



CITY OF MARINE CITY

Planning Commission Meeting Agenda

Marine City Fire Hall, 200 South Parker Street

Regular Meeting: Monday, January 8, 2018 7:00 PM

1. **CALL TO ORDER**
2. **MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE**
3. **ROLL CALL:** Commissioners Graham Allan, William Beutell, Jacob Bryson, Keith Jenken, Joseph Moran, Brian Ross; City Commissioner David Simpson; Building Official Susan Wilburn; City Manager Elaine Leven
4. **COMMUNICATIONS**
 - A. Michigan Economic Development Corporation
5. **PUBLIC COMMENT** *Residents are welcome to address the Planning Commission. Please state name and address. Limit comments to five (5) minutes.*
6. **APPROVE AGENDA**
7. **APPROVE MINUTES**
 - A. December 11, 2017 Meeting Minutes
8. **UNFINISHED BUSINESS**
9. **NEW BUSINESS**
 - A. Public Hearing
 - 2018-2022 Marine City Master Plan & Parks and Recreation Plan
10. **ADJOURNMENT**

MICHIGAN ECONOMIC
DEVELOPMENT CORPORATION

Memorandum

TO: City Commission of Marine City

FROM: Christopher Germain, MEDC Redevelopment Ready Communities Planner

DATE: November 28, 2017

RE: **Welcome to Redevelopment Ready Communities®**

I am pleased to welcome the City of Marine City to our growing list of communities participating in the MEDC's *Redevelopment Ready Communities* program! As an RRC engaged community, Marine City is a partner with the MEDC in building a place that is ready to attract talent and business investment.

With formal engagement complete, the next step in the process is for the city to receive a formal evaluation. Guided by the city's self-evaluation, the formal evaluation will dive deeper into the city's processes, plan, practices and policies related to planning and economic development. It will also include interviews with local stakeholders and developers. The resulting baseline report will provide helpful recommendations on how the city can reach certification. We do have a number of communities waiting for an evaluation but are moving at a quick pace. Marine City's evaluation will happen in 2018 but it is difficult to provide a more specific estimate at this time.

As Marine City awaits its report, the city should continue to take steps toward becoming a certified community. I have identified some items from the self-evaluation that could be good places to start and those have been communicated to your City Manager. As a formally engaged community, the city now has access to additional tools to assist with reaching certification, including the RRC online resource library at www.miplace.org/rrelibrary.

We also strongly encourage learning and borrowing examples from other communities who are engaged in our program such as Port Huron, St. Clair, Lathrup Village and Durand. A full list of engaged communities can be found at www.miplace.org/rre. As an RRC engaged community, you are part of a network of communities pursuing the same goals to increase transparency, predictability, and efficiency in the development process and we hope you find value in this peer-to-peer connection.

Again, welcome to RRC and I look forward to working with you and city staff throughout the process.

Sincerely,



Christopher Germain, AICP

PURE MICHIGAN®

**City of Marine City
Planning Commission Meeting
December 11, 2017**

A regular meeting of the Marine City Planning Commission was held on Monday, December 11, 2017, in the Fire Hall, 200 South Parker Street, Marine City, Michigan, and was called to order by Chairperson Moran at 7:00pm.

After observing a moment of silence, the Pledge of Allegiance was led by Chairperson Moran.

Present: Chairperson Joseph Moran; Commissioners Graham Allan, William Beutell, Jacob Bryson, & Keith Jenken; City Commissioner David Simpson; City Manager Elaine Leven; Deputy Clerk Elizabeth McDonald

Absent: Building Official Susan Wilburn

Communications

None.

Public Comment

None.

Approve Agenda

Motion by Commissioner Beutell, seconded by City Commissioner Simpson, to approve the agenda, as presented. All Ayes. Motion Carried.

Approve Minutes

Motion by City Commissioner Simpson, seconded by Commissioner Beutell, to approve the November 13, 2017 meeting minutes of the Planning Commission, as presented. All Ayes. Motion Carried.

Unfinished Business

None.

New Business

Set Public Hearing Date for 2018-2022 Marine City Master Plan & Parks and Recreation Plan

City Manager Leven stated that the next step was to set a Public Hearing date and then make revisions to the plans if needed based on comments received at the Public Hearing. She noted that the plans are currently in the sixty-three day public comment period, which ends at January 1, 2018. She also stated that proper notification of the hearing must be met.

Motion by Commissioner Beutell, seconded by Commissioner Allan, to set the 2018-2022 Marine City Master Plan & Parks and Recreation Plan Public Hearing date for January 8, 2018 at 7:00pm in the Marine City Fire Hall. All Ayes. Motion Carried.

Adjournment

Motion by Commissioner Beutell, seconded by City Commissioner Simpson, to adjourn at 7:07pm. All Ayes. Motion Carried.

Respectfully submitted,

Elizabeth McDonald
Deputy Clerk

Kristen Baxter
City Clerk

**2018-2022
MARINE CITY
MASTER PLAN
COMMUNICATION**

Elaine Leven

From: jeh [REDACTED]
Sent: Tuesday, November 14, 2017 12:35 PM
To: Elaine Leven
Subject: Master Plan

I read through the plan and it looks pretty fantastic, a few thoughts I had was the busses go each direction only two times a day, it would be nice to try to add additional routes. The more modes of transportation the better.

Now the part I really wanted to email about is the recreational program, according to studies at Carnegie adolescents are most likely to start risky behavior in the years of 10-14, after school programs and activities that go up until six can help combat that, the more recreational programs the kids have around here the more likely they are to stay out of trouble, I like the direction and hope more recreational programs can open in the area.

Next is keeping the youth in the city, When it comes to "Brain Drain" I think you have to take a look at the jobs that youth can find in this area as opposed to the city, there aren't many opportunities around here especially for jobs of the future (STEM) and college level work, most jobs that pay well are in more populated areas and as long as it's going to stay the same, the youth is going to take themselves where they can find better job opportunities and skill specific jobs, same with college students, there aren't many opportunities to use a college degree in this town, entrepreneurship is a big selling point if you want to go that route. I don't see any counseling centers in the area, Detroit is trying to become the next Silicon Valley and we're putting in bids for Amazon to create 15 thousand jobs in Michigan, manufacturing jobs are jobs of the past, if you want to keep our own youth in our city you have to think in terms of what kind of employment opportunities are around the area, without going towards Port Huron or Detroit the opportunities are slim.

Ultimately, St. Clair community college is on the other end of the county and I myself chose Macomb over SC4 for that purpose. It's probably not practical to lobby for a second campus such as MCC has but maybe the idea of trying to get a trade school in the area would be great for the children of the towns future, whether it be medical, technology, mechanics. Any sort of continuing education in the area or even in cities adjacent to us would help to educate and keep students graduating high school in the area.

I hope you consider my input and I thank you for your time,

Josh.

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Elaine Leven

From: Kristen Baxter
Sent: Wednesday, November 15, 2017 12:12 PM
To: Elaine Leven
Subject: FW: Master Plan

Elaine –

Please see below email ...

From: g [mailto:g [redacted]]
Sent: Wednesday, November 15, 2017 12:11 PM
To: Kristen Baxter <KBaxter@marinecity-mi.org>
Subject: Master Plan

Hi Kristin-

I'm not sure where the city is with the Master Plan update, but I was just reviewing a couple of sections and found two items in the Parks & Rec section that may need correction.

Could you pass along to whomever would be interested?

1. Under "Other State Facilities" I don't believe the MDNR Boat Launch is listed, unless I missed it elsewhere. I believe it does have a dot on the map, though.
2. Under other parks outside of Marine City, the Cottrellville Township listing for the Township Park lists freighter watching. There's no freighter watching from its location on Marsh Road ☺

That's it. Thanks-

Georgia

Elaine Leven

From: Josh Elsholz [REDACTED]
Sent: Monday, November 20, 2017 9:30 AM
To: Elaine Leven
Subject: Master Plan

I know I emailed before about possibly trying to get continuing education in the city as the nearest continuing education is probably Ross in New Baltimore then either Macomb Community College or SC4, and while I don't believe we could ever achieve getting a second campus like MCC has I believe we should try to get some sort of continuing education in the area for graduates of high school so they're not all leaving right away because there are no opportunities locally.

I recently had another idea that is great for communities and youth, What if we could try to get a local YMCA out in the area? I believe the closest ones are Port Huron and Mt. Clemens, it seems like everything that would help youth on this side of the county is all the way on the other side of the county or easier to access through Macomb County. Just another idea with the childhood obesity rates being high and I think a YMCA would be great for the community.

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MICHIGAN ECONOMIC
DEVELOPMENT CORPORATION

Memorandum

TO: Marine City Planning Commission

FROM: Christopher Germain, MEDC Redevelopment Ready Communities Senior Planner

DATE: December 26, 2017

RE: **Master Plan Update – RRC Comments**

Thank you for making a copy of the city's Master/Parks & Recreation Plan (2018 – 2022) available for review. Overall the city should be proud of the work on this plan so far.

As the city has recently engaged in the Redevelopment Ready Communities (RRC) program, I have conducted a preliminary review of the document for alignment with the best practices. These comments are offered in the spirit of collaboration between the city and RRC as it begins its path toward certification. They are focused on assisting the community in meeting the criteria found under RRC best practice 1.1.1 (the master plan).

If you have any questions on my comments below, please feel free to contact me at your convenience. I look forward to seeing the completed plan in early 2018 and working with the city as it continues on the path to RRC certification.

Sincerely,



Christopher Germain, AICP

COMMENTS: 2018 – 2022 Master Plan

Priority Redevelopment Areas

A master plan sets the tone for both public and private investment in the community. In order to help better direct investments from both sectors, RRC-aligned master plans identify specific areas of redevelopment and craft a strategy for promoting the type of development desired. The current draft touches on this idea in the future land use section, seeming to encourage redevelopment in existing residential neighborhoods where small lot sizes barely meet the minimum and discussing continued redevelopment along the nautical mile. However, in both cases the plan doesn't really present a strategy much beyond a desire to see redevelopment. What steps might the city and its partners take to encourage redevelopment in these particular areas? What barriers might currently exist to redevelopment that should be tackled? Ultimately, I encourage you to include a specific section on redevelopment in the plan. One



example you may wish to explore is the city of Lapeer which includes a “critical areas” chapter in their plan.

Complete Streets

The plan’s transportation chapter (and a few other sections) refer to walkability within the city as a key tool for encouraging development and it sounds as though the city has a strong start over other more suburban communities on this front. In order to fully align with the RRC best practice criteria for complete streets, I encourage the city to strengthen the non-motorized and pedestrian mobility section in chapter 6 to identify key areas where improvements may be needed. Since the implementation section indicates that the city will ultimately create a standalone complete streets plan, this section needn’t be extension but should include at least a few specific recommendations for improvement.

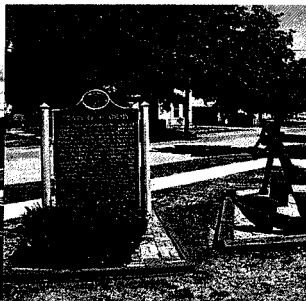
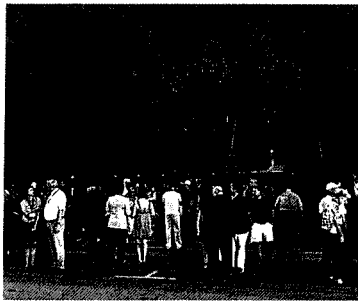
Vision, Goals, & Objectives

The plan includes a very comprehensive list of objectives in chapter 3; however, there don’t appear to be goals associated with each focus area. Objectives without goals are really just a list of items. I encourage the city to establish goals to better guide the objectives. This can help better tailor implementation (please see comments below for more on that). The Parks & Recreation portion of the plan does a nice job of this. It is also worth mentioning that the plan vision for 2040 is quite inspiring and well done!

Implementation

The plan includes a fairly detailed implementation section which identifies tools and programs to help the city meet the plan’s goals (zoning updates, place making, capital improvements, RRC, etc.). What’s notably missing are the objectives found in chapter 3. These objectives are necessary for successful implementation and should be included in this section along with responsible parties and estimated timeframes. The purpose of this is to help the community identify which objectives to tackle first and also to bring in a multitude of community stakeholders into the implementation process, thus increasing buy-in and collaboration. You can find examples of implementation tables in other RRC-engaged or certified communities’ plans at www.miplace.org/rrclibrary.

Additionally, RRC best practices call for the city to annual report on progress made toward meeting the objectives in the master plan. I encourage the city to include that step as part of the implementation narrative.



