CHAPTER 11: CITY OF PERRY PUBLIC LIBRARY

A. MISSION STATEMENT

Mission Statement: The Community District Library provides access to ideas, information, experiences and materials that support and enrich people’s lives.

B. HISTORY AND BACKGROUND
The first library in Perry opened in 1935, staffed once a week by volunteers. The first librarian, Nina Campbell, was appointed in 1941. In 1950, the current building on South Main Street was accepted as a gift of the estate of Edna Bentley and the first library board was appointed. The name of the library officially became the Edna Bentley Memorial Library.

The Dunham Library in Shaftsburg was established as a branch of the main library on October 15, 1975 and was located in the Woodhull Township Hall. It was open six hours per week, on Tuesdays. In 2000, the Woodhull Township Board decided to split the township library’s
services, contract funding, penal fines, and State Aid for Libraries between Perry and Laingsburg. Due to the loss of this revenue, the Dunham Branch was closed.

**Governance and Funding**

Through 2007, the Library functioned as a City Department under the direction of the Library Board. The Library Board consisted of six City of Perry citizens appointed by the Mayor and approved by the City Council. They served three-year terms and were allowed to be re-appointed for a second three-year term.

The Library was funded mainly by the City’s General Fund (approximately 73% in FY06-07). Additional revenue consisted of penal fines, state aid, and other negligible sources (e.g., fines, non-resident fees, contract fees, copies and print-outs, program fees, and movie rentals).

In 2007, acting upon a request of the mayor, the Library Board unanimously voted to initiate the process of joining the Community District Library system, a multi-branch district library system based in Shiawassee County with locations in Bancroft, Byron, Corunna, Lennon, Morrice, and New Lothrop.

After fulfilling the necessary requirements, the library became an active branch of the CDL on January 1, 2008. The Perry City Library Board was dissolved and one representative from the City was appointed to serve as a representative on the Community District Library board.

The main funding source of the Community District Library is a four-year, .7 mils voted millage. City of Perry voters passed a millage in August 2012 to continue this funding source for library service.

**C. CURRENT CONDITIONS AND SERVICES**

**Staffing**

The Perry branch of Community District Library is managed by a Branch Manager and Library Assistant. Library Assistant Substitutes provide assistance during special library programs. Administrative oversight is provided by the Community District Library Director with assistance from other administrative staff members from the CDL offices in Corunna, MI.

**Hours of Service**

The Community District Library has seven branch locations to serve the needs of community members. These locations are open a variety of hours to enable wider patron access. Hours of operation for each branch are listed on the Community District Library website. In addition, the website provides an opportunity for library patrons to access materials 24 hours a day, seven days a week. ([www.mycdl.org](http://www.mycdl.org))

**Service Areas**

As a branch of the Community District Library, the Perry branch serves all patrons in the legal service area of the Community District Library. This includes Village of Bancroft, Burns Township, Village of Byron, Caledonia Township, City of Corunna, Hazelton Township, Village
of Lennon, City of Perry, Perry Township, Village of Morrice, Shiawassee Township, Village of New Lothrop, and Venice Township. City residents have the opportunity to utilize library services at any of the District’s seven branches.

**Collections**
The Community District Library emphasizes popular literature materials for adults and children in a collection of over 60,000 fiction and non-fiction books, large-print publications, genealogy materials, reference materials, DVDs, magazines, and audio books on cassette, CD and MP3. All cataloged library materials are searchable by patrons at an OPAC (Online Public Access Catalog) station in the Library and via the Internet at [www.mycdl.org](http://www.mycdl.org).

In January 1, 2008, the Community District Library began using an Interlibrary Loan System through contracted services with the Valley Library Consortium. This ILS software greatly expands the options of library patrons by allowing many more services and user-friendly interfaces, all available on-line.

**Services**
The following services are available and/or provided by the Community District Library:

1. **Copy Machine:** A self-serve copy machine is available for use at the Library for a fee.
2. **Computer Printing:** A b/w laser printer is available for use at the Library for a fee.
3. **Fax Service:** Patrons can send and receive faxes at the Library for a fee.
4. **General Library Research:** Staff is available to assist patrons with in-house materials and on-line databases and resources.
5. **Interlibrary Loan of Materials:** Library patrons have access to the extensive holdings of all Valley Library Consortium libraries though the use of the Horizon catalog system. Material reservations can be made on-line from any location and items will be delivered to a branch of your choice for pick-up. Another source for materials is MeLCat, a state wide on-line catalog with over 400 participating Michigan libraries. MeLCat allows materials to be ordered online and delivered to a branch of your choice for pick-up from any participating MeLCat library in the state of Michigan. There are over 6 million items available for patrons to borrow.
6. **Internet Databases:** The Library has access to over 40 professionally designed medical, legal, business, and educational databases from the Library of Michigan through [www.mel.org](http://www.mel.org), to fulfill patrons’ informational and recreational needs.
7. **Public Access Computers:** The Library has several public access computers with high speed internet access. Wi-fi access is also available.
8. **Readers’ Advisory:** Library staff is available during public hours to assist patrons with the selection of books, audios, and other materials. The Horizon ILS system also offers patrons advisory resources via the Library’s web site.
9. **Reference Assistance:** Library staff answers questions posed by patrons in the Library, by telephone, or via e-mail. Staff also provides point-of-use instruction on the use of library resources and information technology.
10. **Exam Proctoring:** The Library facility and its resources are available for exam proctoring for various colleges, universities and programs upon request.

11. **Tutoring/Meeting Room:** Available by appointment only.

### Programs and Special Events

1. **Computer & E-Reader Classes:** Hands-on basic computer classes and basic e-reader classes are scheduled throughout the year, at various times and locations.

2. **Library Tours:** Library tours are available upon request.

3. **Story time:** The Library holds Story time programs on a monthly.

4. **Summer Reading:** Community District Library participates in a Summer Reading Program annually for patrons of all ages, including children, teens and adults.

5. **Author Visits and Other Miscellaneous Programming:** The Community District Library hosts programming on a wide variety of topics as often as possible, including cultural programs, children’s programs, programs for seniors, and more. Visit the Library’s website at [www.mycdl.org](http://www.mycdl.org) to learn more about programs available.

### Usage

Circulation of Library materials has fluctuated throughout past decades due to changes in legal service areas and decreases in public hours. A historical snapshot of circulation activity shows that in 1982, the Edna Bentley Memorial Library and the Dunham Branch together circulated 14,487 items; in 1992, they circulated 53,363 items. In 2005, the Perry location circulated 21,000 items. Since merging with Community District Library, circulation has continued to grow with over 29,000 total items including renewals circulated in 2011.

Since joining with Community District Library in 2008 statistics show and upward trend in the number of library visits, circulation, and reference queries, with computer usage continuing to grow.
Figure 11-1: Total Yearly Checkout – Perry Library

![Total Yearly Checkout chart](chart1)

Figure 11-2: Yearly Library Visits – Perry Library

![Yearly Library Visits chart](chart2)

Figure 11-3: 2011 Material Circulation – Perry Library

![2011 Material Circulation chart](chart3)
Accomplishments Since Last Master Plan Update
1. Community District Library has high-speed internet and Wi-Fi abilities today, as well as many opportunities for computer technology and software training.
2. Electronic and digital resources such as e-books for e-readers and music are now available to download from the library website.
3. New circulation desk was installed in November 2007, enhancing the library’s professional image and allowing for greater organization of library resources and streamlining day-to-day operations.
4. The interior and exterior of the library building received a fresh coat of paint.
5. Teen services and other program areas have greatly expanded.
6. Interlibrary loan opportunities have expanded tremendously, easily providing patrons with library materials never before available.
7. Access to professional resources, expertise, and opportunities not previously possible has been expanded.
8. Bathroom has been remodeled in 2013 with new vanity and toilet.

D. GOALS AND OBJECTIVES

Needs
A long-term strategic planning initiative is essential to identify the community’s information needs and to guide the Library in fulfilling those needs. This includes mapping the Library’s future and securing stable, long-term funding (e.g., a millage).

After secure funding, the paramount obstacle the Library faces in providing high quality service to residents is the small, out-of-date, structurally inadequate facility. In order to provide high quality service to the community, the Library needs to acquire a larger facility or add-on to and update the infrastructure and interior of the current facility. The Library facility occupies about 2,880 square feet, of which approximately 1,800 square feet is in the public service area. It is recommended by the Library of Michigan Quality Services Audit Checklist Program that the Library provide a minimum of 2,992.5 square feet of public service space for a Library serving a population of our legal service area. Notably absent in Perry’s library facility are a separate public meeting space; dedicated young adult area with seating; appropriately-sized shelving and furnishings in the children’s area; dedicated program space; adequate storage space for materials, equipment, and library records; and private, secure administrative space.

Parking for library patrons is woefully inadequate. Patrons frequently complain about the danger of having to park across the street from the library and cross busy M-52 with small children. The community desires that the Library offer more programs for all ages, including teens, adults, and senior citizens.

Goals:
1. Provide stable funding for the Library and its services.
2. Expand the Library facilities to include additional storage space, and a public meeting room.
3. Improve parking abilities at and around the Library.
4. Continue offering the existing programs and activities at the Library.
5. Include additional programs at the Library to provide opportunities for people of all ages, including teens, adults and senior citizens.

Objectives:
1. Coordinate with the Community District Library (CDL) regularly to assess funding needs for services.
2. Develop a needs study with the CDL to study options for either expanding the existing facility or relocating the Library to another location to offer the necessary space that is recommended by the Library of Michigan Quality Services Audit Checklist Program.
3. Develop a study to access the parking needs for library patrons.
4. Coordinate with the CDL continue offering reading programs and computer training courses, while also researching additional programs for people of all ages.

E. ACTION/IMPLEMENTATION PLAN
1. Continue to coordinate with and support the Community District Library in meeting the objectives listed above.
2. Perform needs study in conjunction with the CDL to assess parking needs, priorities for enhanced services for library patrons, and possible options for expanding the facilities.
CHAPTER 12: COMMUNITY ACTIVITIES/EVENTS

The City of Perry is active in community life. Throughout the year, numerous activities are sponsored by the City of Perry, the residents, the schools, local activity groups, and the business representatives. Events range from parades to contests, and bring the people of the City of Perry and its surrounding communities together for times of celebration. Included in this chapter are some of the major activities held throughout the year. New ideas come forth each year, and continue to expand the community atmosphere for the city, as well as making this a more distinctive, attractive place to reside.

WinterFest/ Mudge Festival
Beginning in February 2004, the City began to hold an annual WinterFest, known as the Mudge Festival. This is named after the DPW Supervisor, Chuck Mudge. Included in this are a homemade toboggan race, and toboggan design contest, as well as a chili cookoff contest. Everyone is asked to bring an item for our local Food Bank as an entry fee.

Pictures 12-1 and 12-2: WinterFest/Mudge Festival Activities

Any resident is able to register in our Down Hill Mudge Race and/or Designer Mudge Best in Show. The toboggans can only be pieces of cardboard put together with adhesive products. The race is on the hill near the DPW building, and is held during the afternoon.

During the race, a Chili Cookoff Contest is held, in which participants make their home-made recipes and have a panel of judges to rate them. There are three categories, based on levels of spicy-ness: Single Burner, Double Burner, and Triple Burner. After chili is judged, free food and drinks are offered to the public.

In addition, there are other activities for the children. One year, there was the Miller Ice Sculptures, which provided demonstrations of artists’ Ice Carvings.

Local businesses contribute items that are raffled off throughout the day.
National Night Out
The National Night Out is held on the first Tuesday of August. The event takes place at City Hall lawn beginning at 5:00pm. This event gives you the opportunity to meet and interact with our Local Police Department. The evening is filled with fun and free family events.

PerryFest
The Annual PerryFest is held the third weekend of September. The first PerryFest occurred in 2003, with outstanding participation, and has been held annually every year since then with the 10th annual PerryFest just occurring in September 2012. The event starts on Friday evening and concludes Sunday evening. Throughout the weekend, there are a wide variety of things for all individuals and families to do. These activities include: a car show, kids’ bounce houses, farmers’ market/craft show, book sales, local business displays, a parade, sporting events, taste of Perry, fireworks, and closing with a community-wide church service held outside near the City Hall property. This event has continued to grow every year, and provides the community with the atmosphere that small towns love to achieve.

Put Your Best Face Forward Business Contest (monthly from May-October)
Beginning in 2007, the City began having an aesthetic contest for all the businesses located on Main Street within or near the Historic Downtown Business District. Each month between May and October, the businesses are rated according to visual friendliness, decorative features both inside and outside, among other attributes. The mayor and individual members of the City Council each take a month during the summer and select the winning business. This has created additional pride in the Perry Community, and the M-52 corridor continues to become more beautiful each year. In recent years, the contest has been expanded to include all businesses along Main Street throughout the community.

Parades
Multiple parades are held each year beginning near the back of the high school and then heading down Main Street through the downtown before concluding at Bath Road. Marching Bands,
fire/emergency vehicles, classic cars, church groups, businesses, and other activity groups, participate through these parades to show their community spirit. These parades include, but are not limited to:

- Memorial Day
- PerryFest Parade – Third Saturday in September
- Perry High School Homecoming Parade (typically in October)
- Home Town Christmas Lighted Parade (the First Saturday of December)
- Veterans Day Parade, which is rotated by the Cities each year (Corunna, Durand, etc.)

**Pictures 12-5 and 12-6: Parade Photos**

**Community-Wide Church Services**

Three times a year, area-wide churches from the City of Perry, Perry Township, the Village of Morrice, and the Shaftsbury area gather together for community-wide services of praise and thanks. The churches included are from all denominations, and these services are open to anyone to attend. The three times that they are generally held include:

1. Good Friday
2. PerryFest in September
3. Community Thanksgiving Service – held the Tuesday before Thanksgiving

The location for the services on Good Friday and Thanksgiving is rotated by each participating church, while the PerryFest service is held outside of City Hall on the Sunday evening concluding the PerryFest.

**Christmas Lighting and Decoration Contest**

This contest is open to all City Residents for decoration of their homes. The winners from the previous year meet with City officials and select three winners. The top three winners receive prizes.
City Workers and Volunteers Christmas/End of the Year Party
Every year the City of Perry hosts a Christmas Dinner to thank all of those people in the city who selflessly donate their time to sit on committees for the betterment of our city. All City employees and volunteers to various committees are invited to celebrate the end of the year with a dinner and gift exchange.

Residential Survey Results
People overwhelmingly reported positive ratings when asked about the quality of community events and festivals. **94%** of the respondents reported either an excellent or good rating, while only **6%** expressed concerns.

![Figure 12-1: Residential Survey Results – Community Activities](image)

Source: City of Perry Residential Survey (December 2012)

Goals

1. To further enhance and strengthen the attractiveness and “community atmosphere” of the City through the continuation and expansion of activities which bring area people (i.e., residents, businesses, workers, etc.) together.

2. To support opportunities for enhanced quality of life available to community through the City and the Perry Public Schools. Increased child and youth programs are needed.

3. To promote growth of business in the Perry area.
Objectives

1. Continue to promote the PerryFest and other community activities to City and neighboring community residents, businesses, workers, and visitors.

2. The development of a local volunteer non-profit (501C3) “Performing Arts” Support Group (PASG), which will support and enhance many forms of local performing arts (i.e., theatre, music, etc.) along with booking non-local talent to perform, utilizing the facilities of Perry High School to promote community involvement and activities.

Action/Implementation Plan

1. Continue hosting the programs and events listed throughout this chapter annually, while looking for ways to expand and to promote the community.

2. Research what other communities have done in response to developing a local non-profit (501C3) “Performing Arts” Support Group (PASG). Coordinate with Perry Public Schools and other partnering agencies to develop a PASG.

