 60% of the Village’s population over age 16 was in the labor force in 2021, meaning they were either employed or seeking work. 54% of the overall population is employed. About half of the group that is not in the labor force can be accounted for by retirement-age individuals, meaning another half has other reasons for not being in the labor force. This could include stay-at-home parents, disabled individuals, and those who otherwise choose not to work or are unable to find a job.

**Table 7: Median Income 2010-2021**

	2010 Median	2021 Median	Percent Change
Stockbridge Village	\$53,043	\$50,536	-4.7%
Stockbridge Township	\$64,384	\$68,542	+6.5%
Ingham County	\$59,947	\$58,226	-2.9%
State of Michigan	\$48,432	\$63,202	+30.5%

Stockbridge Village’s median income has decreased slightly over the past decade, while the Township’s median income has increased slightly. The State of Michigan has experienced a large increase in overall median income, but the County, the home of the State Capital, has had a marginal decrease.

Stockbridge Village has a relatively educated population with 92% of its population over 25 years old having achieved High School or an equivalent certification. More of the population has a partial college completion or Associate’s Degree (32%), while another 28% has completed a Bachelor’s degree or higher. The Village’s rate of school completion is slightly lower than the Township, which is slightly lower than that of Ingham County. Overall, the Village’s educational level is not concerningly lower than trends in surrounding areas.

**Table 8: Educational Attainment**

Population 25 Years and Over	Stockbridge Village		Stockbridge Township		Ingham County	
	Number	Percent	Number	Percent	Number	Percent
Total	1,057	100.0	2,988	100.0	177,809	100.0
No high school diploma	76	7.2%	222	7.5%	11,675	6.6%
High school graduate (includes equivalency)	257	24.3%	792	26.5%	39,088	22.0%
Some college, no degree	338	32.0%	887	29.7%	41,625	23.4%
Associate's degree	91	8.6%	338	11.3%	15,656	8.8%
Bachelor's degree	153	14.5%	456	15.3%	37,274	21.0%
Graduate or professional degree	142	13.4%	293	9.8%	32,491	18.3%
Percent High School Graduate or Higher	981	92.8%	2,766	92.6%	166,134	93.4%
Percent Bachelor's Degree or Higher	295	27.9%	749	25.1%	69,765	39.2%

# Community Facilities and Infrastructure



## PUBLIC ADMINISTRATION

The Village of Stockbridge is a Michigan general law village that operates under the council/manager form of government by ordinance. The elected president and village council acts as the legislative or policymaking body of the village responsible for making laws, regulations, rules, and policies for the operation of the village government. The Village Manager is appointed by the village council and serves as the chief administrative officer of the village government responsible for the efficient and effective daily operations of the village in accordance with Sec. 65.8 of the Michigan General Law Village Act, Sec. 2-46 through Sec. 2-54 of the Village Code of Ordinances, Village Manager job description, Village Manager employment agreement, and state law and the local ordinances, rules, regulations, and policies duly adopted by the village council. As of 2023, the Village is transitioning from its old Village Offices at 305 W. Elizabeth Street, to a new space at 118 N. Center Street.

## PUBLIC SAFETY

The Village hired a full-time Police Chief in 2005. This resulted in the formal organization and certification of the Police Department in January of 2006. The Department consists of two (2) full time employees: the Chief, one (1) full-time officer, three (3) part-time officers, and one (1) school resource officer.

On April 1, 2006, the Stockbridge Township Fire Department and Stockbridge Ambulance, Inc. merged to become the Stockbridge Area Emergency Services Authority (SAESA). This authority was formed by Stockbridge, Bunker Hill, Waterloo and White Oak townships to better utilize funds to serve residents of those areas. SAESA is located at 1009 S. Clinton Street and currently houses three (3) ambulances on site.

Twenty-eight (28) firefighters including ten medical First Responders are on call around the clock. Two pumper trucks, a tanker, a ladder truck, a rescue rig, and three brush trucks are ready to respond to structure fires, field fires, automobile accidents, and hazardous material incidents. The fire department is in the process of expanding their services with the addition of a fire station in Waterloo Township expected to be completed in 2024.



## SCHOOLS AND LIBRARIES

The Stockbridge Area School District covers about 128 square miles including the Village and surrounding municipalities. The district includes Emma Smith Elementary School, Heritage Elementary School, and the Junior/Senior High School, all of which are located within the Village. The total enrollment for 2023 was approximately 1,200 students.

The Stockbridge Library is part of the Capital Area District Libraries system. Open every day of the week (other than holidays), the library is a great resource for the community. Anyone with a CADL library card can check out books and access a great variety of additional perks. Public wi-fi, charging cables, computers and computer accessories, and even board games are available to use. Local history and newspaper collections can also be browsed on site.



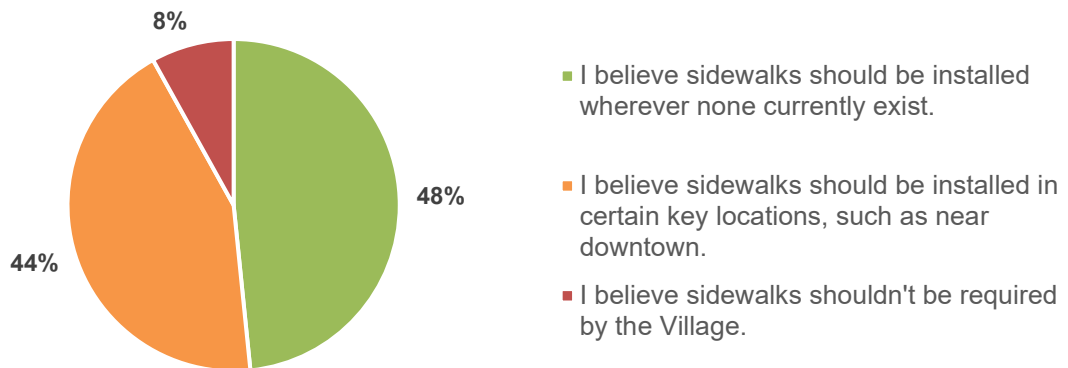


## SIDEWALKS

Sidewalks allow people to get where they need to go when they don't have a car available, when they want to lead a more active lifestyle, or enjoy nice weather. However, walking isn't always the safest mode of transportation, especially when there aren't consistent sidewalks, or when sidewalks are old and deteriorating. While they don't take as much wear and tear as roads, they still need repairs occasionally. Sidewalk repairs are especially important for allowing those with difficulty walking to enjoy them, so that people aren't at risk of tripping and falling on the concrete. Much of the public engagement feedback supported improving sidewalks and increasing connectivity.

The Village is currently in the process of updating many of its sidewalks to comply with the most recent Americans with Disabilities Act (ADA) standards, so that they can be safer and friendlier to those with disabilities. In 2019, the Michigan Department of Transportation installed a push button blinking light to create a safer crosswalk at M-52/S. Clinton Street and Elizabeth Street; in 2020, MDOT began the process of installing the ADA-compliant sidewalks around that same corridor. In 2023, sidewalk repairs were implemented around the Village.

Regarding sidewalks, please select the answer you think most closely aligns with your preference:



## MASS TRANSIT

The Capital Area Transit Authority (CATA) has a rural service paratransit that serves Stockbridge. This is a **demand-response service**, meaning riders must request service when they need to use it. Service hours are limited to the weekdays from 7 am to 6 pm, and trips must be scheduled the day before. All rural residents are able to utilize this service if they need it!

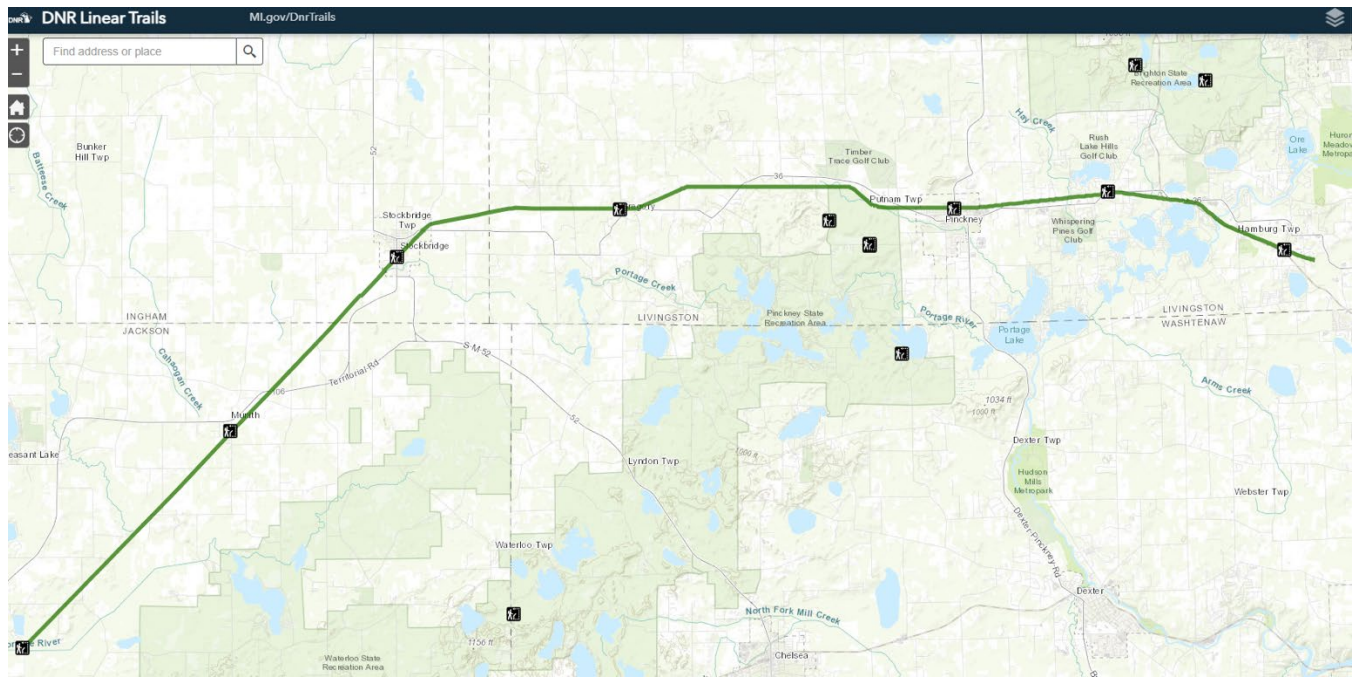
In 2020, the Western-Washtenaw Area Value Express (WAVE) expanded their programming to provide shuttle services and on-demand door-to-door buses in the Village, as well as the Villages of Chelsea and Manchester. Door-to-Door Service is offered free to Stockbridge Village residents for dropoff within Western Washtenaw County, and for \$20 outside of Western Washtenaw County (lower fares available for senior citizens, people with disabilities, and youth). The WAVE system also connects to the Ann Arbor Area Transportation Authority (AAATA) system. WAVE provides a fare-free option to increase the accessibility and affordability of their transit system.



**Ride the W.A.V.E.**  
Western-Washtenaw Area Value Express

## REGIONAL TRAILS

Figure 3: Mike Levine Trail State Park



The Mike Levine Lakelands Trail State Park provides access to regional recreational opportunities. Formerly known as just “Lakelands Trail State Park”, it was renamed in 2018 to honor Michigan trails champion Mike Levine.

The trail is suitable for walking, biking, running, and equestrian uses. This trail serves as a great access point to regional connections. This trail also connects to the Pinckney State Recreation Area trail system.

# Parks & Recreation Facilities

## STOCKBRIDGE TOWN SQUARE

Stockbridge's historic Town Square is officially owned by Stockbridge Township and is home to the historic Stockbridge Township Hall. The Town Square marks the center of the Village's Downtown. Multiple annual festivals are held here, attracting hundreds or even thousands of visitors each year. The Town Square includes a pavilion which is often used for performances, plenty of open lawn space, a gorgeous tree canopy, as well as the iconic Stockbridge Soldier's Memorial Statue, which was erected in 1905.



## VETERAN'S MEMORIAL PARK

Veteran's Memorial Park Veteran's Memorial Park is the Village's incredible neighborhood park. Its newly updated facilities and equipment make this park not just a local gem, but a regional draw as well. A new pump track has been built along with improvements to the existing skate park, offering a unique amenity that can't be found in too many places.

The park also includes play equipment and swings, exercise equipment, two pavilions, volleyball and basketball courts, and restroom facilities. There's also a paved walking path throughout the park.



## MIKE LEVINE LAKELANDS TRAIL STATE PARK

Not only does the trail connect visitors to our Village, but it provides access to the great outdoors, allowing people to safely explore the area's natural beauty on foot or by bicycle. The trailhead park provides parking, restrooms, a picnic area, and play equipment.

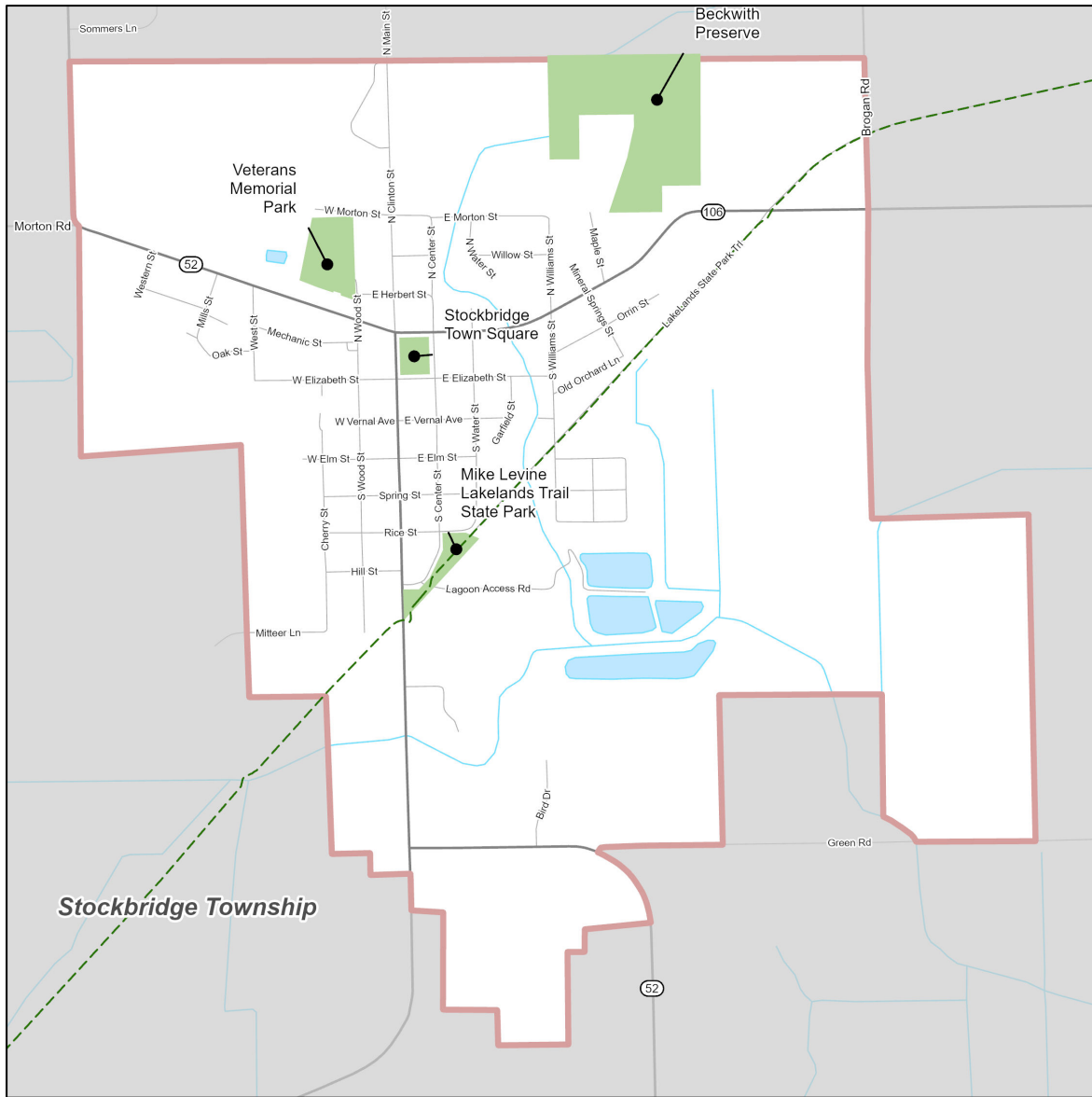
## BECKWITH NATURE PRESERVE

This is a nature preserve owned and maintained by the Legacy Land Conservancy. This 30-acre preserve area includes a short, well-maintained trail with frequent benches throughout. Visiting the nature preserve provides a window into Michigan's unique flora and fauna.

## WALKING PATHS

In addition to Lakelands Trail, there are two small walking/running/biking loops within the Village: the Beckwith Preserve includes a small trail loop just under a mile long, and a neighborhood trail surrounds Veterans Memorial Park by the Water Tower and can be accessed from Wood Street.

Map 2: Village Park Locations



## Park Locations

Village of Stockbridge  
Ingham County, Michigan

October 18, 2023

### LEGEND

- LakeLands Trail State Park
- Village of Stockbridge Boundary
- Other Municipal Boundaries
- Village Parks



Basemap Source: Michigan Center for Geographic Information, v. 17a.  
Data Source: Ingham County, 2023.  
McKenna, 2023.





# Utilities

## WATER SYSTEM & WELLS

In 2006, approximately 3,000 feet of Village water main along E. Main and Maple Street was replaced with larger 8" and 12" mains. This work was completed as the first of three phases. Due to the frequent breaking and insufficient flow and pressure to residents in this area, the water main replacement on E. Main and Maple Street was identified as the highest priority. Maple Street resurfacing was coordinated with this phase (2002 Street Pavement Study gave this pavement section its poorest rating). Future Phase II (2008) and Phase III (2010) water system improvements scopes have been identified and developed. For additional details, refer to the 2004 DWRP Project Plan study.

In an effort to safeguard public water supply systems (PWSS) from contamination, the federal Safe Drinking Water Act (SDWA), 1976 PA 399, was amended in 1986 to include wellhead protection. Through these amendments Michigan implemented a voluntary, statewide Wellhead Protection Program (WHPP). Michigan's WHPP is composed of a set of guidelines that help communities protect their drinking water by identifying the area that contributes groundwater to PWSS wells, identifying sources of contamination within that area and developing methods to cooperatively manage the area and minimize the threat to the PWSS.

The Village has two (2) ten (10) inch wells that produce 350 gallons per minute each. The Michigan Department of Environmental Quality requires that the water supply provide 1.5 times the capacity that the water system must provide. (Source: Village of Stockbridge Department of Public Works)

The Village of Stockbridge is dedicated to maintaining high quality drinking water for its residents. High quality drinking water is vital to the health and economic growth of the area. This is why the Village implemented a Wellhead Protection Program. A Wellhead Protection Program increases public understanding of groundwater. The program promotes quality groundwater now and for future generations. The groundwater in the Wellhead Protection Area supplies the Village's wells. The Village of Stockbridge has 200 hundred feet of radius around our well heads.

## WASTEWATER TREATMENT

In 2004, the wastewater treatment capacity was increased from 153,000 to 175,000 gallons per day (Year 2023 design flow) by upgrading the existing lagoon footprint to an aerated lagoon system. Additional system features were added including chemical feed for phosphorus control, disinfection & de-chlorination (if needed for surface water discharge), rehabilitation of the effluent pumping station, reconstruction/relining of Polishing Lagoon No.4, replacement of spray irrigation center pivots No.1, No.2 and No.4 (for groundwater discharge) and construction of effluent forced main for a new surface water discharge to Jacobs Lake Drain. The renewal of the groundwater discharge permit (spray irrigation field) and the addition of a surface water discharge permit have provided significant operator flexibility for the discharge of treated effluent. The discharge flexibility also provides cost-effective options for increasing treatment capacity for the next 20-year expansion.