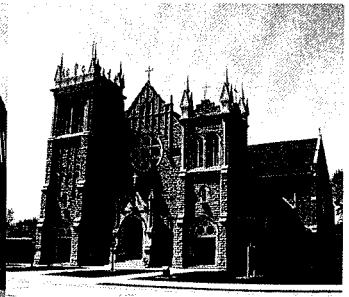
2018-2022 MARINE CITY MASTER PLAN and Parks & Recreation Plan



Adopted by:

Marine City Planning Commission: January __, 2018

Marine City Commission: January __, 2018



DRAFT

2018-2022 MARINE CITY MASTER PLAN & Parks and Recreation Plan ACKNOWLEDGMENTS

ADOPTED: JANUARY __, 2018

MARINE CITY COMMISSION

Dave Vandenbossche, Mayor
David Simpson, Mayor Pro-Tem
Terrance Avery, Commissioner
Lisa Hendrick, Commissioner
William Klaassen, Commissioner
Rebecca Lepley, Commissioner
James L. Turner, Commissioner

MARINE CITY PLANNING COMMISSION

Joseph Moran, Chair
William Beutell, Vice-Chair
David Simpson, City Commission Representative
Jacob Bryson
Linda A. Gabler
Keith Jenken
Graham Allan

CITY OFFICIALS

Elaine Leven, City Manager
Kristen Baxter, City Clerk
Susan Wilburn, Building Official & Code Enforcer

Prepared Under the Direction of the Marine City Planning Commission by the
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CHAPTER 1

INTRODUCTION

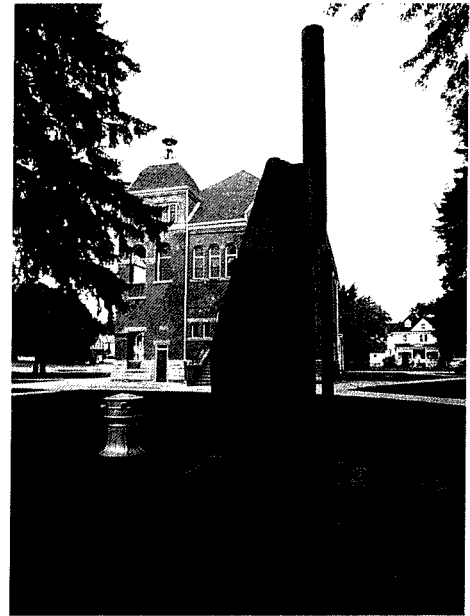


IN THIS CHAPTER:

- ▶ THE HISTORY OF MARINE CITY
- ▶ MARINE CITY'S LOCATION IN THE COUNTY AND REGION
- ▶ REGIONAL INFLUENCES ON MARINE CITY
- ▶ PLANNING IN NEIGHBORING COMMUNITIES
- ▶ THE RELATIONSHIP BETWEEN THE MASTER PLAN AND ZONING
- ▶ PUBLIC INVOLVEMENT IN THE DEVELOPMENT OF THE MASTER PLAN

DRAFT

MARINE CITY MASTER PLAN



INTRODUCTION

.....

This chapter describes the location of Marine City in the St. Clair County region. It also explains the purposes of this combined master plan/five-year recreation plan and its relationship to zoning, capital improvements planning and related implementation tools. The Marine City Master Plan is intended to guide the growth and development of the city over the next twenty years.

Many factors influence the growth and development of a given community. Some relate to local decisions and can be controlled by the local community; others result from actions and/or developments outside the community and are, therefore, subject to somewhat less local control. In turn, the influence of actions and/or developments outside the community depends on the position of the community within the larger surrounding region. This position is a factor that cannot be changed but must be recognized and accommodated. Furthermore, local actions and developments that have occurred in the past influence current local and regional actions and developments and, as such, community growth and development. Local policies and decisions impacting land use should take these historical and regional influences into account to be relevant and effective.

HISTORY OF MARINE CITY

.....

The first settlers of what is now known as Marine City came by water to begin a relationship between a human settlement and the waterfront that continues to this very day. From settlements known as Yankee Point, Newport and La Belle Riviere, a thriving community grew to be incorporated as Marine City on March 21, 1865. Activities such as shipbuilding, shipping, saw mills and salt mining formed the economic backbone of the newly-formed community.

The early community prospered through waterborne commerce with the construction and repair of vessels to transport people and products. The first shipyard in Marine City was located at the foot of

Pearl Street and Broadway on the St. Clair River. Four other shipyards followed and it has been estimated that over 250 vessels were constructed in the late 1800's and early 1900's. In addition to shipbuilding, other shipping related activities provided income to the majority of Marine City residents as evidenced by a report in an 1890 edition of the local newspaper, the Marine City Magnet:

"Sailors constitute a large percentage of our citizens and it is probably that no city on the chain of lakes turns out as large a percentage of sailors as may be found in Marine City. Of the three hundred and fifty men in this area and earning their living on the lakes, over two-thirds are officers and many of them own an interest in the boats they sail, fifty-two boats laying up in winter quarters here."

Vestiges of the past can still be found in the form of the many historical structures that still stand throughout the city. Prominent among these historical structures are the City Hall, built in 1889, and the Newport Academy, now the Pride & Heritage Museum. McLouth Yards has been in continuous operation since 1910, first as a ship repair yard until the 1930's and later as a port for sand, gravel, stone and coal. A number of historic homes remain today in restored condition.

Just as the dominant form of commerce was waterborne in the early years, the primary mode of transportation was by water. Steamers provided passenger service between ports along the St. Clair River. Transportation over land was by horse and coach over unpaved roads and pathways. By 1900, Marine City was a connecting link between Detroit and Port Huron on the interurban electric railway. Regular ferry service to Sombra, Ontario, provided a strong relationship between Marine City and its Canadian neighbors.

Increased reliance on rail and automobile transport and changing economic needs caused a shift away from water transportation by the 1920's and 1930's. With this shift, came a decline in the relationship between Marine City and its waterfront. However, with today's demand for water-based recreation and tourism opportunities, Marine City can once again capitalize on its historical heritage as a center of waterborne commerce.

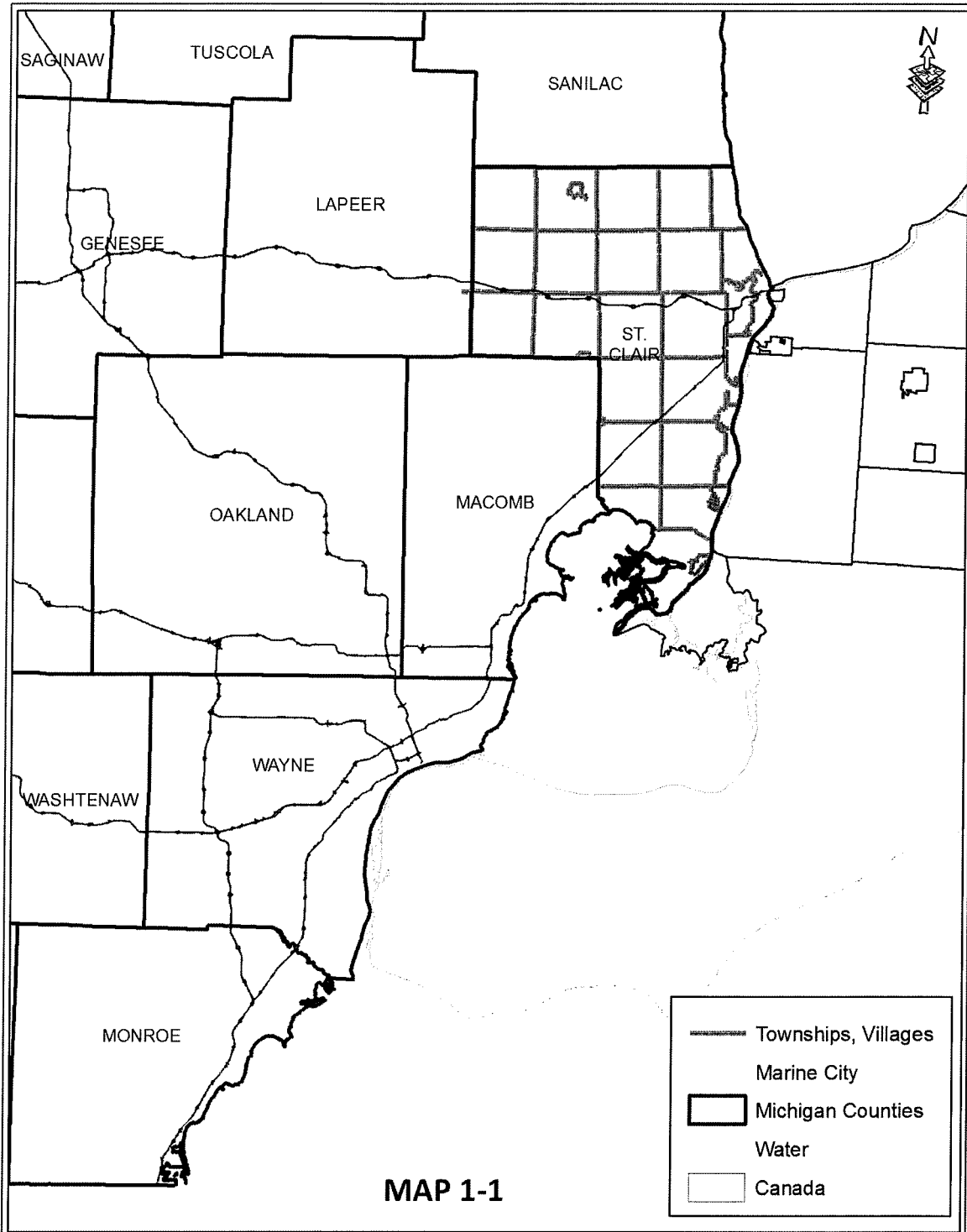
REGIONAL LOCATION

Marine City is located within southeastern Michigan, the most heavily populated region in the state, approximately 20 miles south of Port Huron and 50 miles north of Detroit. Situated at the confluence of the St. Clair and Belle Rivers in southeastern St. Clair County, Marine City is one of many Michigan communities that are readily accessible by both land and water. The city is bordered by Cottrellville Township to the south and west, China and East China Townships to the north, and the St. Clair River to the east.

Other nearby communities are the City of Algonac (approximately 5 miles to the south), the City of St. Clair (approximately 6 miles to the north), and Sombra, Ontario, which is directly across the St. Clair River from Marine City. The Belle River runs south from the northern city limits to a point just south of Chartier Avenue, where it joins with the St. Clair River, which runs diagonally from northeast to southwest.

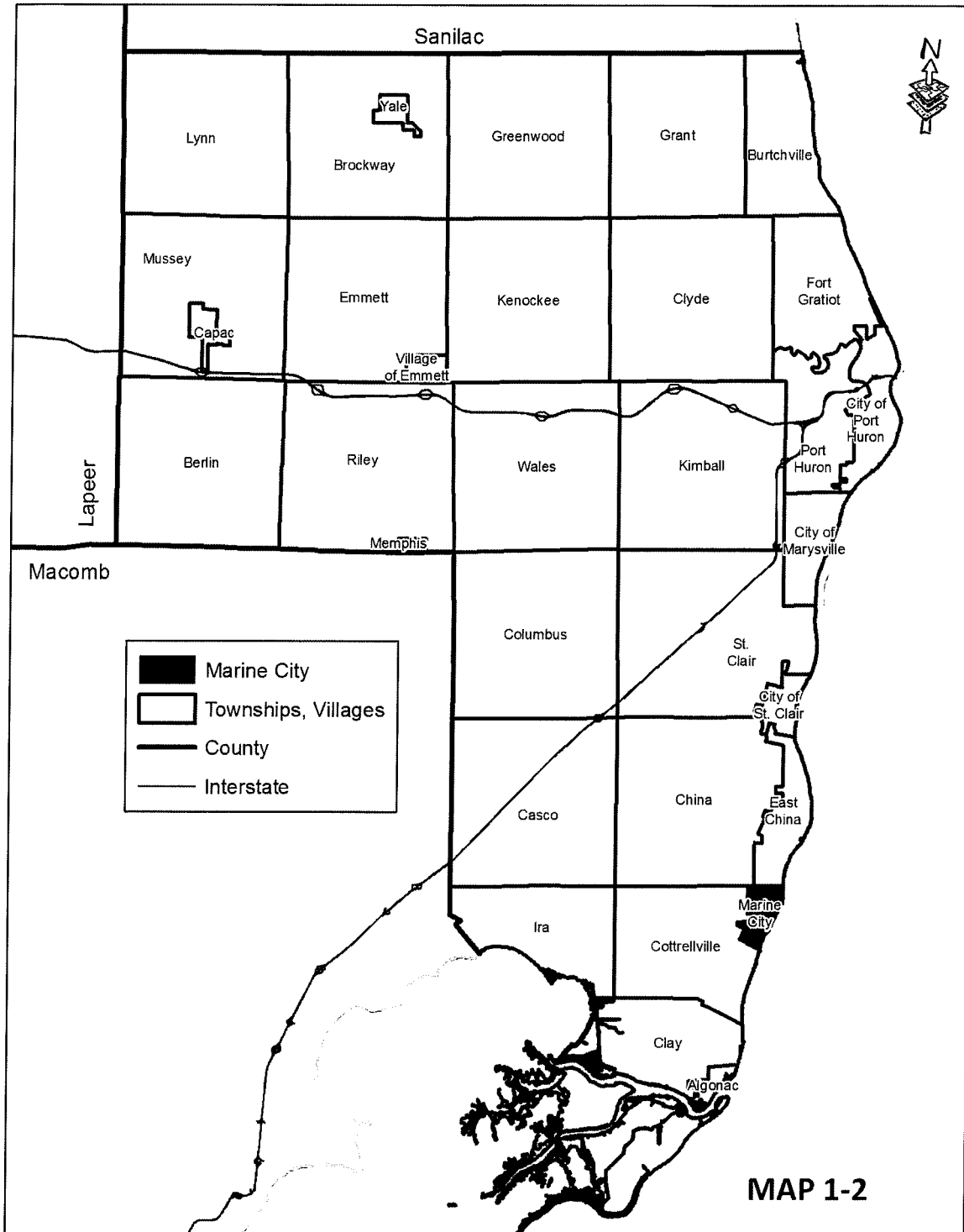
Regional Area

Marine City Master Plan



Marine City in St. Clair County

Marine City Master Plan



REGIONAL ACCESS

Marine City can be reached from the north and south via state trunkline M-29 (which runs through the city) and is linked to Interstate 94 (the expressway link between Detroit and the Port Huron/Sarnia area) by Marine City Highway. M-29 connects Marine City with Algonac to the south, with the City of New Baltimore (in Macomb County) to the west, with the Cities of St. Clair, Marysville, and Port Huron to the north and, via Business Loop I-94, with state trunkline M-25, which runs along the Lake Huron shoreline from Port Huron to Bay City.

