

CITY OF OVID

MASTER PLAN

2020 Update

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In summary, City taxes contribute the greatest amount of resources to the City receipts while distributions from the state rank as the second largest sources.

Expenditures

Salaries were the greatest expenditures in 2019. In small communities providing a minimum of services it is typical for salaries to be a major expense.

	2019
General Administration	\$202,657
Police	\$204,198
Public Works (Including Parks & Rec.)	\$216,850
Local Streets	\$101,323
Major Streets	\$121,629
Sewer, Water and Utilities	\$454,305
Emergency Services	\$70,034

LAND USE

An area's land use develops according to its geography and its own individual economic and social character. The early location of a commercial establishment, the routing of a railroad or highway, and many other factors often have an important effect on the shape of the existing land use pattern. The methodology utilized in carrying out the land methodology use study was divided into four phases: collection, mapping, processing and analysis.

EXISTING LAND USE PATTERNS AND TRENDS

The total land area of the City of Ovid encompasses about 667 acres. Of this total area slightly less than 80 acres has not actually been developed.

Residential: Areas where dwelling units other than commercial residences, their accessory building and open space occupy the major portion of land. Excluded are agriculture lands and other uses not associated with the dwelling, even under the same ownership.

Commercial: Establishments supplying commodities and services to the general public. These include retail consumer goods, personal and business services and necessary storage and parking facilities incidental to these uses.

Industrial: Land activates concern with the manufacturing, processing, fabrication or bulk storage of goods of materials. Such activity includes the mechanical or chemical transformation of inorganic substances into new products. Also included are establishments which are involved in the extraction of materials from land, such as mining or quarrying and such other endeavors as heavy repair and warehousing. Industrial classification consists of four basic categories:

- Non-manufacturing: construction, warehousing and storage
- Non-durable manufacturing: functions such as food processing and petroleum refining.
- Durable manufacturing: manufactures of lasting goods (metals, and wood products)
- Quarrying and mining: extraction of natural resources.

Institutional: All lands used by federal, state, county, township, village, city, educational or semi-public institutions for the purpose of providing for the social, cultural, religious and health needs of the community. Such uses of land include City buildings, schools, churches, hospitals, cemeteries.....

Recreational: Land devoted to active or passive recreation. Included are open spaces which are developed or intended for public or semi-public recreational use, whether publicly or privately owned. Example: golf courses, parks, and playgrounds.

Transportation: Lands used for the conveyance of passengers and freight, including rights-of-way and terminals.

Utilities and Communications: Land used for the collection and distribution system, systems of utility and communication facilities. Example water treatment plants, sewage disposal plants and radio and television transmission towers.

Agriculture: Lands used primarily for the production of food, fiber and/or other salable vegetation. Example: crops, wood lots, and tree nurseries.

Undeveloped: All land which is vacant, unused, or unusable, including derelict land as well as water features.

The majority of Ovid's growth in the recent years has been concentrated along M-21. This growth has been in the form of commercial establishment along the highway and in residential subdivisions.

AGRICULTURE CHARACTERISTICS

The Ovid area is characterized by having many scattered areas which offer severe limitations to agriculture production. Their inability to drain sufficiently results in a high-water content which is detrimental to crop production. Within the City the river area contains the majority of the severely limited soils. The southwest portion of the City offers the largest area conducive to crop production.

FLOOD PLAINS

The recognition of flood plains area is an important factor in estimating a pattern of efficient and orderly growth for this community. Flood plain areas exist along the Maple River and during seasonal periods renders immediate areas unusable for urban utilization. The establishment of proper regulations governing the use of these areas is necessary if the community is to realize a safe progression of urban development.

WATER RESOURCES

The planning area contains a significant number of streams and rivers presenting opportunities for recreation. Maple River is dominate in the area running through the City on its way to the Grand River at Ionia from Livingston County.

LAND USE PROPOSALS AND RECOMMENDATIONS

In the process of planning for future community it becomes essential that a logical method of projection and allocation be evolved. The method chosen by your planning commission is one of present development analysis, projected population increase, assumptions of future desired densities future gross land requirements, and statements of predetermined policy guides and development standards employed to reach the projected land allocations.