## STORMWATER MANAGEMENT

The Village has 3.5 miles of storm sewer, and 3.5 miles of roadside ditches that handle storm water runoff.

## ROADS AND BRIDGES

According to the Village of Stockbridge Department of Public Works, the average age of the typical road in the Village is 15 years. The Elizabeth Street Bridge was replaced in 2021. Road and bridge maintenance is funded by a two (2) mill levy for the Village.

## OTHER SERVICES

Gas and electric services are provided by Consumers Energy. Rubbish collection, curbside recycling, and yard waste are combined and provided through Granger Waste Services. Telecom services are offered through a few providers: WideOpenWest (WOW), Verizon, and FreedomNet. Fiber Optic Internet service is becoming more available to residents through companies like Surf Internet.

## PUBLIC EVENTS AND COMMUNITY PROGRAMS

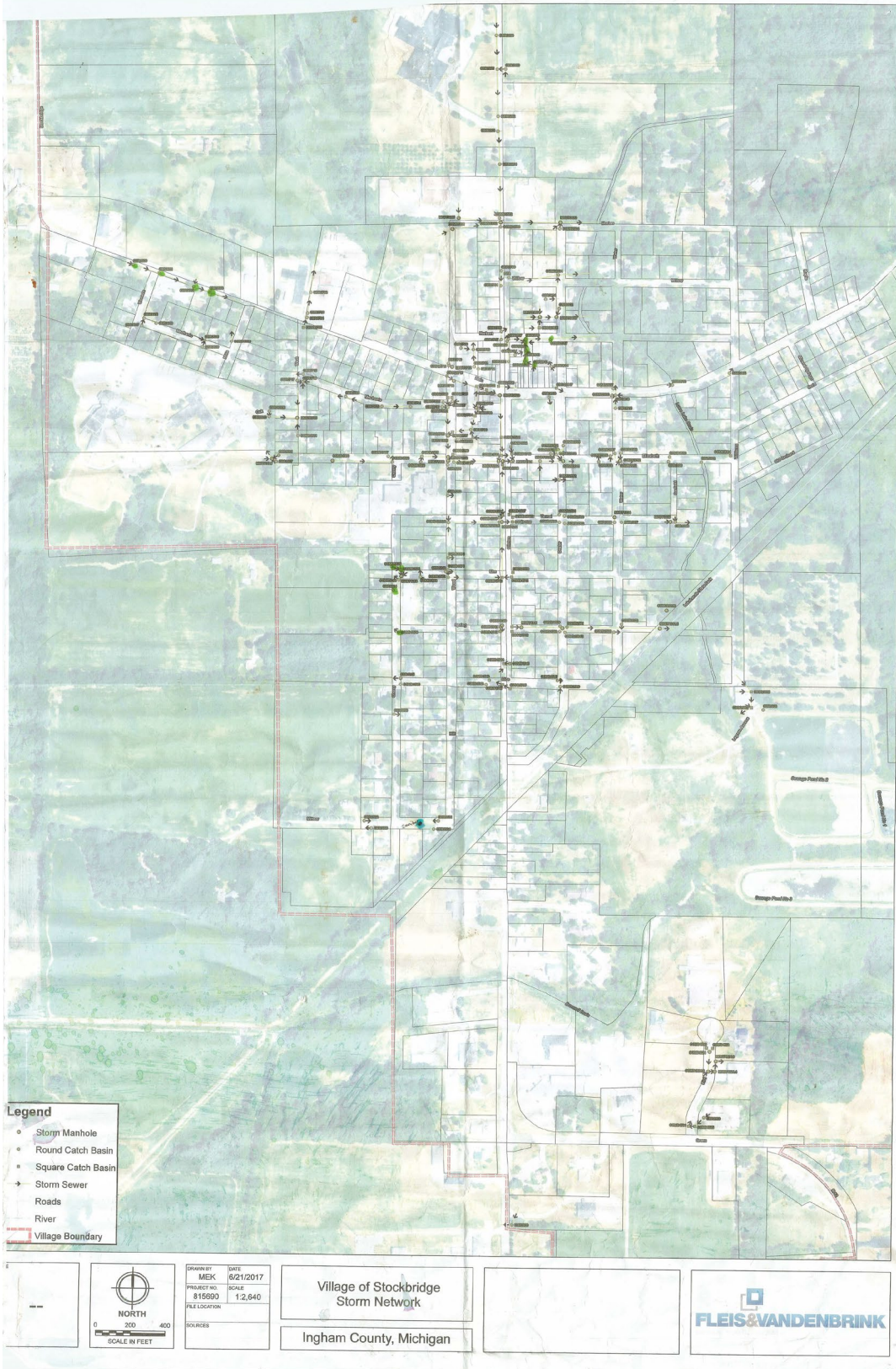
There are a number of other programs and locations in the Village that provide additional benefits to the Village and the surrounding areas. There are also a number of popular local events that take place annually in Stockbridge, which draw visitors from far and wide. The following list is not inclusive of all of the opportunities in the Village, but provides a snapshot of the great things that can be done in the Village:

- » The Stockbridge Wellness Center
- » Stockbridge Area Senior Center
- » Stockbridge Harvest Festival
- » A Day in the Village
- » Stockbridge Teen Center
- » Stockbridge Community Outreach
- » Harvest Moon Festival
- » All Clubs Day
- » Festival of Lights



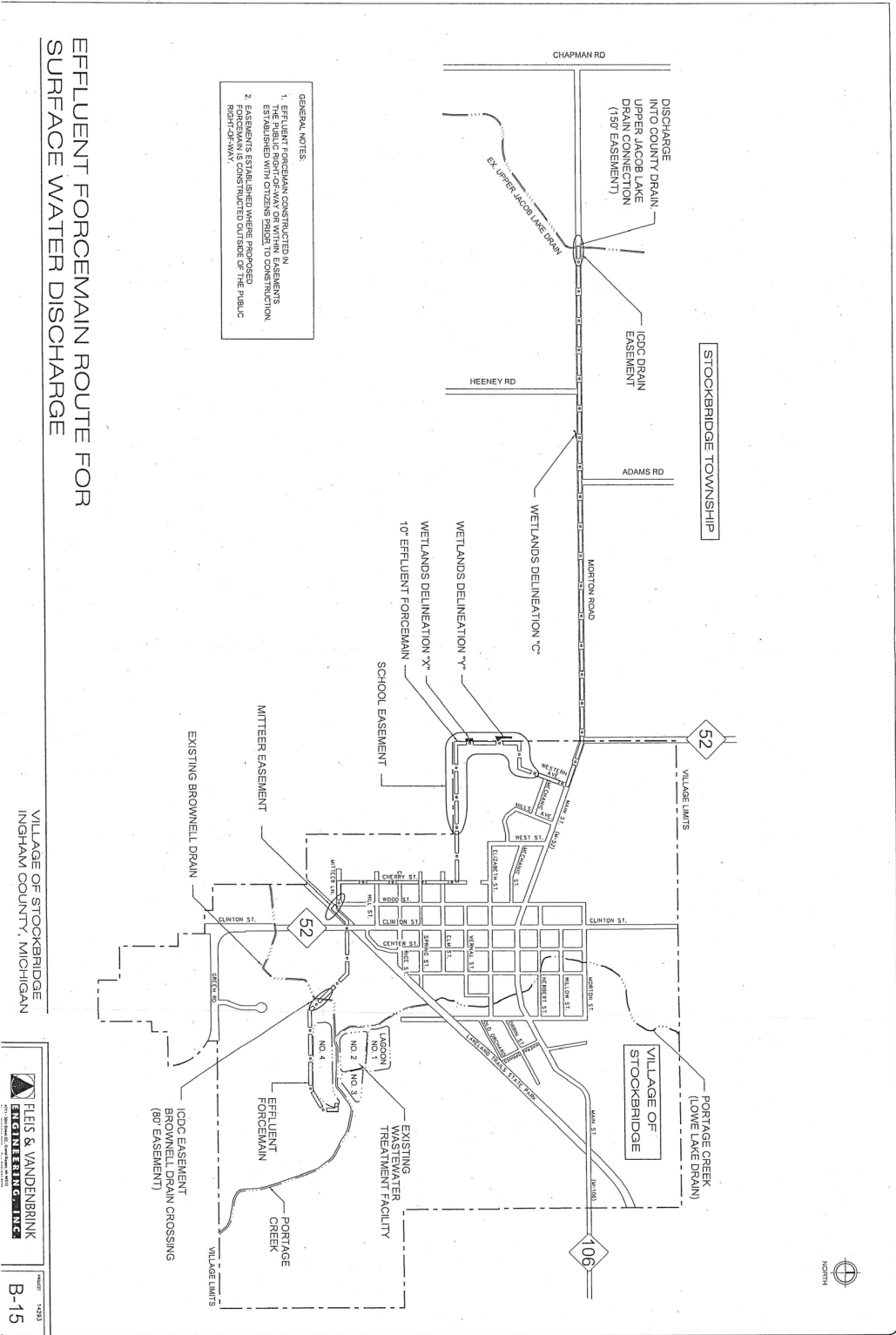


Map 3: Storm Network



Map 4: Effluent Forcemain Route

EFFLUENT FORCEMAIN ROUTE FOR SURFACE WATER DISCHARGE



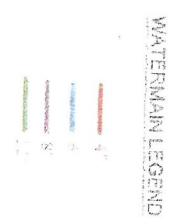
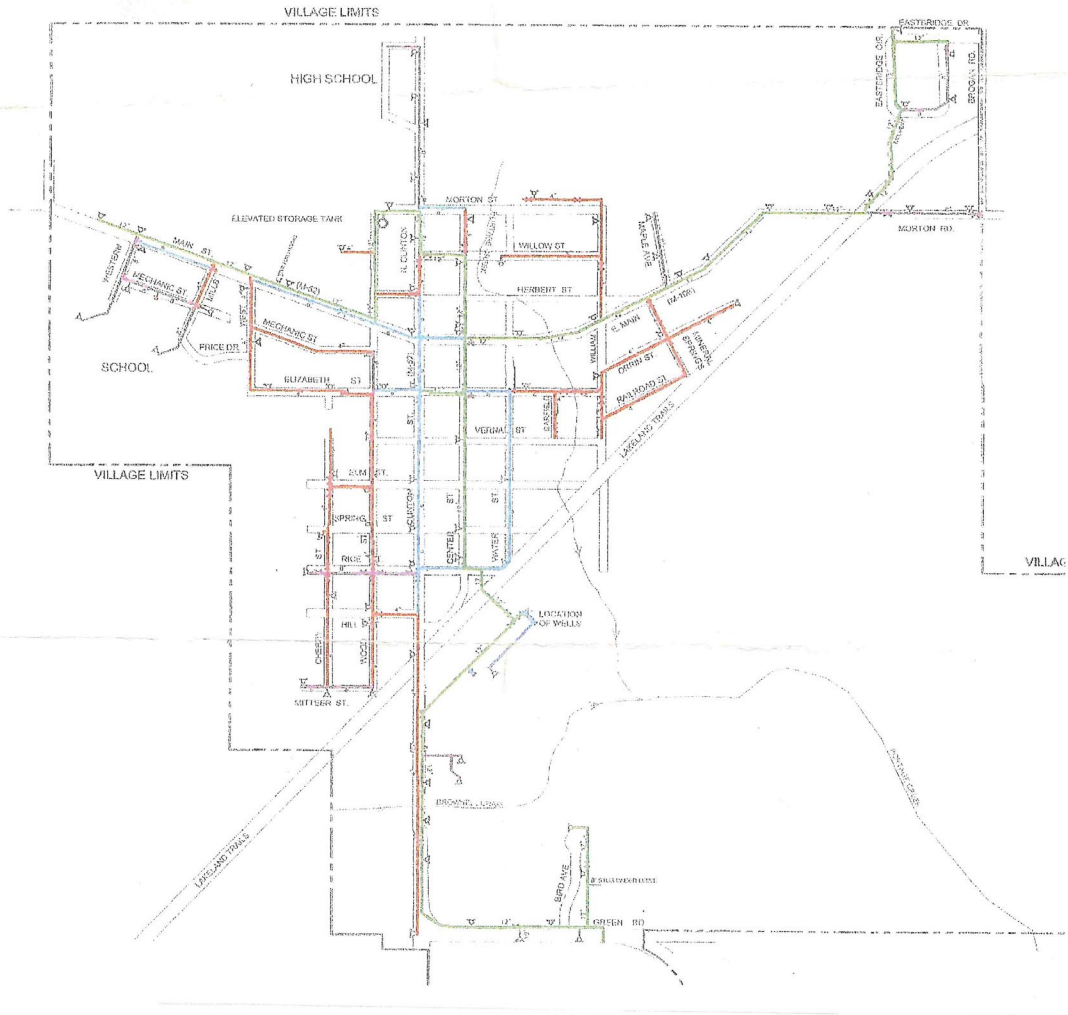
GENERAL NOTES:  
 1. EFFLUENT FORCEMAIN CONSTRUCTED IN A SEPARATE ESTABLISHED WITH CITIZENS PRIOR TO CONSTRUCTION.  
 2. EASEMENTS ESTABLISHED WHERE APPROVED FORCEMAIN IS CONSTRUCTED OUTSIDE OF THE PUBLIC RIGHT-OF-WAY.

VILLAGE OF STOCKBRIDGE  
 INGHAM COUNTY, MICHIGAN

HEIS & VANDERBRINK  
 ENGINEERING, INC.

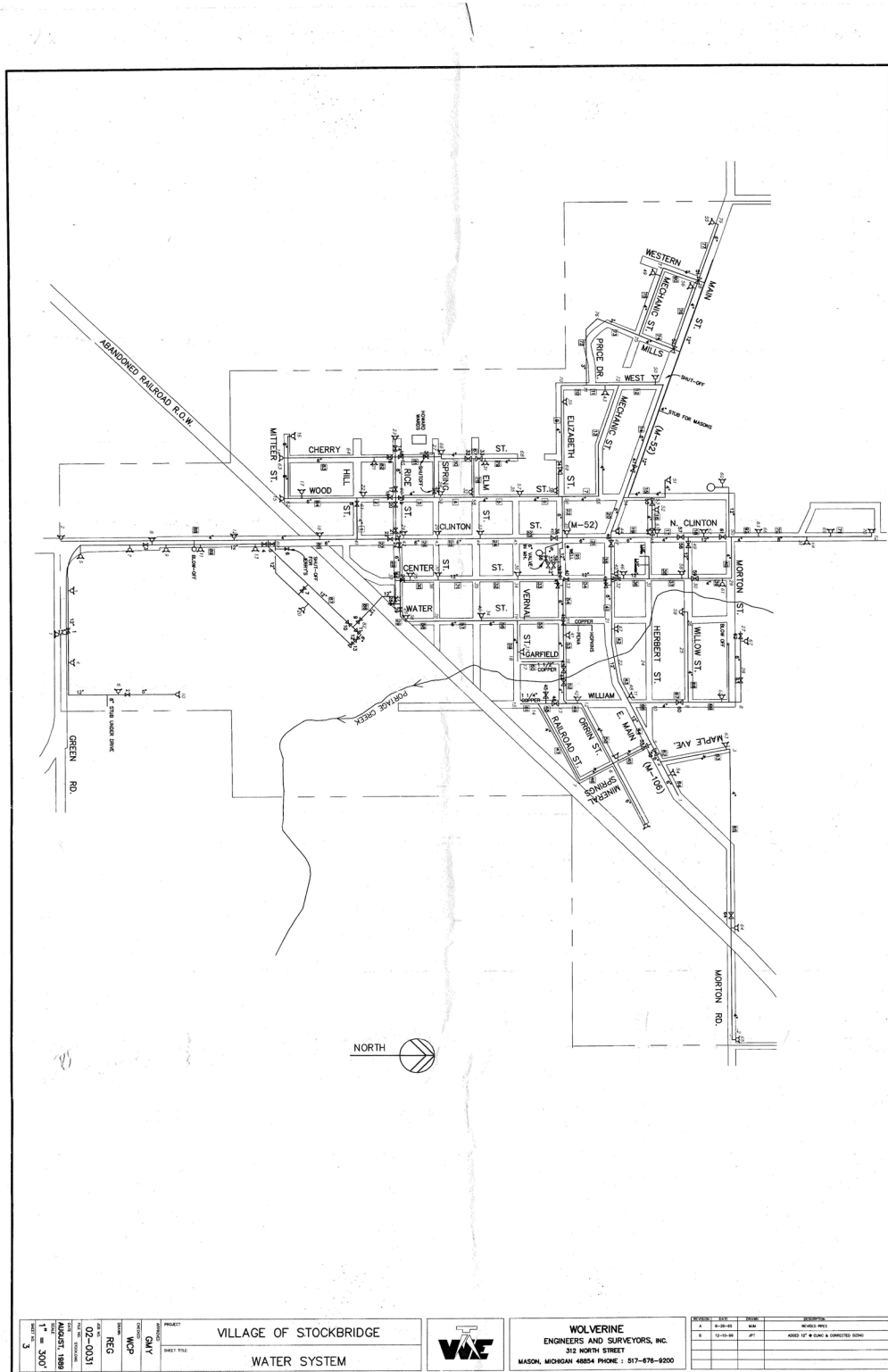
DATE: 1/2005  
 SHEET: B-15

Map 5: Watermains





Map 6: Water System



PROJECT	VILLAGE OF STOCKBRIDGE
SHEET TITLE	WATER SYSTEM
DATE	02-0031
SCALE	1" = 300'
BY	WJP
CHECKED	REG
DATE	05/17/1989
SCALE	1" = 300'
SHEET NO.	3

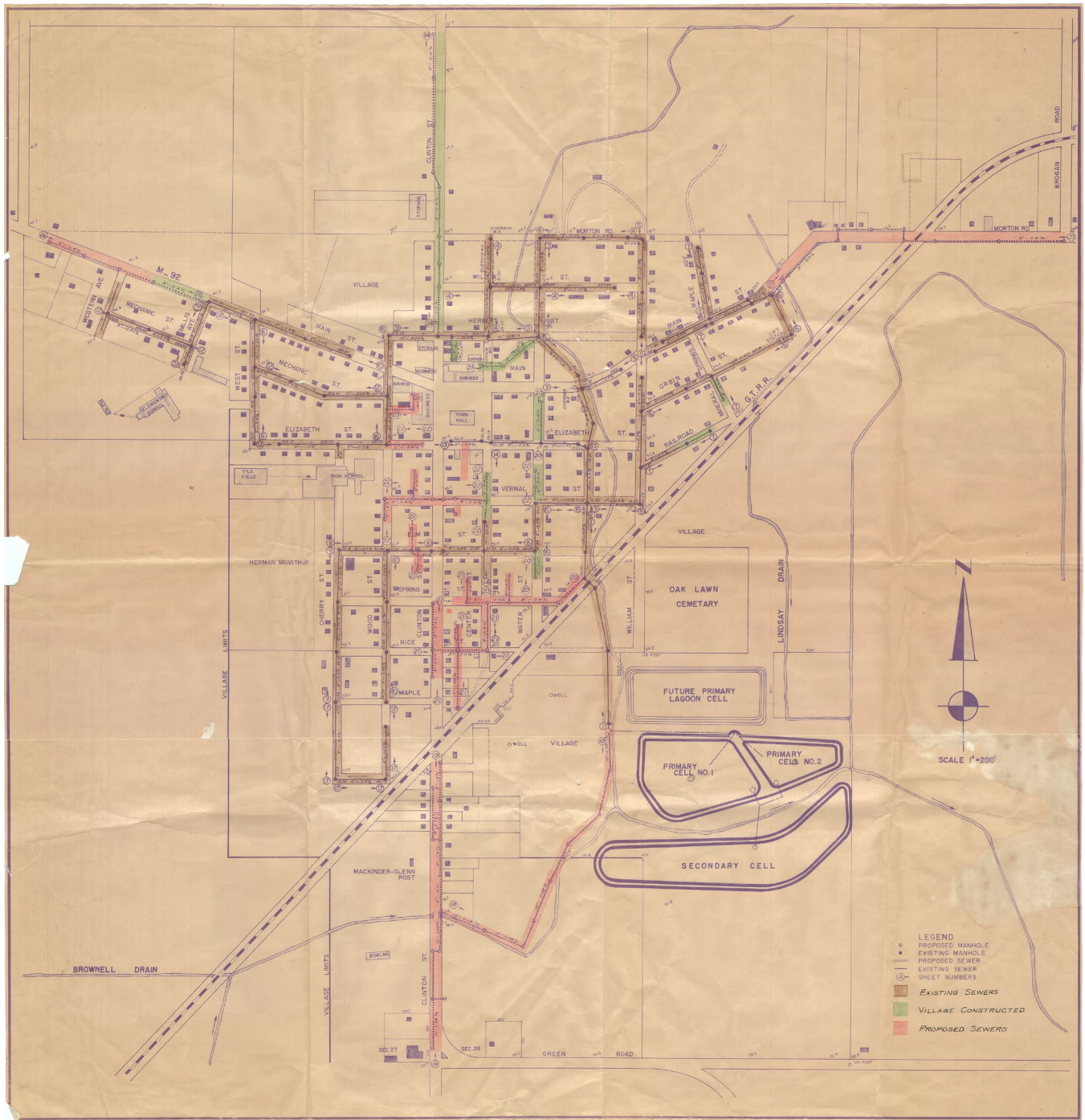
VILLAGE OF STOCKBRIDGE  
WATER SYSTEM



**WOLVERINE**  
ENGINEERS AND SURVEYORS, INC.  
312 NORTH STREET  
MASON, MICHIGAN 48854 PHONE: 517-876-9200

REVISION	DATE	BY	DESCRIPTION
A	02-00-81	WJP	REVISED WELLS
B	12-10-81	WJP	AREA 10' WIDE & CORRECTED SLOPE

# Map 7 Sewer System



# Natural Features

The natural features surrounding the Village, such as rivers, hills, and woodlands are an important resource to the community. An understanding of where these natural features are located along with environmental concerns are crucial in successful land use planning. The area around Stockbridge was historically made up of widely spaced oak and hickory forest, with rich, well-drained soil which made the area perfect for farming and settling. The area continues to be surrounded by beautiful, forested areas, including Stockbridge's Beckwith Nature Preserve. Portage Creek, a tributary of the Huron River, crosses the southern portion of the Village. Lowe Drain connects Nichols Lake to Portage Creek. Beautiful marshy areas span across the northwest and eastern edges of the Village, home to beautiful wildlife and foliage.