Marine City Highway is a paved County Primary road running east from Interstate 94 to the northwest part of the city. Marine City can also be reached from the north via King Road, a paved County Primary road. Auto ferry service across the St. Clair River is available from Marine City to Sombra, Ontario. Given its river location, the city is a popular permanent and transient mooring spot for Great Lakes pleasure crafts.

REGIONAL INFLUENCES

There are several major regional free market and governmental influences on the growth and development of Marine City. These regional influences are:

- ▶ Labor markets in Metropolitan Detroit
- ▶ The St. Clair County Metropolitan Planning Commission (SCCMPC)
- ▶ The Southeast Michigan Council of Governments (SEMCOG)

Labor Markets in Metropolitan Detroit

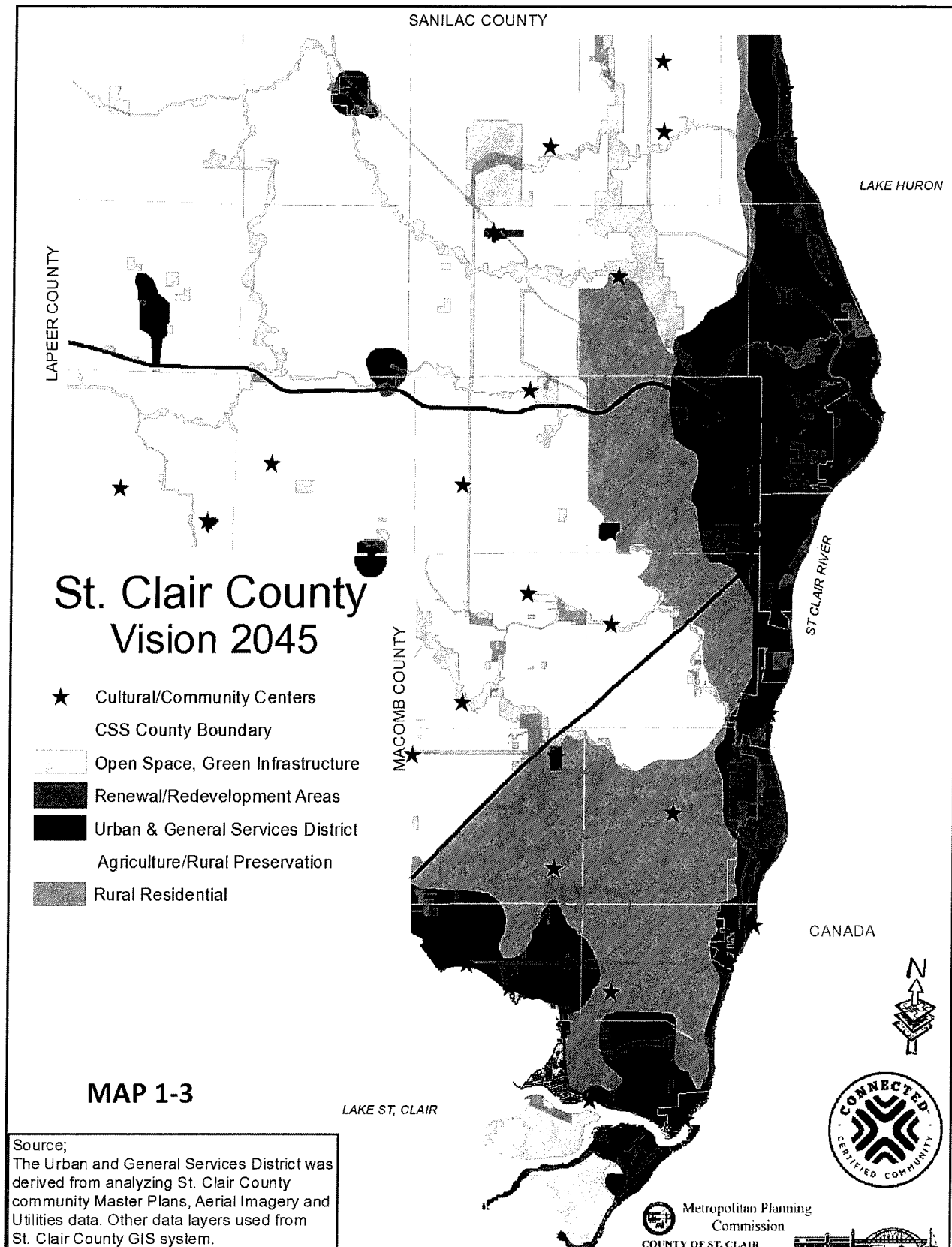
St. Clair County is part of the Detroit Metropolitan Area, which is a region that is experiencing an economic downturn due to major changes in the global automotive industry, which had provided the region with jobs for decades. Marine City lies near the northeastern fringe of this region. Manufacturing employment tied to the production of automobiles has decreased, affecting the incomes and lifestyle of residents in the region, as well as having direct impacts on the regional housing market.

The location of Marine City with respect to the labor markets of the region, particularly those in the Port Huron Urbanized Area and in nearby Macomb County, is such that persons can maintain a residence in the small-town atmosphere of Marine City and easily commute to employment in those labor markets. However, jobs in those labor markets that were so closely tied to automotive have decreased as small and large suppliers are having to produce more with less resources, diversify to other industries or shut down altogether.

St. Clair County Metropolitan Planning Commission

The St. Clair County Metropolitan Planning Commission (SCCMPC) carries out regional planning functions, which include:

- ▶ Coordinating local planning and zoning efforts;
- ▶ Providing planning assistance to local units of government;



MARINE CITY MASTER PLAN

- ▶ Directing transportation planning and programming for the county;
- ▶ Implementing the St. Clair County Master Plan; and
- ▶ Working collaboratively with other entities in the region to facilitate sustainable economic development.

To fulfill its coordination function, the SCCMPC adopted the St. Clair County Master Plan in November 2016. The plan addresses certain planning concerns in St. Clair County as a whole for the years 2016 through 2035. These concerns include land use and change management, the environment, the economy, transportation, and public facilities and services.

The St. Clair County Master Plan includes the “Vision-Based Policy” map (see map 1-3), which indicates that Marine City is located within the Urban and General Services District (UGS). Key characteristics of the UGS district are:

- ▶ The highest density development within the next 20 or so years occurs within a proposed Urban and General Services Districts (UGSDs). This district is located primarily along the shoreline in a band of about one to three miles wide. Sewer, water and other services are not extended beyond the district boundary, except in or adjacent to small cities and villages.
- ▶ The UGSD represents target areas for directing new growth needing a full range of public services in a managed, phased, incremental manner.
- ▶ The UGSD is comprised of higher density areas, with existing water/sewer service or planned water/sewer service within the next 20 years.

The Vision-Based Policy (Map 1-3) depicts Marine City as a cultural/community center and shows planned open space corridors along the St. Clair River and Belle River shorelines. A planned transit corridor, to link all of the shoreline communities in the county, is shown running along the west side of the city.

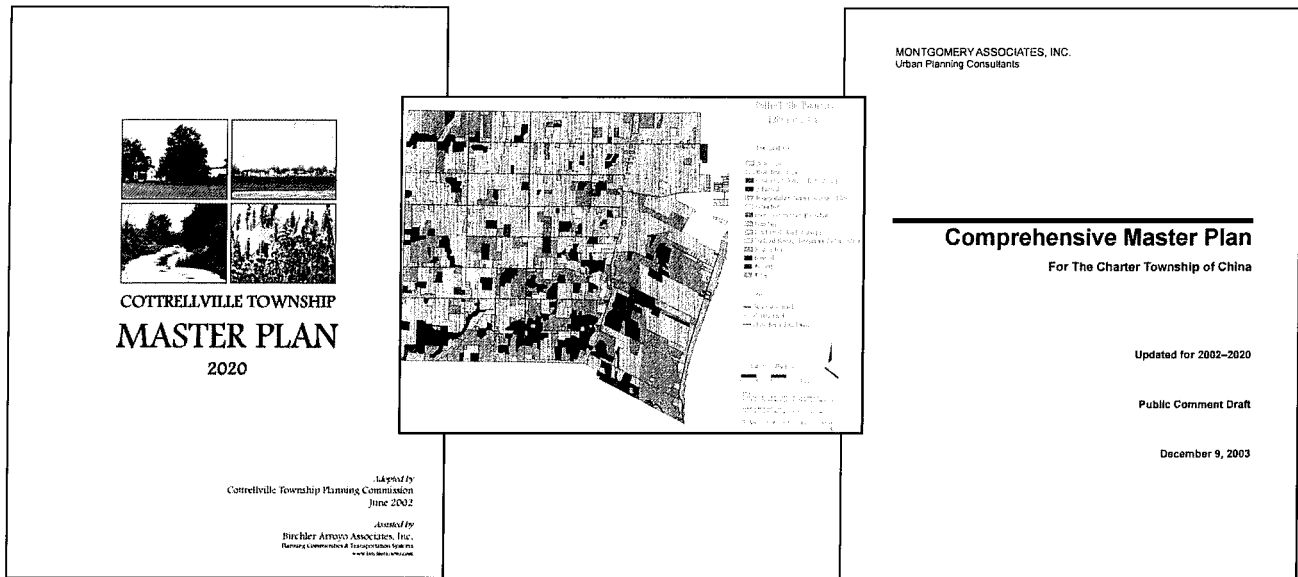
Southeast Michigan Council of Governments

St. Clair County is in the Southeast Michigan Council of Governments (SEMCOG) region. SEMCOG plays an active role in providing planning-related data, transportation modeling and regional planning to its member municipalities. SEMCOG also reviews local applications for federal and state funding to ensure that the local projects for which funds are sought are consistent with regional planning efforts.

PLANNING IN NEIGHBORING COMMUNITIES

In addition to the wider regional influences given above, planning and zoning efforts in neighboring communities can influence Marine City’s growth and development. For example, if land in a neighboring community were zoned/used for light-industrial purposes, it would be advisable for the City to designate its land that abuts such an area as a compatible use, such as industrial or commercial, as opposed to an incompatible use, such as single-family residential. As noted above, there are three communities that share a common boundary with Marine City: China Township and East China Township to the north and Cottrellville Township to the south and west.

INTRODUCTION



China Township

China Township completed a review of its Comprehensive Master Plan for the years 2004-2020 in 2013 and determined that while the plan remained substantially valid, some updating and amendments to the plan were required. Most of this work was precipitated by the release of the 2010 U.S. Census impacting population projections and profiles within the Plan.

The land use plan has not changed significantly since the last master plan update. The future land use plan update anticipates land uses which are consistent with the existing and future land use plan of Marine City.

General planning objectives include providing for a balance of urban and rural land uses within the township; preserving the rural character of the township through proper and thoughtful arrangement of land uses; preventing haphazard intrusion of urban areas into those rural areas of the township not planned to receive public utilities; and encouraging a well-planned arrangement of urban uses in that portion of the township to be provided with public water and sewer services.

The existing land use pattern along the Marine City border is predominantly agricultural, along with small pockets of single-family residential and vacant uses. There are farms in almost every section of the township. Much of this farmland is fragmented and is interspersed with vacant land and large lot residential development. Relatively large farms can be found in the southern half of the township. The predominant land use found along the border in Marine City is vacant, along with some commercial and office land uses found at the intersection of King Road and Marine City Highway.

The future land use map for China Township designates land along the Marine City border for commercial, business and professional office uses. China Township designated this area as commercial due to its close proximity to King Road. Placing these land use types near an intersection of two paved public roads allows for appropriate access intended for more intensive uses. These areas are also expected to receive public sewer and water and could support relatively higher-density general commercial uses. At present, there are 17 homes in China Township along King Road with failing septic

MARINE CITY MASTER PLAN

systems, which may necessitate connecting to Marine City's sanitary sewer system to alleviate the problem.

Cottrellville Township

Cottrellville Township's master plan was last revised in 2016. The predominant land use in Cottrellville Township along the Marine City border is agriculture, with an area in the northeast corner zoned as light industrial. There are also small pockets of single-family residential and open space land uses running along the border with the city. In Marine City, the existing land use pattern along the border is predominantly vacant, with some industrial uses in the north, multiple family residential along King Road, between Chartier Road and Plank Road, and commercial and office land uses at the intersection south of Short Cut Road and east of River Road.

The Cottrellville Township Master Plan intends to guide much of its development near Marine City. This is achieved through several basic objectives found in their future land use plan, some of which include concentrating the most intensive land uses near Marine City where sanitary sewer service is most likely to be available; promoting Marine City as the long-range center of all shopping and services at the community-wide level; encouraging higher density residential development within the St. Clair River Corridor and at other locations where sanitary sewer and/or municipal water service is anticipated; and promoting industrial development around the Marine City Airport in a well planned, industrial park setting to improve the community's tax base and to provide additional employment opportunities.

The three "islands" of township land located within the city limits of Marine City are all planned for suburban residential densities.