3. Promote use of City facilities, such as City Hall, Veterans’ Memorial Park and Jubilee Park.

4. Continue to enhance City facilities. Current focus is on Veterans’ Memorial Park.
CHAPTER 13: PUBLIC/MUNICIPAL UTILITIES

A. DEPARTMENT OF PUBLIC WORKS – OVERVIEW

The City Department of Public Works, located behind City Hall at the end of Lamb Street, is responsible for maintenance and coordination of the municipal water system, the municipal wastewater system, and the stormwater drainage facilities. They are on-call at all times. The mission of the DPW is “to maintain the infrastructure that supports the daily life of the city’s residents”. The roads, water system, and public services in the City are managed with the highest consideration for quality, convenience and efficiency. There are currently five staff members of the DPW consisting of the superintendent and four maintenance staff members.

In addition to the water system, the wastewater/sewer system, and the stormwater drainage facilities, the City offers other services, such as: wood chips, cleaning yard waste, snow removal, and hydrant flushing (3 times per year).

Overall DPW Goals and Objectives

1. Develop and/or implement a utility extension/improvement/replacement program in order to provide reliable and quality service.

2. Document, via mapping, all existing utilities and improvements.

3. Increase Department of Public Works staff as necessary to maintain the City’s infrastructure.
4. Continue to coordinate street paving/resurfacing activities with infrastructure (water, sewer, storm) improvements.

B. MUNICIPAL WATER SYSTEM

Background
The City of Perry has operated a municipal water supply system since 1918. The municipal system was constructed as a result of a serious fire in 1913 which leveled much of the downtown area. The original system consisted of one supply well, one 60,000 gallon elevated tank, and a limited network of distribution mains.

Throughout the years, the system has been expanded to meet growth. In 1956-57, a new well site, with two production wells, was developed. In the early 1980’s, the original elevated tank was replaced with a 200,000 gallon storage tank, a new 500 gallon per minute production well was added to the system and the construction of the core water transmission main system was initiated. There is an average daily flow of about 210,000 gallons of water, which increases during warmer weather. The DPW monitors the water system daily to assure the highest quality of water possible, and to meet the standards set by the Michigan Department of Environmental Quality. In addition, the original 1918 vintage fire hydrants were replaced with new units (see Map 13-1 on page 92).

The distribution system is generally adequately looped. The three (3) water supply wells are situated in a single well field, located adjacent to the Ellsworth and Ruppert Road intersection.

Accomplishments from Last Master Plan Update

1. Since the last master plan update, the City has invested in a comprehensive, computer-based mapping system to provide an inventory of system water main valves, hydrants and individual services.

2. In 2003, the City integrated a radio-read system in order to electronically read the meters for water usage. Prior to this, it was done manually. This process has allowed DPW staff to concentrate more time on regular maintenance and less time walking from door-to-door to read meters.

3. In addition, the City has developed and installed an iron removal plant to address water quality, and it was completed in January 2009.

4. A new water transmission line from the wells fields to the city was installed in 2008 as part of the construction of the iron removal plant thus providing two (2) feed points to the
A feed point is the direct access point to provide water from the source to its constituents. Previously, the city had only one access point.

**Present System Capacity**

The average daily pumpage from the water wells for the period July 1, 1992 through June 30, 1993 was 184,000 gallons. In 2006 (from January 1st to December 31st), the average daily pumpage was just over 198,550 gallons, but has been as high as 210,000 gallons. In 2011, the average daily pumpage was 169,000 gallons per day (gpd) with the capacity of 270,000 gpd. This decrease is due to new and improved meters at the iron removal plant. The city’s firm capacity has increased to 700,000 gpd, or 500 gallons per minute.

**Fire Protection**

Coupled with the construction of a fire station in the 1980’s, the implementation of the 1982 water system improvements resulted in a reduction in the City’s fire protection rating, from a Class 8 to a Class 6. Fire flows in excess of recommended levels are provided to the historic downtown business district (HDBD) and in many residential areas in the community.

**Water Quality**

The quality of the City’s water supply is typical of most supplies in the mid-Michigan area (containing moderate hardness and iron content). In the mid-1980’s, the City explored the construction of an iron removal treatment facility but the project was not implemented due to costs and other more critical public works issues.

In 2006, the City began to re-address the idea of constructing an iron removal treatment facility, and has explored various options for funding such a facility. This was a high priority item from businesses and residents of the community in terms of improving water quality. In January 2009, the new water iron removal treatment facilities were completed providing better water quality throughout the City.

**Hydrant Flushing**

Hydrant flushing is done three times per year. They are typically flushed during the 3rd week of April, July, and October. This is done in order to maintain water quality within the city. Over the last few years, the hydrants have been flushed monthly from April-October in order the further decrease the iron deposits in the water mains.
Meter Reading

The reading of meters is done on a monthly basis by a radio-read transmission system implemented in 2003. The rates are based on the quantity of water used by each resident or business. The connection charges and the increases are based on a minimum value or according to the cost-of-living and are increased annually. Most recently, City Code Sections 1040.06 (b) & 1040.07 (b) increased water rates by 2% in February 2012. The City’s water users currently pay $2.38 per 1,000 gallons and outside the City water users currently pay $3.88 per 1,000 gallons. The rate shall be not less than 2% annually, nor more than the rate of inflation as determined by the Federal Consumer Price Index for the Detroit, Ann Arbor and Flint region. The City Council shall consider and set the annual adjustment by resolution.

<table>
<thead>
<tr>
<th>Table 13-1: Water Meter Readings (July 1, 2012)</th>
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<tbody>
<tr>
<td>Inside City Limits</td>
</tr>
<tr>
<td>Water</td>
</tr>
<tr>
<td>Sewer</td>
</tr>
</tbody>
</table>

The final numbers for benefit charge in 2010 were:
- $2,942 water inside
- $3,593 water outside, and
- $3,118 sewer inside
- $4,494 sewer outside.

Both water rates and benefit charges will be modified or amended from time to time by resolution of the City Council.

Residential Survey – Water Quality

The 2012 residential survey asked residents to rate the quality of water in the City of Perry. In the results, the numbers were split due to issues still being addressed in the northeast part of the City limits. 54% rated the water quality as either good or excellent, whereas 46% rated it as bad or very bad. This is actually quite an improvement to how the City water rated prior to the iron removal plant being constructed. The City still does see it as a priority to continue improving water quality. Figure 13-1 shows pie chart of the results.

Figure 13-1: Residential Survey Results – Water Quality

Source: City of Perry Residential Survey (December 2012)
Goals – Municipal Water System
There are several short to long-range goals which should be pursued by the City of Perry in order to enhance the municipal water supply system.

1. Provide quality water service to the City for current and future needs.

2. Provide maintenance and operation of the existing municipal water system.

3. Provide necessary enhancements/expansions to the municipal water system, when appropriate, to meet the needs of the City during changing times and possible growth conditions.

4. The construction of a new or additional water storage tank to provide the capabilities of storing three (3) days worth of water for the City. This would be an extremely costly measure and would require long term planning and coordination with neighboring communities.

Objectives – Municipal Water System

1. Continued upgrading of the water distribution system, including extending the water transmission main looping and replacing undesired mains.

2. As the present excess capacity is utilized, the City should begin to explore areas for additional groundwater supplies.

3. Initiate well exploration for future wells.

4. Practice preventative maintenance procedures (i.e., water valve operation and fire hydrant flushing programs).

5. Develop study to evaluate options and alternatives to expanding the City’s water storage capabilities.

Action/Implementation Plan – Municipal Water System

1. Annually review the water distribution system and continue practicing preventative maintenance strategies.

2. Complete the development of the well exploration study.

3. Research locations and methods to expand the groundwater supply system.

4. Replace any remaining 2-4 inch diameter water mains with 8-inch mains.
C. MUNICIPAL WASTEWATER SYSTEM

Background
In 1970, the City of Perry constructed a municipal wastewater collection sewer and treatment facility, replacing the individual on-site septic tank and drain field systems.

The new collection system served most of the developed areas within the City, with the exception of Meadowdale Subdivision. Approximately 45,000 lineal feet of 8 and 10 inch diameter gravity sewers and three (3) sewage pump stations were constructed (refer to the map on page 87).

The treatment facility was comprised of a two (2) cell, twenty (20) acre waste stabilization lagoon which discharged annually in the spring and fall to the adjacent Perry No. 2 county drain. The original lagoon system was sized to treat a wastewater flow for a population of 1800-2000 persons.

Since 1970, the sanitary sewer system has been expanded to serve new developments including the Perry Oaks Subdivision, several apartment complexes, and miscellaneous commercial entities in the southern and northern areas of the City.

In the early 1980’s, the Michigan Department of Natural Resources (MDNR) imposed more advanced treatment requirements, including phosphorus removal. Recognizing that the original lagoons were at capacity and coupled with the increased treatment requirements, the City expanded the treatment facility by adding a twenty (20) acre primary lagoon cell and phosphorus removal facility. The new system has a design capacity for 3,200 persons.

Present System Capacity
For the period July 1, 1992 through June 30, 1993, the average daily wastewater flow pumped through the main pump station was 174,000 gallons per day. The same is true today. The main pump station, located at the Bath Road/Williams Street intersection has a pumping capacity of 1,050 gallons per minute which is adequate to handle present peak flows as well as flows for the full 3,200 person lagoon capacity. There are six other stations as well located throughout the City. See Map 13-2 on page 97 for the exact locations.

Using the present population of 2,086 persons, there is an approximate treatment facility “excess” capacity of 1,000 persons or approximately 400 single family residences.

In February 2008, the City of Perry purchased a “VACTOR Model 2103 combination sewer vacuum and high pressure jet rodder”. This equipment will permit City DPW staff to adequately maintain the sanitary and storm sewer systems, and eliminate the need to borrow or lease equipment as has been done in the past. This VACTOR will be used to set up a maintenance program for cleaning manholes, lift stations, and sanitary sewers. The VACTOR is also capable of performing hydro excavation, cleaning storm sewers, and maintaining a dry safe area for DPW workers while they are repairing leaks. This was an objective specified in the last master plan update, and will enhance the city’s ability to facilitate system operation and maintenance.
Accomplishments Since Last Master Plan Update

1. All pump (lift) stations have been upgraded in the last five years.
2. All pump stations have dial-up alarms by cell phone, which notify personnel when anything is wrong.
3. A comprehensive computer-mapping system was developed to provide an inventory of sewers, manholes and lead locations.
4. The City purchased a VACTOR/sewer jet cleaning equipment in February 2008 to permit City DPW staff to adequately maintain the sanitary and storm sewer systems and to facilitate system operation and maintenance.
5. In Nov. 2011 the City completed the cleaning and removal of the sludge and replaced the liners in ponds 1 & 2 (the original ponds)

Goals – Municipal Wastewater System

1. Provide quality wastewater treatment service to the City for current and future needs.
2. Provide maintenance and operation of the existing municipal wastewater system.
3. Provide necessary enhancements/expansions to the municipal wastewater system, when appropriate, to meet the needs of the City during changing times and possible growth conditions.

Objectives – Municipal Wastewater System

1. Continued maintenance of the sewage pump stations and lagoon facility will provide the City with a solid foundation for growth. The existing lagoon cells should be observed and cleaned accordingly to remove deposited sludge.
2. Research future development options for the system’s ability to treat industrial-type waste.
3. Initiate well exploration for future wells.
4. Practice preventative maintenance procedures for the wastewater/sewer system.

Action/Implementation Plan – Municipal Wastewater System

1. Annually review the water distribution system and continue practicing preventative maintenance strategies.
D. STORMWATER DRAINAGE FACILITIES

Background and Current Conditions
The City of Perry is served by three (3) major county drainage districts, all of which are under the jurisdiction of the Shiawassee County Drain Commission. Perry No. 2 runs east/west across the southern area of the City and was cleaned out and widened in the 1980’s (See Map 13-3 on page 101).

The Spaulding Drain serves a major portion of the City, north of the railroad right-of-way. This drain was last improved in 1954, and is presently undersized to meet the needs of the district. The Shiawassee County Drain Commission is presently initiating a study to improve this drain.

Perry No. 1 Drain begins just south of the railroad right-of-way on the east side of the City and discharges to the Spaulding Drain south of I-69. At the time of the last plan, this drain was also undersized and in marginal-to-poor condition. In the mid-1990s, a seven (7) foot drain was constructed under M-52 between the downtown and I-69 to address this issue. The reason it’s seven (7) feet is because it provides for the maximum amount of runoff from a major storm.

A master drainage study was prepared for the southeast quadrant of the City (east of M-52, south of the railroad right-of-way and north of Perry No. Drain) in the mid-1980’s. This study outlined the necessary drainage improvements including cost estimates and a phased construction program. The results of this study showed very costly solutions to addressing the concerns listed. The City intends to further study this for more cost-effective solutions.

Currently, the drainage facilities are adequate to meet the needs of the population and employment for the city. However, in order to accommodate additional growth in residential and/or industrial areas, improvements to the system will need to be addressed. When new residential subdivisions and/or commercial/industrial parks are developed, additional drainage and retention facilities are included in the design.

Residential Survey Results – Sewer Storm Drainage

The 2012 residential survey asked residents to rate the quality of sewer storm drainage in the City of Perry. In the results, the numbers were very positive with 90% rating service as excellent or good, whereas only 10% rated it as bad or very bad. Figure 13-2 displays a pie chart of the results on the next page.
Figure 13-2: Residential Survey Results – Sewer Storm Drainage

<table>
<thead>
<tr>
<th>Sewer Storm Drainage</th>
<th>21%</th>
<th>69%</th>
<th>9%</th>
<th>1%</th>
</tr>
</thead>
</table>

Source: City of Perry Residential Survey (December 2012)

Goals – Stormwater Drainage Facilities

1. Provide adequate storm drainage for the entire City of Perry.
2. Improve the Stormwater Drainage Facilities throughout the City.
3. Enhance the system for inventorying the stormwater drainage system.

Objectives – Stormwater Drainage Facilities

1. Research methods for implementing storm drainage improvements either independent or in conjunction with a street improvement program.
2. Development of a comprehensive, computer-based mapping system to provide an inventory of storm sewers, manholes, and catch basins.

Action/Implementation Plan – Stormwater Drainage Facilities

1. Perform a drainage study for the City of Perry to implement storm drainage improvements either independent or in conjunction with a street improvement program.
2. Implement storm drainage improvements either independent or in conjunction with a street improvement program.
3. Develop and integrate a comprehensive, computer-based mapping system to provide an inventory of all storm sewers, manholes, and catch basins.
E. OTHER PUBLIC UTILITIES

The City of Perry is served by natural gas, electric, telephone and cable television. The public utility providers include the following:

<table>
<thead>
<tr>
<th>Service</th>
<th>Provider</th>
<th>Address</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Gas and Electric Power</td>
<td>Consumers Energy</td>
<td>530 West Willow, Lansing, Michigan</td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
<td>TDS Telecom</td>
<td>PO Box 5158, Madison, Wisconsin, 53705</td>
<td>(866)-571-6662, 1-(888)-CALL-TDS, 1-(888)-225-5837</td>
</tr>
<tr>
<td>Cable Television and Internet Service</td>
<td>W.O.W. Cable</td>
<td>2898 Lansing Road, Charlotte, Michigan</td>
<td>1-(800)-862-2404</td>
</tr>
</tbody>
</table>

Currently, options are limited for city residents when it comes to each of these services. Residents and workers throughout the city and the neighboring communities have expressed concerns about the limited options for public services. The City would like to review the current availability and begin to research options for additional providers, and advancements in technology throughout the area.

Goals – Other Public Utilities

1. Provide multiple options and choices for telephone, cable, internet and other services accessible to City residents and workers.

2. Provide high quality services ranging from telephone, cable, and internet.

Objectives – Other Public Utilities

1. Increase the number of options for services ranging from telephone, cable, and internet options.
2. Improve the overall quality of services ranging from telephone, cable, and internet.
3. Expand public wireless internet opportunities to the Perry area.