## WETLANDS

Understanding where wetlands are located is important for future planning considerations as these areas are restricted for development. Wetlands that span more than five contiguous acres are protected by State and Federal laws to reduce development that encroaches on these areas. Wetlands can be connected to watersheds of major freshwater sources, so contamination of these natural resources endanger water quality for the entire region. Wetlands are also biodiverse ecosystems, home to many species unique to Central Michigan.

There are a few areas within the Village identified as wetlands by the National Wetland Inventory (NWI). The locations of the wetlands within the Village are shown on Map 6.

Freshwater emergent wetlands are transitional areas between permanently wet and dry environments, and are located in the northwest and southeast corners of the Village. Freshwater forested/shrub wetlands, which are wetlands dominated by woody vegetation, are located along Lowe Drain and in the northeast corner of the Village.

## FLOODPLAINS

Floodplains are subject to more frequent flooding, and development within floodplains should be limited to mitigate future flood damage. The Federal Emergency Management Agency (FEMA) identifies areas within floodplains and with potential flood risk. A large portion of the Village is within the 'Zone A' flood hazard area. This means that there is a 1% chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. The areas that are within this flood risk area are mainly located in the southeast of the Village surrounding the lagoons. Areas around Portage Creek and the Lowe Drain are also identified, and a detailed map showing the locations is displayed on page 30.









# 03

## Existing Land Use

The Village of Stockbridge consists of seven main existing land use categories. Different from zoning districts, existing land uses describe the overarching character of an area and how the land is occupied. The existing land uses represented in the Village of Stockbridge are discussed below.



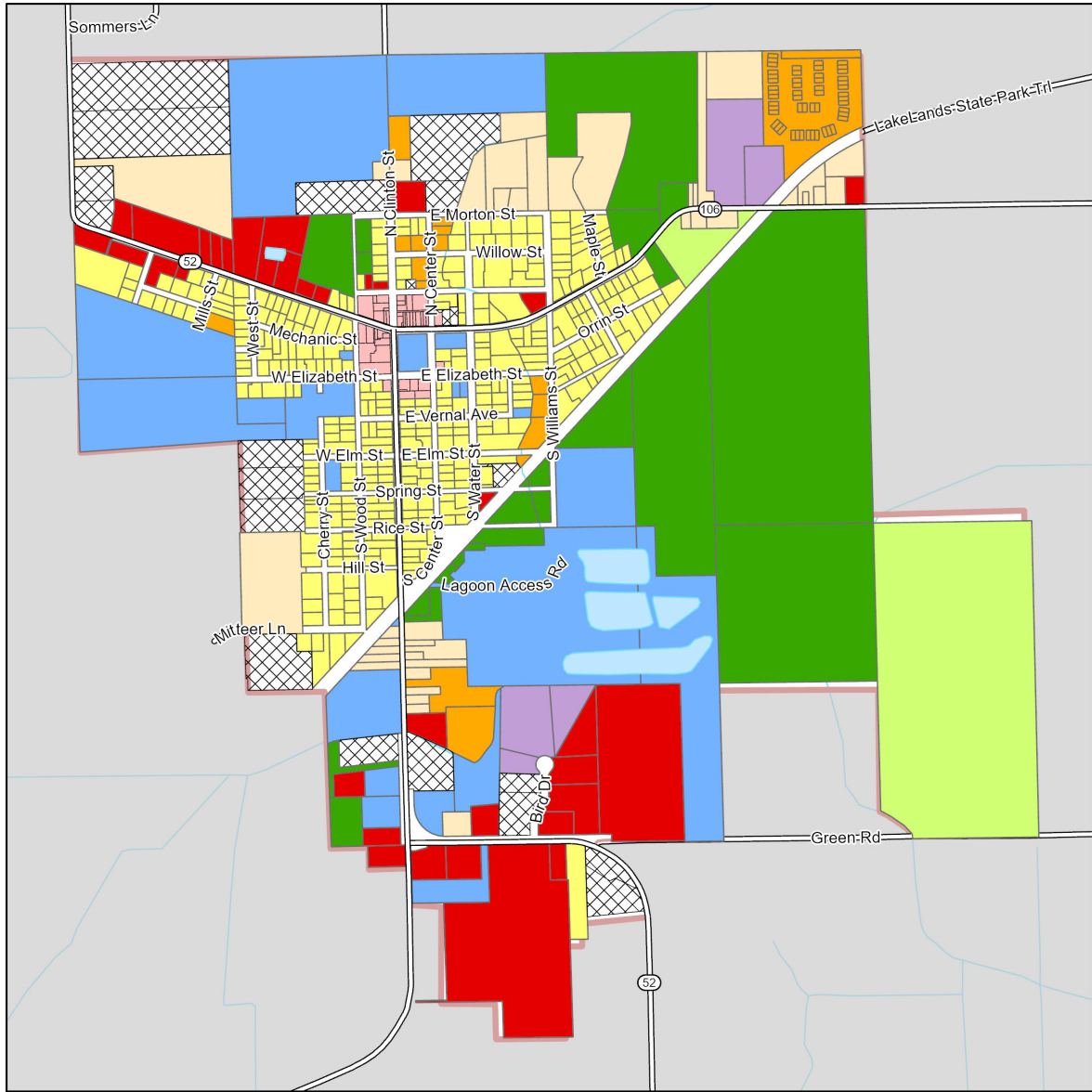
Existing Land Use Category		Area of Land Use (Acres)	Percent of Village
<b>Residential</b>		<b>224</b>	<b>24%</b>
Village Residential		118	13%
Suburban Residential		67	7%
Multi-Family Residential		39	4%
<b>Commercial</b>		<b>99.5</b>	<b>11%</b>
Village Center Commercial		6.5	1%
General Commercial		97	10%
Industrial		21	2%
Public / Semi-Public Land		199	22%
Recreation & Preservation		210	23%
Agricultural		85	9%
Vacant*		73	9%
Total**		920 Acres	

\*The "Vacant" Existing Land Use designation is applied primarily to large unoccupied parcels, and may not be inclusive of all vacant properties in the Village.  
 \*\*Total acreage of parcels within the Village is an estimate based on most recent data available from the Ingham County Equalization Office. Road Right-of-Way area is not included in acreage.

<b>Village Residential</b>	Single-Family residential homes make up the majority of land use in the Village. Much of the village is characterized by older single-family homes on neighborhood streets, on smaller lots (most are around ¼ of an acre). These homes have shorter side and front setbacks, and often feature front porches.
<b>Suburban Residential</b>	Single-family homes along the outer edges of the Village are more rural or suburban in character. The lots in these areas are larger, and feature winding side roads and cul-de-sacs as opposed to the grid-like pattern in the more central parts of town. The homes on these types of residential lots also tend to be farther away from the road and from other nearby homes.
<b>Multi-Family Residential</b>	Multi-family homes come in many shapes and sizes. In Stockbridge, there are a few different common multi-family building types. Two- and three-story apartment buildings are located in a few sites throughout the Village. There are also a number of single-story attached rowhouses. In the Northeast corner of the Village, a development is underway that, when complete, will include 52 new condominium housing units across 15 acres of land with large amounts of open space.
<b>Village Center Commercial</b>	Stockbridge's charming historical town square is one of the Village's most valuable assets. This bustling civic and commercial district is perfect for hosting one of the town's many annual events, doing some window shopping, or strolling over for a relaxing lunch break. Occupying most of the blocks that surround the Village Square, this land use contains a wide variety of buildings and uses. The most iconic buildings are the historic storefronts that go right up to the sidewalk. Businesses occupy the first floor of these buildings and residential apartments are on the second floor. Some single-story storefronts also surround the town square.

<b>General Commercial</b>	This land use resembles more auto-oriented commercial development, such as strip shopping centers, drive-through restaurants, gas stations, and big-box retail stores. These businesses include more parking in order to support more customers. This group also includes repair shops, hardware, and equipment sales uses. These areas cater to heavier traffic at higher speeds. This land use type generally provides higher-intensity commercial activities and offers significant employment opportunities.
<b>Industrial</b>	This land use includes intense manufacturing, warehousing, and processing operations, as well as mining and other extractive uses. There are multiple industrial equipment manufacturers in the Village of Stockbridge, which make up most of this land use category.
<b>Parks and Preservation</b>	Stockbridge Village includes significant amounts of preserved natural area, as well as multiple public parks and open spaces. Veterans Memorial Park is a public park with playground equipment, sports fields, and walking and biking paths. Beckwith nature preserve also includes a trail network that is open to the public, and the Lakelands Trail Head is another public park area. There are also a few large properties in the Village that have been dedicated as preserved natural areas. These areas aren't intended to be entered by the general public, but exist to protect the natural habitats within.
<b>Agricultural</b>	There are some remaining farmsteads and agricultural operations within the Village of Stockbridge. Agriculture is incredibly important to the region's history and continued economic prosperity. However, the Village is the most appropriate place for more dense development, as it has infrastructure to support more residents and businesses. Therefore, the Village will provide preferred land uses for this area so that alternatives are available if the owners choose to develop in another way in the future. Areas that are not conducive to providing utilities, however, should remain agricultural.
<b>Public / Semi-Public</b>	This land use represents Village-owned properties, schools, places of worship, and other public institutions. This also includes properties dedicated to utility service and easements.
<b>Vacant</b>	There is only so much land in the Village, so it is important to be thoughtful about how remaining <i>green field sites</i> (unbuilt land) should be used in the future. The Village has already determined which unbuilt land should be preserved as natural open space, so the remaining unbuilt open space (almost exclusively on the edges of the village) is available for development.

Map 9: Existing Land Use



# Existing Land Use

Village of Stockbridge  
Ingham County, Michigan

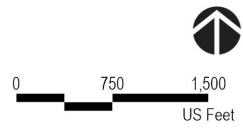
January 15, 2024

**LEGEND**

Village of Stockbridge Boundary

**ELU**

- Agricultural
- Village Residential
- Suburban Residential
- Multi-Family Residential
- Village Center Commercial
- General Commercial
- Industrial
- Public / Semi-Public Land
- Recreation & Preservation
- Vacant



*Basemap Source: Michigan Center for Geographic Information, v. 17a.  
Data Source: Ingham County, 2023.  
McKenna, 2023.*





# 04

## Public Participation

The Village of Stockbridge Master Plan update has been developed with the cooperation of the Planning Commission, the Village Council, as well as the residents of Stockbridge. Input from the general public was collected through a general survey and through public engagement at local community events, and Zoning Commission and the Village Council as representatives of the Village of Stockbridge residents. The interests and priorities of the public help to shape and direct the goals and objectives of this plan.



# Community Events

## MEETING PEOPLE WHERE THEY ARE

The planning commission is made up of residents of Stockbridge Village that are selected by the Village Council to pay close attention to planning and zoning issues in the Village. While they tend to have a good idea of what is going on in the Village, it is always important to reach out to as many people as possible to get an idea of what issues really matter to residents.

Stockbridge is well-known for its vibrant festivals and community events. These presented a perfect opportunity to meet people from Stockbridge and the surrounding area. It was important to this process not just to speak with residents, but also people from the broader region who spend time in Stockbridge (even though of course, the interests of constituents of Stockbridge Village are always at the forefront of any Village planning effort). The Master Plan team set up a booth at two popular community events, both of which took place at the Town Square. The two events were **All Clubs Day** on September 17, and the **Stockbridge Harvest Festival** on September 29<sup>th</sup>.

## WHAT'S YOUR BIG IDEA FOR STOCKBRIDGE VILLAGE?

The centerpiece of both events was the **Big Idea Board**. The planning team asked attendees, “What’s *your* big idea for Stockbridge Village?” This broad question gets people thinking about what should change, what should be improved, or what the Village needs that it doesn’t have. Everyone was encouraged to share their ideas – not just grown-ups, but kids too! And no idea was too big or too small for the big idea board.

The Big Idea Board is a great jumping-off point for thinking about how the Village can plan for the future. It also started conversations between attendees and the planning team that got into more detail. When folks stopped by the Big Idea Board, they were also encouraged to scan the QR code for the survey so they could take it later, since a fun festival isn’t the best place to be looking at a cell phone!

## ALL CLUBS DAY

The All-Clubs Day Motorcycle Rally was well-attended, and motorcyclists from all around brought their bikes to the Town Square to show them off. The crowd was mostly Stockbridge based, but there were many people from surrounding towns who also frequent Stockbridge. The most popular big idea throughout All-Clubs Day was adding more commercial options in the village, like a grocery store, restaurants, bakery, specialty meats and grocery store, a bicycle shop, and others. Many individuals mentioned the lack of a grocery store in the village and the strong need for one. A coffee shop downtown with consistent hours was also a popular idea, as it was a good, all-ages alternative to a restaurant or bar.

In addition to specific business ideas, there were many attendees who offered ideas for how the Village could create a more business-friendly environment. Some suggested the Village should do more to encourage more people to open businesses, and though there should be more effort to promote existing businesses and promote the events that bring people to town. There was also support for new ways to





attract visitors to town to support existing businesses, such as more bike trails and year-round recreation opportunities, and continuing to provide events throughout the year.

## STOCKBRIDGE HARVEST FESTIVAL



The Stockbridge Harvest Festival had a broad attendance from people of all ages. Most of the visitors were from Stockbridge, but there were plenty of people from the surrounding area and many from smaller villages within an hour's drive of Stockbridge. There were a lot of children at the event, so the Master Plan team brought treats and activities to the table to encourage kids and their parents to participate in the Big Idea Board (with all the other fun things around to grab their attention). It's really important to talk to kids about what they'd like to see in town, because while a lot of it is silly or unrealistic, sometimes it can give great insights into what the town is missing.

The kids' ideas written on the Big Idea Board also drew in grown-ups and gave them some ideas to use as a jumping-off point for their suggestions. Not only were lots of great points shared on the Big Idea Board, but there were also lots of great conversations had at the table about what could be done to improve the Village.

Discussions revolved around questions like...

- » If you live in Stockbridge, why did you decide to move here? What keeps you living here? Is there anything missing that would make it the ideal place to live?
- » If you don't live in Stockbridge, how often do you visit? What's your favorite thing to do here? What would bring you here more often?
- » What are some things that are missing in this region that you feel like you have to travel too far to find?
- » What issues or initiatives do you think the Village should give the highest priority?

The need for more basic businesses in the Village was a hot topic, revealing some strong patterns. While Stockbridge is less than an hour from major commercial centers in Jackson and Lansing, it would be great to have access to a grocery store for basic needs in the Village proper. More restaurants and cafes that are open in the evening were also supported, as some felt that most things were closed by the time they got home from work at the end of the day. People named lots of different cuisines they'd like to have available in town and reminisced about the old German restaurant that closed down recently.

People also had lots of ideas for new facilities that they would like to have in town. There was a lot of support for the idea of building a splash pad or a public pool in town. A lot of folks were excited about the new skate park and pump track facilities and thought the Village should make sure to publicize them.

Other people expressed that they'd like to see more housing built in the area, as the market is tight right now and housing is expensive. There were a lot of families at the event, including grandparents with their children and grandchildren. People talked about needing the schools to be good quality in order to stay in town with their children. There were a lot of people who shared how much they loved Stockbridge for its small-town energy and close-knit community, and said they wanted to keep living in the Village and raise their children there, after having grown up in Stockbridge themselves.





# Master Plan Survey

For the purpose of gathering public comments for the Master Plan update, the Village of Stockbridge conducted a community wide survey in 2023. The survey was promoted using the Village website and Facebook page. The survey received a total of 127 responses before it was closed in early October 2023. Most of the survey respondents (71%) were residents of Stockbridge. Survey respondents tended to be older adults, with those aged 55-64 representing 26% of respondents, those aged 35-44 representing 20% and those aged 45-54 representing 17%.

The survey highlighted respondents' similar positive feelings about Stockbridge. Most respondents said that what they appreciate most about Stockbridge is the close proximity to natural features, such as farmland and woodlands. Others pointed to the close proximity to populations centers like Ann Arbor and Jackson. Still others mentioned affordable housing, good schools, the charming downtown, and small-town character of Stockbridge as their favorite reason for living there.

Many respondents (73%) said they wished for increased retail and entertainment options like restaurants, shops, and eateries. Some mentioned having family-style, sit-down restaurant options downtown, as well as having a community grocery store. Others expressed the need for additional affordable housing options in the Village, however most respondents expressed single-family homes as their most desired type of housing in Stockbridge. Many individuals (70%) said they would like to see a more vibrant downtown.

## What do you like about Stockbridge?

Top 5 Choices:

1. **Close proximity to natural features, farmland, and woodlands.**  
68% of respondents
2. **Proximity to other popular areas such as Jackson and Ann Arbor.**  
55% of respondents
3. **The balance between urban and rural landscape.**  
42% of respondents
4. **Good Parks and Rec Programs.**  
35% of respondents
5. **Downtown Stockbridge**  
33% of respondents.