East China Township

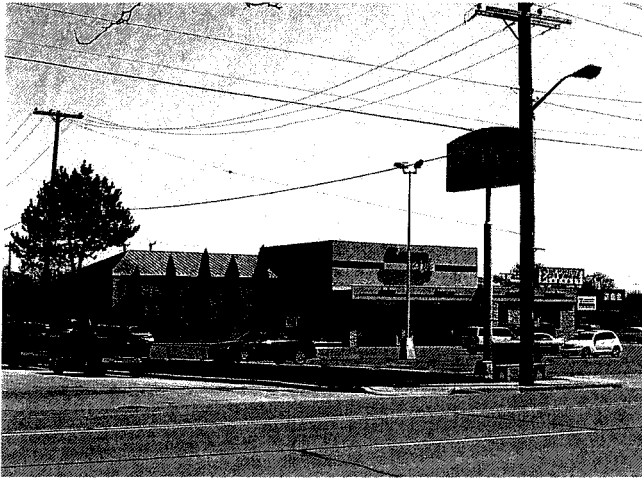
East China Township's master plan was last updated in 2006. Residential land use is the most extensive use in the township. The existing land use pattern for both East China Township and Marine City are similar, both being characterized by single-family residential and vacant land. The predominant land use found along the border in Marine City is single-family residential and vacant land use areas. However, while not as abundant, there are also a few intermittent areas in Marine City with two-family residential, recreation, commercial and office, as well as public/quasi-public/institutional lands uses found along the East China border.

According to the East China Township Future Land Use Plan, the entire southern border of the township is planned for single-family residential, except for a large piece of property designated for commercial development.

PURPOSE OF THE MASTER PLAN

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The Marine City Master Plan defines the existing and proposed future character of Marine City. Its primary function is to allow the City to comprehensively describe the goals and policies for its physical development. This master plan is intended to guide City officials and citizens in making decisions about public facilities and the use of public and privately owned land.



The Marine City Master Plan was prepared under the provisions of the Michigan Planning Enabling Act (Public Act 33 of 2008), which gives city planning commissions the authority and obligation to prepare and officially adopt a master plan. The Plan is comprised of text and supporting maps; however, the most significant map is the Future Land Use Map, which shows the location and relationship of land in the city for the next twenty years.

RELATIONSHIP BETWEEN THE MASTER PLAN AND ZONING

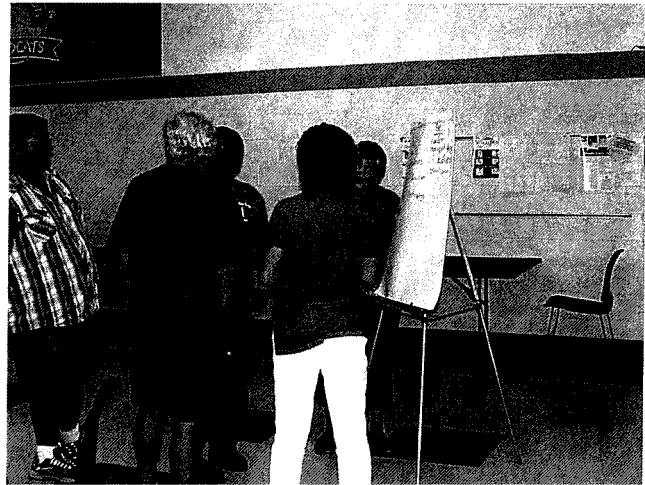
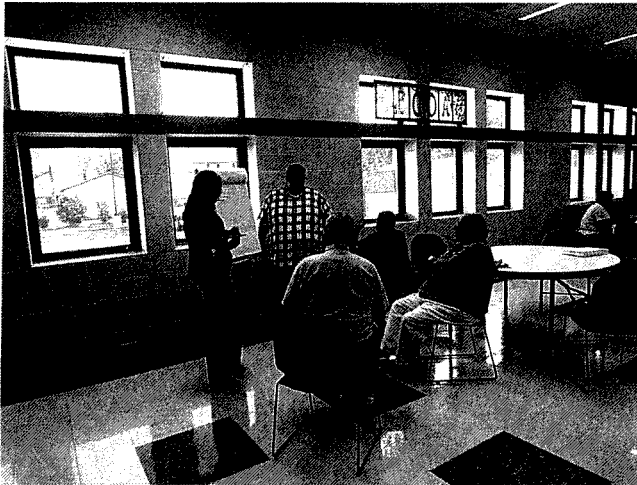
The Michigan Zoning Enabling Act, Public Act 110 of 2006, provides that "the zoning ordinance shall be based upon a plan designed to promote the public health, safety, and general welfare, to encourage the use of lands in accordance with their character and adaptability" and "to limit the improper use of land." This master plan is adopted to help provide a strong legal basis for the City's zoning ordinance and thus contains a zoning plan element which details the zoning district and use regulations of the ordinance.

However, adoption of the master plan does not directly control land use. Such control is left to the zoning ordinance (including the zoning map), to land division regulations, and to other local ordinances. Implementation of the master plan is carried out through final decisions on rezonings, special land use permits, site plan and plat approvals, as well as by the expenditure of City funds on various capital improvements.

REVIEWING AND UPDATING THE MASTER PLAN

In accordance with the Michigan Planning Enabling Act (Public Act 33 of 2008), the Marine City Master Plan will be reviewed every five years and, if necessary, will be updated to remain a viable document. There is constant change in the city's economic, demographic, and social character, which warrants revising the Plan to reflect the latest trends relative to long-range goals. If circumstances necessitate a change to the Plan prior the five-year review, then the Plan will be amended as necessary.

MARINE CITY MASTER PLAN



PUBLIC INVOLVEMENT

The success of any planning process is reliant upon public involvement. Marine City has committed itself to pursue a proactive public outreach effort throughout the development of this Plan. Efforts focused on soliciting community input to maximize awareness of the planning process.

The combined master plan/five-year recreation plan was prepared in concert with the residents of Marine City through a public process that examined current trends in the city and the surrounding region, public input on a vision of what the city should be like in twenty years, analysis of key issues identified by the public, and consensus among the Planning Commission and City Commission on specific elements in the Plan.

The public involvement process for developing this combined Master Plan/Five-Year Recreation Plan included:

- ▶ Two online leadership surveys distributed to members of the Marine City Commission, Planning Commission, and other key stakeholders in City administration.
- ▶ A public visioning workshop held on July 19, 2016 held at the Washington Life Center to focus on the comprehensive Master Plan update.
- ▶ A brainstorming session on future land use in the city at the April 10, 2017 Planning Commission meeting.
- ▶ A public visioning workshop held on April 24, 2017 at the Marine City Fire Hall focused on parks and recreation in Marine City.
- ▶ A 63-day public review and comment period that began on _____, 2017 and ended on _____, 2017. The 63-day public review and comment period is statutorily required by Public Act 33 of 2008 (Michigan Planning Enabling Act) and included the 30-day review period required by the Michigan Department of Natural Resources for the review and comment on parks and recreation plans.
- ▶ A public hearing held on _____, 2017 to receive additional citizen comments.
- ▶ A presentation of the combined Master Plan/Parks and Recreation Plan to all members of the Planning Commission and the City Commission.

CHAPTER 2

COMMUNITY PROFILE



IN THIS CHAPTER:

- ▶ POPULATION AND HOUSEHOLD CHARACTERISTICS
- ▶ HOUSING CONDITIONS AND TRENDS
- ▶ ECONOMIC INFLUENCES AND TRENDS
- ▶ GEOGRAPHY AND ENVIRONMENTAL RESOURCES
- ▶ EXISTING LAND USE OVERVIEW
- ▶ COMMUNITY FACILITIES AND INFRASTRUCTURE

DRAFT

POPULATION CHARACTERISTICS

INTRODUCTION

In order to plan for the future of a community, it is important to understand the past and track historical trends as well as look at projections for how the city is likely to change. It is important to understand the history of Marine City and the trends that affect the community and the surrounding region. This provides a factual foundation from which to make sound decisions. Although the past is not a perfect indicator of things to come, it does provide perspective on the status of the city and provides insight on where the community may be heading.

POPULATION BACKGROUND

2010 and 2015, the population of Marine City decreased by 76 people according to the US Census. See Table 2-1. This represents a 1.8% loss during that time period. Within the time frame, all of the neighboring communities as well as the county as a whole either lost between one and two percent of their population or gained around 2.5% to 3.5% of its population. The exception to this was Cottrellville Township which experienced a significantly higher growth rate of 17.2% over the past five years.

POPULATION PROJECTIONS

The future land use plan is directly related to the 2040 population projections of Marine City, making these projections one of the most significant steps in the planning process. The historical growth of the city can provide a basis for future estimates. These projections should be viewed as a guide for the Master Plan and not as an overarching goal. Thus, as Marine City examines its total population growth,

TABLE 2-1: POPULATION OF MARINE CITY & SURROUNDING REGION, 2000-2010

Jurisdiction	2010 Census	2015 ACS	# Change 2010-2015	Growth Rate 2010-2015
Marine City	4,248	4,172	-76	-1.8%
China Township	3,551	3,494	-57	-1.6%
Cottrellville Township	3,559	3,507	-52	-1.5%
East China Township	3,788	3,737	-51	-1.3%
Clay Township	9,066	8,898	290	3.2%
City of Algonac	4,110	4,063	143	3.5%
City of St. Clair	5,485	5,394	149	2.7%
St. Clair County	163,040	163,040	-2,611	-1.6%

Source: U.S. Census Bureau 2010 and 2011-2015 American Community Survey 5-year Estimates



the future land use plan for the community can be accelerated or decelerated as the level of growth determines. For example, if the level of population expected in Marine City in 2040 occurs by 2020, the future land use plan must be accelerated to meet the transportation, facility and public services needs of the population.

SEMCOG Regional Forecast

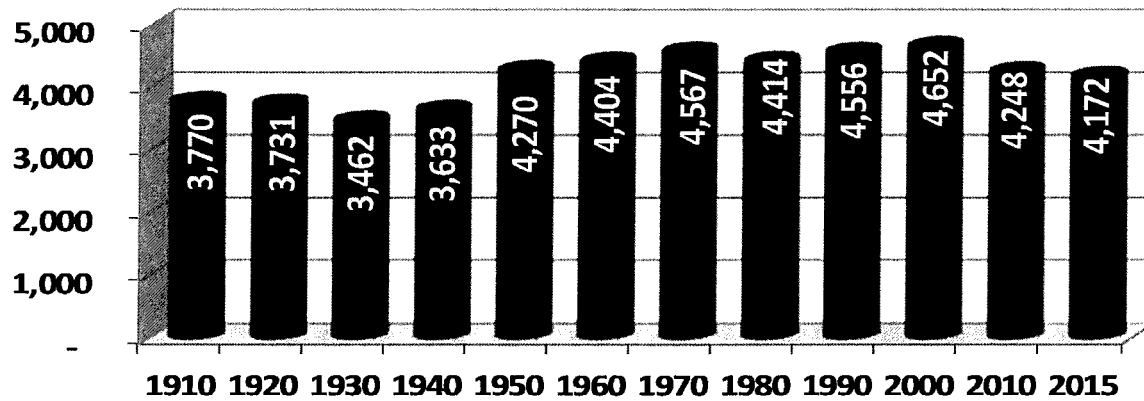
The Southeast Michigan Council of Governments (SEMCOG) develops a regional forecast for 233 local communities in Southeast Michigan every five years. SEMCOG's forecast provides a long-range and comprehensive view of future demographic and economic changes. It provides base data for updating the long-range transportation plan and other regional planning projects. Member communities use the data in planning for infrastructure and development needs. The SEMCOG projections for Marine City used in this Master Plan are based on data from SEMCOG's 2040 Regional Forecast.

Since 1900, Marine City's population has shrunk by 384 people, a decrease of 8.4%. The city's population peaked in 2000, when there were 4,652 residents. Since 1900, the fewest number of residents in the city was in 1930, when the population was 3,462. From 1920 to 1930, the city experienced a 7.2% decline in population – a loss of 269 people. However, the biggest decline in population occurred during the last decade, between 2000 and 2010, where the city lost 10.3% of its population. The largest increase in population in one decade occurred from 1940 to 1950, when the city gained 637 people – an increase of 17.5%.

A summary of SEMCOG's population projections for Marine City is set forth in Table 2-3. The amount of population growth that takes place within Marine City depends on a variety of factors. These factors include the economy, lifestyle, commuting habits, housing availability, housing affordability, and other factors that influence quality of life. Many of these factors are beyond the City's control and others may only be slightly influenced by actions of the community.