Action/Implementation Plan – Other Public Utilities

1. Research current available and future possible service providers for telephone, cable, and internet to determine what types of additional services and improved qualities are available.
2. Recruit additional providers and vendors for telephone, cable and internet services in order to provide additional services and improved quality.
3. Coordinate with Perry Township and the rural areas surrounding the City of Perry to develop a research study public assessing wireless internet needs and options.
CHAPTER 14: CITY OF PERRY
TRANSPORTATION PLAN

Background
The City of Perry was relocated to this location from one mile south when the Canadian National Railroad was constructed. Many communities were developed along the rail lines between the 1830s and the 1890s. Later on, two state highways intersected about ½ mile north of the downtown at the current Perry Corners. The City started to grow and began to expand its boundaries north at this point.

Accomplishments From Last Master Plan Update
1. Resurfacing of several local roads throughout the City of Perry.
2. Development of sidewalks along Britton Road, Keeney Street linking M-52 (Main Street) to Perry Middle School and Perry High School.
4. Resurfacing of M-52, both north (towards Owosso), and south (towards Webberville) of the City limits.

A. EXISTING INFRASTRUCTURE

Street System
Currently, the City of Perry contains few options for modes of transportation. People access Perry as a result of highways and local roads. A freight rail system also travels through Perry, but does not provide passenger service directly to and from Perry.

The street system of the City of Perry is comprised of 7.72 miles of local streets and 2.75 miles of major streets, as classified by the Michigan Department of Transportation (MDOT). Two (2) state highways, I-69 and M-52 (maintained by the state), go by the community with the latter going straight through the downtown area. Both of these corridors provide access to many other communities, making Perry a very desirable location. I-69 is an interstate expressway, part of the federal highway system, that goes from Indianapolis, Indiana to the Blue Water Bridge in Port Huron, MI. It is one of the four primary interstates in Michigan, and contains a high level of commercial and passenger travel between Chicago and Canada. From the west, I-69 connects Perry to Lansing, to I-96 (Grand Rapids), to I-94 (Chicago) and to Fort Wayne, Indiana. From the east, I-69 connects Perry to Flint, I-75 (Saginaw/Detroit), and further east to Port Huron and Canada via the Blue Water Bridge.

M-52 is one of the many state-owned highways in Michigan. It bisects the developed areas of the City, running north and south. This corridor serves as one of the few direct connectors between I-69 and I-96 and I-94 east of Mid-Michigan. It serves also as an alternative for US-23 and US-127, for travelers heading from Ohio towards Mid-Michigan. To the south, M-52 will connect people to I-96 (Detroit) near Weberville, I-94 (Ann Arbor/Jackson) near Chelsea, and eventually becomes SR-109 in Ohio. To the north, M-52 connects people to Owosso at M-21 (St. Johns), as well as M-46 (Saginaw/Ithaca).
M-52 (Main Street), between Bath and Britton Roads is pedestrian friendly with sidewalks along both sides of the road. The Michigan Department of Transportation reconstructed M-52 in 2003 in combination with a streetscape project in the downtown area. The road was reconstructed to have two (2) through lanes and one (1) continuous center-left turn lane between First Street and Britton and two through lanes south to Bath Road. Concrete curb and gutter is provided on M-52 throughout this corridor. On-street parallel parking is available on each side of the street between Bath Road and the Canadian National Railroad right-of-way. In 2005 and 2006, M-52, both north (towards Owosso) and south of the city limits (towards Webberville) was resurfaced as part of ongoing maintenance on the corridor.

Bath Road, Britton Road, and Lansing Road (east of M-52) are classified as County Primary Roads. Lansing Road (west of M-52) is a state-owned highway, but functions as a county primary road, and is a local alternative to I-69. Lansing, Bath and Britton Roads are the three major arterial routes connecting Perry to other local communities, such as Morrice, Bancroft, Laingsburg, Durand, and Shaftsburg.

Most major and local streets within the City are paved, but not curbed; ditching, in general, is not provided. Drainage is inadequate on most streets; Meadowdale subdivision streets are not paved and no storm drainage is provided. Streets in the Perry Oaks subdivision, the Perry Lakes subdivision, and the new Country Estates subdivision are, however, curbed.

The pavement surfaces are generally adequate as the City has an annual bituminous capping program. Pavement life, however, is reduced by the lack of adequate drainage. Existing street signage is inadequate, particularly the small size of the signs.

**Street System Maintenance**

The City inspects its roads on an annual basis, and determines which streets are in the worst condition and based on available funding, repair those streets. Each spring, after the winter freeze-thaw cycle is complete, the streets are thoroughly inspected for ride quality and deterioration of pavement condition. Sidewalks are also inspected and repaired accordingly.

Funding for maintenance of local and major streets is provided through Act 51 funding by the Michigan Department of Transportation (MDOT). The Highway Local Street Fund receives **$38,653.19** annually and the Major Street Fund receives **$91,780.81** annually. The fund balances as of June 30, 2012 were **$97,213.87** (major) and **$42,680.74** (local).

In 2012, several streets were repaved; these streets include: Third Street (from M-52 east to Madison Avenue), Wild Oak Ln (Bath Road to Oakwood Ln), and Oakwood Lane (from White Oak to the dead-end), for a total of **$101,000**. Onstreet angled parking was added along Second Street (between M-52 and Madison Street). Sidewalks were also placed behind Jubilee Park connecting the park to the back of Perry Oaks Subdivision.

The residents were asked in the 2012 survey to rate the quality of street maintenance in the City. The results are shown in Figure 14-1, with **85%** of the residents showing an excellent or a good rating, while **15%** showed a bad or very bad rating.
Figure 14-1: Residential Survey Results – Street Maintenance Quality

![Street Maintenance Quality Chart](chart.png)

Source: City of Perry Residential Survey (December 2012)

Street Lighting

The residents were asked in the 2012 survey to rate the quality of street lighting in the City. The results are shown in Figure 14-2, with 62% showing positive ratings and 38% showing negative ratings.

Figure 14-1: Residential Survey Results – Street Lighting Quality

![Street Lighting Quality Chart](chart.png)

Source: City of Perry Residential Survey (December 2012)

Railroad

The City is also bisected east-west by the Canadian National Railroad right-of-way, which serves over 40 freight trains and 1 or 2 passenger trains (Amtrak out of East Lansing) per day. There is one crossing currently within the City Limits at M-52, with additional crossings in Perry.
Township at Bath and Britton Roads. The 1970 Master Plan indicated a second crossing will be required as the City develops. The population in the city has not grown substantially; however, the traffic volumes through town have increased.

A second crossing within the City limits would be feasible at Watkins Street. However, there are significant costs associated with the construction of a second crossing, including the rubber crossing, gates, controls, and upgrading Watkins Street north and south. It is estimated that the cross could cost well over $300,000. Also, the Canadian National Railroad requires a certain distance between crossings, and is opposed to any additional crossings. When M-52 was being reconstructed in 2003, a temporary crossing was placed at Madison Street; however, it was removed as soon as M-52 was open to traffic due to the close proximity to one another.

At the present level of development, and for the next decade, there does not appear to be an urgent need to construct a second crossing.

Transit
Two transit providers offer service for Perry residents currently: the Shiawassee Area Transportation Agency (SATA) for local trips, and Indian Trails for long distance trips. A detailed description of these services and their characteristics is provided later in this chapter.

B. CURRENT ISSUES

Pedestrian Accessibility
Pedestrian Safety is listed as a high priority for residents and workers in and around the City of Perry. Sidewalks on side streets are sporadic, at best, and are non-existent on the majority of the major arterials other than M-52 (Main Street). Perry High School and Perry Middle School are located on Britton Road. Prior to Fall 2008, people walking to and from school were forced to walk on the shoulders. During the summer of 2008, a sidewalk was constructed on the north side of Britton Road which includes a crosswalk in front of Perry Middle School, to address this immediate issue. People walking to the schools from the south (who generally walk along Keeney Street to enter the school grounds) are still required to use the shoulders along many of the local streets. In 2010, a sidewalk was constructed on the north side of Keeney Street connecting M-52 (Main Street) sidewalks to the Perry Public Schools complex. In 2012, a sidewalk was development linking Jubilee Park to Perry Oaks subdivision.

Traffic Volumes on Major Roads
Traffic volumes on the major routes have grown substantially over the years, despite the lack of growth in residential population. The volumes are expected to continue growing.

Currently on I-69, traffic volumes west of Perry range between 31,000 and 32,000 vehicles a day (with approximately 15,800 vehicles traveling in each direction). East of Perry, volumes range between 22,000 and 23,000 vehicles daily (with approximately 11,300 vehicles traveling in each direction).
Currently on M-52, traffic volumes between Bath Road and Britton Roads have averaged almost 9,200 vehicles per day in 2011, as M-52 becomes a more popular through route for passenger and freight vehicles. Further north between Britton and I-69 at the Perry Corners, traffic volumes averaged 11,000 vehicles in 2011. South of Beard Road, there are around 4,100 vehicles entering or leaving the community. North of I-69, volumes are around 9,800, since this provides the major connector to Owosso from I-69.

On Lansing Road, west of Britton Road, traffic volumes average approximately 4,500 vehicles per day. In the commercial district between Britton and M-52, they increase to 5,800 vehicles daily. East of M-52 (west of Morrice), they are around 4,100 vehicles daily.

On Britton Road, between Lansing and M-52, traffic volumes are around 1,150 vehicles daily. East of M-52 near the schools, traffic volume increase to 2,900 trips daily.

On Bath Road, west of M-52 near the Perry Oaks subdivision, traffic volumes reach close to 1,500 vehicles per day, and further west are around 1,200 trips daily. See Map 14-1 on the next page for 2011 estimated traffic volumes.
C. FUTURE PROJECTIONS – TRAFFIC VOLUMES

Volumes are expected to grow very minimally through 2035. By 2035, volumes along I-69 are expected to reach between **32,000** and **33,000** and along M-52 can go over **9,650** in downtown, and over **11,100** at the Perry Corners. See Table 14-1 for the traffic counts and the growth factors at each location. Growth factors were taken from the MDOT Statewide Travel Demand Forecast Model. See Map 14-1 above of the main roads with their traffic volumes.
### Table 14-1: 2011 Traffic Volumes and 2035 Future Projections

<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>2011 Traffic Volumes</th>
<th>2035 Projections</th>
<th>Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-69 EB</td>
<td>Woodbury Rd</td>
<td>M-52</td>
<td>15,800</td>
<td>16,250</td>
<td>2.84%</td>
</tr>
<tr>
<td>I-69 WB</td>
<td>Woodbury Rd</td>
<td>M-52</td>
<td>15,800</td>
<td>16,250</td>
<td>2.84%</td>
</tr>
<tr>
<td>I-69 EB</td>
<td>M-52</td>
<td>Grand River</td>
<td>11,300</td>
<td>11,700</td>
<td>3.54%</td>
</tr>
<tr>
<td>I-69 WB</td>
<td>M-52</td>
<td>Grand River</td>
<td>11,300</td>
<td>11,700</td>
<td>3.54%</td>
</tr>
<tr>
<td>M-52</td>
<td>S County Line</td>
<td>Beard Road</td>
<td>4,100</td>
<td>4,290</td>
<td>4.63%</td>
</tr>
<tr>
<td>M-52</td>
<td>Bath Road</td>
<td>Britton Road</td>
<td>9,200</td>
<td>9,650</td>
<td>4.89%</td>
</tr>
<tr>
<td>M-52</td>
<td>Britton Road</td>
<td>Lansing Road</td>
<td>11,000</td>
<td>11,177</td>
<td>1.61%</td>
</tr>
<tr>
<td>M-52</td>
<td>Lansing Road</td>
<td>I-69</td>
<td>12,400</td>
<td>12,600</td>
<td>1.61%</td>
</tr>
<tr>
<td>M-52</td>
<td>I-69</td>
<td>Grand River Road</td>
<td>9,800</td>
<td>10,005</td>
<td>2.09%</td>
</tr>
<tr>
<td>Lansing Rd</td>
<td>Bath Road</td>
<td>Britton Road</td>
<td>5,800</td>
<td>5,950</td>
<td>2.22%</td>
</tr>
<tr>
<td>Lansing Rd</td>
<td>M-52</td>
<td>Bennett Drive</td>
<td>4,104</td>
<td>4,200</td>
<td>2.34%</td>
</tr>
<tr>
<td>Bath Road</td>
<td>Beardslee Rd</td>
<td>Rues Road</td>
<td>1,200</td>
<td>1,225</td>
<td>2.08%</td>
</tr>
<tr>
<td>Bath Road</td>
<td>Rues Road</td>
<td>M-52</td>
<td>1,506</td>
<td>1,538</td>
<td>2.12%</td>
</tr>
<tr>
<td>Britton Road</td>
<td>M-52</td>
<td>East City Limits</td>
<td>2,934</td>
<td>2,950</td>
<td>0.54%</td>
</tr>
</tbody>
</table>

Source: Growth Factors from MDOT Statewide Travel Demand Forecast Model, 2008
Traffic Counts taken from MDOT Sufficiency Database, and Shiawassee County Road Commission

### D. LEVEL OF SERVICE (LOS) ANALYSIS

The roads in the City of Perry are measured according to level of service (LOS) which is a measurement of the ratio of the road’s current traffic volume to its traffic capacity. The scale ranges from LOS A to F. A volume-to-capacity (V/C) ratio of 1.00 means that the volumes on the roadway are equivalent to the capacity of the road. The following is a description of each level’s operating conditions.

- **Level A** = Free flow; speed controlled by driver’s desires, speed limits or physical roadway conditions (V/C ≤ 0.50).
- **Level B** = Stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles (V/C is between 0.51 and 0.75).
- **Level C** = Stable flow; speed and maneuverability more closely restricted (V/C is between 0.76 and 1.00).
- **Level D** = Approaches unstable flow; tolerable speeds can be maintained but temporary restrictions to flow cause substantial drops in speed, little freedom to maneuver, comfort and convenience are low (V/C is between 1.01 and 1.25).
- **Level E** = Volumes nearing capacity; speed typically in the neighborhood of 30 mph; flow unstable; stoppage of momentary duration. Ability to maneuver severely limited (V/C is between 1.26 and 1.50).
- **Level F** = Forced flow, low operating speeds, volumes above capacity; queues formed (V/C > 1.50).

Roads with a LOS rating of D or greater have volumes exceeding the capacity for the road. No roads within the city limits meet these conditions over a 24 hour period; however, areas around
the Perry Corners interchange do reach a LOS D rating during AM and PM peak periods, and M-52 downtown experiences occasional backups due to trains crossing through town multiple times a day. North M-52 (between the rail crossing and I-69) experience minor delays at school arrival and departure times.

Map 14-2 shows the LOS analysis over a 24-hour time period within the Perry area. Within the city limits, roads rate at a LOS C or better; however, M-52, north of I-69 towards Owosso has a LOS D rating.

**MAP 14-2: Perry Area Roads Level of Service (LOS) Analysis**

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**E. TRAVEL CHARACTERISTICS – TRIP DESTINATIONS**

As part of the City of Perry Residential Survey, respondents were asked where they traveled for the majority of their trips based on trip purpose. They were given choices between remaining local (Perry, Morrice, Shaftsburg area), traveling to the greater Owosso/Corunna area, the greater Lansing area, the greater Flint area, and the Metro Detroit area. Approximately 16% of the
households responded to the surveys. Figures 14-3 through 14-6 show the results for each trip purpose.

**Figure 14-3: Trip Destinations – Work Trips**

For work trips, 50% of the respondents go to Lansing, while 26% remain local. 11% of the trips go to the greater Owosso/Corunna areas while the remaining 13% travel to the greater Detroit and Flint areas.

**Figure 14-4: Trip Destinations – Recreation Trips**
For recreation trips, almost half (47%) of the respondents travel to the greater Lansing area. The Owosso/Corunna area attracts 23% of the trips, while 20% remain local. The remaining 10% travel either to the greater Detroit or Flint areas.