## What would you most like to see change in Stockbridge? Top 5 Choices:

<p><b>More retail and entertainment opportunities.</b></p> <p><i>72% of respondents</i></p>	<p><b>More vibrant downtown.</b></p> <p><i>69% of respondents</i></p>	<p><b>Too many vacant commercial sites.</b></p> <p><i>56% of respondents</i></p>	<p><b>More jobs.</b></p> <p>46% of respondents</p>	<p><b>More sidewalks and a Village-wide connected sidewalk system.</b></p> <p><i>39% of respondents</i></p>
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Many respondents felt that the current park and recreation system in Stockbridge was a source of pride and is currently serving the needs of the residents, but many (34%) suggested a need for programs for youth and teens. Other respondents called for adding more bike trails and bike paths. Some respondents expressed concern about pedestrian safety and speeding at key intersections in the Village, and nearly everyone suggested that sidewalks should be installed wherever they don't currently exist. More than half (57%) mentioned that there are too many vacant commercial sites in the Village.

Overall, Stockbridge residents expressed a fond appreciation for their Village. Survey respondents expressed their desire to maintain the historic small-town charm and character of Stockbridge, while planning for measured growth in the future. Respondents expressed that they would like to see more dining and commercial options, more housing types, and increased pedestrian infrastructure and safety, especially at major intersections. A complete summary of survey responses is available in Appendix B.

## Survey Summary

- A total of **127 people responded to the survey** between June and December of 2023.
- **71% of respondents are Stockbridge residents, 54% are property owners** in the Village, **9% own a business** in the Village, **17% work** in the Village, **40% attend an institution** in the Village (such as a church, school, or library), and **70% shop or dine** in the village.
- The largest group of respondents were long-time residents – **40% of resident who took the survey have lived in Stockbridge for more than 20 years!** People who have lived in Stockbridge for fewer than 5 years made up 20% of survey-takers.
- **Respondents want to see businesses thrive in Stockbridge!** 82% are supportive of commercial growth in the Village.
  - There is a market for retail and services **both in the Village Center and along the highway.**
  - **57% of respondents were concerned about vacant storefronts, many would like to see more businesses thrive here.**
  - There was great support for **all kinds of businesses**, especially **a grocery store, any new retail uses**, and a **wider variety of restaurants** that are open in the evening.
- **The Village's parks and events are well-liked by survey respondents** – 81% answered that the current parks system meets their needs, and many positive comments were provided about park programming.
  - **Improving maintenance and upkeep** of parks and trails was important to respondents.
  - Some survey-takers requested **more park amenities** such as benches, drinking fountains, and trash cans.
  - **A swimming pool or splash pad** were the #1 new park facilities requested in the survey.

- **Most people want to see new homes built in Stockbridge**, while there are some important reservations. 65% of survey-takers are supportive of residential growth – 25% were neutral and 6% were unsupportive.
  - Support for **more housing types** - 60% of respondents were in favor of encouraging “missing middle” housing like townhomes, duplexes, and condos. 24% were neutral, 11% opposed.
  - Some respondents who provided additional comments were concerned about providing too many **rental units over homeownership** – new housing should provide for a healthy balance.
  - **Blighted properties** are of moderate concern, and support was given for enforcement of property maintenance, nuisance, and blight ordinances.
- **Respondents are split on sidewalks**, 48% say “sidewalks should be installed wherever none currently exist”, while 44% say they should only be installed in “key locations”. Only 8% say they should not be required by the Village.
  - 40% stated the Village needs more sidewalks in the question about what needs to be improved in Stockbridge.
  - Most respondents (83%) said they **feel safe walking or biking within the Village** limits (39% feel “very safe”, 44% feel “safe”).
- **Most support new manufacturing growth in the Village (59%)**, and many stated they were in favor of manufacturing as long as it was ensured that the health and safety of residents and the natural environment was protected.
  - Multiple people commented that they would like to see more job opportunities within the Village.

# Review Period

The public was also given the opportunity to provide feedback on the Master Plan during the 63-day review period, which was recommended by the Planning Commission on February 15, and authorized by the Village Council on which was authorized by the Village Council on March 4, 2024.

This period gives residents time to read the plan and contact their representatives with questions and feedback. During this period, the plan is also sent to adjacent communities, the regional planning commission, relevant government agencies, and utilities providers in the area to provide any information or recommendations. The Village is not required to implement suggestions from these agencies into the plan, but it is useful in ensuring that local planning initiatives are not contradictory with work in the surrounding area.

At the end of the 63-day review period, a public hearing was held on March 9<sup>th</sup>, where the final draft of the Master Plan was presented and discussed. This hearing was open to the public and provided an opportunity for the Planning Commission and their team to lay out their vision for the trajectory of the Village. At the end of the public hearing, the Planning Commission voted to adopt the Master Plan.

Even after the Plan is adopted, citizen input and participation are still very important and should not end. The Plan shall guide the Village in its future actions, with the public providing input and suggesting changes as future circumstances and conditions warrant.









# 05

## Goals and Objectives

This chapter represents the goals, objectives, and policies which should be used to guide local decision makers in reviewing future land use proposals. Goals represent the ultimate purpose or intent of the Plan, objectives are the means of obtaining those goals, and policies are specific statements used to guide the actions of the Village.

The following sections encompass areas that the Village is able to influence through ordinances and initiatives. With each section, there are a set of goals which broadly describe improvements that should be made to the Village, based off of the public comment received and the concerns of the Planning Commission and Village Council and the recommendations of planning consultants. Under each goal is a set of objectives, specific actions that can be implemented in order to reach those goals.

# Community Character

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Maintain the Village’s unique presence by creating reasonable design standards that allow for creativity and freedom of property owners while protecting certain essential architectural features.

**Goal 1.1**      **Maintain a small-town image in the Village while promoting new development.**

- Objective 1.1.1**      Coordinate growth in the Village and Township to ensure development is compatible.
- Objective 1.1.2**      Ensure that new development and redevelopment has a high quality of design including architecture, landscaping, and other amenities.
- Objective 1.1.3**      Ensure that new development is compatible with surrounding areas through utilizing the Future Land Use map in rezoning and development proposals.
- Objective 1.1.4**      Enforce achievable standards in all zoning districts that promote safe and hospitable design while protecting property rights and encouraging creativity.
- Objective 1.1.5**      Consider the impacts of new development on character of the community.
- Objective 1.1.6**      Create and increase village-wide efforts that provide opportunities to enhance and revitalize vacant, underutilized, or aging housing stock where needed.
- Objective 1.1.7**      Develop a Village marketing plan that utilizes print and social media to present a unified brand and message for Stockbridge.

**Goal 1.2**      **Implement beautification strategies throughout the Village, especially at select focal points, to provide a welcoming atmosphere that highlights Stockbridge’s small-town charm.**

- Objective 1.2.1**      Create well-designed gateway points at major thoroughways into the Village, including signage welcoming visitors to Stockbridge and directing them to the central business district and other landmarks.
- Objective 1.2.2**      Encourage and provide opportunities for community groups such as churches, schools, organizations, and businesses to engage in place-making and beautification projects.
- Objective 1.2.3**      Create and maintain a sense of identity in the community through streetscape elements, signage, or other design features at parks and other public spaces.

**Goal 1.3**      **Preserve existing historic landmarks and styles in the Village.**

- Objective 1.3.1**      Preserve the historic storefronts in the Village Center and develop design standards to ensure that style of development is maintained.
- Objective 1.3.2**      Support the creation of a historic preservation district or classification for buildings and landmarks in the Village with particular historical value.
- Objective 1.3.3**      Educate Stockbridge citizens about the importance of cultural and historical resources.

# Village Center

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Stockbridge's village center, and the businesses which bring it to life, are the Village's greatest assets. The qualities that make the central business district unique must be preserved, including its distinctive architectural style. Efforts should be made to support and encourage successful business operations that will service residents as well as draw visitors to town.

## **Goal 2.1 Continue to support and encourage the growth and development of Downtown Stockbridge.**

- Objective 2.1.1** Promote development in the Village that enhances the character of Downtown, improves commercial corridors, redevelops priority sites, and provides opportunities for economic and civic advancement.
- Objective 2.1.2** Use the Zoning Ordinance to ensure regular upkeep of façades and storefronts in the downtown area.
- Objective 2.1.3** Continue to support relationships with Village entities and business owners to support business attraction and retention activities in the downtown area.
- Objective 2.1.4** Encourage the adaptive reuse of existing structures, in-fill, and redevelopment of the downtown area.
- Objective 2.1.5** Explore tools like Form-Based Code zoning to create policies for downtown development that encourage growth, redevelopment, and preservation of the historic character.
- Objective 2.1.6** Architecture styles should be clean and uncluttered and based on the historic character of the Village.

# Residential Development

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Strengthen the residential character of the Village by providing a variety of new, high-quality housing types.

## **Goal 3.1 Maintain and enhance the residential character of existing neighborhoods.**

- Objective 3.1.1** Encourage self-initiative in upgrading, improving, and maintaining property.
- Objective 3.1.2** Initiate housing rehabilitation and neighborhood revitalization efforts in appropriate areas.
- Objective 3.1.3** Continue to work with homeowners and appropriate agencies to identify and implement needed capital improvements in residential areas.
- Objective 3.1.4** Carefully monitor areas where residential uses are located adjacent to industrial or commercial uses, so that timely safeguards against blight can be initiated, if necessary.
- Objective 3.1.5** Provide transition zones of less intensive land uses, buffers, and screens to protect residential areas from the impacts of noise, vibration, and glare produced by more intensive uses.
- Objective 3.1.6** Follow a policy of stringent code enforcement in all residential areas.
- Objective 3.1.7** Rehabilitate or remove blighted residential structures.

**Goal 3.2 Provide for the development of new, high-quality residential growth at varying densities and affordability.**

- Objective 3.2.1** Residential development should be permitted in accordance with the ability to provide necessary public services, including public water and sanitary sewer services, road construction and maintenance, police and fire services, and governmental administrative services.
- Objective 3.2.2** New residential developments shall be designed to be compatible with the natural features of the site. Significant topographic features, tree stands, wetlands, and other important natural features should be kept intact wherever possible.
- Objective 3.2.3** Permit infill development and moderate and higher densities of *high-quality* housing that maintains the current character of residential neighborhoods.
- Objective 3.2.4** Evaluate underdeveloped residential parcels and/or evaluate the future land use designation on such parcels.
- Objective 3.2.5** Consider permitting smaller lot sizes and higher densities in outer residential areas to increase value potential from the Village's limited land area.
- Objective 3.2.6** Provide incentives and explore opportunities for the construction of senior housing within the Village, including assisted living, independent living, and alternative housing styles such as "empty nest" condominiums and age-restricted complexes.
- Objective 3.2.7** Encourage the increased usage of upper story lofts and apartments in the Village Center.

**Goal 3.3 Encourage the use of land in accordance with its character and adaptability with the long-term benefit of residents in mind.**

- Objective 3.3.1** Encourage the use of innovative development techniques that effectively implement the goals set forth in the Master Plan, especially in preserving the Village's natural and historic features.
- Objective 3.3.2** Explore opportunities to permit alternative residential developments that are intended to promote more efficient use of space and energy, while preventing dramatic clashes with surrounding neighborhood character.
- Objective 3.3.3** Assure that compatibility of style, use, and relevant characteristics of neighboring properties are maintained. When considering unique or significantly uncharacteristic design choices of buildings, encourage ways to minimize or compromise clashes. (For example, if a building uses ultra-modern design styles, it should still match the relative size and scale of neighboring buildings).
- Objective 3.3.4** Encourage and promote the development of open space or cluster developments that are adjacent to existing open and agricultural areas.
- Objective 3.3.5** Protect historic residential neighborhoods from the encroachment of incompatible non- residential uses.
- Objective 3.3.6** Consider programs such as purchase, donation, or transfer of development rights, conservation easements, and scenic easements as a tool to maintain parcels with significant natural resources.

**Goal 3.4 Collaborate with Stockbridge Township to expand housing opportunities in the Village and Township limits, by organizing and implementing joint planning areas.**

- Objective 3.4.1** Establish shared initiatives and goals for joint planning areas.
- Objective 3.4.2** Support and spearhead a regionwide vision for more housing, varying in typologies, within the Village and immediately surrounding areas.



- Objective 3.4.3** Continue collaborative partnerships with the Township to implement future planning areas, annexations, 425 agreements, and other joint initiatives.
- Objective 3.4.4** Encourage and promote the development of open space or cluster developments that are adjacent to exiting open and agricultural areas.

## Commercial & Industrial Enterprise

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Maintain and expand the economic base of the Village of Stockbridge by encouraging development that is compatible with our existing character while adapting to new technologies and industries.

### Goal 4.1 Maintain and Improve the Village’s Commercial offerings.

- Objective 4.1.1** Ensure that all commercial nodes in the Village are accessible to patrons of all ages, backgrounds, incomes, and physical abilities—for both motorized and nonmotorized travelers.
- Objective 4.1.2** Support a wide variety of shopping and retail diversity in the Village.
- Objective 4.1.3** Continue to develop positive relationships with local commercial business owners and industrial business owners to maintain their presence in the Village.
- Objective 4.1.4** Continue to enhance the Central Business District with visually pleasing and welcoming beautification elements such as public art, gateways, landscaping, sidewalks, decorative streetlamps, street trees, and more.
- Objective 4.1.5** Identify sites to be included in the Ingham County Brownfield program.
- Objective 4.1.6** Continue to develop measured economic growth to meet the needs of the residents, support an adequate tax base, and employ area residents.
- Objective 4.1.7** Identify creative ways to support business attraction and retention within the Village.
- Objective 4.1.8** Consider developing a corridor plan for each of the major gateway roads into the Village to coordinate land use and traffic. The plans should be coordinated with the Michigan Department of Transportation (MDOT) and/or the Ingham County Road Commission, in accordance with guidelines for traffic management, land use, landscaping, etc.

### Goal 4.2 Provide for compatible land use relations between commercial and other uses.

- Objective 4.2.1** Provide enough commercial land to meet the needs of the residents of Stockbridge.
- Objective 4.2.2** Identify undeveloped commercial parcels and/or evaluate their future land use designations.
- Objective 4.2.3** Provide adequate buffering and screening between commercial and residential land uses to preserve the character of the residential areas.

# Administration and Governance

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## **Goal 5.1 Improve public involvement and awareness in government decision-making.**

- Objective 5.1.1** Regularly update the Village website with latest information about available resources and upcoming events, meetings, and relevant deadlines.
- Objective 5.1.2** When the Village is considering major policy or ordinance changes, provide short and unbiased explanations of proposed changes, in order to further public education and improve transparency.
- Objective 5.1.3** Post public announcements that are on the Village Website on a Stockbridge-oriented social media page.
- Objective 5.1.4** Share public announcements with local organizations to include in their regular newsletters or email lists. Consider creating a monthly or quarterly newsletter produced by the Village to update the public about recent decisions and upcoming events – share this newsletter with an email list.

## **Goal 5.2 Seek out opportunities to work jointly with nearby communities to offer more efficient and cost-effective public services whenever achievable.**

- Objective 5.2.1** Work with neighboring municipalities to promote each other's parks and recreation facilities, popular businesses, and events, to invite visitors to the broader region.
- Objective 5.2.2** Partner with communities that are connected to the Lakelands Trail to promote greater usage of the trail by both locals and visitors.
- Objective 5.2.3** Explore intergovernmental agreements for water and sewer service capacity, police contracts, and 425 agreements.

## **Goal 5.3 Provide high quality public services.**

- Objective 5.3.1** Maintain a regular Capital Improvement Program to create regular scheduling and prioritization for updates and repairs to roads, publicly owned properties, and utility infrastructure.
- Objective 5.3.2** Ensure that quality services and infrastructure are available to neighborhood areas such as police, fire, road repair and refuse pick-up.
- Objective 5.3.3** Continue to explore and coordinate enhanced opportunities for shared services with the surrounding Townships, Ingham County, and the Stockbridge Community School District.
- Objective 5.3.4** Maintain existing public parking lots and provide clear signage to promote use.
- Objective 5.3.5** Provide public refuse disposal downtown to reduce littering, but enforce screening and conditions standards for private dumpsters so that they do not detract from downtown aesthetics.

# Transportation

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## Goal 6.1 Ensure Village streets are safe and available for pedestrians and non-motorized users.

- Objective 6.1.1** Assess the road corridors within the Village that would be appropriate for bike infrastructure. This can include bike lanes, bike paths, expanded paved road shoulders, or other similar infrastructure.
- Objective 6.1.2** Ensure regular maintenance of sidewalks in all seasons.
- Objective 6.1.3** Maintain crosswalks and other traffic calming measures at intersections that are frequently used by pedestrians, especially near the school campus and within the downtown area.
- Objective 6.1.4** Install new sidewalks where there are gaps in the existing sidewalk network, especially on collector streets that don't currently have sidewalks.
- Objective 6.1.5** Install traffic calming measures like traffic circles, bump outs, road diets, and others to enhance the safety of non-motorized travel.
- Objective 6.1.6** Provide bicycle parking downtown to encourage biking activity.
- Objective 6.1.7** Renovate city streets to the most appropriate standards for the land uses they serve, including provisions for curb, gutter, and street tree plantings.
- Objective 6.1.8** Review roadway configuration and capacity needs over time.

## Goal 6.2 Ensure Village streets are safe and available for motorized users.

- Objective 6.2.1** Maintain the current transportation system in the Village to ensure all roadways are safe, accessible, and high-quality.
- Objective 6.2.2** Continue to strengthen relationships with local road agencies to maintain and enhance State and County roadways, where applicable.
- Objective 6.2.3** Explore opportunities for future enhancements to the public transportation options in the Village—especially connections to popular employment centers like Lansing or Ann Arbor.
- Objective 6.2.4** Explore ways to use newly emerging transportation technologies in the Village such as bike rentals, e-bikes, e-scooter rentals, and ride share companies like Uber and Lyft.



# Natural Resources

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## Goal 7.1 Protect and ensure the vitality of Stockbridge’s natural resources.

- Objective 7.1.1** Protect groundwater aquifers and natural recharge areas, including wetlands, wherever possible. Do not promote development on lots without sufficient non-wetland landcover.
- Objective 7.1.2** Prohibit or strongly discourage new residential development within 100-year floodplains.
- Objective 7.1.3** Require new land development projects to review the impact of development on natural features such as soils, topographic changes, hydrology, and forested areas.
- Objective 7.1.4** Encourage low-impact development techniques to minimize the impact of the development process on the environment. Consider creating non-financial incentives (such as reduced parking minimums, modified density limits, expedited review process, etc.) for developments that utilize these techniques.

## Goal 7.2 Utilize forward-thinking stormwater management and erosion control techniques to protect natural resources, neighboring properties, and public infrastructure.

- Objective 7.2.1** Require new developments to utilize stormwater management systems which remove sediments and other pollutants from runoff.
- Objective 7.2.2** Encourage the use of permeable pavements and landscape islands where feasible to reduce impervious surface cover in the Village.
- Objective 7.2.3** Promote the use of rain barrels and rain gardens.
- Objective 7.2.4** Consider implementing best practices for stormwater management on Village properties wherever possible, to set an example and demonstrate the viability of green infrastructure.

## Goal 7.3 Protect and preserve Portage Creek

- Objective 7.3.1** Explore the development of an overlay protection zone around Portage Creek.
- Objective 7.3.2** Work with local schools and other institutions to provide education about the importance of Portage Creek and its connection to Michigan’s watersheds.
- Objective 7.3.3** Provide information to owners of property adjacent to Portage Creek to ensure they are aware of what they can and cannot do around the creek, and how they can do their part to protect the creek from contamination and erosion.

## Goal 7.4 Provide reasonable regulations around renewable energy resources.

- Objective 7.4.1** The Village’s remaining open space should not be utilized for large-scale wind or solar energy production, and the Village will not permit wind or solar farms within the Village.
- Objective 7.4.2** Permit individual property owners to utilize small-scale solar energy for personal use.

# Parks and Recreation

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## Goal 8.1 Promote multi-generational recreation activities for citizens of all ages and abilities.