MARINE CITY MASTER PLAN

FIGURE 2-1: HISTORICAL POPULATION OF MARINE CITY, 1910-2015



Source: SEMCOG Community Profile, Marine City, 2017

TABLE 2-2: MARINE CITY POPULATION CHANGE, 1910-2015

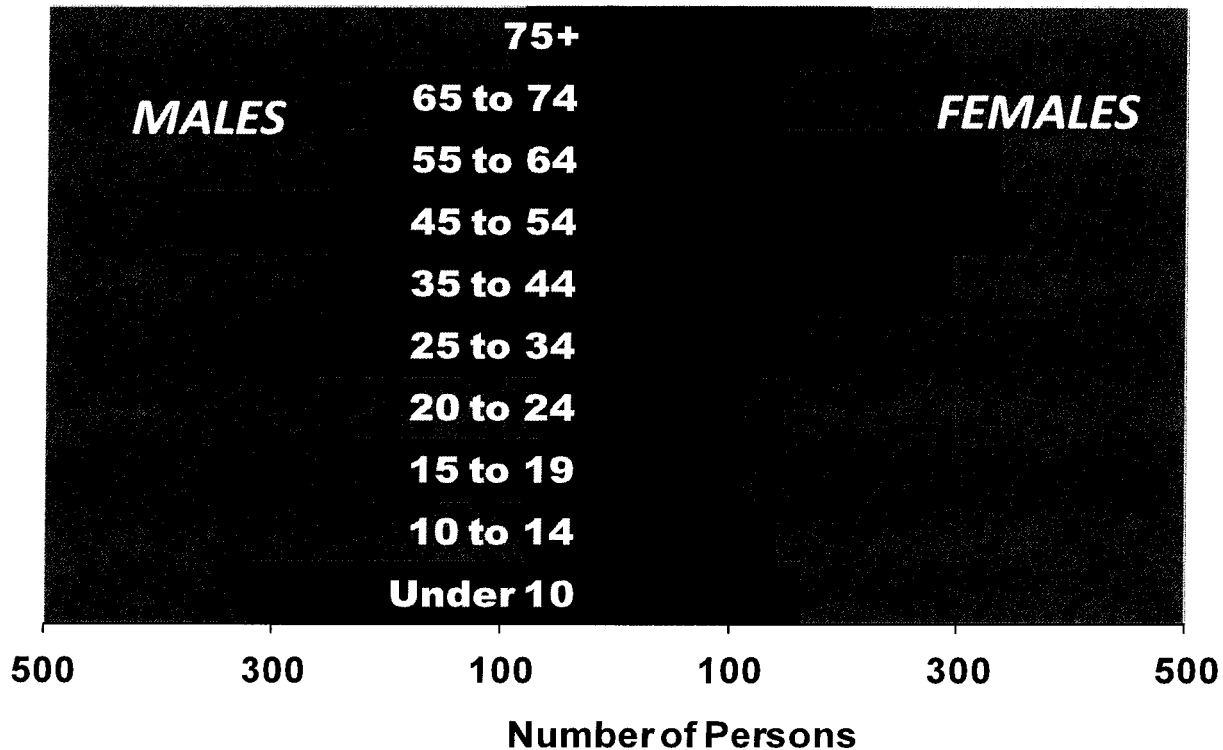
Year	Population	# Change	% Change
1910	3,770	-59	-1.5%
1920	3,731	-39	-1.0%
1930	3,462	-269	-7.2%
1940	3,633	171	4.9%
1950	4,270	637	17.5%
1960	4,404	134	3.1%
1970	4,567	163	3.7%
1980	4,414	-153	-3.4%
1990	4,556	142	3.2%
2000	4,652	96	2.1%
2010	4,248	-404	-8.7%
2015	4,172	-76	-1.8%
Avg. Change per Decade		28.6	.91%

TABLE 2-3: SEMCOG POPULATION PROJECTIONS FOR MARINE CITY

2020	2025	2030	2035	2040
4,299	4,521	4,530	4,619	4,600

Source: Projections based on U.S. Census data, SEMCOG 2040 Regional Forecast

FIGURE 2-2: MARINE CITY AGE-SEX PYRAMID, 2011-2015 AMERICAN COMMUNITY



Source: 2011-2015 American Community Survey 5-Year Estimates

AGE AND GENDER IN MARINE CITY

According to the 2010 Census, 48.23% of the residents in Marine City are male, while 51.77% are female. The median age of residents was 40.2 years in 2010. In 2010, 15.98% of the city's population was between the ages of 45 and 54, making that group the largest in the city. The next largest were the 35 to 44 age group, accounting for 13.79% of the population, and the 25 to 34 age group, accounted for 11.98% of the population. The majority of the residents of Marine City are in what is considered the "baby boomer" generation, which is comprised of persons that were born between 1946 and 1964 or the "generation X" generation which is comprised of those people born between the ages of 1965 and 1979. As these generations age in the following decade, there will be a significant increase in the already expanding elderly population. See Figure 2-2.

In addition to an increasingly aging population, there are also a growing proportion of people 19 years or under in Marine City, which suggests that, in addition to providing more services for the elderly within the community, the City may also need to target more services for its youth – including recreational and educational opportunities. An aging population in a community such as Marine City has numerous implications for long-range planning, including health care, emergency services, transportation, affordable housing, recreation, and shopping.

MARINE CITY MASTER PLAN

There are very few residents between the ages of 20 and 24 in Marine City, which parallels the trend seen throughout the entire state of Michigan, which has experienced a “brain drain” of young people who often move out of state upon graduating from college. It also suggests that there are few younger singles, younger married couples, or college students living in the city.

HOUSING CONDITIONS AND TRENDS

HOUSEHOLDS OVERVIEW

Between 2010 and 2015, the number of households in Marine City increased by 72, or 4.1%. See Table 2-4. Census numbers show that St. Clair County as a whole added 302 new households during that time period, an increase of .5%. SEMCOG estimates that Marine City will have 2,037 households by 2040, an increase of 272 (15.4%) from 2010. There are many factors that can contribute to household growth in a community, including new family formation, families splitting into two households because of

TABLE 2-4: HOUSEHOLDS OVERVIEW, 2010-2040

Jurisdiction	2010 Census	2015 ACS	Total Change 2010-2015	% Change 2010-2015	2021 ESRI Projection	2040 SEMCOG Projection
Marine City	1,765	1,837	72	4.1%	1,705	2,037
St. Clair County	63,841	64,143	302	.5%	62,858	78,486

Source: U.S. Census Bureau 2011; SEMCOG Community Profiles, 2010

TABLE 2-5: AVERAGE HOUSEHOLD SIZE, 2010-2035

Jurisdiction	2010 Census	2015 ACS	Total Change 2010-2015	% Change 2010-2015	2040 SEMCOG Projection
Marine City	2.41	2.27	-0.14	-5.8%	2.26
St. Clair County	2.52	2.47	-0.05	-1.98%	2.40

Source: U.S. Census Bureau; SEMCOG Community Profiles, 2016

TABLE 2-6: OCCUPIED HOUSING UNITS, MARINE CITY, 2010-2021

	2010 Census	2015 ACS	2021 ESRI
Total Occupied Units	1,765	1,837	1,705
Owner- Occupied	1,203	1,290	1,149
Renter-Occupied	562	547	556

Source: ESRI 2016; US Census Bureau 2011-2015 ACS 5-Year Estimates

TABLE 2-7: TOTAL NEW RESIDENTIAL UNITS, 2010-2016

Community	2010	2011	2012	2013	2014	2015	2016	Total
Marine City	0	1	0	0	4	0	1	6
China Township	1	0	2	5	4	0	2	14
Cottrellville Township	1	1	1	1	1	2	2	9
East China Township	1	1	1	1	4	3	11	22
Clay Township	6	4	12	9	10	14	28	83
City of Algonac	1	1	3	5	11	8	8	37
City of St. Clair	0	1	2	0	3	1	0	7
St. Clair County	48	48	60	75	103	128	179	641

Source: SEMCOG, 2016

divorce, people waiting until they are older to get married, and people living longer after losing a spouse. Conversely, there are also factors that can contribute to fewer households in a community, such as increased unemployment and predatory lending practices that contribute to a higher foreclosure rate and deteriorating housing stock that cause households to seek out new places to live.

In 2015, 70.2% of the occupied housing units in Marine City were owner-occupied and 29.7% were renter-occupied. (See Table 2-6). The slight increase in renter-occupied housing and dip in owner-occupied housing from 2010 to 2015 can be attributed to the statewide recession and struggling housing market. As more people have lost their homes to foreclosure, families have had to turn to rental housing. In 2010, just under 68% of all households in the city were family households (where all members of the household are related by birth or marriage), over half were married-couple family households, and 11.6% were households headed by a single/widowed/divorced female. Additionally, 30.6% of all households included children. The average household size in 2015 was 2.27 persons.

BUILDING PERMITS

The city gained six new residential units from 2010 to 2016, all of which were single-family homes. However, during that same time period, there were three demolitions of residential units, giving the city a net growth of three units. See Table 2-7. In most St. Clair County communities, the number of residential building permits issued has been steadily declining since 2000.

Due to the negative economic trends in the state of Michigan in 2008, the housing market in Southeastern Michigan has slowed considerably. This fact helps explain the decline in new residential construction. In addition to a struggling economy, gasoline prices have escalated, which may be contributing to the slowdown in new construction as residents find it necessary to reevaluate their personal budgets. Gas prices are also causing people to look for housing that is closer to their place of employment as longer commute times are costing people more money.

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HOUSING MARKET OVERVIEW

During the latter part of the 1990's, interest rates – and therefore mortgage loan rates – were relatively low. This caused a growth in mortgage lending and a general decline in the number of renter households, as even less-affluent households would be able to afford to borrow money to purchase a home.

The overall pattern of poverty in the county points to an urban emphasis, in that cities along the St. Clair River (Marine City, Algonac, Port Huron) have relatively high overall poverty rates. As less money is earned by residents, affordability pressures become higher, as households struggle to meet shelter costs. Housing costs continue to increase, which is problematic for households near the bottom of the income distribution. As job loss in the county continues to increase, affected households have seen a decrease in incomes as a result.

In the early half of this decade, a decreasing number of homes were sold in Marine City as a result of the overall economic picture in St. Clair County and Michigan as a whole. The high number of foreclosures in the community slowed the demand for housing as households continue to have problems meeting the financial demands of homeownership.

Nationally, the housing market was a weak segment of the economy during the Great Recession, with a great degree of fluctuation on a market-by-market basis. Housing sales activity and values began showing signs of improvement in the first quarter of 2012 compared to the same period in 2011. Analysts believe that home values reached their bottom in February of 2012 and have since been slowly rising since. Over the past five years, as Marine City and the region have slowly recovered from the recession, the housing market is seeing a revival. This positive change is a result of many factors, including the revival of downtown Marine City, a modest resurgence of the manufacturing sector in Southeast Michigan, and improving economic conditions in general.

ECONOMIC INFLUENCES AND TRENDS

EDUCATION

Education refers to formal schooling, either through private academies, public schools, colleges and universities, or technical or trade schools. Knowing the educational level of township residents helps determine the educational facilities and training required to both meet current economic conditions and desired economic growth.

For the most part, the educational level attained by residents of Marine City parallels that of residents of the county. From 2010 to 2015, Marine City experienced improvements in overall educational attainment. In both 2010 and 2015, the city had a higher percentage of persons who attained a high school diploma as their highest educational attainment than either the county or the state. The city has seen a decline in the number of residents without a high school diploma. It has decreased by almost 30 percent since 2010 and this number is 19 percent lower than either the state or the county. The only area to experience loss besides those with no high school diploma are those residents who have attained an Associate's degree. However, Marine City is still right on par with the state's average. In Associate's degrees.

While the city has a significantly lower number of residents who have obtained a graduate or professional degree than the state, this number has increased by almost 80 percent during the past five years. A population's level of education often sheds light on the potential for workforce development within the community and the desire of businesses to locate within or near that community.

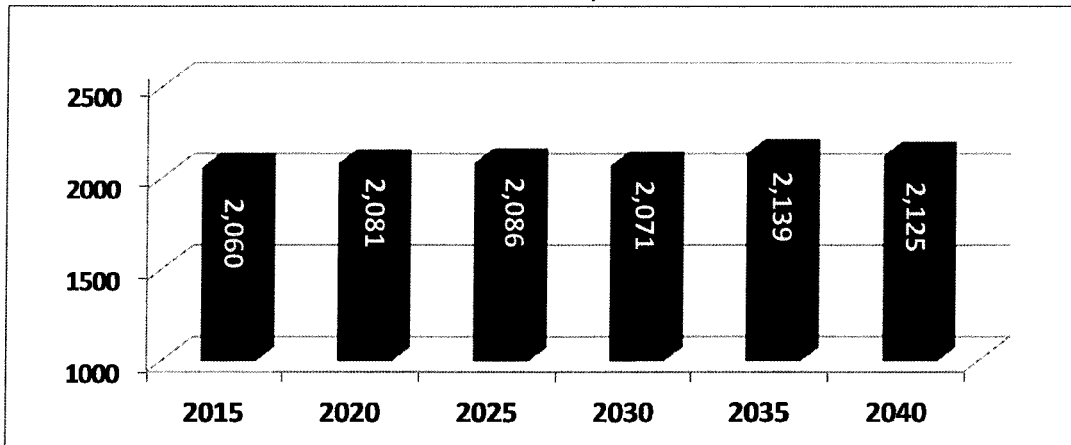
TABLE 2-8: EDUCATIONAL ATTAINMENT IN MARINE CITY, 2000-2009

PERCENT OF POPULATION 25 YEARS

Place	No High School Diploma		High School (inc. HS equiv.)		Some College, No Degree		Associate's Degree		Bachelor's Degree		Graduate/ Professional Degree	
	2010	2015	2010	2015	2010	2015	2010	2015	2010	2015	2010	2015
Marine City	11.7%	8.4%	41.2%	42.9%	24.4%	26.7%	12.1%	8.9%	7.6%	7.9%	2.9%	5.2%
St. Clair County	12.2%	10.4%	37.3%	35.3%	25.9%	26.2%	9.6%	10.7%	9.4%	11.0%	5.7%	6.4%
State of Michigan	11.9%	10.4%	31.5%	29.9%	23.4%	23.8%	8.1%	8.9%	15.5%	16.5%	9.6%	10.5%

Source: 2011-2015 American Community Survey 5-Year Estimates

FIGURE 2-5: MARINE CITY JOBS FORECAST, 2015-2040



Source: SEMCOG, 2016

EMPLOYMENT

In 2016, roughly 50% of St. Clair County residents were employed in “white collar” industries. White collar industries include management, professionals, educational workers, social service occupations, health care technicians and computer occupations, as well as business, financial, legal, medical, engineering and architectural professionals. As a group, they tend to be highly educated, receive higher salaries, and live in areas with higher housing values. Another 31% of residents worked in “blue collar” industries, such as production, manufacturing, construction, and transportation.