**Figure 14-5: Trip Destinations – Medical Trips**

![Medical Trips Diagram]


People traveling for medical reasons follow similar patterns as the recreational trips. 52% of the respondents stated that they travel to the greater Lansing area. 22% travel to the Owosso/Corunna area, while 21% remain local. The remaining 5% travel either to the Greater Flint or Detroit areas.

**Figure 14-6: Trip Destinations – Shopping Trips**

![Shopping Trips Diagram]

For shopping trips, 40% of the respondents travel to the greater Lansing area. 33% travel to the Owosso/Corunna area, 22% remain local, and 5% travel to Flint or Detroit.

The most attractive location was the greater Lansing area for all trip purposes with very little trips going either to Flint or Detroit. For all trip purposes, between 37% and 45% of the trips remain within Shiawassee County, but more than that are traveling outside the county for their needs. Owosso/Corunna attracts a greater amount of shopping trips than the other purposes, yet it still attracts less than the greater Lansing area. In summary, the City of Perry, being just 3-4 miles north of the border of Ingham County and 20 minutes from the eastern border of the Lansing urban area travels to Lansing more so than anywhere else for all trip purposes. This also further demonstrates the need for available transportation options to the greater Lansing area and to Owosso, especially as the population ages. The City should begin to reach out to the Tri-County Regional Planning Commission (the greater Lansing metropolitan planning organization) to begin coordinating planning needs in the area to make this area more attractive in the long term.

F. TRANSIT

Transit options for city residents include the Shiawassee Area Transportation Agency (SATA) for local trips, and Indian Trails for long-distance trips.

Indian Trails
Indian Trails is an inter-regional, interstate transit provider for travelers in Michigan needing to get to destinations such as Lansing, Flint, Kalamazoo, St. Ignace, Grand Rapids, Detroit, and even Chicago. There is an Indian Trails Service Center in Owosso, which provides links or transfers for many different routes. One Indian Trails route travels through Perry and will stop, if reservations are made at the Owosso Headquarters ahead of time. The Lansing-Owosso-Flint route stops at Perry at 5:15pm (heading towards Lansing to arrive at 6:00pm), and coming the other way leaves Lansing at 5:45pm to arrive in Perry around 6:30pm. This route links to other bus routes which travel to different cities such as Kalamazoo, Flint, Port Huron, Alpena, Saginaw and others. These routes currently will provide people with access to Lansing and Flint, which currently is not available through the local transit system; however, the times are limited, and one must call 1-2 days in advance.

SATA History and Overview
The Shiawassee Area Transportation Agency (SATA) is the county dial-a-ride transit service, providing transportation to residents of Shiawassee County. SATA’s purpose is “to provide safe, fast, affordable and friendly transportation for county residents of all ages”.

The Shiawassee Area Transportation Agency (SATA) was created on October 1, 1999 through a inter-governmental collaborative agreement (based on Michigan Act 7). It began operations on February 1, 2000. This agreement has no requirement by the members to financially support the system. The governmental units involved are the Shiawassee Regional Educational District (SRESBD) and the cities of Corunna, Durand, Owosso and Perry. Caledonia Charter Township joined in 2005.
An eleven (11) member Board of Directors composed of two (2) representatives from each of the governmental units (one member from Caledonia Township) governs SATA. The Board is advised by a twelve (12) member Local Advisory Council/Coordinating Committee (LAC). This Council is composed of representatives of senior citizens, persons with disabilities and the general public. The LAC meets a minimum of four (4) times per year.

The overseeing of daily operations, which began on February 1, 2000, was provided by a Management Team consisting of representatives from Memorial Healthcare Center (MHC), Indian Trails Motorcoach, Shiawassee Council on Aging (SCOA), Michigan Department of Transportation (MDOT), the City of Owosso, and SRESD. This type of overseeing continued until a full-time manager was hired on September 5, 2000. Each of these organizations, with the exception of MDOT, also contributed services at one time. In addition, local businesses such as Autocrafters, Hi-Quality Glass, Reeve’s Wheel Alignment, and The Independent have contributed needed services.

Since 2003, one hundred (100) City of Perry residents have used SATA services. In the last twelve (12) months, forty-nine (49) residents have traveled 2,680 times (not counting travel that is paid by an organization). This is approximately 3% of all SATA trips during this period.

The system operated without any local funding of any kind until 2004. Since then, the four cities have given financial support through general fund contributions and/or millage. Perry Township did so until 2006. Caledonia Charter Township has done so since 2005. A system of “participating” jurisdictions now gives a greater level of service to residents of those municipalities currently giving financial support to SATA based on a combination of ridership and taxable property value. These include Corunna, Durand, Owosso and Perry, Caledonia Township, Owosso Charter Township, Bennington Township, Venice Township, and Vernon Townships.
Fares for one way trips for residents of non-participating jurisdictions are $9.00, for participating jurisdictions are $3.00. Fares for seniors (age 60+), juniors (age 18 and under), and persons with disabilities are offered at 50% discount.
SATA operates Monday through Fridays, with no regularly scheduled service on weekends or holidays. Owosso, Corunna, Caledonia Twp and Owosso Twp - 6:00am-10:00pm, while the remaining areas from 6:00am-6:00pm. Reservations for rides before 10:00am need to be made by 9:00pm the day preceding the requested service.

Picture 14-1: SATA Bus at Perry Corners

SATA History and Travel Characteristics
SATA began providing service in 2000. Since then, the number of passenger counts have risen from around 23,450 in FY2000 to as many as 104,558 in FY2009. The total number of passenger counts in FY2012 was 101,107. Figure 14-7 shows the yearly passenger count totals for this timeframe.
Ridership for the City of Perry nearly tripled between 2004 and 2007 from 768 trips to 2,069. Since 2007, the numbers have dropped back to 1,190 trips in 2012. An analysis below provides the ridership characteristics of the agency as a whole, as well as those specific to the City of Perry for FY2012 (October 1, 2011 through September 30, 2012).

In FY2012, SATA made 101,107 total trips throughout the county. Of these, 58,062 trips were rider-paid, while an additional 43,045 trips were groups, companions, and other trips not paid by the rider. Of rider-paid trips, residents from the City of Perry made 1,047 trips (or 1.8% of the total). Residents of Perry Township and Village of Morrice made 499 rider-paid trips (or 0.86%). For total trips, the City of Perry made 1,190 trips (1.18%) while Perry Township and Morrice made 1,543 trips (1.53%).

**SATA Trip Purposes**

SATA breaks out their trip purposes into 11 categories, which includes home as a category. These are based on the destination of the trip. In doing the analysis of trip purposes, the home category was removed to attempt to determine a percentage of trips by each purpose. For the full county, 27% of the trips were for recreation, and 29% for school. School trips include all types of trips made for education using SATA services (i.e., private schools, school of choice, residents too close to school for school bus, and college trips). Shopping, medical and work made up the majority of the other trips at 12%, 9% and 5% respectively. Figure 14-8 shows the breakdown by trip purpose for the entire county in FY2012.
For the City of Perry, there were 1,190 total trips made in FY 2012. As with the county analysis, school, recreation and medical made up the majority; however, the service was not used as much for work or shopping trips. Approximately 39% of the total trips were school trips, while shopping, recreation, medical and work were had at 12%, 25%, 3% and 5% respectively. Figure 14-9 shows the breakdown by trip purpose for the City of Perry in FY2012.
**Figure 14-9: City of Perry Trip Purpose Breakdown**

- **Medical**: 3%
- **Recreation**: 25%
- **Restaurant**: 0%
- **School**: 39%
- **Work**: 4%
- **Soc. Ser.**: 7%
- **Shopping**: 9%
- **Unknown**: 13%

Source: SATA PCTrans 2012

**SATA Rider Demographics**

In looking at age breakdown, SATA breaks out the trips into three age cohorts: Youth (Age 18 and under), Adult (Age 19-59), and Senior Citizens (Age 60+). For the county, the 34% of the trips are made by youth, 42% by adults, and 24% by senior citizens. For the City of Perry, 80% of the trips are made by youth, 11% by adults, and 9% by senior citizens. Figures 14-10 and 14-11 show pie charts of this breakdown for the entire county and for the City of Perry.

**Figure 14-10: County Trips by Age**

- **Senior Citizens**: 24%, 24,144
- **Youth**: 34%, 34,814
- **Adult**: 42%, 42,149

**Figure 14-11: City of Perry Trips by Age**

- **Senior Citizens**: 9%, 107
- **Adult**: 11%, 133
- **Youth**: 80%, 950

Source: SATA PCTrans 2012
SATA also breaks down the trips made according to disability status. The following table shows the breakdown of trips made according to disability status. In the County, they are split fairly equally with 43% disabled and 57% not disabled; however, for the City of Perry, only 8% are disabled, while 92% are not disabled. This is due to the high number of youth trips being made for school trips.

<table>
<thead>
<tr>
<th>Status</th>
<th>County</th>
<th>County %</th>
<th>Perry</th>
<th>Perry %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disabled</td>
<td>43123</td>
<td>42.65%</td>
<td>96</td>
<td>8.07%</td>
</tr>
<tr>
<td>Not Disabled</td>
<td>57984</td>
<td>57.35%</td>
<td>1094</td>
<td>91.93%</td>
</tr>
<tr>
<td>Total</td>
<td>101107</td>
<td>100.00%</td>
<td>1190</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

In combining age and disability status in the county, the majority of youth (96%) and senior citizens (62%) who use the SATA are not disabled; however for adults, more disabled persons use the service (only 23% of the trips were made by non-disabled people). In the City of Perry, these characteristics were quite similar, except for the senior citizens. 99% of the youth trips were by non-disabled people. 90% of the senior trips and 44% of the adult trips were by non-disabled people. In the City of Perry, the significant user group was “youth, non-disabled” people, with 79% of the total trips made in FY2012 were made by this cohort. This coincides with the fact that 39% of the total trips were for school-related purposes in the City as well.

In reviewing this analysis, it becomes apparent that youth and seniors are more likely to utilize SATA service regardless of disability status, whereas adults tend to rely on it more when they have some form of disability. As stated in chapter 5, the aging of the population is occurring quite rapidly. Between 1990 and 2010, the age cohort between 45 and 64 rose from 15% to 25%, and it is projected that the majority of this group will become senior citizens between 2020 and 2035. Therefore, demand for service is expected to rise substantially in the next 5-15 years.

**SATA Trip Origin & Destinations**

In researching the SATA trip characteristics, analysis was done with the City of Perry trips to determine where people are going to, and from where they are coming from. This analysis was also done for Perry Township to get a feel for the origins and destinations of people’s trips throughout the county. NOTE: These reports show the place where someone rode to and from, not the actual residents of these places. Figures 14-12 and 14-13 show trips beginning in Perry or Perry Township, and to where they are going. For the City of Perry, 12% of the trips originating in the City remain there, while 1% go to nearby Perry Twp. 44% of the trips go to the City of Owosso. The remaining 43% are split across the remaining destinations, as shown in Figure 14-12. For Perry Township, 4% of the trips originating in the township remain in the township, while 1% goes to the City. In addition, 67% go to Owosso Twp. The remaining 28% are split across the remaining destinations, as shown in Figure 14-13 on the next page.
In looking at trips coming to the City of Perry or Perry Township, analysis was also done trying to determine from where they are coming. Figures 14-14 and 14-15 show the pie charts with the percentage breakdowns by origin. For trips going to the City of Perry, 17% are coming from other locations in the City, 1% are coming from Perry Township, 29% from City of Owosso, and 18% from Owosso Township. The remaining 35% come from the other locations, as shown in Figure 14-14. For trips going to Perry Township, 14% are coming from other locations in the
township, 2% are coming from the City of Perry, 50% from Bennington Twp, and 25% from City of Owosso. The remaining 9% are coming from other locations throughout the county, as shown in Figure 14.15.

**Figure 14-14: City of Perry Destinations**

![Figure 14-14: City of Perry Destinations](image)

Source: SATA PCTrans 2012

**Figure 14-15: Perry Township Destinations**

![Figure 14-15: Perry Township Destinations](image)

Source: SATA PCTrans 2012
Overall, for FY 2012, many of the trips coming from and going to the Perry area remain in the region, while there are quite a few moving to and from the Owosso area. All in all, trips originating in the City of Perry and Perry Township make up 2.71% of the total trips in the county, while 3.58% of the trips made countywide have destinations in either the city or the township.

The overall analysis shows an increasing demand for SATA services in the future, and continued cooperation with SATA to address the future needs of residents of the City.

G. GOALS AND OBJECTIVES

Following the tenets of “Smart Growth”, and the areas reviewed under “current issues”, the community has developed a series of goals and objectives, which will create more walk-able neighborhoods, provide a greater variety of transportation choices, and to encourage community and stakeholder collaboration. These goals cover a wide variety of areas, while the objectives provide more specific directions for meeting these goals.

Goals

1. Provide quality street drainage along all local roads.
2. Pave existing gravel roads.
3. Quality maintenance of the street system to ensure street integrity.
4. Extend curbed streets into residential areas, and retain regulations for curbed street construction when developing new subdivisions.
5. Provide street markings that are reader-friendly for all people.
6. Improve safety for pedestrians and bike riders along all corridors in the City.
7. Provide a pedestrian friendly atmosphere for residents and visitors of the community, and make the residential neighborhoods and commercial districts into a stronger walk-able community.
8. Improve pedestrian accessibility and safety measures around the schools within the City limits.
9. Improve traffic flow along M-52 and its crossroads during peak periods and railroad crossing disruptions.
10. Expansion of alternative means of transportation to provide accessibility and transportation opportunities for residents with limited options.
Objectives

1. Develop a special assessment program to:
   a. Upgrade the street drainage facilities along the local roads;
   b. Pave existing gravel roads; and
   c. Extend curbed streets into residential areas.

2. Continue with the annual paving program in order to maintain street integrity.

3. Continue to construct curbed streets, as new subdivisions are developed. This should be required by the City (as has been done with Perry Lakes and Country Estates); variance from the City ordinances should not be granted.

4. Replace street signs with larger type signs.

5. Implement sidewalks and bike lanes along Bath and Britton Roads within the City limits.

6. Implement a sidewalk development and maintenance program which would improve connectivity of the sidewalks and construct them on all residential streets within the city limits.
   i. Connect the existing sidewalks; and
   ii. Continue developing sidewalks along Bath and Britton Roads connecting residences, neighborhoods and schools to the sidewalks along Main Street.

7. Implement traffic calming measures (i.e., raised crosswalks) along roads providing access to the schools in order to provide more pedestrian accessibility and safety.

8. Develop traffic studies with MDOT along M-52 addressing the idea of placing traffic signals at two strategic locations along M-52, north and south of the railroad tracks (at Snyder’s IGA and Bath Road).

9. Initiate contact with the Canadian National Railroad via East Lansing or Durand depot stations to identify train schedules.

10. Initiate contact with the Tri-County Regional Planning Commission (TCRPC) – the greater Lansing metropolitan planning organization (MPO) to begin coordinating transportation needs.
11. Continue coordination with SATA to expand local services to:
   a. Create wider service areas;
   b. Address larger target audiences, as the population is aging;
   c. Provide additional service times and days;
   d. Develop a collaborative plan with the Capital Area Transportation Authority (CATA) to link services which would provide commuter routes to and from the Lansing area; and
   e. Discuss and study future funding options to meet the goals listed above.

H. ACTION/IMPLEMENTATION PLAN

1. Begin coordination with Shiawassee County Road Commission to develop feasibility study for developing sidewalks and bike lanes along Bath and Britton Roads.

2. Develop a Sidewalk Construction program first studying the needs, identifying priority locations, identifying funding resources (i.e., Safe Routes to School, etc.) and then establishing a strategy and a schedule to begin implementation.

3. Begin researching options to develop raised crosswalks at all corners surrounding the schools to facilitate pedestrian crossing and visibility, and pedestrian and vehicle traffic control.