- Objective 8.1.1** Increase accessibility to the Village's parks and ensure that new facilities are ADA compliant.
- Objective 8.1.2** Create local environmental education programs and recreation activities.
- Objective 8.1.3** Work with area agencies to develop and promote age-appropriate recreational activities for people of various age groups and abilities.
- Objective 8.1.4** Apply for state and federal parks and recreation grants to fund new park infrastructure, bike and pedestrian infrastructure, and maintenance or rehabilitation of existing parks and recreation facilities.
- Objective 8.1.5** Make all city-owned parks and recreation facilities ADA accessible.
- Objective 8.1.6** Work with surrounding communities and take a regional approach to connecting bike paths/lanes and non-motorized paths and lanes to other communities in the region.

## Goal 8.2 Encourage healthy living through outdoor recreation.

- Objective 8.2.1** Identify opportunities to encourage healthy living through the development of special events and recreation programs and local recreation activities.
- Objective 8.2.2** Increase community recognition of local parks and their importance as a community asset.
- Objective 8.2.3** Use print and social media to distribute healthy information about the benefits of recreation to residents.
- Objective 8.2.4** Explore the possibility of providing a permanent structure for the Stockbridge Open Air Market to better provide fresh, locally-grown food and other products.

# Utilities and infrastructure

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## Goal 9.1 Maintain existing public utilities to ensure quality, health, and longevity.

- Objective 9.1.1** Continue to upgrade and maintain sanitary sewer and water system to meet community needs.
- Objective 9.1.2** Ensure that existing utility service lines are, at a minimum, kept in good repair and are given regular maintenance and checks as recommended at installation.

## Goal 9.2 Explore expansion of utility systems within the Village and with the Township to create new development opportunities.

- Objective 9.2.1** Explore and develop intergovernmental and coordination agreements with surrounding Townships. This can include but is not limited to 425 Agreements.
- Objective 9.2.2** Create revenue and budget stability by exploring the sale of sewer system capacity to Stockbridge Township through 425 Agreements or other mechanisms.





# 06

## Future Land Use

The Future Land Use Plan serves as a guide for the community. The Plan has been constructed to preserve what already exists in the Village while adding flexibility to foster business growth and additional residential land uses in appropriate areas. The Future Land Use Plan describes where certain land uses are allowed, while the zoning code reflects the future land use map by regulating development aspects of individual sites.



# Planning Principles

Land use planning principles are used as a guide to evaluate development alternatives and public policy. The following are general principles that should be applied to all land use categories.

## **CONSISTENCY**

Development should be reviewed for general consistency with the intent of the Master Plan, as should sub-area or regional plans. Other governing bodies, such as the State or County, should be encouraged to use the Master Plan in considering programming for the Village of Stockbridge.

## **SUSTAINABILITY OF NATURAL SYSTEMS**

As long-range planning and development happens over decades, developments proposed in environmentally sensitive areas should be scrutinized and discouraged to best protect the long-term health, safety, and welfare of both current and future Village residents.

## **COMPATIBILITY OF USES**

Special attention should be given to any transitions between uses of greater intensity to those of lower intensity. While high-volume commercial businesses are appropriate on high-traffic corridors, the same businesses represent a nuisance when placed near single-family residential properties. In the same vein, single-family residential properties may detract from a business district's vibrancy, illustrating that these two land uses are likely incompatible. Being mindful of the relationships between land uses is crucial in developing a successful Future Land Use Plan.

# Future Land Use Categories

The future land use categories, as well as the conditions under which they should exist, are defined in this section and shown on the following map. Village of Stockbridge officials shall be responsible for the interpretation of the intent of the Future Land Use categories and text. These Future Land Use districts provide the future vision of the community and form the basis for establishing zoning districts.

## HOW TO USE THIS SECTION

This section is used during the **rezoning** process. The *Zoning Plan* below identifies which **Zoning Districts** can be applied within each **Future Land Use (FLU) category**. For example, a parcel that is zoned **R-1** but is within the **Village Center** FLU category, could be rezoned to the **CBD** zoning district if the property owner wanted to apply for a rezoning. Then, the property owner would be allowed to construct any of the uses that are permitted within the **CBD** district by right. The parcel could *not* be rezoned to **M-1**, because that zoning district is not listed as a district for the **Village Center** future land use category in the Zoning Plan.

## THE ZONING PLAN

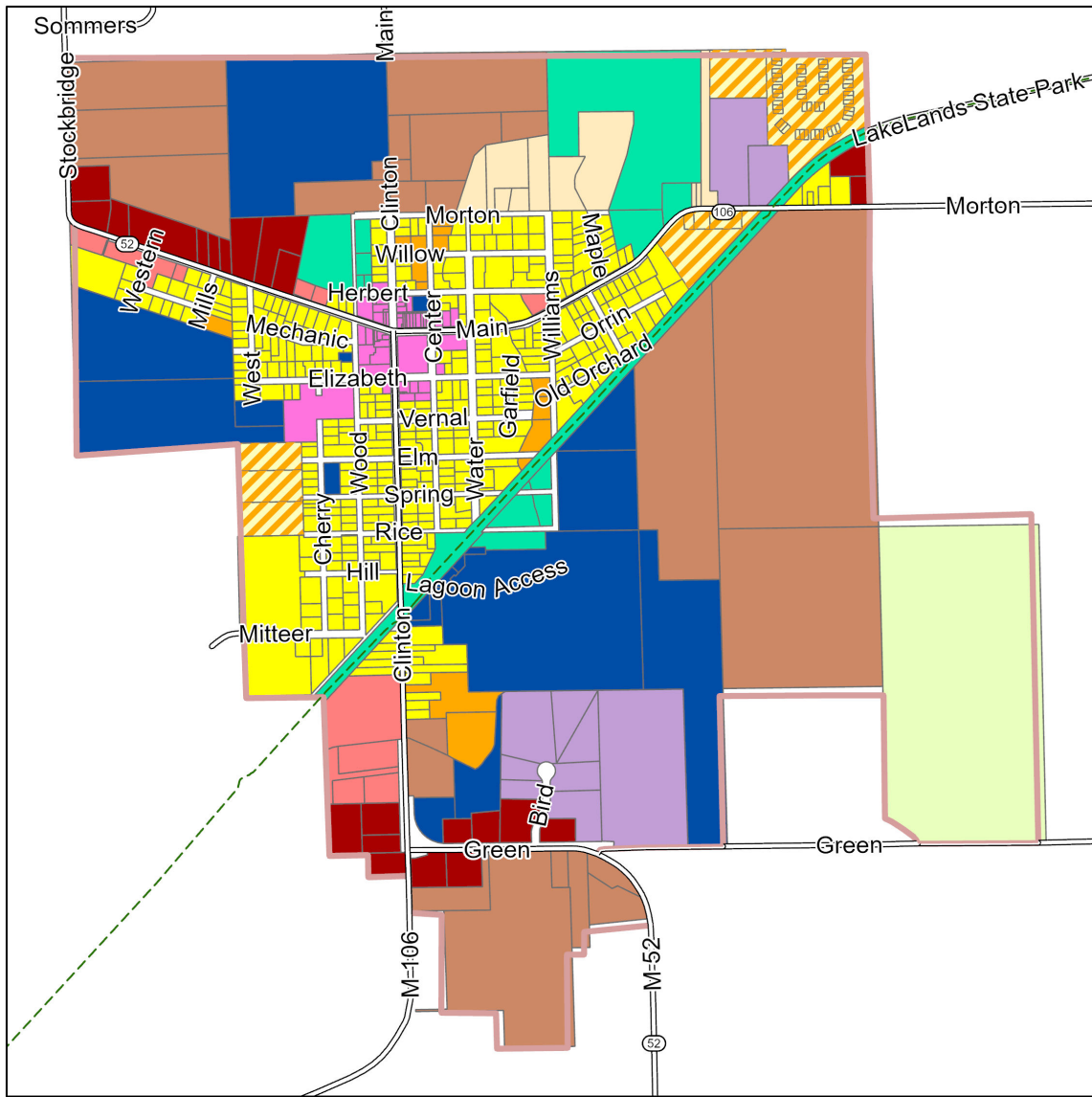
The zoning plan is discussed in more detail in Chapter 8: Implementation. The table below lists the Future Land Use Categories and which Zoning Districts are appropriate within each category.

Future Land Use Category	Zoning District
Traditional Village Residential –5 dwelling units per acre	<b>R-1:</b> Single-Family Village <b>R-1.2:</b> Moderate Density Village (potential new zoning district)
Mid-Density Village Residential –10 dwelling units per acre	<b>R-1.2:</b> Moderate Density Village (potential new zoning district) <b>PUD:</b> Planned Unit Development (for large undeveloped parcels)
Suburban Residential –3-4 dwelling units per acre	<b>R-2:</b> Single-Family Suburban
Multiple Family Residential –15 dwelling units per acre	<b>R-3:</b> Multi-Family
Central Business District	<b>CBD:</b> Central Business District
General Commercial	<b>C-2:</b> General Commercial
Highway Commercial	<b>C-3:</b> Highway Commercial
Flexible / Mixed Use	<b>PUD:</b> Planned Unit Development <b>R-1:</b> Single-Family Village <b>R-1.2:</b> Moderate Density Village (potential new zoning district) <b>R-2:</b> Single-Family Suburban <b>R-3:</b> Multi-Family <b>C-2:</b> General Commercial <b>C-3:</b> Highway Commercial <b>M-1:</b> Light Industrial*
Light Industrial	<b>M-1:</b> Light Industrial
Public / Semi – Public	<b>PUB:</b> Public District
Parks, Conservation, and Open Space	<b>PUB:</b> Public District <b>OSC:</b> Open Space Conservation
Agriculture	<b>OSC:</b> Open Space Conservation

\*M-1 Zoning should not be permitted on parcels adjacent to residential, educational, or medical uses, as well as any other use that is obviously inappropriate to be located near the proposed industrial use.



Map 10: Future Land Use



## Future Land Use

Village of Stockbridge  
Ingham County, Michigan

February 9, 2024

- Traditional Village Residential - 5 du/acre
- Mid-Density Village Residential - 10 du/acre
- Multi-Family Residential
- Suburban Residential 3-4 du/acre
- Central Business District
- General Commercial
- Highway Commercial
- Flexible / Mixed Use
- Light Industrial
- Public / Semi-Public
- Parks, Conservation, and Open Space
- Agriculture



Basemap Source: Michigan Center for Geographic Information, v. 17a.  
Data Source: Ingham County, 2023.  
McKenna, 2023.



## SUBURBAN RESIDENTIAL – 3-4 DWELLING UNITS / ACRE

**Intent:** The intent of this category is to maintain and create a larger lot residential development pattern outside of the Village center and to provide direction for the development of vacant lands in a transitional manner that is still compatible with the Village Center.

**Description:** The Single-Family Residential – Suburban Density designation is contained within three (3) peripheral locations in the Village. The recommended density in this area is three (3) to four (4) dwelling units per acre.

**Relationship to Physical and Natural Features:** The Single-Family Residential – Suburban Density land use category is located in areas where the public services and infrastructure are adequate to accommodate the anticipated density. The natural features outside of the Village center vary. Natural features within these areas must be considered and preserved where possible, including wetlands, woodlands, slopes, flood plains, etc.

### Appropriate Uses:

- » Single-family dwellings.
- » Public and semi-public uses, such as churches and schools.

## TRADITIONAL VILLAGE RESIDENTIAL – 5 DWELLING UNITS / ACRE

**Intent.** The intent of this category is to maintain the well-established character, scale and density of the single-family neighborhoods that are characteristic of the Village of Stockbridge.

**Description:** Located primarily within the Village center, these older neighborhoods consist of detached single-family homes, including historic structures. Homes in this area tend to have longer setbacks from the road and larger building footprints than in the Village Center. The recommended density in these areas should not exceed five (5) dwelling units per acre. These predominant characteristics should be maintained by encouraging programs and techniques to improve neighborhoods and housing conditions. Duplex homes may also be acceptable in this category, on large parcels with larger setbacks from adjacent properties, as long as the design characteristics of the homes have the design character of typical single-family suburban homes.

In addition, development on vacant lots within this residential classification should only occur if the character, scale and development pattern of the new development is consistent and compatible with the older, existing structures and development patterns of these residential neighborhoods.

**Relationship to Physical and Natural Features:** The Single-Family Residential – Village Density land use category is located in areas where the public services and infrastructure are adequate to accommodate the planned density. The natural features within this designation are somewhat limited, however, natural features such as existing trees and any relationship with wetlands or Portage Creek must be considered in new development or redevelopment of these areas.

### Appropriate Uses:

- » Single-family dwellings.
- » Duplexes on large parcels.
- » Public and semi-public uses, such as churches and schools.

## MID-DENSITY VILLAGE RESIDENTIAL – 10 DWELLING UNITS / ACRE

**Intent:** The intent of this category is to provide for a higher density than in single-family village center areas at a marginal increase in order to accommodate infill development in select areas.

**Description:** This district is most appropriate in areas of the Village where there are already some existing multi-family rowhouses and converted multi-plex homes, to allow for improvements and upgrades to existing buildings. This increase in density can provide a gradual transition from complete single-family areas, can allow for a more efficient use of space by providing more housing on less land, and be less impactful than full-sized apartment buildings and densely packed mobile home communities.

This FLU category should facilitate responsible development of multiplexes and rowhouses. These types of properties would need to be on larger lots than single-family homes and would have additional setback requirements.

**Relationship to Physical and Natural Features:** The intent of this land use category necessitates the availability of the public services and infrastructure, but much like the Village Residential designations, Multiple Family Residential is planned in areas without significant natural features present.

### Appropriate Uses:

- » Single-Family Homes.
- » Duplexes, Triplexes, and Quadplexes.
- » Bungalow Courts with tiny homes / manufactured homes.
- » Bed and Breakfasts.
- » Public and semi-public uses, such as churches and schools.

## MULTIPLE FAMILY RESIDENTIAL – 15 DWELLING UNITS / ACRE

**Intent:** The intent of this category is to provide for multiple-family homes to ensure that the Village has sufficient housing to support a broader range of households, life stages, and needs.

**Description:** The Multiple Family Residential designation encompasses an area in the northeast corner of the Village off Brogan Road and areas off of S. Williams Street and S. Clinton Street (M-52/106). The anticipated density should not exceed around fifteen (15) dwelling units per acre. The Multiple Family Future Land Use Category includes developments that increase the number of dwellings on a given lot while still maintaining a small town feel and preventing overcrowding. The building types listed below would be appropriate multi-family developments to

**Relationship to Physical and Natural Features:** The intent of this land use category necessitates the availability of the public services and infrastructure, but much like the Village Residential designations, Multiple Family Residential is planned in areas without significant natural features present.

### Appropriate Uses:

- » Duplexes, Triplexes, and Quadplexes.
- » Townhouses.
- » Two- to Three-story apartments.
- » Bungalow Courts with tiny homes / manufactured homes.

## VILLAGE CENTER - CENTRAL BUSINESS DISTRICT

**Intent:** The Central Business District designation incorporates a mix of uses within the core of the Village. The intensity of the development within the District tends to be higher than the rest of the Village due to the smaller lot sizes. Parking cannot be accommodated on most sites and the buildings cover the majority of the parcel. Uses customarily found in a Central Business District include municipal services, restaurants, banks (no drive through), personal services, comparison retail, offices, public spaces, and single- and multiple family residences (second story).

The continued maintenance of the historical structures and encouraging new structures to maintain historic characteristics and character of the downtown are also essential within this area. See Future Land Use Focus #1: Maintain Traditional Storefronts, for details as to how Storefronts should be preserved.

**Description:** This designation is centered on West Main Street, with Herbert Street on the north and Elizabeth Street on the south.

**Relationship to Physical and Natural Features:** The intent of this land use category necessitates the availability of the public services and infrastructure. While not integral to the designation, the proximity to Township Hall and other historic structures adds to the viability and sense of place of this area. Limited natural features exist within this area due to the increased density and intensity of the planned uses.

### Appropriate Uses:

- » Retail stores, personal service establishments, municipal facilities, offices, off-street parking, public open spaces, and a town square.
- » Retail stores and personal service establishments.
- » Restaurants and other food service establishments.
- » Professional offices.
- » Ground floor retail with office and/or multiple-family uses on the upper floors.
- » Public buildings and spaces.
- » Public or shared parking as a principal use (limited).
- » Historic preservation.

## GENERAL COMMERCIAL

**Intent:** The General Commercial designation incorporates those commercial uses designed for the convenience of persons residing in the Village by providing office, limited retail, and business service uses that serve the adjacent and surrounding neighborhoods.

**Description:** This designation is located at the south end of the Village, along Green Road (M-52) and the western entry corridor of the Village along W. Main St. Smaller scattered locations of existing uses are located throughout the Village.

**Relationship to Physical and Natural Features:** Areas planned for the General Commercial designation generally require good accessibility and visibility along arterial roadways. The presence of natural features has little effect on their existence.

### Appropriate Uses:

- » Professional offices.
- » Retail stores and personal service establishments.
- » Restaurants and food service.
- » Medical offices.
- » Service clubs.
- » Live/Work, Multi-Family Housing on upper floors.
- » Bed & Breakfasts.
- » Funeral homes.

## HIGHWAY ENTERPRISE

**Intent:** The Highway Enterprises designation incorporates those commercial uses designed to accommodate office, business service, and retail uses that serve a larger market than the General Commercial category, which includes the Village and surrounding townships. These also allow for intense auto-oriented businesses, such as mechanic shops and car washes, which generate high traffic volumes that major roadways are more equipped to handle than local Village roads.

**Description:** This land use category is generally found on the south side of the Village along Green Road and M-52/106.

**Relationship to Physical and Natural Features:** Areas planned for the Highway Commercial designation require good accessibility and visibility along arterial roadways. The presence of natural features has little effect on their existence.

### Appropriate Uses:

- » Planned shopping centers.
- » Retail stores and personal service establishments.
- » Restaurants and food establishments.
- » Bars and lounges.
- » Medical facilities.
- » Drive-through facilities.
- » Recreation and Amusements.
- » Funeral homes.

## FLEXIBLE / MIXED USE

**Intent:** The flexible/mixed-use future land use category was created to adapt to the needs of a wide variety of development types that are in demand in the Village and the surrounding region. The unifying philosophy is to promote vibrancy through an appropriate mix of commercial, residential, and industrial uses, with site designs that reflect the circulation needs dictated by nearby corridor design.

**Description:** Developments may encompass a wide variety of styles and use types, but mixed-use and planned developments are encouraged. Details are described on page 69 in Future Land Use Focus #2.

**Relationship to Physical and Natural Features.** Direct access to these areas are provided by State highways. Where municipal water and sewer is not yet connected, new developments must connect to the Village's public utility systems.

**Appropriate Uses:** See Future Land Use Focus #2: Flexible / Mixed-Use

## LIGHT INDUSTRIAL

**Intent:** The Future Land Use Map establishes two areas for Light Industrial use. This designation is intended to allow the continued operation of the current industrial uses or their transition to other Light Industrial uses.

**Description:** The Light Industrial areas are located in the northeast corner of the Village along M-106 and south of Stockbridge High School.

**Relationship to Physical and Natural Features:** Direct access to these areas is provided via M-106 and E. Morton Street. Municipal sewer and water are available, and there are no natural features within close proximity.

**Appropriate Uses:**

- » Training and/or educational centers.
- » Research oriented uses.
- » Light manufacturing, assembly, packaging, and testing facilities.
- » Abundant landscaping, screening of services and loading areas, and adequate landscape buffering to protect adjacent residential uses.



## PUBLIC AND SEMI-PUBLIC

**Intent:** The Future Land Use Map designates uses such as existing and planned municipal buildings and facilities, parks, churches, cemeteries, public schools, and other uses providing public or semi-public services within this category.

**Description:** This category provides for establishments that are purely governmental as well as joint public and private facilities. These facilities are scattered throughout the Village.