St. Clair County’s employment has, for the most part, relied on manufacturing in the past, with a focus on the automotive and plastics industries. Employment trends in the county have followed the patterns of the larger state economy for the last few years. Manufacturing layoffs in the automotive industry as well as job losses in construction and retail trade contributed to the high unemployment rate in the area’s economy and have acted to increase unemployment in St. Clair County as well. The level of educational attainment in St. Clair County must increase in order to attract new economy companies to the area. The county can no longer afford to rely on the manufacturing sector alone to provide jobs, which makes earning a Bachelor’s degree even more important than ever. The reliance on manufacturing jobs has begun to shift, as indicated by the high number of residents working in the services sector.

SEMCOG estimates that Marine City gained 165 jobs from 2010 to 2015. The biggest gains were in the Retail Trade and Knowledge-based Services sectors. In contrast, the Manufacturing, Leisure and Hospitality, and Government sectors generally stayed stable. Table 2-9 shows employment numbers by sector for Marine City, from 2015 and projected for 2040. Note: “C” indicates data blocked due to confidentiality concerns of ES-202 files.

SEMCOG projects that Marine City will add 230 jobs from 2010 to 2040, an increase of 12%. According to SEMCOG’s Regional Forecast for 2040, the largest employment gains in Marine City by 2040 will be in the Private Education and Healthcare sectors.

TABLE 2-9: MARINE CITY EMPLOYMENT BY SECTOR, 2015-2040

	2015 SEMOG	2040 SEMOG	Change 2015-2040
Natural Resources, Mining & Construction	54	60	6
Manufacturing	215	161	-54
Wholesale Trade, Transportation, Warehousing & Utilities	NA	NA	NA
Retail Trade	252	215	-37
Knowledge-based Services	227	174	-53
Services to Households & Firms	C	C	C
Private Education & Healthcare	236	364	128
Leisure & Hospitality	346	342	-4
Government	215	240	25
Total	1,545	1,556	11

Source: SEMOG 2040 Forecast, produced in 2012

INCOME

Income is studied because it can provide insights into our standard of living, our ability to support ourselves and families, our capacity to stimulate additional jobs and economic growth, and, to a certain extent, the range of housing opportunities that should be planned for.

In 2016, the median household income in Marine City was \$47,858 - 8.6% higher than in 2010. In 2016, 605 households (19.3% of all households in Marine City) had incomes of \$50,000-\$74,999, more than any other income bracket. The next most populous income brackets were the \$75,000-\$99,999 and the \$25,000-\$34,999 brackets, with 451 (14.4%) and 435 (13.9%) households respectively. See Table 2-10.

ESRI projects that by 2021, the \$50,000-\$74,999 bracket will remain the most populous, with 638 households (20.5%) in Marine City, representing an 5.5% increase for that income bracket. While most income brackets are expected to see growth by 2014 in Marine City, two brackets - the \$35,000-\$49,999 and the \$15,000-\$24,999 brackets - are projected to see decreases in the number of households within each of these income ranges. The \$35,000-\$49,999 bracket is projected to see an almost 45% decreases in their number of households while the \$15,000-24,999 income range is only projected to lose 4.0% of their households.

Per capita personal income is defined as total income divided by total population. It is a statistical measure of the potential relative cost of labor in the area. Changes in per capita income indicate trends in the city's standard of living, or the availability of resources to an individual, family, or society. Per capita income tends to follow the business cycle, rising and falling accordingly.

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Personal income is often used as an indicator of financial well-being but because it is an average, it does not reflect income distribution. Per capita incomes can go up due to higher incomes for some persons while many are experiencing declining incomes. The measure shows how income grows over time per person therefore adjusting for the growth in population of the area. Personal income includes wage and salaries, rents, other income and transfer payments such as social security.

In 2016, the per capital personal income in Marine City was \$23,817. This represented a 5.3% increase in per capita personal income between 2010 and 2016 (adjusted for inflation). ESRI estimates that the per capita personal income in Marine City will increase by \$2,396 by 2021, an increase of 10.1% from 2016. The per capita personal income in Marine City was slightly lower than St. Clair County as a whole in 2016 where the county per capita personal income was \$25,228. The city's per capita personal income in 2014 is also projected to be slightly lower than the county's. In 2021, the county's per capita personal income is projected to be \$27,811.

ALICE Data for St. Clair County

ALICE is a United Way acronym which stands for "Asset Limited, Income constrained, Employed" and represents the growing number of individuals and families who are working, but are unable to afford the basic necessities of housing, food, child care, health care, and transportation. Building on a project first initiated in 2009 at United Way of Northern New Jersey, United Ways in several other states, including Michigan, joined the United Way ALICE Project in 2014. Using realistic measures of the financial survival threshold for each county in Michigan, the report reveals that Michigan has 605,210 households below the Federal Poverty Level (FPL) but also has 930,503 ALICE households, which have

TABLE 2-10: MARINE CITY INCOME PROFILE, 2010-2021

Households by Income	2010	2016		2021	
	Percent	Number	Percent	Number	Percent
< \$15,000	15.4%	336	10.7%	338	10.9%
\$15,000-\$24,999	14.4%	417	13.3%	401	12.9%
\$25,000-\$34,999	12.3%	435	13.9%	451	14.5%
\$35,000-\$49,999	12.9%	423	13.5%	235	7.6%
\$50,000-\$74,999	21.0%	605	19.3%	638	20.5%
\$75,000-\$99,999	12.7%	451	14.4%	505	16.2%
\$100,000-\$149,999	9.3%	345	11.0%	393	12.6%
\$150,000 +	1.9%	117	3.7%	148	4.7%
Median Household Income	\$44,073	\$47,858		\$53,525	
Average Household Income	\$51,910	\$58,194		\$63,499	
Per Capita Income	\$22,614	\$23,817		\$26,213	

Source: U.S. Bureau of the Census, 2000 Census. ESRI forecasts for 2016 and 2021.

St. Clair County, 2012

Town	Total HH	% ALICE & Poverty
Algonae City	1,757	47%
Berlin Township	1,189	18%
Brookway Township	675	36%
Burlington Township	1,623	40%
Casco Township	1,451	34%
China Township	1,206	27%
Clay Township	3,905	33%
Clyde Township	2,034	24%
Columbus Township	1,467	28%
Cottleville Township	1,429	42%
East China Township	1,539	33%
Emmett Township	548	30%
Fort Gratiot Charter Township	4,679	36%
Grant Township	663	32%
Greenwood Township	560	26%
Ira Township	2,174	38%
Kankakee Township	859	27%
Kimball Township	3,696	36%
Lynn Township	470	37%
Marine City	1,715	45%
Marysville City	4,202	35%
Memphis City	135	46%
Mussey Township	1,435	46%
Port Huron Charter Township	4,057	46%
Port Huron City	12,119	60%
Riley Township	1,190	23%
St. Clair City	2,369	36%
St. Clair Township	2,479	23%
Wales Township	1,243	36%
Yale City	711	50%

NOTE: Municipal-level data may not match county-level data; municipal-level data often relies on 3- and 5-year averages, is not available for the smallest towns that don't report income, and may overlap with Census Designated Places (CDP).

ALICE IN ST. CLAIR COUNTY

Population: 160,644 | Number of Households: 65,075
 Median Household Income: \$44,518 (state average: \$46,859)
 Unemployment Rate: 11.9% (state average: 9.1%)
 Gini Coefficient (zero = equality; one = inequality): 0.44 (state average: 0.46)

How many households are struggling?

ALICE, an acronym for Asset Limited, Income Constrained, Employed, are households that earn more than the U.S. poverty level, but less than the basic cost of living for the county. Combined, the number of poverty and ALICE households equals the total population struggling to afford basic needs.

Poverty
9,783 HH
15%

ALICE
17,937 HH
28%

Above ALICE
37,355 HH
57%

STRUGGLING

What are the economic conditions?

The Economic Viability Dashboard evaluates community conditions for ALICE in three core areas. Each is an index with a scale of 1 (worst) to 100 (best).

Housing
Affordability
poor (42)

Job
Opportunities
poor (53)

Community
Support
poor (48)

What does it cost to afford the basic necessities?

This bare-minimum budget does not allow for any savings, leaving a household vulnerable to unexpected expenses. Affording only a very modest living in each community, this budget is still significantly more than the U.S. poverty rate of \$11,170 for a single adult and \$23,050 for a family of four.

Household Survival Budget, St. Clair County

	SINGLE ADULT	FAMILY (INFANT AND PRE-K)
Housing	\$586	\$798
Child care	\$-	\$1,196
Food	\$196	\$592
Transportation	\$403	\$805
Health care	\$115	\$458
Miscellaneous	\$145	\$425
Taxes	\$153	\$404
Monthly total	\$1,597	\$4,678
ANNUAL TOTAL	\$19,164	\$56,135
Hourly wage	\$9.58	\$28.07

Source: U.S. Department of Housing and Urban Development (HUD), U.S. Department of Agriculture (USDA), Bureau of Labor Statistics (BLS), Internal Revenue Service (IRS) and state Treasury, and ChildCare Aware, 2012; American Community Survey, 5 year estimate.

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income above the FPL, but below the ALICE threshold. From the Michigan ALICE Report: 40% of the households in Michigan - 1.54 million in all - are struggling to support themselves.

A key characteristic of ALICE households is that these households are working or have worked; however, ALICE and poverty-level households only earn 39% of the income needed to reach the ALICE threshold for basic economic survival. The Michigan Report goes on to say that public and private assistance is not enough to stabilize ALICE households.

According to the Michigan ALICE Report, the prevalence of ALICE households is caused by multiple factors:

- ▶ The cost of basic household expenses exceeding what most jobs can support.
- ▶ The cost of housing, child care, transportation, food, and health care in Michigan increased by 9% during the Great Recession.
- ▶ Economic conditions worsened for ALICE households in all counties during the Great Recession.
- ▶ Michigan's housing stock does not match current needs. There are not enough affordable rental units and many households cannot afford a down payment and/or cannot qualify for a mortgage on a home.

In St. Clair County, 15% of households were in poverty in 2012 and 28% were ALICE households - meaning 43% of the households in the county were struggling. In Marine City, 45% of all households were ALICE and poverty households. Countywide, the communities that had the highest percentage of ALICE and poverty households were the City of Port Huron (60%), Yale (50%), and Algonac (47%). The ALICE data for St. Clair County included an Economic Viability Dashboard that evaluated community conditions in three core areas: Housing Affordability, Job Opportunities, and Community Support. Each of those areas was scored on an index of 1 (worst) to 100 (best). All three core areas were rated as being poor.

According to the 2013 American Community Survey 5-Year Estimates, 14.9% of the population fell below poverty level. Furthermore, just over 21% of children under the age of 18 were below poverty. Roughly 14% of people between the ages of 18-64 and 7.8% of people ages 65 and over were below poverty.

The concentration and suburbanization of poverty has serious implications for St. Clair County communities, including safety, quality of education, health of residents, stability of neighborhoods, resources available for services, and overall quality of life.

MARINE CITY TAX BASE

State Equalized Value (SEV) is a measure of the value of the tax base of a community. In Michigan, SEV must equal 50% of true cash value of property. An analysis of the SEV in the years 2005, 2007, and 2009 of real property in Marine City shows that residential land values are declining. Commercial and industrial land values increased slightly from 2005 to 2009. See Table 2-11.

TABLE 2-11: MARINE CITY STATE EQUALIZED VALUE (SEV), 2012-2016

Agricultural	2012	2014	2016	Total Change 2012-2016	% Change 2012-2016
Total	\$0	\$0	\$0	\$0	0%
As % of Total	0%	0%	0%		
Residential					
Total	\$64,205,700	\$61,842,759	\$74,650,000	\$10,444,300	16.3%
As % of Total	62.4%	65.0%	69.2%		
Commercial					
Total	\$21,544,150	\$17,743,100	\$19,094,200	-\$2,449,950	-11.4%
As % of Total	20.9%	18.7%	17.7%		
Industrial					
Total	\$8,593,250	\$7,788,700	\$8,242,100	\$351,150	-4.1%
As % of Total	8.35%	8.2%	7.6%		
Total Real Property	2012	2014	2016	Total Change 2012-2016	% Change 2012-2016
	\$102,939,200	\$95,094,159	\$107,837,300	\$4,898,100	4.8%

Source: Source: Michigan Department of Treasury, State Tax Commission 2012-2016

Residential land represented 65% of the total SEV in 2009, down from 69.4% in 2007. The total residential SEV decreased by 11.8% between 2005 and 2009. When comparing the residential SEV from 2007 to 2009, the decline was even steeper - a decline of 16.7%. This follows the trend for St. Clair County as a whole, which experienced a 0.2% increase in residential SEV from 2005 to 2009, but a 9.3% decline in residential values from 2007 to 2009. In 2009, the total residential SEV in St. Clair County was \$4.76 billion. Commercial and industrial land values in St. Clair County also experienced slight increases from 2005 to 2009. The total real and personal property value for St. Clair County in 2009 was slightly over \$8 billion.

GEOGRAPHY AND ENVIRONMENTAL RESOURCES

WATER RESOURCES

Marine City is blessed with water resources that are an integral part of the city's unique community character. The most noticeable of these are the St. Clair River and the Belle River, both of which are part of the Great Lakes system.