RESIDENTIAL LAND USE CONSIDERATIONS

Present Situation: Residential uses a majority of the acreage in the City of Ovid. This area is comprised primarily of single family, residents. Future trends are towards two-family, multiple, and trailer dwelling units.

Projected Housing needs: Expected population in 2030 is 2,500. That would about be about 950 persons or about 300 additional homes.

Future Residential Land Requirements: Development Density Areas: Recommended area for urban residential development have been divided into three basis density classifications: low, medium, and high. Areas of low density, development will contain from one to three units. Medium Density development area will contain from three to eight dwelling units per gross acre. High Density development will contain in excess of 8 plus dwelling units per gross acre. Although specific high density, areas are not shown on the plan, such uses should be located near major thorough fares, shopping facilities and employment centers for maximum uncontested access and convenience.

Policies: Policies are statements setting forth the means or approaches used to achieve the foregoing goals. The policies help guide in decision making and rational in the development of land.

1. The quality of existing residential neighborhoods should be improved and preserved.
2. Development of land lots in undeveloped subdivisions should be encouraged in areas conclusive to residential development.
3. Subdivision of vacant land should be discouraged unless a specific demand is evident.
4. Residential areas should be attractive, well-designed and well maintained structures with off-street parking and attractive landscaping.
5. Local residential streets should carry only traffic having a local destination. Fast through traffic should be confined to major streets and highways.
6. Future residential growth should be maintained in compact neighborhoods where necessary community services are provided.
7. Residential areas should not be located within flood plain of rivers and streams or in any other location which present hazards to the safety or health of residents.

COMMERCIAL LAND USE CONSIDERATION

Present Situation: Commercial business is concentrated on Main Street and M-21.

Future Commercial Land Requirements: 160 acres

Policies:

1. Related and compatible business should be grouped together in suitable and properly located areas.
2. Improved accessibility and adequate parking for existing facilities should be developed in all commercial areas.
3. Commercial areas should be developed in such a manner that they do not harm adjacent residential areas.
4. Merchant groups should be encouraged to initiate improvement programs to make their shopping areas more attractive and more efficient. Such programs could include landscaping, architectural, and sign control and the provision of off-street parking and loading.
5. Strip commercial developments along major streets should be discouraged where inadequate depth is provided for turning movements because of the conflict that develops between through traffic and commercial traffic. Below are disadvantages to strip commercial development.
 - A. Speculation and inflated land values result in a large amount of dead or unproductive vacant land.
 - B. The mixture of homes and commercial uses that normally accompany strip commercial developments depreciate the land for both purposes.
 - C. Strip development on both sides of a busy street make pedestrian crossing difficult and hazardous as well as impede merchandising.
 - D. Businesses are of marginal nature and add little to the shopping selection and tax base of the community.
 - E. Scattered strip developments present a more difficult and expansive problem of providing necessary police and fire protection and other community services. It is recognized the settlement pattern along many roads had been established.
6. Highway services areas should be located properly to serve motorists without creating traffic congestion or harming adjacent properties.

INDUSTRIAL AND LAND USE CONSIDERATIONS

Present Situation: All commercial industrial sites are presently developed.

Future Industrial and Land Requirements: 240 Acres

Location Requirements and Site Control: Industry has emerged in recent years as a very desirable land use activity both from an economic and aesthetic standpoint. The reason had been an increased emphasis on good location, improved industrial practices, and more pleasing site design. Industry had had a great deal to do with modernizing their operations and it is the communities, duty to compliment such practices by setting aside desirable sites to accommodate industrial uses. The following criteria was employed to

locate proposed industrial areas and can also aid the City in providing additional desirable sites for future industries activity.

1. Location within easy congestion-free access to major highways or railroad lines.
2. Large sites to provide sufficient space for potential expansion, for landscape amenities and for on site, parking, and loading.
3. Service by water, sewer, fire, and police protection.
4. Desirable soils in terms of stability and drainage capabilities.
5. Protection from encroachment by other dissimilar land uses.