**Relationship to Physical and Natural Features:** The location of these areas and the necessary utilities to service them are dependent on the function each facility serves.

- » Municipal buildings and facilities.
- » Public Schools.
- » Parks.
- » Churches.
- » Libraries.
- » Cemeteries.

## OPEN SPACE/CONSERVATION

**Intent:** Open Space/Conservation areas are designated on the Future Land Use Map along Portage Creek and natural areas of the Village that contain environmentally sensitive resources such as wetlands, woodlands, and sloped areas. All of these resources present constraints to development for which the use of land should be restricted or even precluded. The Open Space/Conservation areas are also meant to strengthen the edges or boundaries of the Village and protect its character from surrounding new development. Therefore, development in the Open Space/Conservation areas should be discouraged to protect the environmental resources and to maintain the Village character.

**Description:** This designation is intended to protect and preserve the unique natural resources of the Village while broadening recreational opportunities and an appropriate use of the land.

**Relationship to Physical and Natural Features:** Land in this use category generally includes environmentally sensitive areas where natural features need to be protected to preserve a balanced ecosystem.

### Appropriate Uses:

- » Public or private conservation areas.
- » Low-impact active and passive recreational uses.

# Future Land Use Focus #1: Maintain Traditional Storefronts

One of Stockbridge’s greatest assets is its historic Village Center. The traditional design features included in historic town squares are what make them so appealing. There are two rows of historic connected storefronts in Stockbridge that serve as keystones to the Village’s Central Business District. It is critical that these buildings and their unique design is maintained and enhanced whenever possible. Additionally, in a situation where one of these buildings was significantly damaged or deteriorated beyond reasonable repair, there must be standards in place to ensure any new construction will not significantly reshape the Village’s traditional form.

There are a few key features that are critical to the historic storefront that can be seen in this historic photo of Stockbridge from the early 20<sup>th</sup> century:



### Detailed Decorative Cornices

Cornices, as well as other forms of period-appropriate details, are key to preserving the historic character of the building.

### Consistent Upper-Story Windows

Tall, regularly spaced windows provide ample sunlight to upper story offices or apartments, and are kept the same across the block.

### Transparent Storefronts

Display windows encourage patrons to enter stores, and allow for “eyes on the street”, improving safety and community feel.

### Distinctive Sign Bands

Sign bands above storefronts, with down lighting to create a softer appearance.

### Recessed Entryways

A 3’ or greater recess entry door keeps doors from hitting pedestrians and help prevent snow accumulation.

### Awnings & Canopies

Awnings create definitive shadow on the façade, providing cover for pedestrians and protecting interior merchandise.



## HOW TO USE THIS SECTION

**How can we ensure the Village Center’s storefronts are kept in their original conditions?** A form-based code can be developed to apply only to areas with existing traditional storefronts, essentially requiring any building that remains on that property to keep its basic form. The specifics of what must be preserved can be laid out in the zoning ordinance. This is discussed in the Zoning Plan.

New construction or renovation of historic storefronts should be consistent with the following standards:

### Transparent Storefront Area

- » The traditional storefront is composed almost entirely of windows. The large glass area serves to display the goods the business has to sell, as well as allow natural light deep into the store to minimize the need for artificial light sources.
- » If the interior uses of a particular building must remain concealed, then window treatments should be employed.
- » Do not cover or enclose storefronts with opaque materials such as metal, wood, or brick.





### Building Entrances

- » Entrances should be maintained or restored in their original location and configuration. If the original entry is gone, the new entry should be designed and placed considering traditional design themes and its relationship to the overall building façade and symmetry.
- » Recommended materials for doors include metal with black anodized or painted finish, or a painted/stained and varnished wood.
- » Recessed entrances are encouraged because they prevent doors from swinging open onto the sidewalk and increase display areas. Doors installed within storefronts should be recessed with a minimum distance of 3'-0". The width of the recess should not exceed 8'-0" and the depth should not exceed 12'-0".



### Awnings and Canopies

- » Awnings and canopies are acceptable additions to buildings, provided that they correspond to the width of storefront openings and do not obscure or damage important architectural details.
- » The top edge of the awning should align with the top of the transom or with the framing that separates the transom from the main display window.
- » Sloped awnings may be canvas and are preferred, although metal awnings may be employed if they level and suspended from above with visible cables attached to the façade.
- » Awnings and canopies should not be internally lit.





### Windows on Upper Stories

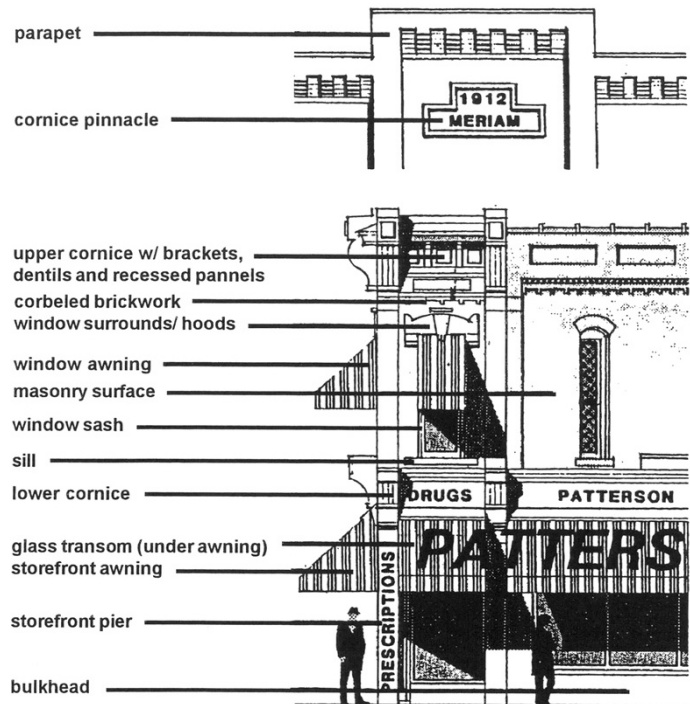
- » The upper story windows should retain their original openings and shall be taller than they are wide. Window units (and/or groups) on upper stories must exist in proportion with (and be centered within) structural bays, be spaced regularly, and be aligned vertically with one another (or arranged with respect to one another) from floor to floor.
- » If the upper story windows have been bricked over or otherwise altered from their original status, they should be restored to their original design. If the interior uses of a particular building must remain concealed, then window treatments should be employed.
- » Repair of existing windows is preferred, but if repair is not feasible replacement windows must match the original windows as closely as possible.
- » Window sashes and storefronts must be recessed 4 to 8-inches from the predominant exterior wall plane on masonry buildings in order to shade windows and accentuate exterior wall thicknesses. Correspondingly, exterior wall thicknesses sufficient to provide for such recesses and for adequate building insulation must be employed.

## Building Materials

- » Original materials should serve as the primary guide for what is acceptable to use in renovations or restorations.
- » Original materials or features must not be concealed, and if they have been concealed by past renovations they should be restored.
- » Generally, brick and masonry were the primary materials used in downtown Stockbridge and should be so in the future.
- » Supplemental materials should, to the greatest extent possible, be natural materials such as wood, stone, or cast concrete. Wood finishes may be painted or stained.
- » Avoid the use of materials that are not visually compatible with the original façade such as shiny metals, plastic panels, vinyl windows, or vinyl doors.
- » All glass should be non-reflective and clear or minimally tinted.

## BUILDING TECTONICS

- » Optional arches must be positioned beneath actual or apparent loads from above, employing masonry arching techniques or keystones, Palladian windows excepted. Accordingly, arches must not be positioned along the tops of buildings supporting clouds (as heavy as they may seem on an overcast Monday) in the manner of chain stores and strip centers.
- » Sign band and/or bond beam heights should correspond to the width of storefronts (or other ground floor wall openings) so as to appear in support of the weight of the opaque façades above them. (Accordingly: minimum 16" depth for beams, minimum 2'-0" height for sign bands).
- » Structural supports must be reflected on building facades in actuality or in the form of pilasters and must correspond to the lot lines of the original downtown plat, typically resulting in repeating structural bays 20' to 25' in width and supports 20' to 25' on-center.
- » Masonry units (bricks or blocks) must be staggered between courses and oriented with their long dimensions horizontal.
- » While brick corbeling and relief is encouraged, jumbo bricks and upper-floor cantilevers are prohibited.





# Future Land Use Focus #2: Flexible / Mixed Use

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Stockbridge has a number of vacant and under-utilized open spaces that could be used to meet some of the Village's needs for additional housing or commercial spaces. Vacant and under-utilized spaces offer Stockbridge-a phenomenal, blank-slate development opportunity to anyone interested in investing in the Village. This land could support new commercial and residential development to provide access to new goods, services, and amenities that current residents are interested in.

While Stockbridge Village's population has remained steady over the decades, the Townships and metropolitan areas nearby continue to grow. This provides Stockbridge with an opportunity to benefit from a growing regional market using its remaining vacant land to add additional housing and commercial choices for Village residents.

## HOW TO USE THIS SECTION

**How do we ensure that development in these areas fits the Village's vision?** The areas that are marked as Flexible/Mixed Use on the Future Land Use map are currently zoned as PUB Public District, OSC Open Space Conservation, or C-3 Highway Commercial. If someone is interested in developing something on one of these lots, they would come to the Village and propose a **rezoning** to a district that is suitable for what they would like to develop. The Planning Commission's responsibility is to review **rezoning** applications, using the standards set forth in the Zoning Ordinance and [the Future Land Use Plan](#).

**Another option which allows more flexibility with developers is the use of Planned Unit Developments (PUDs).** The Zoning Districts each have specific standards for density, land cover, and parking, that might restrict what a developer is able to do. For instance, mixed use developments are not typically permitted in the zoning districts that are available in the Flexible / Mixed Use future land use category. A Planned Unit Development, which utilizes a process outlined in the Village's Zoning Ordinance, allows more flexibility to the developer so long as they uphold some of the Village's goals for the area. *The following section outlines the wide range of development types that would be appropriate within the Flexible/Mixed Use areas.*

The Village could also implement its goals for the outer areas of the Village by updating the Zoning Ordinance to permit and utilize some of the development standards laid out in the next section.

## DEVELOPMENT STANDARDS IN THE FLEXIBLE/MIXED USE AREAS

If new roadways are constructed to serve private development, they should provide connections to the Stockbridge road network.

**General Characteristics:** Development on major highway corridors leading in and out of Stockbridge should support new live/work/play elements for Stockbridge Village. Ultimately, this plan intends to grant greater flexibility for land uses in these areas, while promoting high quality buildings and livability in these areas. The flexible/mixed-use future land use category was created to adapt to the needs of a wide variety of development types that are in demand in the Village and the surrounding region. The unifying philosophy is to promote vibrancy through an appropriate mix of commercial, residential, and industrial uses, with site designs that reflect the circulation needs dictated by nearby corridor design.

**Permitted Uses:** Areas in the Flexible/Mixed Use Future Land Use category should **prioritize commercial and mixed-use development**, but residential development may also be permitted. Land owners and developers are encouraged to develop the uses that they think will be most successful, with a focus on creating mixed-use developments. Utilizing vacant properties for both residential and commercial uses will create both housing and business opportunities for the Village. The **Building Types** below are a range of different development types that could be encouraged through PUDs or otherwise permitted within the Flexible / Mixed Use areas.

### Standards for All Uses

- » **Development should be built to last, with high-quality materials.**
- » **Safe pedestrian travel between sites and through parking areas must be provided.**
- » **Shared driveways and access drives are encouraged between adjacent properties, in order to minimize curb cuts and traffic disruption.**
- » **Site designs which minimize impervious surfaces and integrate green space where appropriate are highly encouraged. Cluster development can be a good strategy for saving open space.**

## COMMERCIAL BUILDING TYPES & STANDARDS



Big Box



Outdoor Mall



Mixed-Use Building



Strip Mall

### Guidelines for Commercial and Mixed-Use Developments:

- » Unique layouts should be used to allow multiple commercial uses on a single site and can be a more efficient use of space.
- » Commercial uses should have direct access to major thoroughfares, while residential uses should be accessible by private drives, further away from major roads, or on upper floors above first-floor commercial units.
- » Parking for residential uses should be separately designated from parking for commercial uses.

### Example Layouts

**Commercial:** An example of a commercial development with two large commercial uses toward the back of the property, and smaller uses toward the front. Some of the uses share drives and parking areas.

**Mixed-Use:** An example of a mixed-use development with commercial uses along the major thoroughfare, and residential uses farther away. Higher-density residential uses are closer to the road than 1- and 2-family low-density homes. Some of the commercial uses also have apartments on the upper floors.



## RESIDENTIAL BUILDING TYPES AND STANDARDS



Garden Apartments



Attached Condos



Live-Work / Loft Residential



Bungalow Courts / Cluster Building

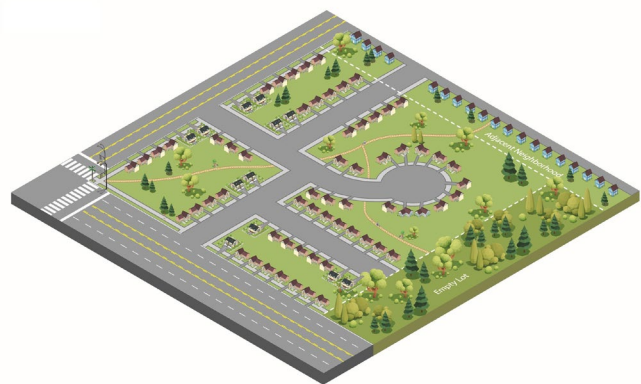
### Guidelines for Residential Developments:

- » Traditional development focuses on single-family homes, but this is not always an affordable option for everyone, and can lead to overuse of land. New residential developments should use a variety of building footprints and density types.
- » Developments should provide private and/or shared outdoor space for residents to use.
- » Residential subdivisions with large lot sizes are better suited to municipalities with more open space, whereas the Village has limited unbuilt open space remaining.
- » Individual residences should not be placed along major roads, as they create curb cuts and require frequent turning which creates traffic disruptions.

### Example Layouts

**Mixed-Density:** Developments that provide a wide variety of housing types allow for ample choice and accommodate a range of lifestyles. A range of housing types also naturally contributes to a wide price range, allowing for different units to be affordable to different income levels.

**Cluster Development:** Cluster development is the practice of constructing homes closer together over a larger area, in order to preserve as much contiguous open space as possible. The example below provides off-road walking and biking trails that offer shortcuts through the neighborhood, encouraging non-motorized travel, and allow for enjoyment of open space.









# 07 Mobility Plan

The Mobility Plan is intended to give guidance and state goals for the corridors throughout Stockbridge. Because specific contexts may vary from street to street and neighborhood to neighborhood, the images and text on the following pages should be taken as guidelines and best practices, rather than specific designs.

It is the Village's goal to achieve greater connectivity and pedestrian safety throughout Stockbridge using a policy of **Complete Streets** – designing corridors to be safe and attractive for all users and ensuring that streets contribute positively to the vibrancy and economic vitality of the community. Therefore, the guidelines expressed in this plan contain recommendations to re-orient streets away from the needs of through-traffic, and toward the needs of local traffic, pedestrians, and bicyclists.



# Road Systems



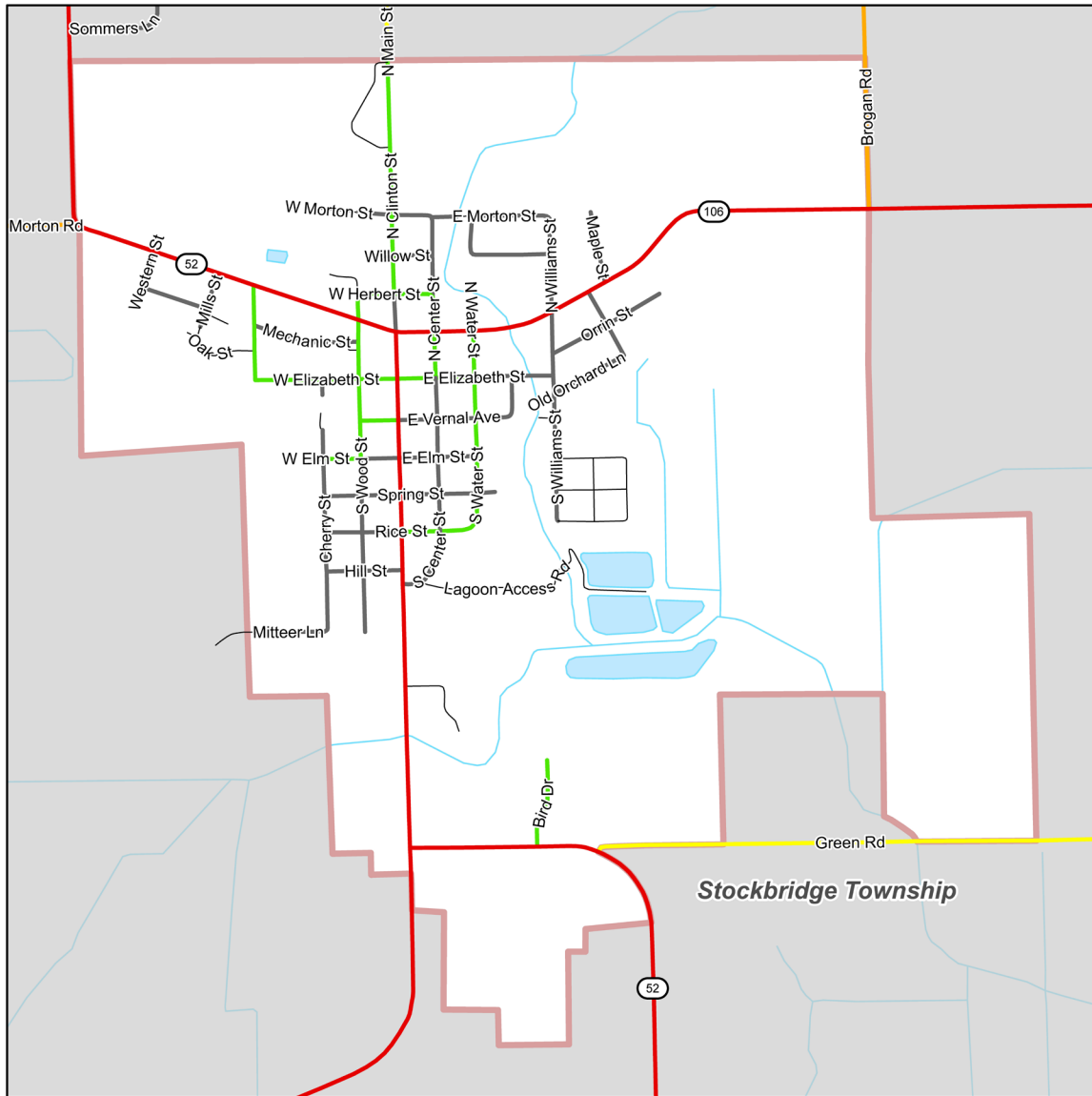
A large component of the Village's land mass is comprised of its transportation network. This includes the system of streets, roadways, sidewalks, and trails. Much of the street system is designed in grid fashion, common to mature urban communities. Understanding the existing transportation network and how it functions is critical when planning for the future.

The Michigan Department of Transportation (MDOT) utilizes “Act 51” road classifications to allocate Transportation funds. The County and Village decide which of their roads will be classified as “Primary” or “Local”, which affects the amount of funding received for maintenance of the roads. The map on the following page shows the Act 51 designations of all roads in and around the Village: **State Trunkline, County Primary, County Local, City Primary, and City Local**. Private non-certified roads are not eligible for State funding, but are also shown on the Road Classifications map.