4. Contact MDOT Lansing Office to initiate a traffic study along M-52 during average weekdays to determine the need for traffic signals within the city limits.

5. Contact MDOT Lansing Office to initiate a traffic study which would address potential future enhancements to the I-69/M-52 interchange to address traffic congestion issues.

6. Coordinate with SATA to develop a collaborative plan with CATA to link transit services to and from Perry and Lansing.
CHAPTER 15: BUSINESS/INDUSTRY

Introduction
The City of Perry has a number of local businesses and employment opportunities that range from small retail businesses to small industrial services. There are two primary business districts within the City of Perry: the Historic Downtown Business District and the Perry Corners M-52/Lansing Road intersection. In addition, more businesses are located along Main Street (M-52) from the southern city limits north to I-69, as well as along Britton and Bath Roads.

A. HISTORIC DOWNTOWN BUSINESS DISTRICT

Background
In efforts to encourage growth within the Historic Downtown Business District (HDBD), various factors should be identified and improved upon to help create a more appealing environment for clients and businesses. Many of these items have already been implemented while others are still in development.

The first impressions of the City were addressed by placing aesthetic “welcome” signage at the main entrances to the HDBD at the City limits along M-52. The addition of street lighting along M-52, from Bath to Britton Road was completed and continues to enforce the “welcoming” into the City and strengthen the feeling of life and activity of the HDBD into the evening. The general appearance of downtown was also improved with an upgraded streetscape in 2003. This included items such as: replacement plantings, seating, banners, façade improvement, and other such amenities. These features assist in softening the look of the downtown, enhancing the sense of pride, and creating a more inviting place for people to stop and shop.

Additional aesthetics need to be identified as well, re-emphasizing mixed use, providing increased accessibility, among other things. Keeping these people downtown will require added services and conveniences in the HDBD. The amount of space for parking has proved adequate for the City of Perry shoppers, yet its appearance and function could be improved, as well as improved parking conditions for the business owners.

In addition to aesthetics and convenience, the HDBD must provide services which will continually draw visitors into town. A good share of traffic through downtown Perry is commuting workers which businesses should address via extended evening hours to accommodate the schedules of its shoppers. The location of a family style restaurant is in demand and is strongly encouraged. This form of business is currently lacking, where grocery, franchise, and other food services are offered in close proximity to the HDBD. The empty lot in the south 100 block would provide a prime central location for this business, with potential to expand back lot parking to connect with existing Lot “D” as indicated on the HDBD map on the following page.

The encouragement of second level apartments and housing near and around the HDBD will improve vitality to the downtown. Residents would rely on improved parking conditions and
local business while maintaining an occupied and active downtown into the evening hours which attracts even more people. Clean industry and additional economic base should continue to be pursued for the community on the periphery of the City. These developments can be encouraged by active means and the appropriate zoning measures.

Pictures 15-1 and 15-2: Historic Downtown Business District (Streetscape)

Accomplishments Since Last Master Plan Update
Over the past ten years, many projects have been addressed and have improved the appeal and aesthetics of the community. These include: the placing of “welcome” signs at both ends of town, additional street lighting, and a streetscape project downtown, in conjunction with the reconstruction of M-52 (Main Street) from Bath to Britton Roads in 2003.
Map 15-1: Historic Downtown Business District Parking Lots

<table>
<thead>
<tr>
<th>Parking Lot Availability</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Lot A</td>
<td>20 spaces</td>
</tr>
<tr>
<td>Parking Lot B</td>
<td>31 + 11 along buildings</td>
</tr>
<tr>
<td>Parking Lot C</td>
<td>25 + 10 along the alley</td>
</tr>
<tr>
<td>Parking Lot D</td>
<td>35 spaces</td>
</tr>
<tr>
<td>Miscellaneous (parallel street-side) Parking</td>
<td>71 spaces</td>
</tr>
<tr>
<td><strong>Total Existing Parking</strong></td>
<td><strong>203 spaces</strong></td>
</tr>
</tbody>
</table>
B. PERRY CORNERS – M-52/LANSING ROAD AREA

Background
The construction of I-69 through Shiawassee County has increased commercial development pressures on the area at the M-52 interchange. A number of commercial entities have been developed at or adjacent to “Perry Corners”.

The highest growing business area in the City is the Perry Corners/Lansing Road corridor. This includes businesses targeting I-69 travelers, and city and township residents. Businesses throughout this area include the following:

Restaurants/Fast Food:
- McDonalds, Burger King, Subway, Jersey Giant Subds, 69’er Diner, Taco Bell, Café Sports, Hungry Howie’s, Chop Shop and China Garden.

Gas Stations:
- PS Mobil Gas, Sunoco Gas, and Citgo Gas Station.

Retail Shopping/Convenience Stores:
- Bobbies Gifts and Collectibles, Family Dollar, Dollar General, 7-11 Convenience Store, Road Trip Oasis, Mugg & Bopps, and Lion’s Den Adult Store.

Hotel/Motels: Heb’s Inn Motel.

In 1993, the City and Perry Township negotiated a P.A. 425 Agreement for transfer of parcels along the old M-78 corridor; the P.A. 425 Agreement is on file at the Office of the Clerk at Perry City Hall.

It is desirable for the City of Perry to control the future land use and development of the M-52/I-69 interchange, south of I-69. The M-52 corridor is the “gateway” into the City and provides visitors their initial impression of the community’s character.

The City, in a position paper developed for the Boundary Commission, demonstrated its ability to serve the area south of I-69 at the M-52 interchange with all necessary public services, including fire and police protection, water and sanitary sewer and public works.

As a part of the last master plan development, separate evaluations were completed to more closely define the programs for extending water and sanitary sewer service to the Perry Corners area. Aerial maps of the areas north of Britton Road and south of Interstate I-69 were prepared to provide the basis for these evaluations.

As a result, the City water supply system was extended to provide municipal water service to the Perry Corners area. The extension of the 12 inch diameter main in Madison formed the basis for the water system expansion, with looping back to the City system along Britton Road and the M-78 corridor. These are shown on the utilities maps back in Chapter 13.
Extension of services to Township areas would require the implementation of a municipal utility agreement between the City and Township. If areas are brought into the City through a 425
Agreement or annexation, extension of utilities would likely be accomplished through the creation of special assessment districts, whereby benefited property owners would pay for the extensions; at-large contributions by the City would also likely be a part of the overall financial package.

**C. M-52 CORRIDOR**

Additional commercial development is situated along north and south M-52, along with development on Bath and Britton Roads. Such businesses along these corridors include the following:

- **North M-52** – Snyder’s IGA, Rite Aid Pharmacy, Bandit Auto Repair, Paragon Real Estate, Transportation Station Auto Sales, Sunfish Tanning, Arbonne, Floral Gallery, Great Lakes Monument Co., Chiropractic Works, and Veterans of Foreign Wars.

- **South M-52** – Ridenour Auto Repair, Williams Furniture & Cabinets, Perry Automotive Supplies, M R Green & Sons, Jim’s Wrought Iron, CarQuest Auto Parts, King Kone, Hohman’s Plumbing and Polhemus Performance.

- **Bath Road** – Bruce B Putnam Well Drilling, Towns End Auto, Artech Photography, and T&C Storage.

- **Britton Road** – Perry Family Practice, Memorial Urgent Care, Stash-It Rental Storage, Planet Video, and Lee’s Lawn Decorations.

**Picture 15-5: Snyder’s IGA**

**Picture 15-6: King Kone**
D. 2012 EMPLOYMENT/BUSINESS SURVEY

As an early stage of the re-development of the City’s master plan, the planning commission coordinated with City Hall to develop an employment survey to gain insight of the business owners and city workers’ views on the community and what they would like to see for the short and long-term future of this community. In the summer of 2012, the employment survey was delivered around to all City businesses and service agencies, which contain workers within the City of Perry.

First of all, basic information was asked regarding the number of workers, their business type (based on the North American Industrial Classification System (NAICS), among other facts. In addition, workers were asked to rate the existing city services on a 1-5 scale (poor to excellent) on the following services: street maintenance, water/sewer utilities, police protection, trash collection, ambulance service, fire protection, City Hall customer service, and the library. Finally, the survey asked business owners to offer additional suggestions on additional services that could help the City, and then to give their best estimate on where they expect to see the City in 5, 10 and 20 years. Please see Exhibit 15-1 for survey content.
Exhibit 15-1

Perry Employment Survey

Name
Address

NAICS CODE and DESCRIPTION
STANDARD INDUSTRIAL CODE and DESCRIPTION

Dear ,

We are looking to update our Master Plan as well as gather additional information to help us better serve you. The information you provide will be used to help us determine the wants and needs of our business community. We will be more informed and better able to make decisions concerning the future of our community. Your response to the following survey will be greatly appreciated. Please return this survey in the self-addressed envelope provided to City Hall by August 31st, 2012.

GENERAL INFORMATION
Please make any corrections to the above information ____________

Year your business was opened in Perry? _______

Number of full-time workers (employers and employees)? _______
Number of part-time workers (employers and employees)? _______

Do you have businesses in other locations? _______ If so, how many?_________

Is it a franchise?___

Why did you choose to locate in Perry?___________

Is your business operated from your home? ______________

OPINION
Using the following scale, how would you rate the existing city services?

Street Maintenance____ Water/Sewer Utilities_____ Police Protection____
Trash Collection____ Ambulance Service____ Fire Protection____ City Hall
Customer Service___ Library_____

What services or improvements would you like to see that the City currently does not supply?

What is the best aspect of doing business in Perry?

What is the worst aspect of doing business in Perry?
What can the city do to assist you more to position your business for greater success?

Are you aware of the City’s tax abatement policies for either expanding current businesses or starting new businesses within the City limits?

Where do you see the city in: 5 years?

10 years?

20 years?

General comments or suggestions?

The above information on the previous page will be used by the Planning Commission to update our Master Plan. Please feel free to use extra sheets for your comments. Our meetings are the first Monday of the Month at Perry Community Center, at 7:00pm. The Planning Commission is made up of the following individuals and we can be reached at our e-mail addresses listed.

Brad Sharlow  sharlowb@msu.edu  Chairperson
David Shirey  dshirey1976@yahoo.com  Secretary
Karen Potter  karenpotter2006@yahoo.com
Greg Wekwert  wekwert@Michigan.gov
Mindy Galbavi  tgalbavi@tds.net

Thank you for your participation in this survey.
The Planning Commission, City of Perry

DISCLAIMER: Data is confidential. It will only be used for research and master plan development purposes. This information will not be sold, and will remain anonymous.

According to the responses received from the Employment/Business Survey, the average business within the City of Perry has been in business for 20 years. Based on responses received, City businesses average 5 full-time employees and 4 part-time employees.
Business owners were asked to rate the current City services, as seen in the business survey. The results of the survey were very positive. Rates were the following: 1 = Poor; 2 = Unsatisfactory; 3 = Average; 4 = Good; 5 = Excellent. The results for the survey are on the next page. In summary, all services rated above average. Street maintenance and water/sewer utilities rated at just under 4 (between average and good), while the remaining services (police protection, trash collection, ambulance service, fire protection, and City Hall Customer Service) rated between good and excellent.

<table>
<thead>
<tr>
<th>Service</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Maintenance</td>
<td>3.78</td>
</tr>
<tr>
<td>Water/Sewer Utilities</td>
<td>3.89</td>
</tr>
<tr>
<td>Police Protection</td>
<td>4.44</td>
</tr>
<tr>
<td>Trash Collection</td>
<td>4.58</td>
</tr>
<tr>
<td>Ambulance Service</td>
<td>4.67</td>
</tr>
<tr>
<td>Fire Protection</td>
<td>4.56</td>
</tr>
<tr>
<td>City Hall/Customer Service</td>
<td>4.57</td>
</tr>
</tbody>
</table>

Commonalities included recommendations to improve the water quality, add sidewalks, and to add and improve parking for downtown businesses and apartments.

For specific comments provided by the respondents, they can be summarized in the following fashion

**Recommendations for Improvements to City Services**

- Perry-Fest back up-town
- Provide bikepath downtown to provide easier access across railroad tracks.
- Maintain sidewalks better (remove trash and leaves).
- Provide a grant writing service course for local businesses.

**Best aspect of doing business in Perry**

- Small town, small community, small hometown feeling, small town atmosphere.
- Getting out-of-town customers
• Location (central location for customers)
• Customer needs
• Friendly helpful businesses make it convenient to keep business running smoothly
• No traffic jams or street crimes
• Support of other local business
• Strong community support

Worst aspect of doing business in Perry
• Little support from City; inconsistency in enforcing ordinances
• High taxes on commercial property and high cost services
• Lots of trains – sometimes long waits at crossings
• Not well structured for light industrial businesses
• Limited parking
• Lack of choices for restaurants

What City do to assist business for more success
• Improved parking
• Better ordinances and enforcement of ordinances
• Better City-Support of local businesses (e.g., PerryFest)
• Post businesses on City Website
• Be able to vote as a business owner in town
• Facebook postings have been very helpful – Keep it up!

Awareness of City’s Tax Abatement Policies for Businesses
• 63% - No
• 37% - Yes
Vision of City in 5 Years?
- Same, not much difference
- Growing, depending on economy
- Pleasant, friendly small town
- Hopefully striving
- Economy stabilizing and businesses prospering
- Depends on City Planners vision and anticipated course of action
- Expand and bring different kinds of businesses into the community

Vision of City in 10 and 20 Years?
- Same, but a little bigger (not outgrowing the small town feel)
- If more people move to the area, then businesses will expand and grow in the city

General Comments or Suggestions
- A weekly farmers market during the summer in the HDBD
- Improve streetscape maintenance (lights, trash containers and benches are showing advanced wear).
- Bold initiative: Park development, water, sewer and road enhancements.

E. GOALS AND OBJECTIVES

The future land use plan provides increasing opportunities and strategic locations for business and industrial development along M-52 and Lansing Roads, making the development decisions predictable, fair and cost-effective. The community wants to offer opportunities for these types of developments along the principal transportation corridors. Based on the comments of city residents (as a result of the brainstorming sessions and public input), and the business owners and service workers (as a result of the survey), the following goals and objectives were listed for future directions of business/industry opportunities for the city.
Goals

1. Provide facilities and places for people to congregate for dining, residing, meeting, etc.

2. Provide adequate parking throughout all commercial districts.

3. Encourage additional growth opportunities within the Historic Downtown Business District (HDBD).

4. Further coordinate with business owners and encourage involvement in community activities such as PerryFest.

5. Encourage occupancy of the residential apartments above businesses within the HDBD.

6. Encourage growth in light industrial and warehousing opportunities along the Lansing Road corridor, in support of the future land use plan.

7. Enhance economic development throughout the area to identify further ways to enhance economic growth and job opportunities within the City.


Objectives

1. Develop and open a family-style restaurant in the Historic Downtown Business District (HDBD).

2. Look for ways to promote the HDBD and to attract people to this area for business and entertainment (increased activities and shopping opportunities).

3. Continue evaluating options for increased parking for workers within the HDBD.

4. Research ways to fill all vacant businesses and residences in the HDBD.

5. Provide opportunities for additional light industrial and warehousing developments along the Lansing Road corridor to help supplement the tax base.

6. Provide support for agricultural and farming industry with our neighboring townships.

7. Increase commercial business opportunities within the districts listed above:
   a. Family Restaurants
   b. Hotels/Motels
c. Conference/Banquet Facilities – get together locations for meetings and special events.

8. Coordinate with the Shiawassee Economic Development Corporation to develop a study to further identifying areas for economic growth and job opportunities within the City.

9. Coordinate with the Shiawassee Economic Development Corporation to research opportunities for Green Energy usage.

F. ACTION/IMPLEMENTATION PLAN

1. Provide incentives for employers who are willing to open a family-style restaurant in the Historic Downtown Business District (HDBD).

2. Perform needs study to assess parking availability in and around the HDBD.

3. Develop additional family restaurants, hotels/motels in the City and along Lansing Road to provide places for families, friends and groups to gather.