Policies:

1. Adequate utility services and access to needed transportation facilities be provided in all industrial areas.
2. The provision of adequate space for off-street parking and off-street loading should be required.
3. Buffer areas, formed by some combination of off street, parking, general Parkways, should separate industrial areas from residential areas
4. Industrial land should not be scattered indiscriminately among other land uses because of greater public services costs and possible harmful effects on adjoining areas.
5. Industrial plants should be grouped together in specific areas or belts.

PUBLIC BUILDING CONSIDERATION

Agriculture Land Use Considerations: The role of agriculture uses within the City limits will decrease in importance as the City increase in its urban charter. As development progresses the agriculture uses will eventually phase out beyond the corporate limit and will predominately locate in the immediate area surrounding the City. In spite of this decreasing importance within the City, caution should be utilized to protect the agriculture uses during cultural uses in terms of destroying the capability of each to function within their designed purposes. Careful consideration will eliminate or reduce any premature conflicting land uses.

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RECREATION CONSIDERATIONS

Present Situation: In terms of acreage the City has enough to meet the current needs of the City in passive and active recreation.

Policies:

1. A balanced system of recreation facilities should be developed and properly distributed to serve the entire community.
2. Community active and passive recreational needs should be satisfied and provided for all age groups.

3. Neighborhood parks should be developed wherever possible.
4. Sites should be acquired or reserved well in advance of expected development.
5. Open space policies should be developed which would preserve scenic or historic sites, reserve land for future urban use, protect irreplaceable natural resources and maintain prime agriculture land.
6. Policies should be promised which would encourage the development of wood lots and other scenic areas as private recreation facilities.

UTILITIES

Present Situation: Currently, the City area does have a municipal water system which utilizes an iron removal treatment process.

Future Needs: Expand existing system to serve expected 300 homes and commercial enterprises.

Solid Waste Disposal: This is operated on a contractual basis. Cost is \$74,112 per year. The contract with Granger Waste Disposal Company will run through 2022.

Power Fuel and Communications: The availability of electricity, natural gas, internet, and telephone service imposes no particular limitation on future development. They may be provided easily to any part of the City area.

TRANSPORTATION RECOMMENDATIONS

A community's transportation network has many parts and functions all of which must be so related as to provide for most efficient, economical, and safe movement of people and goods between various land use activities. When properly planned and coordinated this can make the environment more attractive, strengthen commercial and industrial developments and assist in implementing and stabilizing land use patterns.

Present situation: There are two main roads in Ovid, M-21 and Main Street. M-21 has the highest traffic volume in the planning area.

Principals and Standards: The direction, rate, and type of anticipated growth is in many ways dependent upon the adequacy of the transportation system. Streets and highways must be designed into a well-defined hierarchy according to the use they presently accommodate the functions they are expected to assume.

Future Needs: The current system should be adequate to support any growth in Ovid. In case there is an unexpected change then there should be protection of right of ways, and this will allow different access to areas of Ovid.

Policies:

1. The circulation system should be coordinated with those of adjacent communities to insure an economical and functional system.
2. Provision should be made for the separation of vehicles from pedestrians,

through from local traffic, fast from slow traffic, and commercial from recreational traffic.

3. Street design and parking and loading facilities should be adjusted to fit the movement, volume, and character of traffic and the adjoining uses of land for both present and future.
4. Major streets and freeways should be so located so as to bound, rather than cut through, residential neighborhoods. Residential streets should be reserved for local residential traffic.

MASTER PLAN

There are several objectives for the City of Ovid Master Plan and are described below.

Residential: Residential users are expected to continue as the predominate user of developed land within the City area. The expansion of the sanitary system will provide an impetus for continuing residential growth within the City of limits. Low density development will most likely be the major type of residential development and some high density in the form of apartment construction may be expected over the planning period.