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St. Clair River

The St. Clair River forms the eastern border of Marine City and serves as an international border between the United States and Ontario, Canada. The river is 34.3 miles long and borders most of the east side of St. Clair County. The St. Clair River extends from Lake Huron in the north, from which it receives water at a rate of 194,000 cubic feet per second, to Lake St. Clair to the south, where it empties at a rate of 184,000 cubic feet per second.

Except for a few drains that flow into Lake Huron or Lake St. Clair, the St. Clair River is the receptor of all drainage basins within St. Clair County, and water level fluctuations of two to three feet are common. This fluctuation, plus rapid currents, causes tree mortality, shoreline erosion, and major alterations to the composition and habitat of marshes and wet prairies. Six locations along the St. Clair River, plus one in Lake Huron, are monitored monthly to determine water level fluctuations. Water levels are usually lowest in February, then rise through July, and decline through the rest of the year.

The shipping industry has brought infestations of non-indigenous aquatic species that are potentially detrimental to the environmental health of the river. The St. Clair River Binational Public Advisory Council (BPAC) is having noteworthy success in improving the quality of both water and habitat in and along the river.

The St. Clair River's current and the occasional passage of large lake freighters result in somewhat limited recreational opportunities, primarily in the northern part of the river. However, the river does provide ample opportunity for blueways, or water trails, on which canoeists and kayakers can paddle through miles of riparian scenery and tranquility.

Belle River

The Belle River is a tributary of the St. Clair River. It originates in the west central part of the county, passes a short distance through a corner of Macomb County, then continues southeast through Marine City, draining 83,000 acres of relatively flat land. The Belle River essentially dissects the community, separating Marine City's downtown area from the western two-thirds of the city.

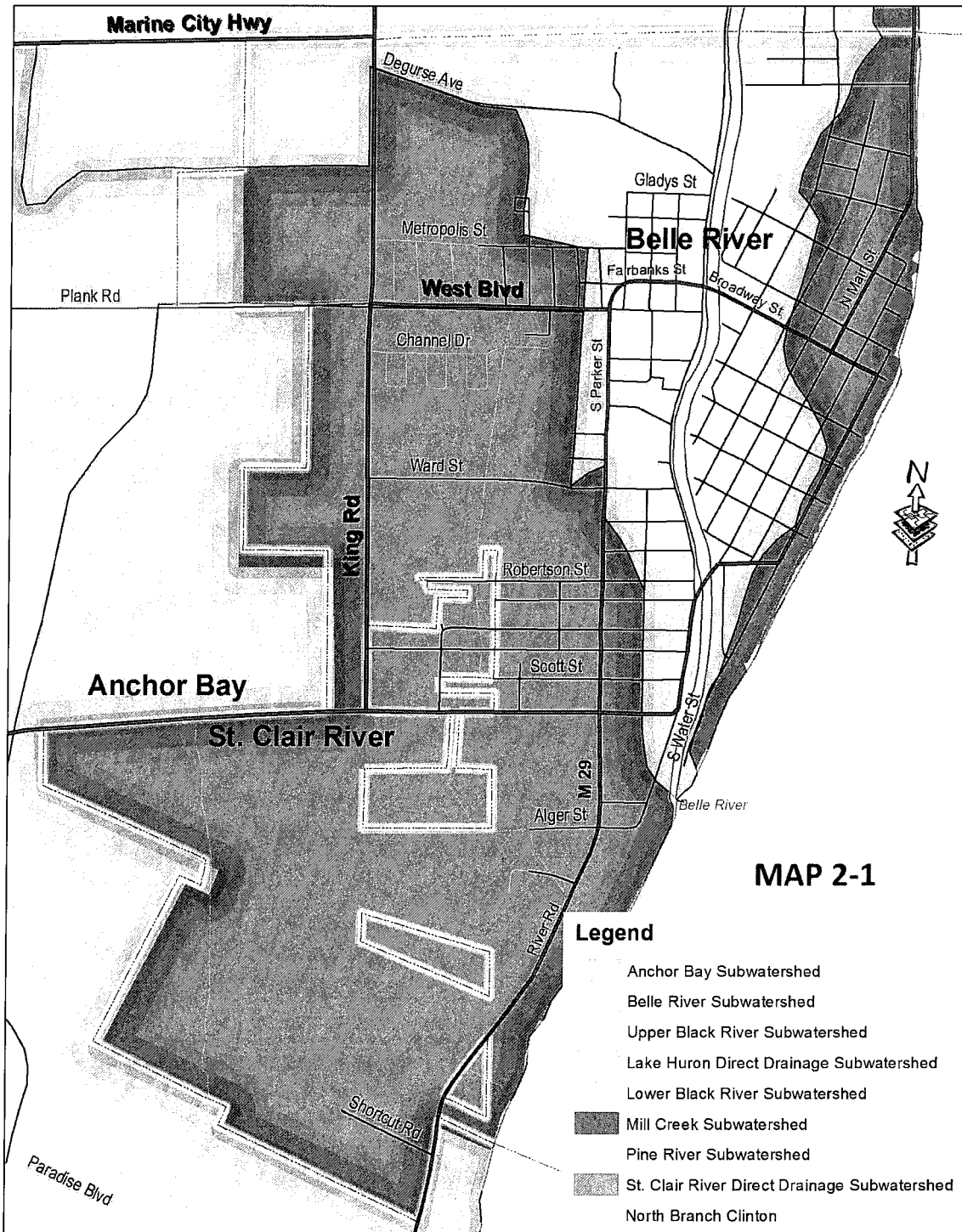
Wetlands

The Wetland Protection Act defines wetlands as characterized by the presence of water at a frequency and duration sufficient to support and that under normal circumstances does support wetland, vegetation or aquatic life and is commonly referred to as a bog, swamp, or marsh and is contiguous to the Great Lake, an inland lake or pond or a river or stream.

Regulated wetlands include all wetland areas greater than 5 acres or those contiguous to waterways. Wetlands which are hydrologically connected to waterways are also regulated. Activities exempted from the provisions of the Act include farming, grazing of animals, farm or stock ponds, lumbering, maintenance of existing nonconforming structures, maintenance or improvement of existing roads and streets within existing rights-of-way, maintenance or operation of pipelines less than six inches in diameter, and maintenance or operation of electric transmission and distribution power lines.

Watersheds

Marine City Master Plan

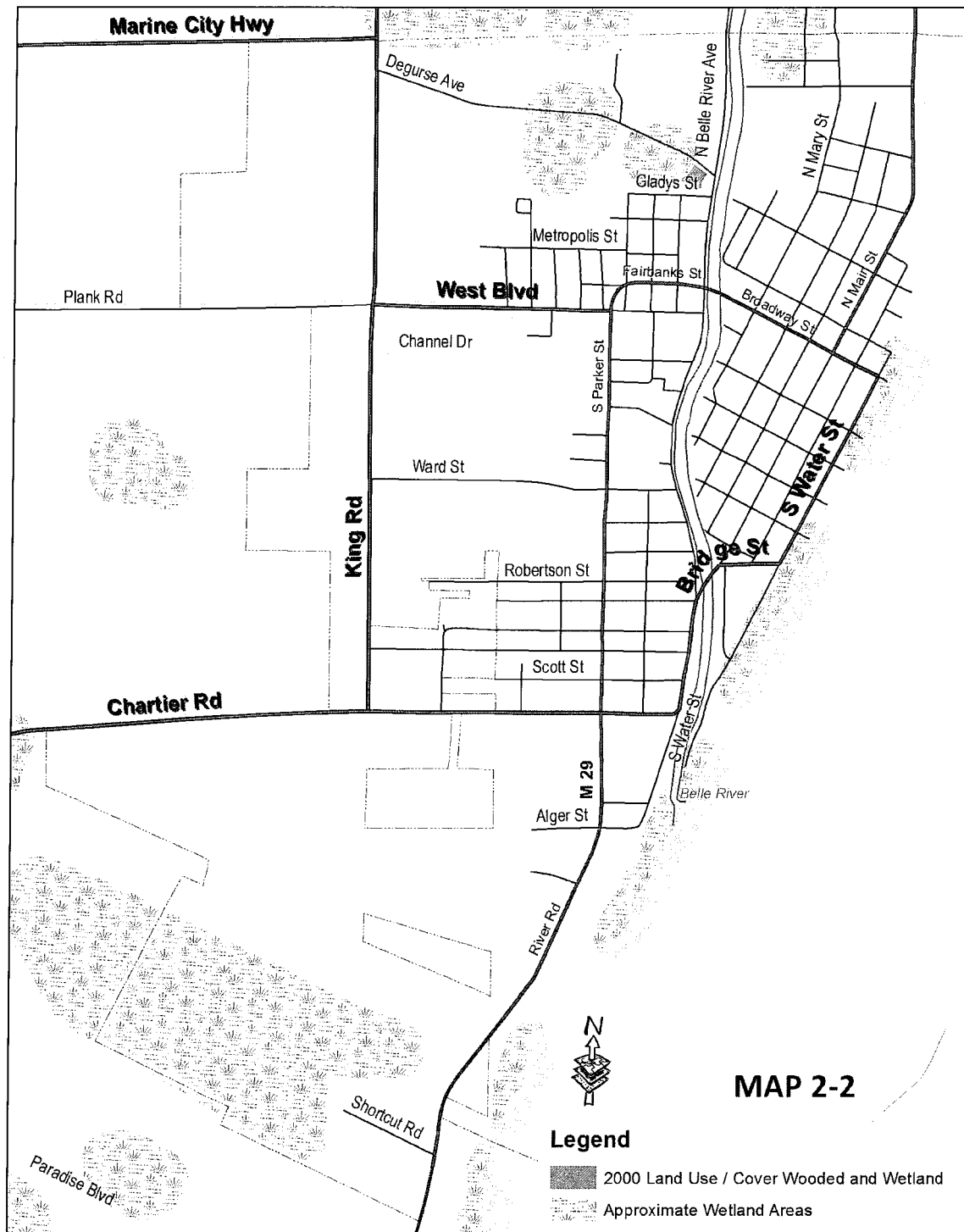


Map Source: St. Clair County Master Plan

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Woodlands & Wetlands

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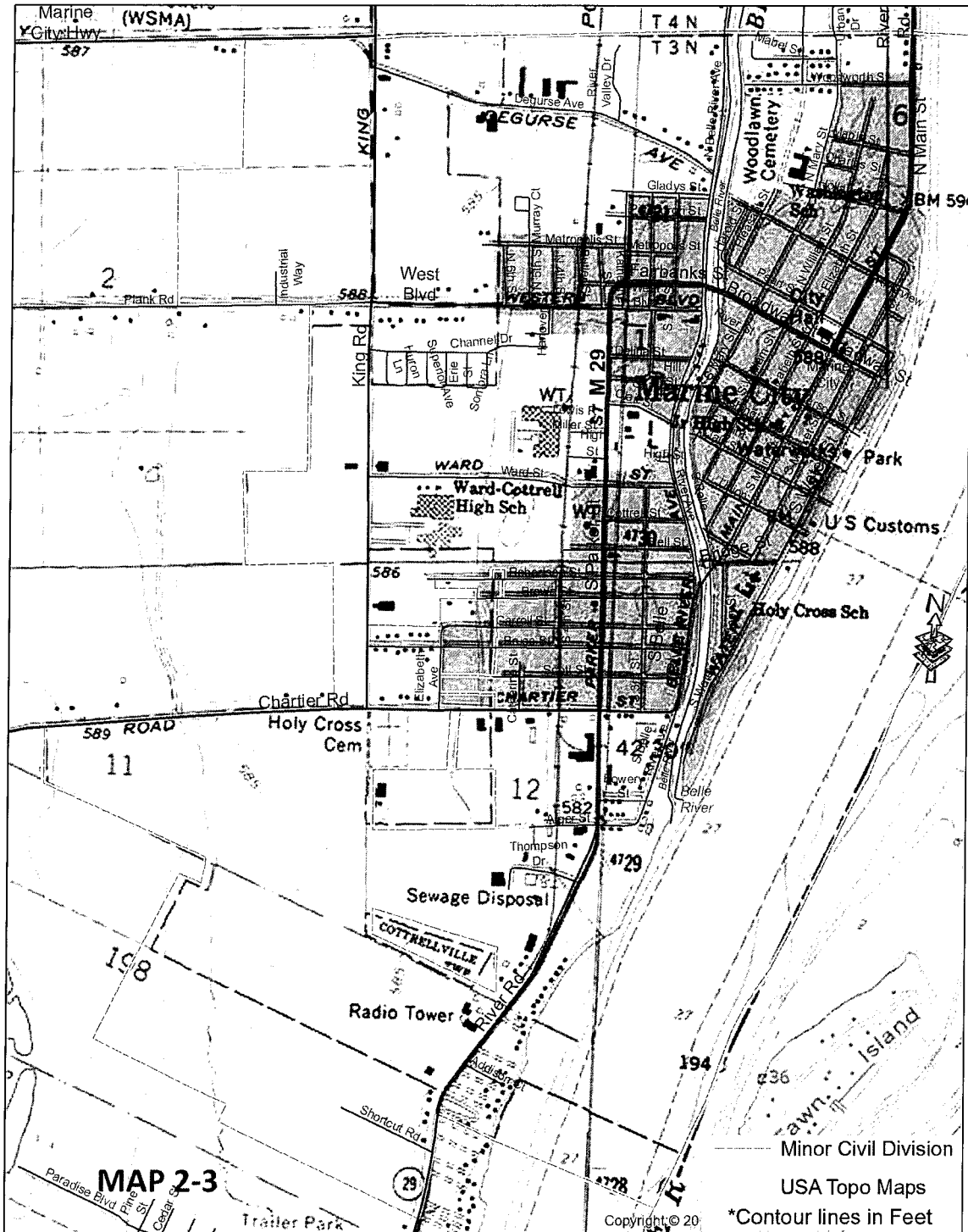


Map Source: St. Clair County Master Plan

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Topography

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Map Source: 7.5 Minute Quadrangle, USGS

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Marine City has a total of 187 acres of wetland areas, which are located predominantly along the shoreline of the St. Clair River. There is also a pocket of wetland areas in the northern part of the city, extending west from the Belle River along Degurse Avenue and another in the southern part of the city, south of Chartier Road, along the western and southern borders with Cottrellville Township. In an effort to maintain the natural drainage network, it is important to protect the associated floodplains, wetlands, and vegetation from overdevelopment. Protecting floodplains and wetlands help prevent flooding, erosion, and pollution problems.