4. Develop a weekly farmers market during the summer months of the year in the HDBD to promote local entrepreneurs and to attract people to visit the HDBD.

5. Develop a conference center/banquet facility for meetings/special events.

6. Develop study in 2009-2010 with Shiawassee Economic Development Corporation to research opportunities for economic growth and jobs, as well as opportunities for Green Energy usage.

7. Send out copies of the City of Perry’s tax abatement policy to all current business owners in the City of Perry.

8. Schedule a working session with business owners inviting their ideas and input into getting their participation with different community activities, such as PerryFest.
CHAPTER 16: GOALS AND OBJECTIVES

This chapter provides a consolidated list of all the goals and objectives specified in the Master Plan. These do in many respects address the “Smart Growth” tenets, with intentions of further implementing these types of activities into the City. The goals and objectives are organized according to chapter, as shown in the document. These goals and objectives are then listed in the action plan with a projected timeline for development and estimated costs proposals.

GOVERNMENT STRUCTURE/ADMINISTRATION

Goals
1. Planning should be coordinated between the City of Perry, Perry Township, the Village of Morrice as well as surrounding townships and Shiawassee County with a goal of greater cooperation.
2. Communication should be increased between planning commissions in the area so that each municipality is aware of the plans of its neighbors and has an opportunity to comment on development proposals that may affect them.
3. Conflicts arising between local and other governmental concerns should be settled at the level which is closest to the grass roots and still embraces the scope of the issue. This adopts a strengthening of local governmental functions.

Objectives
1. Development of a regional planning authority comprised of all communities in the southwest portion of Shiawassee County to address land use, transportation, planning, and future development concerns in the area, and to inform one another, facilitate communication on major issues, activities, and plans within the community.
2. Have this regional planning authority meet quarterly with one planning commission representative from each community.

CITY ORDINANCES

Goal: Continued review and maintenances of City ordinances and documents.

Objectives:
1. Continue reviewing ordinances to keep them up-to-date with new State laws.
3. Review State requirements annually.
4. Review Master Plan information on an annual basis and place updates into an appendix for future plans.

LOCAL REVENUES AND EXPENDITURES

Goals:
1. Oversee revenues and expenditures for the City to ensure and annual balanced budget.
2. Continue paying off existing bonds in a timely fashion.
3. Continue researching sources for grants and other funding opportunities.
4. Develop an annual budget report which will outline the revenues and expenditures.

Objectives:
1. The Planning Commission will develop an annual capital improvement plan which will assist the Mayor, the City Council, and the City Treasurer in developing their annual budget.
2. Research several funding opportunities to begin implementation of the goals and objectives of this Master Plan.

LAND USE/ZONING

Goals
1. To develop and maintain a Master Plan for the City of Perry, which provides balanced and organized development of the Historic Downtown Business District (HDBD), neighborhood residential areas, commercial, and light industrial, and balances the need of a bedroom community with economic opportunities.
2. To maintain an adopted zoning ordinance and zoning map which supports the Master Plan and desired organized and balanced growth. The ordinance will be administered through the Planning Commission.
3. To provide a working copy of the City of Perry Zoning Map to make necessary updates as they occur.
4. To address the existing rental housing needs and to support the development of multiple housing units such as apartments, condominiums, and senior housing.
5. To implement “Smart Growth” tenets into the City land use planning where appropriate.
6. To provide great opportunities for industrial and commercial growth within the community.
7. To address parking concerns within the HDBD and research the need for raised crosswalks on the local side streets around the HDBD.
8. To continue to enhance the appearance and image of the community through the support of community projects. Specific items of consideration include:
   a. The installation of additional street lighting on main streets entering the City limits.
   b. The review of existing street name signs for missing and mislabeled signs and the development of a program for replacement.
   c. The installation of additional lighting on M-52 (Main Street) extending from Britton to Bath Road.

Objectives
1. Reserve one meeting annually to review the Master Plan and its contents to study and collect data and information regarding any changes or updates and place those into an appendix in preparation for the next major update.
2. Provide a thorough update to the master plan every five years.
3. Review the 2004 Zoning Ordinance to ensure compliance with the 2006 Michigan Zoning Enabling Act and the 2008 revisions to that act.
4. Maintain a working copy of the zoning map which will incorporate all changes in zoning, as they are made.
5. Implement the future land use plan by integrating the tenets of “Smart Growth”, and coordinating with partnering agencies.

MUNICIPAL/PUBLIC SERVICES

Overall Goals
1. Develop a new facility for Public Safety and Services, which would hold police, fire, ambulance and other public safety services at a central location, and would provide the necessary space for growth for each of these departments.
2. Continue to support the joint 911 efforts for police, fire, and ambulance in conjunction with the communities of Perry Township, Morrice and adjacent townships.

Police
Goals:
1. Provide adequate police coverage for the City of Perry and its surrounding areas.
2. Have a fully equipped and trained police department.
3. Advance the technology for the Police Department and its vehicles.
4. Maintain/replace the vehicle fleet as needed to ensure maximum service and capabilities.
5. Coordinate services with neighboring communities and service areas.
6. As the service area grows, research the need for the expansion of facilities.

Objectives:
1. Purchase of an additional squad car or replacement of the 2001 Crown Victoria.
2. Develop a police department with more coverage for its citizens and more up-to-date equipment. Determine ways to re-integrate a full-time 24-7 police department for the City of Perry.
3. Assess the need for developing a larger police facility, which may be located with fire and ambulance services at a central location.
4. Research the need to develop a central organization for police service, similar to what SSESA is like for fire/ambulance service now.
5. Continue to support the joint 911 efforts for police, fire, and ambulance in conjunction with the communities of Perry Township, Morrice and adjacent townships.

Fire/Ambulance
Goals:
1. Provide adequate fire and ambulance coverage for the City of Perry and its surrounding areas.
2. Have a fully equipped and trained fire/ambulance department.
3. Advance the technology for the fire/ambulance department and its vehicles.
4. Maintain/replace the vehicle fleet as needed to ensure maximum service and capabilities.
5. Continue to coordinate services with neighboring communities and service areas through the SSESA alliance.
6. As the service area grows, research the need for the expansion of facilities.

**Objectives:**
1. Obtain a new 75 foot aerial truck which would replace the 50 foot ladder removed from service in 2008. It would also replace the 1992 Engine located at Station # 2 in Morrice.
2. Allow funding for additional staffing full-time.
3. Look into developing a larger station facility to hold the increasing amount of equipment needed, which possibly may be located at a central location with all public safety services (police, fire, ambulance, etc.).
4. Continue to support the joint 911 efforts for police, fire, and ambulance in conjunction with the communities of Perry Township, Village of Morrice and adjacent townships.

**Refuse Collection and Recycling**

**Goals:**
1. Maintain services for garbage pickup and brush and yard waste pickup.
2. Continue to expand the recycling efforts at the Village of Morrice Transfer Station.

**Objectives:**
1. Improve the mud and standing water issue at the bottom of the steps of the recycling bin.
2. Have each community dedicate between $500-$1,000 per year in order to maintain and expand the recycling program.

**EDUCATION/PERRY COMMUNITY SCHOOLS**
The Board of Education and Administration has identified the following goal areas for the district:
- Become attractive to all—students, parents, staff, community members, neighbors;
- Build community spirit—parents and community to assume ownership;
- Establish an identity—define itself and live it;
- Do the right things and do them right—our best foot forward each time;
- Learn from the past, manage the present, and set the table for the future;
- Improve student achievement—become a district of excellence;
- Grow its extracurricular offerings—more opportunities outside of the classroom;
- Communicate well—regularly ask, “Who needs to know this?”
- Have a plan and work it—create a vision

**Ongoing District Improvement Efforts**
The following committees or task forces meet regularly to make for a better Perry Public Schools:
- Curriculum Council
- Strategic Planning Committee
- Anti-Bullying Task Force
• Crisis Management Team
• Community, Conversation, & Coffee
• Perry Elementary PTO
• Parents in the Middle (Perry Middle School PTO)

Goals:
1. Provide more opportunities for affordable higher education in the Perry area.
2. Bring additional higher educational opportunities to the Perry Area in order to attract and retain young adults within the community.

Objectives:
1. Increase the number of affordable opportunities in higher education for residents of the Perry Community.
2. Research options to attract and/or keep young adults in the area following graduation from high school and/or college.
3. Coordinate with some of the nearby colleges and/or universities to perform a study researching the idea of opening a possible satellite campus/extension center in the Perry area in the next 10 years.

PARKS AND RECREATION

Goals:
1. To develop a parks and recreation system that will attract and retain young families to the City.
2. To provide safe and appropriate recreation activities for all ages and abilities.
3. To promote regionalism and offer recreation opportunities to residents of Shiawassee County and surrounding communities.
4. To enhance the quality of life for City residents.

Objectives:
1. Bring Jubilee Park and the Lower Playground up to a standard of maintenance and facilities seen at Veteran’s Memorial Park. This would mean that each facility and each park as a whole should have no serious maintenance or accessibility issues. Further each park should be managed as an asset that Perry is proud to have be a window on the quality of life in this developing community. Key partners may include neighborhood groups, local civic/service organizations, youth and adult softball/baseball organizations and Perry Schools.

2. Develop a non-motorized transportation/trail system in Perry connecting recreational and community assets. This may use existing roads and their rights of way, sidewalks and newly developed trails dedicated to non-motorized use. This will be done in conjunction with broader planning efforts for non-motorized circulation planning at the local, county and regional level and may also integrate with efforts of many non-profit organizations representing a variety of non-motorized trail users, Michigan Department of Transportation, Michigan Department of Natural Resources, Michigan Trails and Greenways Alliance, health interests, schools (e.g. Safe Routes to Schools), etc.
3. Develop a significant, modern playground/playscape at one park. The park with the most space in which to site such a development is Jubilee. It would also be a centerpiece of a park that lacks a focal point. It is also directly connected to neighborhoods to the south as well as having substantial parking. This may provide the impetus to bring the entire park up to the level of care clearly shown for Veteran’s Memorial, which is a scant 200 yards away on the northwest side of the rail line. Key partners would be neighborhood groups and civic/service organizations. Fundraising for such an endeavor would be likely to be highly successful.

4. Develop a disc golf course in a park or parks. Again, because of the space available and the need to convert a neglected park area to a productive use, the southwestern portion of Jubilee on the eroding side of the sledding hill may be a useful location. Information would need to be gathered about soil quality, any flooding concerns, etc. However, this would provide more friendly uses, eyes and ears and community interest in this portion of the park that appears to have received little positive use and management. Key partners may include local business that serve visitors (e.g. restaurants, gasoline stations, etc.), youth interests, Perry Schools and civic/service organizations.

5. Support the newly developed DPW community garden through information, promotion of healthy and active lifestyles, involvement in a farmer’s market and other means.

6. Acquire land for park with pond/lake based recreation opportunities.

7. Develop recreation facilities for park with pond/lake based recreation opportunities (skating, fishing, swimming).

8. Develop a skate park with funds raised for this purpose.

9. Develop a splash/spray park on an existing public space.

10. Build an outdoor stage/amphitheatre.

PUBLIC LIBRARY

Goals:
1. Provide stable funding for the Library and its services.
2. Expand the Library facilities to include additional storage space, and a public meeting room.
3. Improve parking abilities at and around the Library.
4. Continue offering the existing programs and activities at the Library.
5. Include additional programs at the Library to provide opportunities for people of all ages, including teens, adults and senior citizens.
Objectives:
1. Coordinate with the Community District Library (CDL) regularly to assess funding needs for services.
2. Develop a needs study with the CDL to study options for either expanding the existing facility or relocating the Library to another location to offer the necessary space that is recommended by the Library of Michigan Quality Services Audit Checklist Program.
3. Develop a study to access the parking needs for library patrons.
4. Coordinate with the CDL continue offering reading programs and computer training courses, while also researching additional programs for people of all ages.

COMMUNITY ACTIVITIES/EVENTS
Goals:
1. To further enhance and strengthen the attractiveness and “community atmosphere” of the City through the continuation and expansion of activities which bring area people (i.e., residents, businesses, workers, etc.) together.
2. To support opportunities for enhanced quality of life available to community through the City and the Perry Public Schools. Increased child and youth programs are needed.
3. To promote growth of business in the Perry area.

Objectives:
1. Continue to promote the PerryFest and other community activities to City and neighboring community residents, businesses, workers, and visitors.
2. The development of a local volunteer non-profit (501C3) “Performing Arts” Support Group (PASG), which will support and enhance many forms of local performing arts (i.e., theatre, music, etc.) along with booking non-local talent to perform, utilizing the facilities of Perry High School to promote community involvement and activities.

PUBLIC/MUNICIPAL UTILITIES
Municipal Water System
Goals:
1. Provide quality water service to the City for current and future needs.
2. Provide maintenance and operation of the existing municipal water system.
3. Provide necessary enhancements/expansions to the municipal water system, when appropriate, to meet the needs of the City during changing times and possible growth conditions.
4. The construction of a new or additional water storage tank to provide the capabilities of storing three (3) days worth of water for the City. This would be an extremely costly measure and would require long term planning and coordination with neighboring communities.
Objectives:
1. Continued upgrading of the water distribution system, including extending the water transmission main looping and replacing undesired mains.
2. As the present excess capacity is utilized, the City should begin to explore areas for additional groundwater supplies.
3. Initiate well exploration for future wells.
4. Practice preventative maintenance procedures (i.e., water valve operation and fire hydrant flushing programs).
5. Develop study to evaluate options and alternatives to expanding the City’s water storage capabilities.

Municipal Wastewater System/Sewer System
Goals:
1. Provide quality wastewater treatment service to the City for current and future needs.
2. Provide maintenance and operation of the existing municipal wastewater system.
3. Provide necessary enhancements/expansions to the municipal wastewater system, when appropriate, to meet the needs of the City during changing times and possible growth conditions.

Objectives:
1. Continued maintenance of the sewage pump stations and lagoon facility will provide the City with a solid foundation for growth. The existing lagoon cells should be observed and cleaned accordingly to remove deposited sludge.
2. Research future development options for the system’s ability to treat industrial-type waste.
3. Initiate well exploration for future wells.
4. Practice preventative maintenance procedures for the wastewater/sewer system.

Stormwater Drainage Facilities
Goals:
1. Provide adequate storm drainage for the entire City of Perry.
2. Improve the Stormwater Drainage Facilities throughout the City.
3. Enhance the system for inventorying the stormwater drainage system.

Objectives:
1. Research methods for implementing storm drainage improvements either independent or in conjunction with a street improvement program.
2. Development of a comprehensive, computer-based mapping system to provide an inventory of storm sewers, manholes, and catch basins.

Public Utilities
Goals:
1. Provide multiple options and choices for telephone, cable, internet and other services accessible to City residents and workers.
2. Provide high quality services ranging from telephone, cable’ and internet.
3. Provide public wireless internet options for residents.
Objectives:
1. Increase the number of options for services ranging from telephone, cable, and internet options.
2. Improve the overall quality of services ranging from telephone, cable, and internet.
3. Expand public wireless internet opportunities to the Perry area.

TRANSPORTATION

Goals
1. Provide quality street drainage along all local roads.
2. Pave existing gravel roads.
3. Quality maintenance of the street system to ensure street integrity.
4. Extend curbed streets into residential areas, and retain regulations for curbed street construction when developing new subdivisions.
5. Provide street markings that are reader-friendly for all people.
6. Improve safety for pedestrians and bike riders along all corridors in the City.
7. Provide a pedestrian friendly atmosphere for residents and visitors of the community, and make the residential neighborhoods and commercial districts into a stronger walk-able community.
8. Improve pedestrian accessibility and safety measures around the schools within the City limits.
9. Improve traffic flow along M-52 and its crossroads during peak periods and railroad crossing disruptions.
10. Expansion of alternative means of transportation to provide accessibility and transportation opportunities for residents with limited options.