Commercial: Commercial uses within the Ovid area are grouped together into three areas. The most dominate is the central business areas. The downtown area is designated for commercial activities of the general business type. The second shopping choice is on M-21 which would be highway originated, meaning they depend on traveling, such as the gas station. Again, this location depends on travel through the area.

Institutional: Little expansion is expected in terms of institutional development.

Industrial: There are two locations of industrial development. The City intends to keep the industrial development in the future on South Main St in the area designated as an industrial park.

Transportation: The existing transportation system should be adequate as the City grows. If there is significant growth, then alterations will need to be made to adopt to the increased population.

Open Space and Recreational

The designation of the flood plain area along the Maple River and a small area along the Ovid Drain comprise the recommended additions to the communities open space and recreation areas. These areas are not conducive to urban development but do have the necessary attributes for low development such as open space and a park for passive and active recreation.

Agricultural: The southwest corner of the City is designated as agricultural. This area is currently utilized for this use and due to the lack of community improvements on this area and its positive agriculture characteristics, this land has been retained for agriculture usage.

Adoption of the plan: State law allows the planning commission the power to draft and adopt comprehensive development plans. The City of Ovid Planning Commission has so acted. The Planning Commission is submitting the plan to the City Council and the public for comment for all suggestions and modification. Final adoption by the Planning Commission will incorporate the master plan as a document of formal governmental policy.

Zoning: The zoning ordinance is the major tool available to the City to structure the land use element of the master plan. The plan indicates population densities for the residential area and general locations for major commercial and industrial areas for the community.

The purpose of zoning is to regulate the use of land and building to protect areas of uniform development from the adverse effects of disruptive land uses of any type that tend to lower the economic value, efficient operation, and physical and social amenities of the surrounding properties. It is desired to have unified planning zones and with all new properties to be zoned as RA 2 where feasible.

Plan to keep or develop the downtown area the central business and economic growth for the City of Ovid. The goal is to keep the business in the downtown area on Main Street or on M-21. The encouragement of new business growth is to create more jobs for the City residents and to support future growth in the City and for surrounding areas. Future industrial development would be directed to expand the industrial park on South Main Street.

When lots become available and are small it is felt the best growth for the City is to combine adjacent small lots together to create larger lots for a more desirable home with space. The City intends to enforce the blight laws to better the City for future residents.

Subdivision Regulations: Subdivision Control Ordinance adopted 2002. (Copy attached)

The Capital Improvement Program: The City of Ovid intends to better the conditions for current and future residents of the City. The recreation opportunities need to be improved for the City. Development of recreation activities for the teenagers is a great need right now. Suggested ideas that are being looked into are a updating the tennis courts, adding new basketball hoops, disc golf, a performance shell, and adding restroom facilities to Veterans Park and Ackley Field.

Another goal is to develop a river walk on the Maple River. This river goes through the City of Ovid and bisects the non-operating railroad tracks. They intend to connect the two trails to make a length of 4,000 feet for the public to enjoy year round.

The Citizen's Role In Planning: Citizens interest and participation are of utmost importance to the public understanding, acceptance and support of the planning proposals set forth in the document. Citizens can be involved in various aspects as seen below.

1. Forming citizens committees to aid and cooperate with local officials in the decision-making process.
2. Helping to formulate community goals and objectives.
3. Soliciting and encouraging broad citizen interest in the planning process.
4. Participating in the hearings on the plan to ensure that it reflects community-wide rather than special interests.
5. Supporting the plan after adoption to ensure that the community interest is being served.
6. Cooperating with the governing body in plan enforcement.
7. Protecting the plan from indiscreet or piece-meal change which will cause the disintegration and subsequent ineffectiveness of the document.
8. Backing financial support for plan effectuation.

Planning for the community does not terminate when the plan is completed. Planning is a continual process. Periodically new data must be collected, analyzed, and integrated into a revised plan to assure that it will not perish. Citizen interest and participation should also be a continuing process. The City belongs to the citizens and their interest in the community is vital to the City of Ovid.