## TRAFFIC COUNTS

The Michigan Department of Transportation provides **Annual Average Daily Traffic (AADT)** scores for sections of its State highways. Two State highways pass through the Village of Stockbridge, M-52 and M-106. The **AADT Map** demonstrates the average number of vehicles that use different sections of Stockbridge’s thoroughways. This information is especially useful when considering how much traffic visits major commercial corridors. The areas that have a lot of through traffic are most suitable for businesses that attract visitors from outside the Village, while also providing services to residents. Major corridors like State highways also serve to connect residential centers to jobs centers. S Clinton Street, which runs North-South through the center of the Village, receives nearly 10,000 vehicles per day on average. This road runs directly along the Village’s busiest commercial corridors.

Map 11: Act 51 Road Classifications



## Act 51 Road Classifications

Village of Stockbridge  
Ingham County, Michigan

DRAFT - Jan 15, 2024

Village of Stockbridge Boundary

Other Municipal Boundaries

### Act 51 Designations

State Trunkline

County Primary

County Local

City Major

City Local

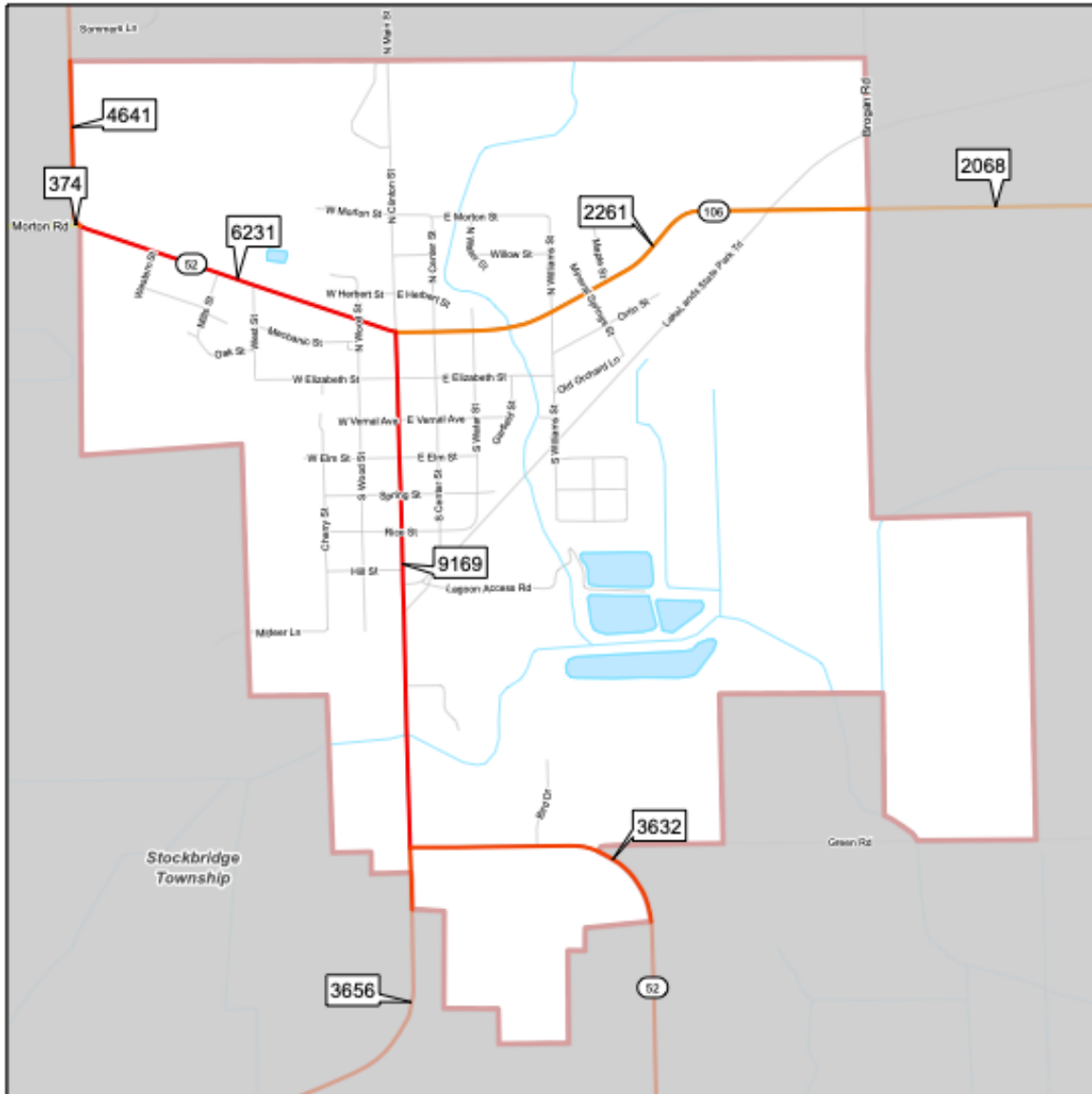
Non-Certified/Private



Basemap Source: Michigan Center for Geographic Information, v. 17a.  
Data Source: Ingham County, 2023.  
MDOT, 2023. McKenna, 2023.



Map 12 Annual Average Daily Traffic



## Annual Average Daily Traffic (AADT)

Village of Stockbridge  
Ingham County, Michigan

January 18, 2023

### LEGEND

2021 AADT

- 0 - 500
- 501 - 1,000
- 1,001 - 2,500
- 2,501 - 5,000
- Greater than 5,000

- Village of Stockbridge Boundary
- Other Municipal Boundaries

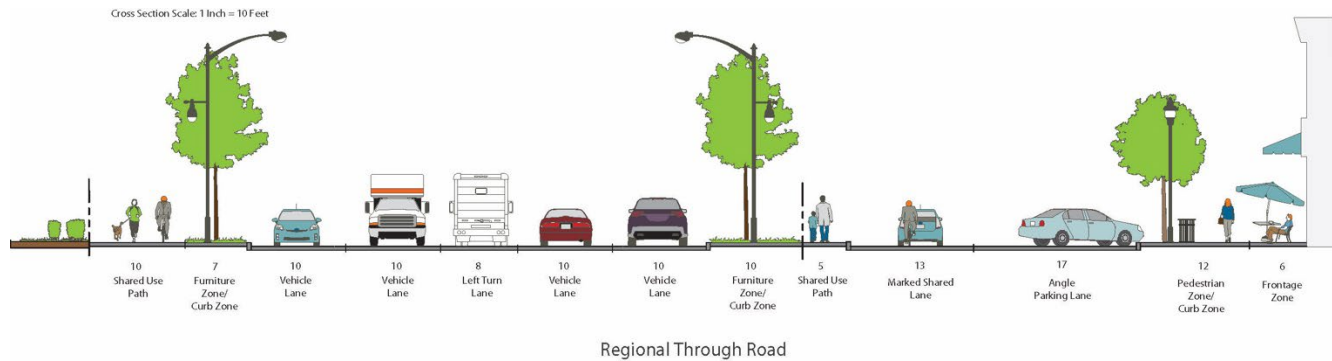


Basemap Source: Michigan Center for Geographic Information, v. 17a.  
Data Source: Ingham County, 2023.  
MDD7, 2023; McKenna, 2023.



# Road Design Improvements and Best Practices

## REGIONAL THROUGH ROAD



- » 80-100 feet of ROW
- » 30-45 mph
- » Less Frequent Non-Motorized Usage
- » Heaviest Traffic.

Regional Through Roads are heavily trafficked roadways because they carry more than just local traffic. These roads often run through areas that are either currently or planned to be urban districts. Therefore, they need to balance the needs of through traffic with anticipated high pedestrian traffic, non-motorized connectivity, and business access. Stockbridge Village’s Regional Through Roads are West Main Street, Morton Road, Green Road, and parts of South Clinton.

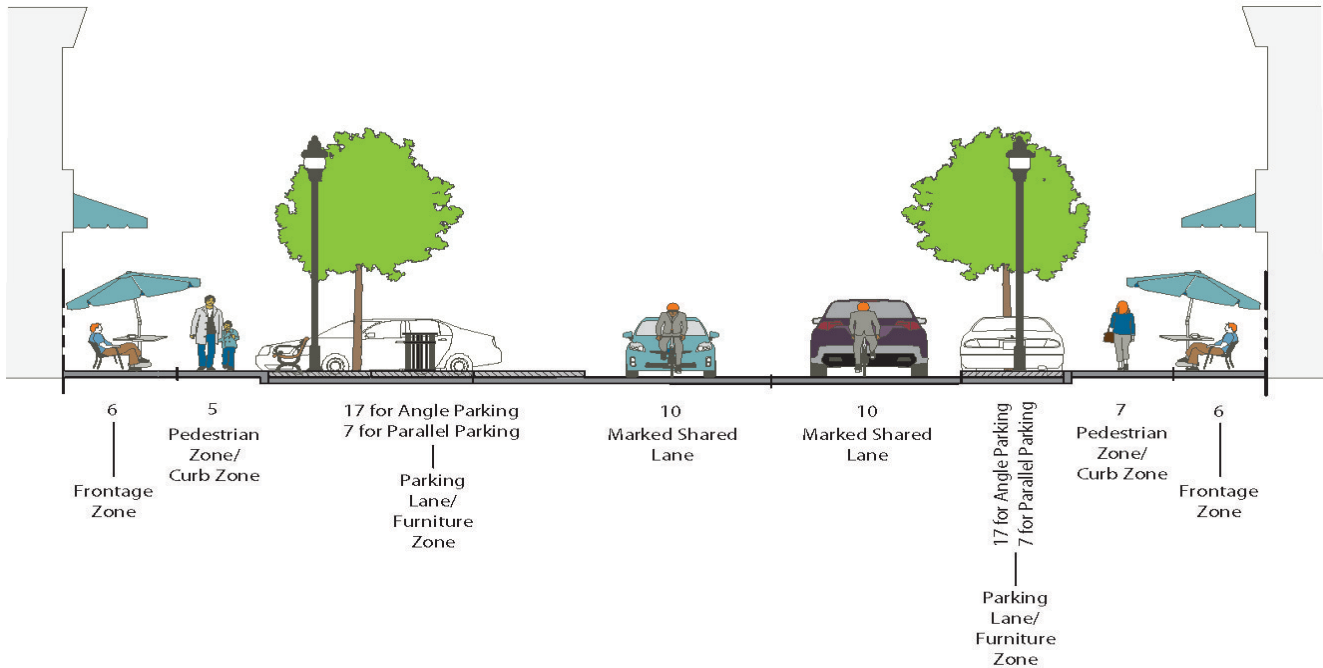
### Guidelines for Regional Through Roads:

- » Regional Through Roads should be lined with trees and green space to slow traffic, improve the pedestrian experience, and add beauty and charm. Medians are a common tool to add landscaping and trees. Medians along Regional Through Roads need not feature “Michigan Lefts” and can have breaks at intersections to allow for left turns.
- » Non-motorized connectivity on Regional Through Roads can be achieved through bike lanes, although bike lanes and on-street parking are not always compatible. Another option is a protected cycle track, particularly on roadways with wider rights-of-way.



## DOWNTOWN MAIN STREET

Cross Section Scale: 1 Inch = 10 Feet



### Downtown Main Street

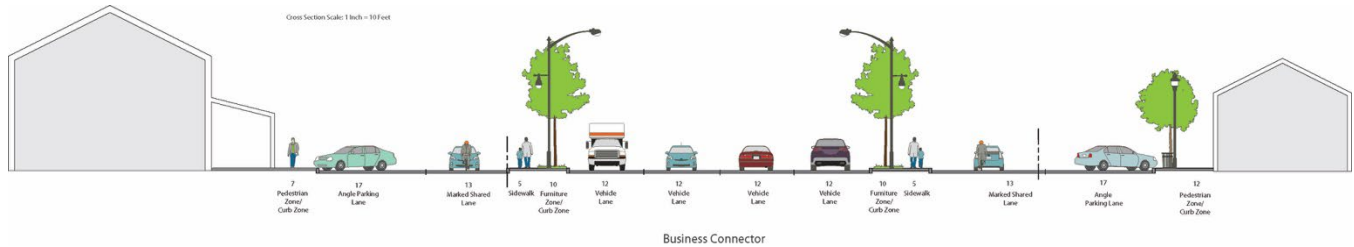
- » 80-100 feet of ROW
- » 25 mph
- » Heavy Pedestrian Usage
- » On-Street Parking and Local Traffic

Stockbridge's "Main Street" style roads are sections of West Main Street, Clinton Street, Center Street, and Elizabeth Street. These roads are lined with storefront buildings and other buildings with more urban configurations. The land use pattern in this area demands a roadway that prioritizes pedestrian safety and comfort, as well as parking and local traffic, over through traffic. The design of these sections of road can slow through traffic and encourage safer driving and might even encourage people to stop in Stockbridge for a look around.

#### Guidelines for Downtown Main Streets:

- » **Downtown Main Streets should have wide sidewalks**, not only for pedestrian safety and comfort, but also to provide space for amenities, bike racks, landscaping, and potentially outdoor dining and shopping.
- » **On-Street Parking is a crucial feature of Downtown Main Streets.** On Street Parking buffers pedestrians from moving traffic and supports businesses that need easily accessible parking spaces near their front door. Signage that indicates where public parking exists is also a best practice for downtowns.
- » **Downtown Main Streets should be designed for slow traffic.** The nature of Stockbridge's main roads, however, means that many drivers are not planning on stopping in Stockbridge, and will be rushing through. The priority for auto traffic in this area should be local motorists seeking to patronize downtown businesses. This means creating turn lanes and on-street parking spaces, even if they slow the traffic speed or make through-traffic less efficient.
- » **Non-motorized connectivity on Downtown Main Streets can be achieved through bike lanes**, although bike lanes and on-street parking are not always compatible. If bike lanes cannot be accommodated on the Main Street itself, they should be incorporated into parallel corridors. There are also opportunities to connect the Mike Levine Lakelands Trail to the Village Center.

## BUSINESS CONNECTOR



- » 66-100 feet of ROW
- » 10,000 to 25,000 cars per day
- » 30-45 MPH
- » Minimal Pedestrian Usage
- » Merging Traffic Flows, Heavy Traffic.

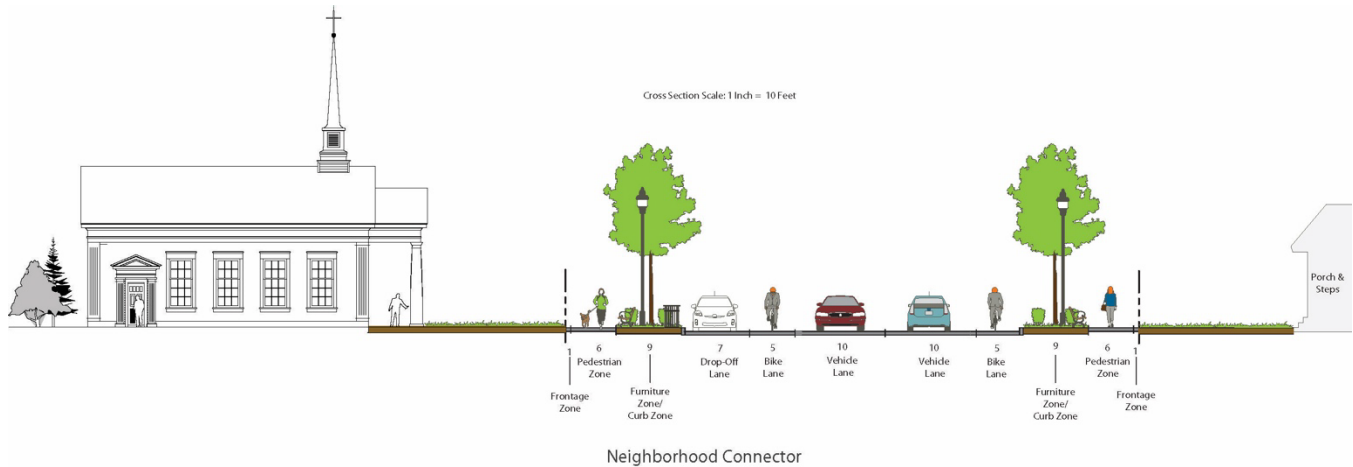
Business Connectors are roadways that travel through non-residential areas – particularly intensive commercial and industrial areas. M-106 and M-52 have a Business Connector Character on the far South and West edges of the Village. These roads are designed for high levels of traffic. While pedestrians and bicyclists should be able to traverse business connectors safely, they are predominantly corridors for commercial traffic and commuters.

### Guidelines for business Connectors

- » **Business Connectors should have wide lanes, particularly turning lanes, to accommodate trucks safely.** Although other designs may be appropriate, business connectors should generally have a 3 or 5 lane cross-section with a continuous center turn lane. This prevents rear-end accidents and allows for efficient through-traffic and turning movements.
- » **Sidewalks should be constructed where possible.** Bike lanes (or other appropriate bicycle infrastructure) should be constructed where designated in this plan. Transit stops in these areas should be designed to keep through traffic moving.

## NEIGHBORHOOD CONNECTOR

- » 66-100 feet of ROW
- » 5,000 to 25,000 cars per day
- » 25-40 mph



- » 66-100 feet of ROW
- » 25-40 mph
- » Moderate-High Pedestrian Usage
- » Local Traffic Focus

Neighborhood Connectors are roadways that travel through and between residential areas, connecting those neighborhoods together. Their land use context is generally residential but could also include low-intensity retail/service businesses, religious or educational institutions, recreational areas, or preserved open space. Children often use these roads to get to school on foot or by bike, so frequent safe crosswalks and lower speeds are important. East Morton Road, parts of Clinton Street, Williams Street, Wood Street, and Elizabeth Street, are characteristic of the Neighborhood Connector type.

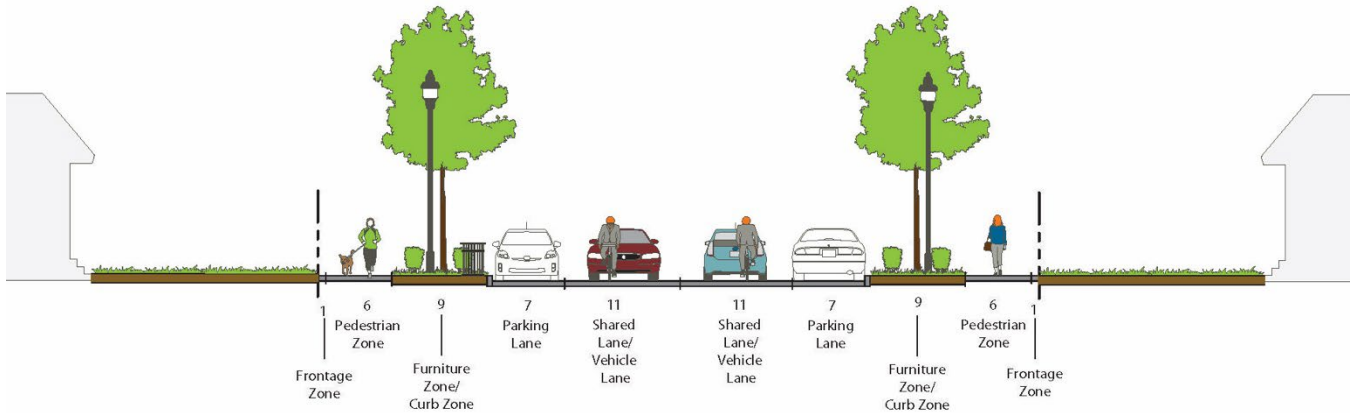
### Guidelines for Neighborhood Connectors

- » Neighborhood Connectors with frequent intersections and driveways should have a two-lane cross section.
- » Where there are businesses nearby that need the support of on-street parking, it should be provided. On-street parking is also appropriate so long as it is otherwise permitted by local authorities.
- » Neighborhood Connectors should always have sidewalks, with wide, tree-lined buffer areas separating them from the automobile lanes.
- » Bike lanes (or other appropriate bicycle infrastructure) should be constructed where possible.
- » Truck traffic is discouraged on Neighborhood Connectors.