Objectives
1. Develop a special assessment program to:
   a. Upgrade the street drainage facilities along the local roads;
   b. Pave existing gravel roads; and
   c. Extend curbed streets into residential areas.
2. Continue with the annual paving program in order to maintain street integrity.
3. Continue to construct curbed streets, as new subdivisions are developed. This should be required by the City (as has been done with Perry Lakes and Country Estates); variance from the City ordinances should not be granted.
4. Replace street signs with larger type signs.
5. Implement sidewalks and bike lanes along Bath and Britton Roads within the City limits.
6. Implement a sidewalk development and maintenance program which would improve connectivity of the sidewalks and construct them on all residential streets within the city limits.
   a. Connect the existing sidewalks; and
   b. Continue developing sidewalks along Bath and Britton Roads connecting residences, neighborhoods and schools to the sidewalks along Main Street.
7. Implement traffic calming measures (e.g., raised crosswalks) along roads providing access to the schools in order to provide more pedestrian accessibility and safety.
8. Develop traffic studies with MDOT along M-52 addressing the idea of placing traffic signals at two strategic locations along M-52, north and south of the railroad tracks (at Snyder’s IGA and Bath Road).
9. Initiate contact with the Canadian National Railroad via East Lansing or Durand Depot Stations to identify train schedules.
10. Initiate contact with the Tri-County Regional Planning Commission (TCRPC) – the greater Lansing metropolitan planning organization (MPO) to begin coordinating transportation needs.
11. Continue coordination with SATA to expand local services to:
   a. Create wider service areas;
   b. Address larger target audiences, as the population is aging;
   c. Provide additional service times and days;
   d. Develop a collaborative plan with the Capital Area Transportation Authority (CATA) to link services which would provide commuter routes to and from the Lansing area; and
   e. Discuss and study future funding options to meet the goals listed above.

BUSINESS/INDUSTRY
Goals:
1. Provide facilities and places for people to congregate for dining, residing, meeting, etc.
2. Provide adequate parking throughout all commercial districts.
3. Encourage additional growth opportunities within the Historic Downtown Business District (HDBD).
4. Further coordinate with business owners and encourage involvement in community activities such as PerryFest.
5. Encourage occupancy of the residential apartments above businesses within the HDBD.
6. Encourage growth in light industrial and warehousing opportunities along the Lansing Road corridor, in support of the future land use plan.
7. Enhance economic development throughout the area to identify further ways to enhance economic growth and job opportunities within the City.

Objectives:
1. Develop and open a family-style restaurant in the Historic Downtown Business District (HDBD).
2. Look for ways to promote the HDBD and to attract people to this area for business and entertainment (increased activities and shopping opportunities).
3. Continue evaluating options for increased parking for workers within the HDBD.
4. Research ways to fill all vacant businesses and residences in the HDBD.
5. Provide opportunities for additional light industrial and warehousing developments along the Lansing Road corridor to help supplement the tax base.
6. Provide support for agricultural and farming industry with our neighboring townships.
7. Increase commercial business opportunities within the districts listed above:
   a. Family Restaurants
   b. Hotels/Motels
c. Conference/Banquet Facilities – get together locations for meetings and special events.

8. Coordinate with the Shiawassee Economic Development Corporation to develop a study to further identifying areas for economic growth and job opportunities within the City.

9. Coordinate with the Shiawassee Economic Development Corporation to research opportunities for Green Energy usage.
CHAPTER 17: ACTION PLAN/
CAPITAL IMPROVEMENT PROGRAM

A. ACTION PLAN

The development of an action/implementation plan involves consideration of a number of related factors including the following:

- The setting of priorities for the identified goals and projects;
- The development of an implementation schedule;
- The evaluation of costs of implementation; and
- The evaluation of financing methods.

The illustration on Pages 156-157 outlines a suggested schedule for implementation of many of the goals identified in this plan. The general priority for implementation is dictated by the time frame proposed for each goal.

Costs associated with implementing the goals and possible methods and sources of funding are outlined in the following section of the plan, entitled Capital Improvement Program.

ACTION/IMPLEMENTATION PLAN

The following list is a summary of the proposed action/implementation plan to address the identified goals and objectives as stated throughout the document.

Governmental Organization/Structure

1. In 2014, begin coordination with neighboring communities to develop a regional planning authority in southwest Shiawassee County.
2. Review and update the zoning ordinance in 2014.
3. Review the Master Plan annually at the October/November meetings to gather any necessary updates in data, information, or conditions, and place those in a folder which will be readily available when the next Master Plan update is required.
4. Planning Commission will coordinate with the Mayor, City Council and all Department Heads to develop a Capital Improvement Plan annually during the February Planning Commission Meeting.
Land Use/Zoning

1. Review and update the zoning ordinance in 2014.
2. Review the Master Plan annually at the October/November meetings to gather any necessary updates in data, information, or conditions, and place those in a folder which will be readily available when the next Master Plan update is required.
3. When reviewing requests for re-zoning or other changes in the land use of an area, review those to ensure that they are in concordance with the Master Plan, zoning ordinance, and the Future Land Use Plan.

Police Department

2. Develop a study researching the ways to re-integrate 24-hour police protection to the City of Perry.

Fire/Ambulance Services

1. Hire additional full-time staff in 2014.
2. Purchase a new fire truck in 2015.
3. Construction of an additional fire station when funds become available.

Refuse Collection and Recycling

1. City of Perry and Perry Township have both approved $500 per year through 2014 for maintaining the recycling program at the Village of Morrice Transfer Station.

Education/Perry Public Schools

1. During the next five years, the City of Perry would like to meet with local colleges and universities to initiate discussions on developing a study researching young people’s needs for college, and whether or not to establish an extension center or a college/university satellite campus in the Perry area. Being located off I-69, this location could be accessible to many residents and travelers.

Parks and Recreation

1. Develop a non-motorized trail plan in conjunction with partners in other units of government.
2. Develop a playground/playscape, renovate restrooms for accessibility, upgrade athletic field/facility and develop disc golf course (likely in Jubilee Park).
3. Develop accessible restrooms in Lower Playground and provide appropriate picnic facilities.
4. Develop a non-motorized trail system in Perry with appropriate links to partner communities. Integrate into larger city development plans emphasizing walkable/bikeable community. Incorporate non-motorized transportation with improvements in street scape, repaving projects, etc.
5. Acquire land for park with pond/lake based recreation opportunities.
6. Develop recreation facilities for park with pond/lake based recreation opportunities (skating, fishing, swimming).
7. Develop a skate park with funds raised for this purpose.
8. Develop a splash/spray park on an existing public space.
9. Build an outdoor stage/amphitheatre.
10. Development of a Veterans Park in the City.

Library
1. Continue to coordinate with and support the Community District Library in meeting the objectives listed above.
2. Perform needs study in conjunction with the CDL to assess parking needs, priorities for enhanced services for library patrons, and possible options for expanding the facilities.

Community Activities
1. Continue hosting the programs and events listed throughout this chapter annually, while looking for ways to expand and to promote the community.
2. Research what other communities have done in response to developing a local non-profit (501C3) “Performing Arts” Support Group (PASG). Coordinate with Perry Public Schools and other partnering agencies to develop a PASG.
3. Promote use of City facilities, such as City Hall, Veterans’ Memorial Park and Jubilee Park.
4. Continue to enhance City facilities. Current focus is on Veterans’ Memorial Park.

Public Utilities
1. Increase staff as the service area grows.

Municipal Water System
1. Annually review the water distribution system and continue practicing preventative maintenance strategies.
2. Complete the development of the well exploration study.
3. Research locations and methods to expand the groundwater supply system.
4. Replace any remaining 2-4 inch diameter water mains with 8-inch mains.

Municipal Wastewater System
1. Annually review the water distribution system and continue practicing preventative maintenance strategies.

Stormwater Drainage Facilities
1. Perform a drainage study for the City of Perry to implement storm drainage improvements either independent or in conjunction with a street improvement program.
2. Implement storm drainage improvements either independent or in conjunction with a street improvement program.
3. Develop and integrate a comprehensive, computer-based mapping system to provide an inventory of all storm sewers, manholes, and catch basins.
Other Public Utilities

1. Research current available and future possible service providers for telephone, cable, and internet to determine what types of additional services and improved qualities are available.
2. Recruit additional providers and vendors for telephone, cable and internet services in order to provide additional services and improved quality.
3. Coordinate with Perry Township and the rural areas surrounding the City of Perry to develop a research study assessing public wireless internet needs and options.

Transportation

1. Begin coordination with Shiawassee County Road Commission to develop feasibility study for developing sidewalks and bike lanes along Bath and Britton Roads.
2. Develop a Sidewalk Construction program first studying the needs, identifying priority locations, identifying funding resources (e.g., Safe Routes to School, etc.) and then establishing a strategy and a schedule to begin implementation.
3. Begin researching options to develop raised crosswalks at all corners surrounding the schools to facilitate pedestrian crossing and visibility, and pedestrian and vehicular traffic control.
4. Contact MDOT Lansing Transportation Service Center (TSC) Office to initiate a traffic study along M-52 during average weekdays to determine the need for traffic signals within the City limits.
5. Contact MDOT Lansing TSC Office to initiate a traffic study which would address potential further enhancements to the I-69/M-52 interchange to address traffic congestion issues.
6. Coordinate with SATA to develop a collaborative plan with CATA to link transit services to and from Perry to Lansing.

Business/Industry

1. Provide incentives for employers who are willing to open a family-style restaurant in the Historic Downtown Business District (HDBD).
2. Perform needs study to assess parking availability in and around the HDBD.
3. Develop additional family restaurants, hotels/motels in the City and along Lansing Road to provide places for families, friends and groups to gather.
4. Develop a weekly farmers market during the summer months of the year in the HDBD to promote local entrepreneurs and to attract people to visit the HDBD.
5. Develop a conference center/banquet facility for meetings/special events.
6. Develop study in 2009-2010 with Shiawassee Economic Development Corporation to research opportunities for economic growth and jobs, as well as opportunities for Green Energy usage.
7. Send out copies of the City of Perry’s tax abatement policy to all current business owners in the City of Perry.
8. Schedule a working session with business owners inviting their ideas and input into getting their participation with different community activities, such as PerryFest.

As part of the Residential Survey held in December 2012, respondents were asked to prioritize different city services, and how they would invest their money, if they had the choice. In the residential survey, we asked people if they had $100 to spend on city services, how would they spend that money if they had the option of splitting it up accordingly? Figure 17-1 shows the results of the survey respondents.

**Figure 17-1: City of Perry Service Priorities**

Based on the responses, water improvements was viewed as the top priority, with $20.11 (or about 20% of the money) spent towards this service. Police services came in second with $15.71 (or almost 16%). Trail and sidewalk development came in third at $12.67 (or nearly 13%). The remainder of services ranged between $2 and $9 accordingly. Results of the survey
are available online at the City of Perry website: www.perry.mi.us. A copy of the residential survey is in the appendices of the master plan.

Based on the results of the survey, and further coordination with City officials and department heads, a recommended timeline for implementation of the program and strategies was developed.

On April 1, 2013, the City of Perry Planning Commission met with the Perry City Council to discuss the different goals, objectives and action items from the master plan, to discuss how to integrate this into the City’s annual budget process, and how to begin implementing these projects.

These projects were prioritized according to need, funding, feasibility, and importance as identified by the Public. These projects are listed in greater detail in the Capital Improvement Program. The timeline is found at end of this chapter.

B. CAPITAL IMPROVEMENT PROGRAM

Review of Historical Capital Improvement Program from Last Plan

Before attempting to develop a cost proposal (i.e., the capital improvement program) for this master plan, the Planning Commission reviewed the historical capital improvement plan (as reported in the 2008-2035 Master Plan). In reviewing this, the items listed in the 2008-2035 Master Plan were evaluated, comparing estimated costs to actual costs, and determining when or if the program/project was completed. The following table is a list of the items from the 2008-2035 Master Plan.

<table>
<thead>
<tr>
<th>PROGRAM TITLE</th>
<th>PROGRAM STATUS</th>
<th>ESTIMATED COST</th>
<th>ACTUAL COST</th>
<th>DATE COMPLETED</th>
<th>FINANCING SOURCES/ METHODS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron Removal Plant</td>
<td>Completed</td>
<td>$500,000</td>
<td>$1,650,000</td>
<td>March 2009</td>
<td>State Revolving Fund</td>
</tr>
<tr>
<td>Wastewater Lagoon Sludge Removal/ Disposal</td>
<td>Completed</td>
<td>$300,000</td>
<td>Included with Liner repair (see below)</td>
<td>June 2012</td>
<td>DEQ State Funds</td>
</tr>
<tr>
<td>Replace Lagoon Liners</td>
<td>Completed</td>
<td>$2,000,000</td>
<td>$2,716,275</td>
<td>June 2012</td>
<td>State Revolving Funds</td>
</tr>
<tr>
<td>Vactor/Sewer Cleaner Purchase</td>
<td>Completed</td>
<td>$125,000</td>
<td>$125,195</td>
<td>May 2008</td>
<td>Sewer Fund Reserves</td>
</tr>
<tr>
<td>Recycling Program</td>
<td>Completed</td>
<td>$25,000</td>
<td>$1,500</td>
<td>October 2010</td>
<td>General Fund Reserves (Joint Effort)</td>
</tr>
<tr>
<td>Composting Program</td>
<td>Completed</td>
<td>$15,000</td>
<td>NC</td>
<td>Ongoing</td>
<td>General Fund residents</td>
</tr>
<tr>
<td>Water Aquifer Exploration</td>
<td>Future</td>
<td>$50,000</td>
<td></td>
<td></td>
<td>Water Fund Reserves</td>
</tr>
<tr>
<td>SW Storm Drainage Study</td>
<td>Completed</td>
<td>$15,000</td>
<td>$15,000</td>
<td></td>
<td>General Fund Reserves</td>
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<tr>
<td>Utility Mapping</td>
<td>Completed</td>
<td>$7,500</td>
<td>$4,500</td>
<td>July 2005</td>
<td>Utility Fund Reserves</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Sidewalks along residential/local roads (Britton Road, Rolfe and Keeney Street)</td>
<td>Completed</td>
<td>$25,000</td>
<td>$21,000</td>
<td>October 2009</td>
<td>General Fund</td>
</tr>
<tr>
<td>Veterans Park</td>
<td>Completed</td>
<td>$50,000</td>
<td>$33,000</td>
<td>October 2011</td>
<td>General Fund</td>
</tr>
<tr>
<td>ADA-Accessibility at Parks</td>
<td>In Progress</td>
<td>$30,000</td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td>Sidewalk – Jubilee Park</td>
<td>Completed</td>
<td>$7,000</td>
<td>$6,600</td>
<td>August 2012</td>
<td>General Fund</td>
</tr>
<tr>
<td>Second Street Parking</td>
<td>Completed</td>
<td>$10,000</td>
<td>$7,250</td>
<td>August 2012</td>
<td>General Fund</td>
</tr>
<tr>
<td>New Fire/Tornado Siren</td>
<td>Completed</td>
<td>$25,000</td>
<td>$23,242</td>
<td>September 2012</td>
<td>General Fund</td>
</tr>
<tr>
<td>Porch at McQueen House</td>
<td>Completed</td>
<td>$1,926</td>
<td>$1,926</td>
<td>November 2012</td>
<td>General Fund</td>
</tr>
<tr>
<td>DPW – New Chipper</td>
<td>Completed</td>
<td>$32,000</td>
<td>$23,510</td>
<td>July 2012</td>
<td>Motor Pool Funds</td>
</tr>
<tr>
<td>New Police Vehicle</td>
<td>Completed</td>
<td>$27,000</td>
<td>$12,700</td>
<td>February 2013</td>
<td>Motor Pool Funds</td>
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<tr>
<td>Library – Upgrade Bathroom</td>
<td>Completed</td>
<td>$500</td>
<td>$480</td>
<td>March 2013</td>
<td>General Funds</td>
</tr>
<tr>
<td>Purchase Property by Railroad</td>
<td>Completed</td>
<td>$10,000</td>
<td>$9,112.42</td>
<td>August 2012</td>
<td>General Funds</td>
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<tr>
<td>Purchase Property East of City Hall</td>
<td>Completed</td>
<td>$25,000</td>
<td>$17,925</td>
<td>May 2012</td>
<td>General Funds</td>
</tr>
<tr>
<td>New Roof on City Hall</td>
<td>Completed</td>
<td>$32,000</td>
<td>$26,900</td>
<td>August 2012</td>
<td>General Funds</td>
</tr>
<tr>
<td>Increased Recreational/Picnic spaces at current locations; Walking/Bike/Nature Trails; Disc Golf Course; Outdoor Amphitheatre; Fishing/Ice Skating Pond</td>
<td>In Progress</td>
<td>$500,000</td>
<td></td>
<td></td>
<td>Millage, MDNR Trust Fund, City Budget, County Resources (part of 5 Year Parks &amp; Recreation Plan)</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$3,812,926</strong></td>
<td><strong>$4,696,116</strong></td>
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</tbody>
</table>

Future additions to the capital improvement program will include improvements to the loop north/west quadrant water line (at an estimated cost of **$300,000**, to be paid for from sewer funds and/or special assessment), and the replacement of lagoon liners (at an estimated cost of **$2 million**, to be paid for from rural development funds).