Table 12
Land Use

<u>Land Use</u>	<u>Acres</u>
<u>Residential</u>	<u>347.43</u>
<u>Commercial</u>	<u>54.62</u>
<u>Industrial</u>	<u>18.85</u>
<u>Utilities and Communication</u>	<u>2.5</u>
<u>Institutional</u>	<u>0</u>
<u>Parks & Recreation</u>	<u>42</u>
<u>Transportation</u>	<u>76</u>
<u>Agriculture</u>	<u>85.91</u>

Housing:

Sound: Housing which has no defects or only slight defects which are normally corrected during the course of regular maintenance.

Deteriorating: Housing which needs more repair than would be provided in the course of regular maintenance. It has one or more defects of an intermediate nature that must be correct if the unit is to continue to provide safe and adequate shelter.

Dilapidated: Housing which does not provide safe and adequate shelter. It has one or more critical defects or had a combination of intermediate defects in sufficient number to require extensive repair or rebuilding or is of inadequate construction. There has been little new building activity in the City. It would be advantageous for the City to concentrate on the general upgrading of housing structures in the community. Deteriorating housing should be replaced or remodeled as needed, while dilapidated housing should be replaced with more adequate structures that will provide healthy and safe dwellings. Precautions then must be taken to prevent future blight and to assure the eventual removal of substandard structures

Average lot size:

Density Feet	Average lot width	Average lot depth	Average square
High	50	115	5,750
Medium	100	115	11,500
Low	100	215	21,500

Industrial uses: About 15 acres are used for industrial purposes. All durable manufacturing occurs south of M-21 on Main Street. The immediate area around Ovid contains zero acres of industrial uses. Quarries located on the east and west side of the City contributes approximately zero acres to this industrial figure. The remainder is devoted to no manufacturing and no durable manufacturing.

IMMEDIATE CITY AREA.

Solid waste disposal

Refuse disposal has become an increasing concern in most urbanizing communities today. Solid waste consists of garbage and rubbish. The first being animal and vegetable waste and the second being tin cans, glass, metal, combustible material. The primary consideration in refuse disposal is that of health and sanitation. Refuse serves as feeding and breeding places for rodents, troublesome insects, including mosquitoes and roaches. In addition, poor storage and disposal operations may result in fire hazards, water pollution and air pollution problems to a community.

Power, fuel and communications: The City of Ovid receives all electricity and natural gas from the Consumers Energy Company which serves all the tri-county region with natural gas and is the second leading producer for electricity in the region. Telephone service is provided to the City by Frontier. Internet Service is provided by Charter, Frontier or Daystarr.

PROBLEMS WITH EXISTING DEVELOPMENT

Mixed Land Use: Property owners do not have adequate control of the type of development that will occur on surrounding land. The rundown mixture of residential, commercial and industrial uses causes undesirable side effects for example, noise, traffic and safety.

Commercial Development: Commercial facilities create problems of compatible land development and unsafe transportation movements. Commercial occupancy within the central business district may decrease the quality of facilities located in the area.

Housing Quality: The quality of housing in the City is generally poor. In the future steps will be needed such as possible urban renewal programs, in the meantime, further blight and deterioration should be curbed.

FACTORS AFFECTING DEVELOPMENT

TOPOGRAPHY: The topography of the Ovid area is the direct result of a catastrophic event which took place millions of years ago. The geologic time period named for this event is called Pleistocene, or "ice age." During this time great glaciers of ice moved across Michigan with thickness in excess of 300 feet. These great sculptors of land advanced and receded four times during this period. Each time the melting ice left behind more glacial debris than before. Erosion resulting from the melt waters of the glaciers formed the hills, valleys, lakes, and streams which constitute the present topography.

Generally, the Ovid area slopes from east to west in terms of topography. The highest point is in section 16 of Shiawassee County, where the elevation is 768 feet above sea level. The low point of the area is found at the junction of the Maple River and the Little Maple River in section 4 (Clinton County) where the elevation is 716 feet above sea level.

There exists no major or drastic land elevation change within the area. The Maple River flows through the area from the southeast to the northeast with slopes falling to meet its level as it bisects the community. Topography in Ovid is gentle in terms of slope gradients; however, other problems arise due to the presence of various soil types along the path of the river.