## NEIGHBORHOOD STREETS

- » 60-66 feet of ROW
- » Local Traffic
- » 25 mph

Cross Section Scale: 1 Inch = 10 Feet



Neighborhood Street

- » 66-100 feet of ROW
- » 25-40 mph
- » Moderate Pedestrian Usage – Children at Play
- » Local Traffic Focus

Neighborhood Streets are low traffic corridors designed for local access, mainly to residential uses. They are often used by local residents and tend to be actively used by children – whether safely or not – so low speeds are important on these roads.

### Guidelines for Neighborhood Streets

- » Neighborhood Streets should be designed with narrow traffic lanes and space for on-street parking along the curbs on at least one side of the street.
- » Neighborhood streets should have sidewalks buffered from the roadway by wide, tree-lined landscape areas wherever possible.
- » Cycling on Neighborhood Streets should be encouraged, but bike lanes need not be specifically designated.
- » Regular truck traffic should not be permitted on Neighborhood Streets.
- » Neighborhood Streets within the Village of Stockbridge include those not listed in the other categories.

## ADDITIONAL DESIGN ELEMENTS

### Electric Vehicles

As automakers convert higher and higher percentages of their lineups to electric and plug-in hybrid vehicles, in order to lower carbon emissions, the Village of Stockbridge will need to be prepared for a new accessory land use – electric vehicle charging stations.

It is the policy of this plan to reduce the amount of “red tape” required to build out charging stations. They should not be considered equivalent to gas stations under the zoning ordinance and should instead be allowed to be constructed in any parking lot, provided that the parking lot retains safe dimensions for automobile and pedestrian circulation, and there are no safety issues reported by the building department. The Village might also consider locating charging stations in public parking lots.



### Sidewalks and Crosswalks

Crosswalks, including upgrades like elevated crosswalks, HAWK signals, and pedestrian islands, help people navigate the community on bicycles, on foot, and in wheelchairs. These should be placed at frequent intervals along major corridors. The Village will continue to work with MDOT to promote safe crossing on the most dangerous roads in the Village limits, which are State-Owned.





## BIKE PATHS AND LANES

Non-Motorized connectivity is critical to promoting sustainability, vibrancy, and transportation efficiency. It's good for your body and wallet, too! The following non-motorized improvements should be prioritized near schools, parks, and downtown areas, and connected to the Mike Levine Lakelands Trail, as those are places where local residents would be most likely to use them. Significant investment in bike infrastructure was not a high priority for respondents to the Master Plan Survey, likely because the Village has a number of bike infrastructure and amenities.

Off-street bike paths can be good connections within subdivisions and other developments that aren't as connected to the village center. For instance, if a residential neighborhood were built in the vacant area West of the high school, a paved trail might be a faster way for students to get to school on foot. Design for off-road pathways include wide enough pavement to accommodate two-way traffic and emergency vehicle access, sufficient nighttime lighting that doesn't intrude on neighbors, as well as benches and other pedestrian amenities.

On-Street bike lanes are an effective design when space is limited, and through areas where denser development is existing or planned. On-Street bike lanes in the Village could improve bike infrastructure by providing connections to the Mike Levine Lakelands Trail. These would be most appropriate on Downtown Streets and Neighborhood Connectors, but *not* on Regional Through Roads or Business Connectors, where high speeds make sidewalks or off-road paths a safer option for bicyclists and drivers alike.









# 08

## Implementation

A Master Plan is at its strongest and most actionable when specific implementation tasks and strategies are included, described in detail, programmed into a timeframe, and clearly marked by which organization will be responsible for leading or supporting each item. To achieve this, below is an Action Plan that should be implemented by the City throughout the duration of the Master Plan.

# Zoning Plan

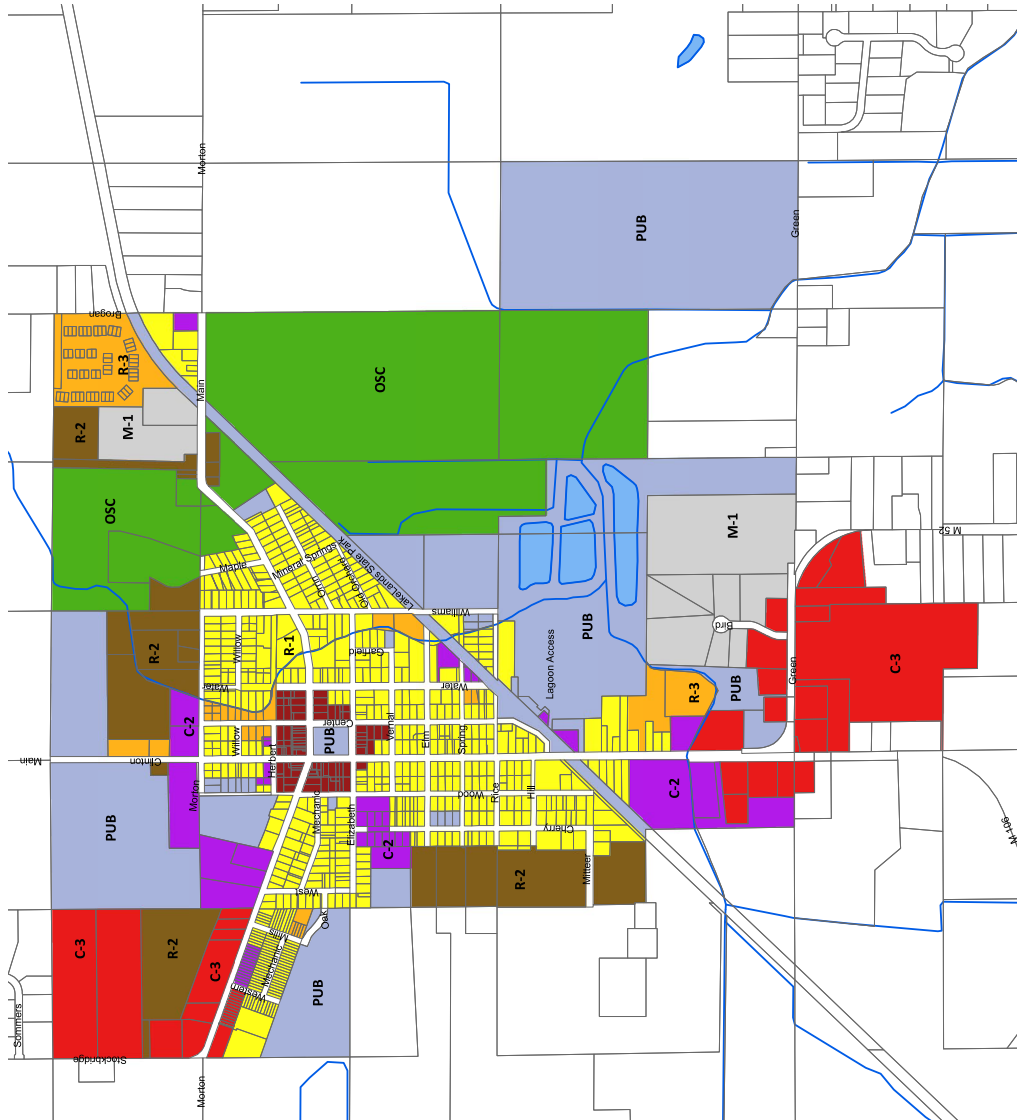
A zoning plan is required by the Michigan Planning and Zoning Enabling Acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the Master Plan prepared under that act shall serve as the basis for the community’s zoning plan.

The zoning plan identifies the zoning districts and relates them to appropriate future land use categories from the previous section. The zoning ordinance and official map, in themselves, should not be considered as the major long range planning policy of the Village. Rather, the Master Plan should be regarded as a statement of planning policy. Zoning should be used to assist in implementing that policy. Rezoning requests should be reviewed against this table to determine whether the requested district is supported by this Plan. In some cases, a new zoning district may be the most effective way to implement the vision of the future land use plan.

Future Land Use Category	Zoning District
Traditional Village Residential –5 dwelling units per acre	<b>R-1:</b> Single-Family Village <b>R-1.2:</b> Moderate Density Village (potential new zoning district)
Mid-Density Village Residential –10 dwelling units per acre	<b>R-1.2:</b> Moderate Density Village (potential new zoning district) <b>PUD:</b> Planned Unit Development (for large undeveloped parcels)
Suburban Residential –3-4 dwelling units per acre	<b>R-2:</b> Single-Family Suburban
Multiple Family Residential –15 dwelling units per acre	<b>R-3:</b> Multi-Family
Central Business District	<b>CBD:</b> Central Business District
General Commercial	<b>C-2:</b> General Commercial
Highway Commercial	<b>C-3:</b> Highway Commercial
Flexible / Mixed Use	<b>PUD:</b> Planned Unit Development <b>R-1:</b> Single-Family Village <b>R-1.2:</b> Moderate Density Village (potential new zoning district) <b>R-2:</b> Single-Family Suburban <b>R-3:</b> Multi-Family <b>C-2:</b> General Commercial <b>C-3:</b> Highway Commercial <b>M-1:</b> Light Industrial*
Light Industrial	<b>M-1:</b> Light Industrial
Public / Semi – Public	<b>PUB:</b> Public District
Parks, Conservation, and Open Space	<b>PUB:</b> Public District <b>OSC:</b> Open Space Conservation
Agriculture	<b>OSC:</b> Open Space Conservation

\*M-1 Zoning should not be permitted on parcels adjacent to residential, educational, or medical uses, as well as any other use that is obviously inappropriate to be located near the proposed industrial use.

Map 13: Zoning Map at Time of Master Plan Adoption (Subject to Future Changes)





## PROPOSED ZONING DISTRICT: MODERATE DENSITY VILLAGE

The Village already has a number of ranch style attached multi-family homes, as well as a few larger homes which have been converted into duplex, triplex, or quadplex homes (otherwise known as “multiplexes”). These can provide more low-cost housing in the Village and allow landowners to derive additional income from their property. They also create a more efficient use of space by providing more units of housing on less land, while being less dense than full-size apartment buildings or densely packed mobile home communities. As an added benefit, owners of these properties have the option of living in one of the units on the property, allowing them to ensure that the property is maintained and that their tenants are responsible neighbors.

An additional moderate-density zoning district may be a good tool to facilitate responsible development of multiplexes and rowhouses. These types of properties would need to be on larger lots than single-family homes and would have additional setback requirements. They would be best located along roads that are able to accommodate slightly higher traffic flows.



Example of a 1-story duplex.



Example of a 3-unit “triplex”.

## RECOMMENDED ZONING CHANGES

As noted above, zoning ordinances should be modeled after a community’s Master Plan. However, zoning ordinance changes require further exploration and discussion by the planning commission, village council, and the general public. The following zoning ordinance modifications may be appropriate to consider further in the near future in order to better reflect the goals of this Plan:

- » Allow Two-Family homes (duplexes) in the R-1 and R-2 districts as a special land use.
- » Consider permitting detached or attached accessory dwelling units in some or all residential districts (these are also commonly referred to as “carriage houses”, “granny flats”, or even “mother-in-law units”)
- » Create a form-based overlay for the two historical storefront areas, across from the Village Square on its North, West, and South sides to preserve the style of development in the historic downtown areas, even if the existing buildings are removed or destroyed.

# Planning Tools & Initiatives

The following tools are available to the Village to support the implementation of the goals and policies of the Master Plan. Some of the current mechanisms available are listed below, but various programs, legislation, and funding sources are frequently changing.

## FUNDING MECHANISMS

### Special Assessments

The Village can fund public improvement projects through individual assessments of properties on an equitable basis for benefiting property owners in a defined district. This is a common tool for funding road and utility improvement projects.

### Tax Increment Financing (TIF) and Downtown Development Authorities (DDA)

TIF and DDA programs provide a means of funding infrastructure and other improvements. Businesses are more likely to thrive in areas that have already implemented improved infrastructure and amenities that are hard to fund without enough tax revenue from already existing businesses. In TIF programs, the community issues bonds to pay for needed improvements to attract increased business development, which leads to higher tax revenues.

The increased tax revenues are captured by the TIF district for a set number of years, usually 10-20, but tax rates are not increased and the same amount of tax revenue continues to go to the Village and spent as it is normally spent. The increased tax revenue is only used to pay off the bond, after which the Village can benefit in the long term from the increased revenues from a newly improved business district.

As of 2023, the Village was in the process of developing a new TIF plan in order to determine if this would be an effective tool for Stockbridge, as well as the details of how the tool would be implemented.

### US Department of Agriculture Loans and Grants

USDA grants and low-interest loans are available to rural communities, particularly for assistance in infrastructure improvements and maintenance.

### Michigan Department of Transportation Loans and Grants

MDOT offers competitive grant and low-interest loan programs to communities. They also administer the distribution of a number of Federal grant programs for transportation.

The most relevant options for the Village include:

- » Rural Task Force Program for road and transit capital projects.
- » National Electric Vehicle Infrastructure Program for providing EV chargers.
- » Safe Routes to School funds sidewalk repairs and construction in neighborhoods surrounding local schools.
- » Transportation Alternatives Program funds projects such as bike paths, streetscaping, and work that improves walkability and other multi-modal forms of transportation.
- » State Infrastructure Bank is a loan program to support urgent gap financing for certain transportation initiatives.

## Michigan Department of Environment, Great Lakes, and Energy

EGLE provides a variety of funding programs for Villages to improve environmental quality and support redevelopment of previously degraded land. These include:

- » **Brownfield Redevelopment** grants and loans provide funding to remediate sites of environmental contamination in order to ensure safe reuse of abandoned, vacant, or underutilized properties that are known to be contaminated.
- » **Michigan Clean Water Plan** provides funding to assist communities in maintaining, improving, and expanding their water distribution programs as well as strategizing ways to protect existing water sources.

## OTHER PLANNING TOOLS

### Capital Improvement Plan

A Capital Improvement Plan is a detailed schedule of improvements to the Village's assets, including its utility infrastructure, roads, parks, emergency response, and municipal buildings. A CIP considers the funding and timing of all of these needs and creates a prioritized list including estimated costs and sources of funding. The Master Plan should be used as a key reference document in the preparation of the CIP to ensure that public dollars are spent where the most benefit will be received, and that the Village's assets are kept in safe and effective condition.

### Ordinance Enforcement

One of the most essential tools for implementing the Master Plan is the enforcement of existing ordinances. While the Master Plan embodies the desires of the community for an improved living environment, the Zoning Ordinance and other general ordinances establish minimum standards designed to protect the public health, safety, and welfare.

### Plan Education

Citizen involvement and support will be necessary as the Master Plan is implemented. Local officials should constantly strive to develop procedures which make citizens more aware of the planning process and the day-to-day decision making which affects implementation of the Master Plan. A continuous program of discussion, education and participation will be important as the Village moves toward realization of the goals and objectives contained within the Master Plan.

The Village Council, Zoning Board of Appeals, and Planning Commission can receive training from a number of organizations and programs, including the Michigan Association of Planning, Citizen Planner, and the Michigan Municipal League. Training will help community leaders to be fully aware of their responsibilities and limitations, as well as the broad range of tools at their disposal for effective implementation of planning goals and objectives.





### **Parks and Recreation Planning**

The Michigan Department of Natural Resources Parks and Recreation Division requires communities update a Parks and Recreation Master Plan every 5 years in order to receive beneficial State funding. These plans include a parks inventory that documents existing assets at local parks, community engagement efforts to understand how community members use parks and how they would like to see them improved, and provide a plan for how funding will be used over the next 5 years.

### **Joint Planning Opportunities**

The Village of Stockbridge is not an island. There are a number of other local jurisdictions as well as local organizations that would make for mutually benefiting partners in pursuing the goals and objectives put forth in this Plan. Some of these organizations may be able to help with funding, organizing, and spreading awareness. The Village should continue to build connections and join forces with other groups in order to provide the most benefit to Village residents as well as surrounding communities. Stockbridge Township has its own planning and zoning efforts, and these can be coordinated with the Village to create a broader-reaching, cohesive community. Ingham County has some programming and resources available to its Villages as well.

The Village can also work with local non-profit organizations, churches, charities, schools, business organizations, and social clubs to reach community members and understand residents' needs.

# Transportation Improvements

## CIRCULATION AND ROAD SYSTEM IMPROVEMENTS

No additional public roads are expected to be built within the foreseeable planning period. New roads will follow applicable building standards and should implement strategies put forth in the Mobility Plan.

## COMPLETE STREETS

The Village of Stockbridge intends to implement a rural vision of Complete Streets with this Plan and will work with the Ingham County Road Department on road projects. MDOT is responsible for the development of two of the Village's most important corridors, M-52 and M-106. Additional space for bike access should be focused on roads which are most heavily trafficked, particularly from routes that lead to Lakelands Trail to create connections from the park into the Village.

Additionally, routes around local schools are incredibly important to ensure that students have safe ways to get themselves to and from school. Sidewalks and crosswalks with clear, bright signage, and stop lights, are critical to ensure that drivers are aware of the presence of children.



# Action Plan

KEY				
Priority		Timeframe		Responsibility (Color)
A	Most Important	1	W/in one year	Project Lead
B	Very Important	2	1-3 years	Key Participant
C	Important	3	3+ years	Contributor

PARTNERS	
IC	Ingham County
DDA	Downtown Development Authority
BO	Business Owners
MDOT	Michigan Department of Transportation
SM	State of Michigan
SCS	Stockbridge Community Schools
HO	Home Owners
CM	Community Members
PC	Planning Commission
VC	Village Council
VS	Village Staff
CATA	Capital Area Transportation Authority
WAVE	Western-Washtenaw Area Value Express

FUNDING	
Public	Includes public funds from the City operating budget, County, and State funding. May also include local government bonds and grants.
Private	Includes funds from private sources such as grant monies, corporate funding, or property owners
DDA/TIF	Tax increment financing provided by an authorized body. Please refer to the summary of economic development tools.

**ECONOMIC DEVELOPMENT AND REDEVELOPMENT**

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			VILLAGE	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Update the Zoning Ordinance as described in the Zoning Plan.	A	1	VC PC VS			•		
Update the Village's TIF District.	A	1	VC VS DDA	IC		•		
Recruit businesses for Village Center storefronts.	A	1	VS VC PC DDA		BO CM	•	•	•
Develop a form-based overlay to protect the Village Center historic storefront development pattern and design.	B	2	VC PC DDA VS			•		
Develop PUD standards for fringe development on greenfield sites.	B	2	PC VS			•		
Recruit a developer for vacant property on Stockbridge Road/M-52.	B	2	VC PC DDA VS		BO	•	•	
Recruit a developer for vacant property on Green Road.	B	2	VC PC DDA VS		BO	•	•	
Develop means of providing technical assistance services and training to aspiring business owners within the Village.	B	2	VS VC DDA	IC SM	BO CM	•	•	•
Review and update this plan every five years.	C	3	VC PC VS			•		

**CIVIC AND TRANSPORTATION IMPROVEMENTS**

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			VILLAGE	OTHER GOVT	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Continue Village-wide sidewalk replacement and repair.	A	1	VC VS DDA	MDOT		●		
Update the Parks and Recreation Plan every five years and pursue MDNR Grant funding for recreation improvements.	B	2	VC VS			●		
Improve pedestrian safety on routes to Stockbridge Schools, and partner with schools to understand areas of high concern related to transportation or travel to school.	B	2	VC VS	SCS		●		
Develop a plan to maintain reasonable aesthetic and caretaking standards on residential properties in the Village, including both owner- and renter-occupied homes.	B	3	VC VS		BO HO	●	●	
Develop a gateway improvement plan for major entrance points into the Village at West Main Street, Morton Road, and South Clinton Street.	C	3	VC PC VS	MDOT		●		
Explore ways for the Village government to set an example for best practice design and planning, such as by implementing stormwater infrastructure or providing bike parking at government buildings.	C	3	VC PC VS			●		





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