**Strategy**

The tabulation on the following page summarizes the various capital improvement projects/expenditures outlined in this Master Plan. The costs indicated include: construction/acquisition costs and associated professional fees (legal, financial and engineering).
Possible sources and methods of funding are outlined in the following paragraphs and indicated in the table on the following pages.

**Financing Methods**

Possible sources of financing for the proposed capital improvements include loans and/or grants from state or federal agencies. The availability of these programs depends upon the type of improvement to be undertaken, and in some cases, the eligibility of the City in terms of financial need. For the capital improvement projects, the following options are available:

1. **Farmers Home Administration** – Low interest loans with terms up to 40 years are available for water and wastewater projects. In some instances, partial grant funds may be available if the debt costs exceed one (1) percent of the median household income of the community.

2. **Michigan Department of Commerce** – The Small Cities Community Development Block Grant (CDBG) program offers Economic Development project grants and are awarded on the basis of project needs, project effectiveness, and the impact the project will have on job creation, particularly to low and moderate income persons.

3. **The Rebuild Michigan Program** is also available to provide partial grant assistance for communities with low to moderate income levels of greater than fifty (50) percent of the population. Although the City, as a whole, does not meet this criterion, certain neighborhoods in the City are eligible for funding. The City applied for funding in the first two rounds, but was not successful.

4. **Michigan Municipal Bond Authority** – The Michigan Municipal Bond Authority issues bonds, and with its bond proceeds, makes loans to municipalities and school districts through the purchase of their bonds or notes. Authority bonds are revenue bonds of the Authority alone, pledging the local unit loan repayments, and are not an obligation of the State. Participation by a local unit is purely optional, with each local unit determining whether or not they can receive less costly financing elsewhere.

5. **City Issued Municipal Bonds** – The City may elect to issue water system bonds backed by either water or wastewater system revenues (revenue bonds), or by ad valorem property taxes (general obligation bonds). The present bond market interest rate for this type of issue is approximately six (6) percent, depending on the size of the bond issue and the bond rating of the City.

6. **Commercial Loan** – The City has the ability to borrow money from the local lending institutions in the form of a loan. The interest rate varies depending on the size and term of the loan, and market fluctuation. In projects that are too small to justify the cost of the bond process, commercial loans are an available alternative.

The development of a financing plan for a particular capital improvement project should be accomplished by a bond counsel retained by the City. The plan’s development would involve...
coordination between the City Council and staff, the bond counsel and the project engineer and/or architect.

Projects currently under way:
1. Water Reliability Study
2. Water Tower Inspection
3. DPW – Clean Well # 1
4. DPW – Purchase new dump truck
5. Police Department – Lease new vehicle
6. Recycling Program

<table>
<thead>
<tr>
<th>Existing Project</th>
<th>Starting Date</th>
<th>Completion Date</th>
<th>Estimated Cost</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Reliability Study</td>
<td>2013</td>
<td>2014</td>
<td>$17,000</td>
<td>Water Funds</td>
</tr>
<tr>
<td>Water Tower Inspection</td>
<td>2013</td>
<td>2014</td>
<td>$3,000</td>
<td>Water Funds</td>
</tr>
<tr>
<td>DPW – Clean Well # 1</td>
<td>2013</td>
<td>2014</td>
<td>$10,000</td>
<td>Water Funds</td>
</tr>
<tr>
<td>DPW – Purchase New Dump Truck</td>
<td>2015</td>
<td>2015</td>
<td>$130,000</td>
<td>Motor Pool Funds</td>
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<tr>
<td>Police – Lease New Vehicle</td>
<td>Summer 2013</td>
<td>Summer 2016</td>
<td>$35,275.57</td>
<td>Motor Pool Funds</td>
</tr>
<tr>
<td>Recycling Program</td>
<td>2013</td>
<td>2015</td>
<td>$1,000</td>
<td>General Funds</td>
</tr>
</tbody>
</table>

Throughout the Master Plan effort, the community listed over 40 proposed projects or ideas for the City. Six of the projects are currently under-way, while others are either currently being researched, or are new innovative ideas that the City will begin focusing on during the timeframe of this master plan (25-30 years). The following is a comprehensive listing of all the projects that will be reviewed. The City met to prioritize these projects in terms of urgency, availability of funding opportunities, and feasibility. A proposed schedule was laid out under the action plan, and potential funding sources are listed in the capital improvement program. These projects range from very small (i.e., purchase of equipment for various services) to very extensive (i.e., development of sidewalks, community centers, traffic studies, etc.). Many of these projects will be able to be addressed within the next five years, while others will be able to start the initial study process. When reviewing these projects, keep in mind that many of these are for a long-term vision for the community, and will take many years to develop and implement.

Final Capital Improvement Program
As a result of prioritizing the community’s needs and evaluating funding opportunities, and feasibility, the following plan provides a recommended outline and schedule for implementing each of these proposals.
Table 17-3

City of Perry Capital Improvement Program (2010-2040 Master Plan)

<table>
<thead>
<tr>
<th>Project/Program/Goal</th>
<th>Starting Date</th>
<th>Completion Date</th>
<th>Estimated Cost</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City - Administrative</strong></td>
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<tr>
<td>Update to City Ordinances</td>
<td>Spring 2014</td>
<td>Summer 2014</td>
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<td>N/A</td>
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<td><strong>City Services</strong></td>
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<tr>
<td>New Public Services Station (Police/Fire/Ambulance)</td>
<td>Spring 2015</td>
<td>Fall 2017</td>
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<tr>
<td>Recycling Program</td>
<td>2013</td>
<td>2015</td>
<td>$1,000</td>
<td>General Fund</td>
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<tr>
<td><strong>Police</strong></td>
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<tr>
<td>New Squad Car - Lease</td>
<td>Summer 2013</td>
<td>Summer 2016</td>
<td>$35,275.57</td>
<td>City Budget</td>
</tr>
<tr>
<td>Study – Re-integrate 24-7 Police Coverage</td>
<td>Spring 2014</td>
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<tr>
<td><strong>Fire</strong></td>
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<tr>
<td>New 75’ Aerial Truck</td>
<td>2015</td>
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<tr>
<td>Construct New Fire Station</td>
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<td>Ambulance Fund</td>
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<td>Additional full-time staffing</td>
<td>2014</td>
<td>2014</td>
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<td>SSESABudget</td>
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<td><strong>Schools/Education</strong></td>
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<tr>
<td>Coordination with Vocational Education and Community Colleges</td>
<td>2016</td>
<td>2020</td>
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<tr>
<td>Study for College Satellite Campus/Ext. Center</td>
<td>2017</td>
<td>2020</td>
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<tr>
<td><strong>Parks and Recreation</strong></td>
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<tr>
<td>Develop non-motorized trail plan in conjunction with partners in other units of government</td>
<td>Spring 2013</td>
<td>2014</td>
<td>$7,500</td>
<td>City funds, local fundraising, DALMAC Fund, Michigan Trails and Greenway Alliance, National Park Service Rivers and Trails Program</td>
</tr>
<tr>
<td>Develop a non-motorized trail system in Perry with appropriate links to partner communities. Integrate into larger city development plans emphasizing walkable/bikeable community. Incorporate non-motorized transportation with improvements in street scape, repaving projects, etc.</td>
<td>2015</td>
<td>2017</td>
<td>$100,000</td>
<td>MNRTF, MDOT, Shiawassee County, City of Perry, civic/service organizations, DALMAC Fund, local fund raising, etc.</td>
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<tr>
<td>ADA-Accessibility at all Parks</td>
<td>Spring 2013</td>
<td>2014</td>
<td>$30,000</td>
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<tr>
<td>Install Cameras at all Park Locations</td>
<td>Spring 2014</td>
<td>Fall 2014</td>
<td>$10,000</td>
<td>City funds</td>
</tr>
<tr>
<td>Acquire Land and develop recreational facilities for park with pond/lake based recreational opportunities (fishing/ice skating pond)</td>
<td>2016</td>
<td>2018</td>
<td></td>
<td>Perry Schools, City of Perry, civic/service organizations, local fundraising</td>
</tr>
<tr>
<td>Lower Playground – develop accessible restrooms and provide appropriate picnic facilities</td>
<td>2014</td>
<td>2016</td>
<td>$50,000</td>
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<tr>
<td>Additional Athletic Fields</td>
<td>2014</td>
<td>2016</td>
<td>$10,000</td>
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</tbody>
</table>
### City of Perry Capital Improvement Program (2010-2040 Master Plan)

<table>
<thead>
<tr>
<th>Project/Program/Goal</th>
<th>Starting Date</th>
<th>Completion Date</th>
<th>Estimated Cost</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jubilee Park - Develop a playground/playscape, renovate restrooms for accessibility, upgrade athletic field/facility and develop disc golf course</td>
<td>2014</td>
<td>2015</td>
<td>$100,000</td>
<td>MNRTF, RPGF, City of Perry, civic/service organizations, local fundraising</td>
</tr>
<tr>
<td>Develop accessible restrooms in Lower Playground and provide appropriate picnic facilities</td>
<td>2014</td>
<td>2016</td>
<td>$50,000</td>
<td></td>
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<tr>
<td>Skate Park</td>
<td>2015</td>
<td>2017</td>
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<tr>
<td>Community Center</td>
<td>2016</td>
<td>2020</td>
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<tr>
<td>Splash/Spray Park</td>
<td>2014</td>
<td>2016</td>
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<tr>
<td>Outdoor Stage/Amphitheatre</td>
<td>2017</td>
<td>2020</td>
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<tr>
<td>Community Gardens</td>
<td>2013</td>
<td>2015</td>
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<tr>
<td>Library</td>
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<tr>
<td>Expand facility</td>
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<tr>
<td>Technology Upgrade</td>
<td>Spring 2013</td>
<td>September 2013</td>
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<tr>
<td>Increased parking opportunities</td>
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<tr>
<td>Community Activities</td>
<td></td>
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<tr>
<td>Performing Arts Support Group (501C3 PASG)</td>
<td>Summer 2014</td>
<td>2018</td>
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<td>Public Utilities</td>
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<tr>
<td>Water Main Replacement</td>
<td>When Necessary</td>
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<td>N/A</td>
<td>Water Fund</td>
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<tr>
<td>Well Exploration</td>
<td>Summer 2008</td>
<td>Fall 2013</td>
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<td>Water Fund</td>
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<tr>
<td>Stormwater Drainage Study</td>
<td>N/A</td>
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<tr>
<td>Stormwater Drainage - Computer-based mapping system</td>
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<td>Increased Staffing</td>
<td>Spring 2014 - PT</td>
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<td>$15,000/yr</td>
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<td>Lansing Road Utility Extension towards Morrice</td>
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<tr>
<td>Increase Cable/Telephone/Free Wireless Internet Options</td>
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<tr>
<td>Transportation</td>
<td></td>
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<tr>
<td>Sidewalks/bike paths along main roads - begin coordination with SCRC</td>
<td>Spring 2014</td>
<td>2025</td>
<td></td>
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<tr>
<td>Sidewalks along residential/local roads</td>
<td>Spring 2010</td>
<td>2020</td>
<td>$25,000/yr</td>
<td>General Fund Sidewalk Line item Safe Routes to School</td>
</tr>
<tr>
<td>Road and Sidewalk Maintenance</td>
<td>Ongoing yearly</td>
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<td>$25,000/yr</td>
<td>General Fund Sidewalk Line item</td>
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<tr>
<td>Traffic Calming Measures around schools (raised crosswalks, etc.)</td>
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<td>Safe Routes to School</td>
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<tr>
<td>Traffic Signal Study along M-52 - coordinate with MDOT</td>
<td>Spring 2015</td>
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<tr>
<td>SATA/CATA plan to link transit services from Perry to Lansing</td>
<td>Spring 2015</td>
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</table>
## City of Perry Capital Improvement Program (2010-2040 Master Plan)

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<tbody>
<tr>
<td>Increased parking opportunities in HDBD</td>
<td></td>
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<tr>
<td>Development of family restaurants, hotels/motels</td>
<td>2014</td>
<td></td>
<td>2016</td>
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<tr>
<td>Develop study with SEDP to research opportunities for economic growth and jobs</td>
<td>2014</td>
<td></td>
<td>2016</td>
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<tr>
<td>Develop weekly farmers market</td>
<td></td>
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<td>2014</td>
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<tr>
<td>Development of conference center/banquet facility for special meetings/events</td>
<td>2016</td>
<td></td>
<td>2020</td>
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<tr>
<td><strong>Total</strong></td>
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<tr>
<td>City Services</td>
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<tr>
<td>Updates to City Ordinances</td>
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<tr>
<td>Recycling Program</td>
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<tr>
<td>New Public Services Station</td>
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<tr>
<td>Police</td>
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<tr>
<td>New Squad Car Lease</td>
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<tr>
<td>Study - Re-integrate 24-7 Police</td>
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<td>Fire</td>
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<td>New 75' Aerial Truck</td>
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<td>Additional Full-Time Staffing</td>
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<td>Additional Fire Station</td>
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<td>Schools</td>
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<tr>
<td>Coordination with Voc. Ed &amp; Coll/Univ.</td>
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<tr>
<td>Study for College Satellite Campus</td>
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<tr>
<td>Parks &amp; Recreation</td>
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<tr>
<td>Develop Non-Motorized Trail Plan</td>
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<td>Develop Non-Motorized Trail System</td>
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<td>Skate Park Proposal</td>
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<td>ADA-Accessibility at Parks</td>
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<tr>
<td>Community Gardens - Develop</td>
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<tr>
<td>Install Cameras at all Parks</td>
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<tr>
<td>Splash/Spray Park</td>
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<tr>
<td>Jubilee Park - Playground/Restroom Imp.</td>
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<td>Disc Golf Course</td>
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<td>Additional Athletic Fields</td>
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<td>Lower Playground - Develop Restrooms</td>
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<tr>
<td>Outdoor Amphitheatre</td>
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<tr>
<td>Fishing/Skating Pond - Acquire Land &amp; Dev</td>
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<td>Community Center</td>
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<td>Library</td>
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<td>Expand Facility</td>
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<tr>
<td>Technology Upgrades</td>
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<tr>
<td>Increased Parking</td>
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<tr>
<td>Community Activities</td>
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<tr>
<td>Performing Arts Support Group</td>
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### City of Perry Capital Improvement Program (2010-2040 Master Plan) Timeline continued

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<td>Increased Staffing</td>
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<td>Lansing Road Utility Extension</td>
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<td>Sidewalks/Bike Paths - primary rds</td>
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