Soils: Soils in the City of Ovid are mixed in terms of drainage capabilities. Poorly drained soils exist predominantly along the Maple River and the various drain areas. Somewhat poorly drained soils also exist within the City, intertwined with spots of well drained soils. The ability of the soil to drain, determines in a large degree the suitability of the soil for urban uses. Many areas appear to offer potential problems to urban development, thereby being possible area for acquisition and prevention as open space or park and recreation usage.

Classification	Acreage	Total
Non-manufacturing	5	
Quarrying and mining	0	
Non-durable	4	
Durable	4	
Total	13	

Recreational Uses: Recreation uses approximately 42 acres of the City area.

Institutional Uses: There is minimal institutional use of land in the City since the closing and sale of North Elementary School and the relocation of the medical office on Main Street.

The City cemetery is the single largest land used with 16 acres. Health and welfare, religious and administrative comprise the remaining acres.

Use	Acres
Administrative	6.5
Educational	0
Religious	1.18
Cemeteries	16
Total	24.3

Transportation Systems: Transportation routes connect the land uses which generate such activities or places.

The planning area is geographically located between the urban centers of St. Johns and Owosso. This relationship is greatly influenced by the presence of M-21 which enables rapid movement and communication between these two cities. For purposes of this analysis, transportation will include both the street and highway system. The table below shows the acreage of the planning area.

TABLE 11
TRANSPORTION

Use	Acres
Streets	76
Rail Road	N/A

When compared to the total acreage of the City it can be seen that the 76 acres of streets in Ovid represent 13.5 percent of the total land area. For the surrounding area where there are 250.5 acres of developed land. Of this total, streets represent 28.7 percent of the developed area.

These percentages are high, but it needs to be understood there are about 200 acres that are undeveloped and currently being used for agriculture in the immediate area of the total 887 acres. As future development occurs, proper planning of future streets should reduce this total to a desirable level. This would lead to a logical and orderly use of land resulting in an efficient land pattern with minimum waste.

The extent and condition of the City transportation network is perhaps one of the most critical deterrents of its future growth. To accelerate growth people must have access to the City. Without this access, growth is slowed, and the City remains static.

Transportation serves people who are engaged in activities of all sorts, working, playing, shopping, and living. It is no wonder that we find transportation routes connecting the land uses which generates such activities. This movement by people and goods between activities is caused by transportation and land use relationship.

We find that certain types of land uses generate a greater amount of traffic than others. The understanding of the transportation system in Ovid is necessary before planning of future growth and expansion can be initiated. Such information is a very important element in providing the basis for future planning.

The following definitions are offered to provide a better understanding of streets and highway.

- Local Street: Provides access to individual abutting properties.
- Collector Street: Collects and distributes low speed, medium volume local Street traffic and moves it to and from arterioles, and provides direct access to individual abutting properties.

Minor arterial:	Moves through traffic at moderate speeds and volume to and from major arterials, expressways, and other traffic generators, and provides direct access to individual abutting properties.
Major arterial:	Moves through traffic at high speed and volume to and from highways and other major traffic generators with full or partially controlled access.
Freeway:	Moves through traffic at high speed and high volume between major traffic generators with fully controlled access.

Major Streets and Highways: There are 76 acres of right of way for streets, roads, and highways in the City transportation system. The following are explained below.

- 3.63 miles of Major Street
- 5.66 miles of Local Street

State Trunk Lines: The City of Ovid is bisected east and west by the state highway M-21, which provides a connecting link between Grand Rapids and Port Huron. M-21 provides the major facility for circulation between Ovid and the surrounding communities. Presently there exists scattered elements of both, residential and commercial development along M-21.

County Primary Roads: Within the planning area there exists two roads that can be designated as county primary roads. Hollister road, north on M-21 and Ovid Road, south of the City limits provides the basic area links to M-21, from Elsie and the southern portion of Ovid township, including the Round Lake area in Victor Township.

County Local Road: All streets outside of the City limit and within planning area which have not been designed as state trunk or county primary facilities are classified as county local roads. These roads function to channel low volumes of traffic, generated by scattered residences, onto roads carrying relatively high traffic volumes.

City Major Streets: In the City of Ovid, the major streets consist of Main, Williams, sections of Elm, East, Meridian, and Front. These streets collect and distribute low speed, medium volume, local street traffic and provides for traffic movement to and from M-21. Also, the major streets provide direct access to individual abutting properties.

City Local Street: All streets within the City limits not designated as major streets are classified as local streets. Their purpose is to provide direct access to individual abutting properties.

General Agriculture and Vacant Land: The corporate limits contain 49.9 percent of agricultural and vacant land. This comprises about 285.5 acres of the corporate total of 572 acres. The majority of the land is located in the southern one-half of the total City limits. Four acres of this is used for nursery use.

State Turnpike M-21: the right of way on M-21 varies from 100 to 150 feet as it bisects the planning area. This allows for 24 feet for traffic moving in the opposite direction.

County Primary and Local Road: Sixty-six feet of right of ways represent the average for the county primary and local roads. On the primary roads the average pavement width is 20 feet with two travel lanes.

City Major and Local Streets: Ovid's streets on the average have a right of way of 66 feet. Main street is the exception with a 100 feet right of way between the intersection with M-21 and the northern corporate limits. The City streets have two travel lanes with parking on the graveled shoulders. In the downtown area Main Street has two travel lanes with parking on the shoulders. The downtown area, Main Street had two travel lanes with angle parking utilizing a considerable amount of the 100 foot right of way.

Traffic Volumes: Due to the size and function of M-21 and the traffic generation effect of downtown business are, M-21 and Main Street carry the greatest volumes of traffic during the average daily period.

Traffic Generators: Traffic generators are those that land use functions which attract a high percentage of vehicular traffic. This is explained by a large factory or shopping center. In Ovid major generators of traffic are the Michigan Milk Producers Plant and central business district on Main Street. The former should receive considerable attention due to the nature of the traffic associated with its function, mainly large trucks. Other generators exist in terms of the commercial facilities located on M-21 and the industrial facilities in the southern portion of the City on S. Main Street.

Governmental Responsibility: Three different governmental levels are responsible for constructing and maintaining streets and highways in the planning area. These include the City of Ovid, Clinton County, and the State of Michigan. On selected highways, the federal government can provide 50 percent match funds. In the Ovid area the roads involved would be Hollister, Ovid, and M-21. Such projects and funds are administered by the State of Michigan.

Other Transportation Facilities: Public Air Service: The closest commercial air services facilities to the Ovid area are found in Flint at the Bishop Airport and, in Lansing at the Capital City Airport. In Owosso there exists the Owosso City Airport, which offers chartered flying service to the Ovid area.

Bus Service: Owosso had the closest bus station to the Ovid area with the location of the Indian Trail Bus Line. St. Johns does not have a regular bus station; however, the North Star Bus Lines do have an established bus stop within the city.

Taxi Service: The nearest taxi service for the Ovid area is located in the Owosso area.

COMMUNITY FACILITIES AND UTILITIES: In order to conduct daily governmental activities and furnish the essential public services to the citizens of the community, public buildings and facilities are required. The provision of these important communities requires both space and structures adequate in size and composition to allow the proper performance of their respective functions. Location is important. With regard to location, public facilities may be categorized as follows:

1. Those that service the entire community and are consequently most advantageously located near its center.
2. Those that serve sections or neighborhoods within the community are therefore, dispersed in strategic neighborhood locations.

A City hall, City library, or post office would fall on the first group. Such facilities, regardless of function, should be located where they are economically, aesthetically and conveniently most advantageous to their users. Public facilities are meant to include government, police, fire, education, and recreation.

Education: The public elementary school is located just outside city limits, on Mabbitt road in Middlebury township.

Recreation: Many factors tend to increase the demand for outdoor recreation facilities. Population growth, more leisure time, higher incomes, increased mobility and changing social patterns have influenced the demand for a greater variety and quantity for these facilities.

The City owns about 26 acres of park land in the north City area. The Roy Gumaer Park is used by the local people and people from surrounding townships. Due to installation of electricity and bathrooms at Gumaer Park rentals for each of the two pavilions have increased double. Improvement plans include refurbishing the Gumaer Park sign, adding a flagpole and flag, tiling where park floods, fixing areas for more parking, adding a disc golf course, and repairing the pathway for runners/walkers alongside the gravel road.

Veterans Park (football) and Ackley field (baseball/softball), which the City acquired from O-E Schools in 2018, the tennis/basketball courts and the little league baseball fields contribute additional recreational facilities to the City. Bathrooms were built at the little league field in 2008 and are in the planning stages for Veterans Park and Ackley Field.

The City of Ovid was directly influenced by the construction of the Sleepy Hollow Park which is directly south of the City. Sleepy Hollow is part of Ovid Township and part of Victor Township. This state park provides additional recreational opportunities and has drawn more people to the area which this recreation opportunity. As development increases there will be a greater demand for large community parks. These will provide both active and passive recreation to the area.

Fire and Police Protection: the extent of fire districts, the size of local services areas and the location of fire stations is strongly influenced by the recommendations of the National Board of Fire

Underwriters. This board sets standards for administrative organizations, equipment and the location of fire protection facilities for the purposes of fire insurance rating. The ratings are obtained by evaluating seven different items and assigning deficiency points to each one relative to the seriousness of its deficiency.

City of Ovid, Ovid Township and Middlebury Township have a combined volunteer facility located outside the City limits on M-21 in Ovid Township. The \$775,000 building was completed in 2019. OMESA services the City of Ovid, Ovid Township, Middlebury Township, and the southern edge of Duplain Township. 24 are currently employed by the fire station.

The police station uses 900 square feet of the municipal building. Two full time and 6 part time equivalents make up the police staff.

Ovid also has a post office, City hall, and a library. Ovid post office is located on Main Street and was built in 1959. They employ 8 people for 1,740 square feet. The post office is located to provide the greatest accessibility to the public. Ovid's post office is a second-class facility because of the service area it handles.

The Ovid Library was established in 1947 and remodeled in 1996. They are jointly supported by the township and the City. Financial support from the City is from local tax income and other sources of gifts, endowments, and book fines. Four people are employed.

PUBLIC UTILITIES AND SERVICE AREAS

The primary function and purpose of the public utility system:

- * Procurement, treatment, storage, and distribution of potable water.
- * Collection, treatment, and disposal of domestic and industrial waste, collection/dischage of surplus surface runoff waters.
- * Collection, treatment, and disposal of solid waste.
- * Supply and distributors of power and fuel.
- * Means of communication.

Although each element of this utilities network exerts some influence on the present and future rate, direction and pattern of urban development, water availability and sanitary sewer systems are the most influential.

Water Supply: A continuous supply of high quality, water is a vital necessity for modern living. All activities whether residential, commercial, industrial, public, have certain

unique and basic water requirements. Development occurs where water is available. The water system may be expected to offer the following benefits:

- Increase the possibility at attracting new industry
- Provide sufficient water for all users
- Improve water quality through treatment
- Improve fire protection potential and therefore, reduce fire insurance rates

Ovid has a public water system. This system uses a well to extract ground water for the City water source. Due to the quantities of iron found in the water supply, the plant is characterized by the utilization of the iron-removal treatment process. The treatment plant is designed to treat flow of 1.5 million gallons per day. The City uses an average of 125,000 gallons of water per day. Water storage is accommodated by the use of an elevated tank.

Sewage Disposal: The provision of and adequate sewage disposal system is one of the most important services required for healthy living.

Storm Drainage: The City has artificial storm drainage system in the upper portion of the City limits. Areas north of M-21 are presently served by this system which empties into the Maple River. The City is located in the Maple river drainage basis. The river provides the predominate source of natural drainage for the area.

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