TOPOGRAPHY AND DRAINAGE

Topography refers to the elevations, relief features, or surface conditions of a geographic area. The understanding of topography is critical for a number of reasons. In terms of environmental quality, agriculture, and hydrology, understanding the topography of a community enables a greater understanding of watershed boundaries, drainage characteristics, water movement, and impacts on water quality.

Elevations throughout St. Clair County range from 580 feet to 800 feet above mean sea level. The highest points are in a glaciated area in the northern part of the county, along the Black River. Marine City is generally flat, with an elevation of 584 feet above mean sea level.

The Belle River's watershed drains roughly 83,000 acres of flat land from portions of Lapeer, Macomb, Oakland, and St. Clair counties.

SOILS

Soil refers to the portion of the earth's surface that consists of disintegrated rock or humus – the ground used for vegetation and for cultivating crops. Soils in St. Clair County are largely wet loam and clay. These are calcareous (non-acidic) at shallow depths, have low permeability, and generally require drainage for agricultural purposes.

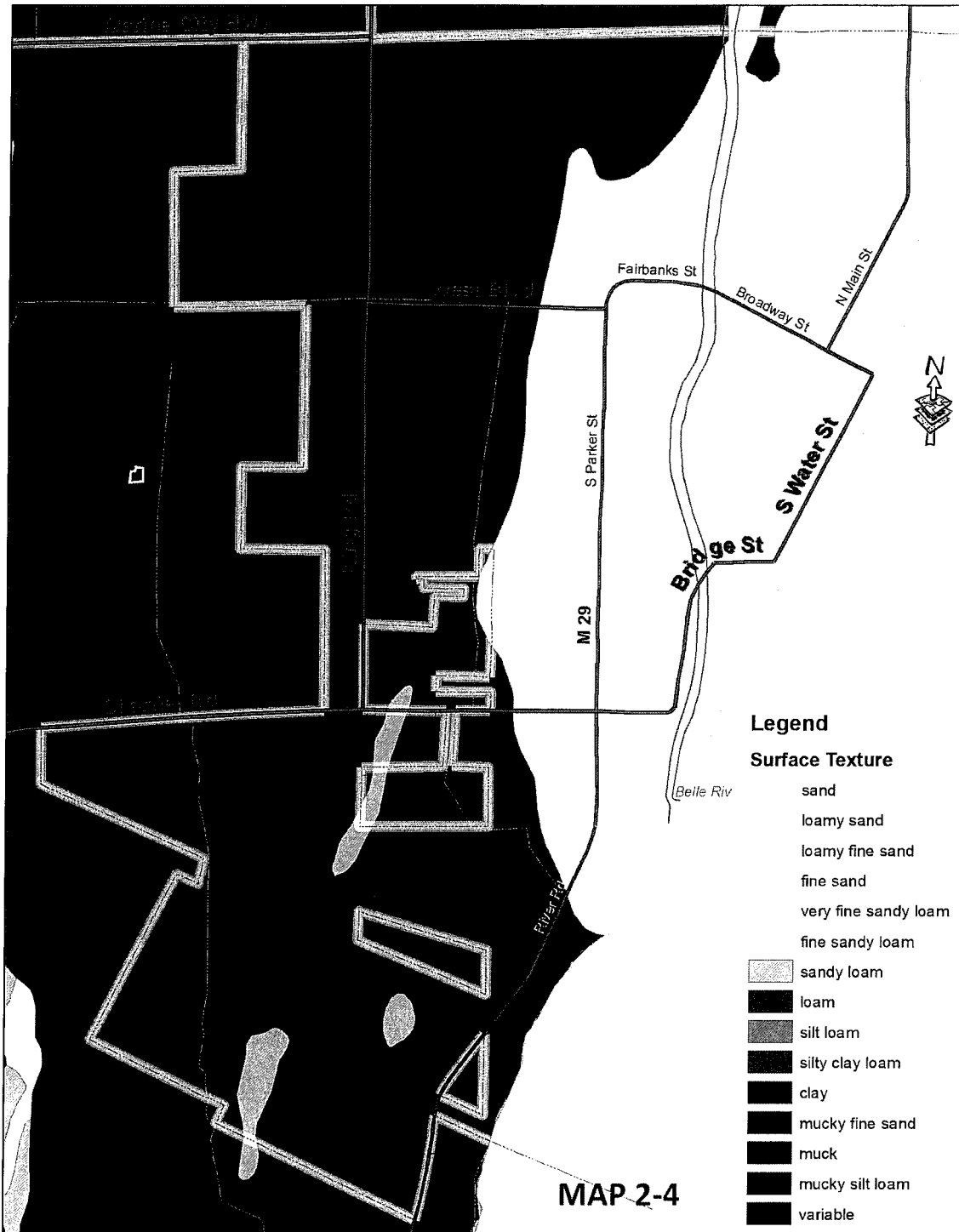
The majority of St. Clair County has drainage problems and more than 95% of the soils are severely limited for development, especially near the shoreline and on farmland. The soils most suitable for development are away from the shoreline and in areas that are flatter and less susceptible to flooding, erosion, and fading or sinking.

In general terms, soils in Marine City fall within the Alluvial land-Rough broken land association, which is described by the Soil Conservation Service as “nearly level to gently sloping, well-drained to poorly drained soils on floodplains and the adjacent steep to very steep soils on bluffs.”

East of the Belle River, soils in Marine City are classified as “Minoa fine sandy loam, clay substratum, 0 to 3% slopes (MrA).” MrA soils are somewhat poorly drained and are level to very gently sloping. The main limitations of this soil are wetness and the very slow permeability of the underlying clay. Drainage is difficult to establish because of silt and sand content and the very slow permeability of the

Soils

Marine City Master Plan



Map Source: NRCS Soils 1974

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underlying clay. MrA soils can also be found on the west side of the Belle River in Marine City.

The western and southern portions of the city are dominated by soil classified as “Paulding clay, 0 to 2 percent slopes (Pd).” Paulding clay is a very poorly drained soil found in areas that are typically longer than they are wide. Included in this soil in some areas along the Belle River, are small areas of Pd soil that is covered with 10 to 20 inches of stratified silt, very fine sandy loam, and silty clay loam. The primary limitations of Paulding clay soil are wetness, high clay content, and very slow permeability. Pd soil is extremely difficult to drain.

There are also a few small scattered pockets of other soil associations located in the southern part of the city.

EXISTING LAND USE IN MARINE CITY

INTRODUCTION

A survey of existing land use is an essential beginning in the preparation of the Master Plan for Marine City. The information from this survey provides much of the basic data upon which the proposals for residential, commercial, industrial and public uses of land will be made. The existing land use of any given parcel will influence, or possibly restrict, any future land use for that parcel and for adjacent parcels. For example, vacant land in a currently residential area would probably only be suitable for residential development. Likewise, land currently used for industrial purposes may not be suitable for other kinds of development in the future - especially if the industrial use is abandoned - due to possible site contamination.

LAND USE PATTERNS AND TRENDS

The areas of the various land uses (in terms of the above land use categories) identified on the Existing Land Use Map are based on 2010 land use data from SEMCOG. That is the most current data available for the region. The total land area of Marine City is 1,384 acres.

Residential

Residential land uses, including single-family homes, two-family and multi-family dwellings, and mobile home parks collectively occupy 438 acres of land. This represents 32% of its total land area.

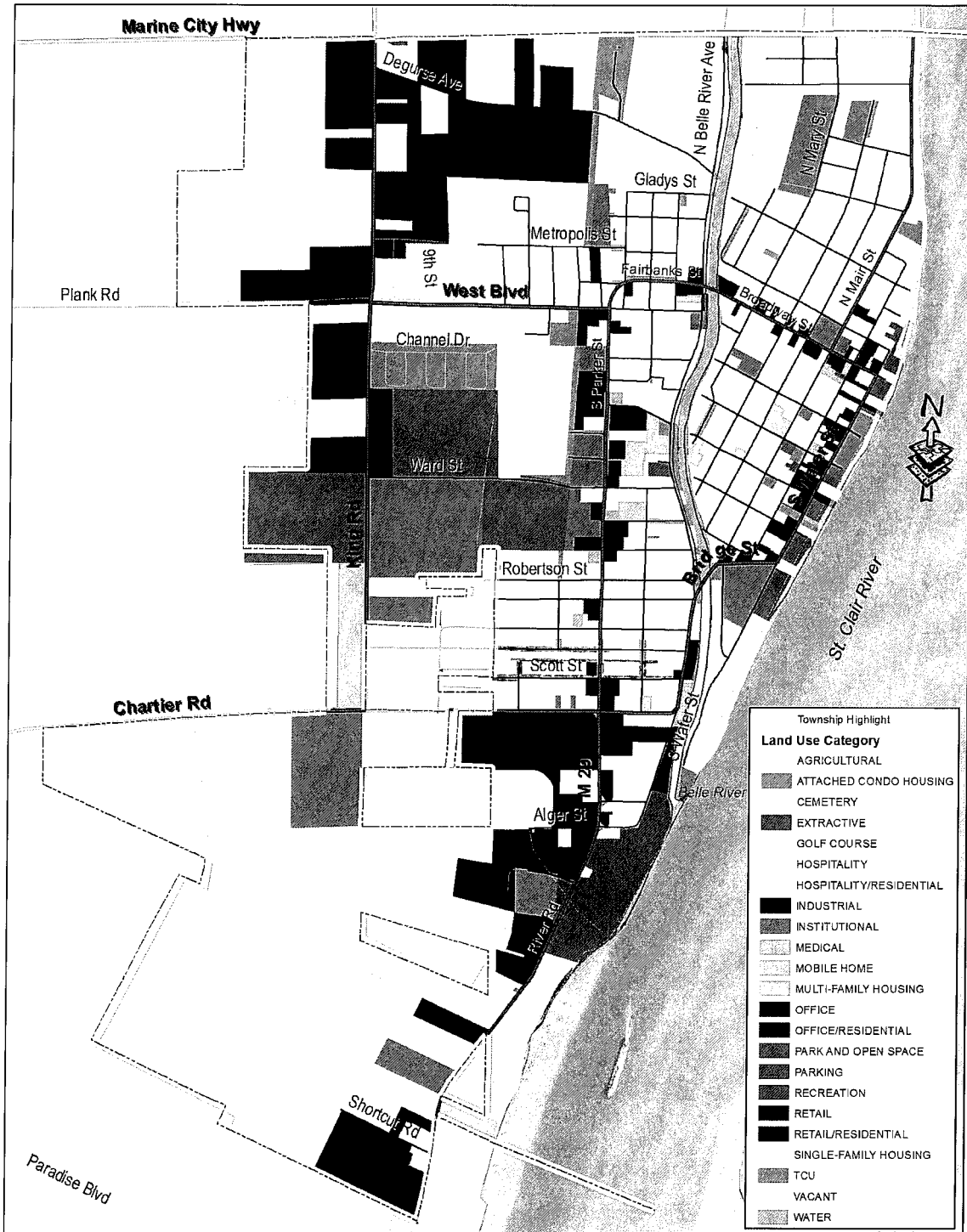
Single-Family Residential

Single-family homes comprise the largest of the residential uses, accounting for 28% of the city's total land area. Single-family residential development can be found throughout the developed parts of the city, but is generally concentrated in the following areas:

1. The older part of the city, between the Belle and St. Clair Rivers.

Land Use

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Map Source: SEMCOG 2010 Land Use

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2. Between Bell Street and Chartier Road.
3. Along West Boulevard, Metropolis Street, Belle River Avenue and River Road (M-29 along the St. Clair River).

Multiple-Family Residential

Multiple-family units occupy 49 acres of land. Most of these units are located in several small complexes found throughout the residential areas of the city. Some multiple-family units can be found in large single-family homes converted to multiple-family use and on the second and (in some cases, third) level of the commercial buildings along Water Street in the central business district ("Nautical Mile"). Newer, larger complexes have been constructed on the west side of King Road, north of Chartier Road and on the east side of King Road, between West Boulevard and Ward Street.

Two-family units are generally scattered throughout the single-family residential areas of the city. Most of the two-family units in Marine City (the older ones in particular) have been created through the conversion of single-family homes to two-family use. Newer two-family units are located in specifically designed duplex structures. Groups of these may be found on the north side of Gladys Avenue; the south side of Woodworth Avenue, west of Mary Street; and on the north side of DeGurse Avenue.

Commercial/Office

Commercial/Office uses in Marine City occupy 110 acres of land, accounting for 8% of the city's total land area. Most of this commercial development is concentrated along Water Street in the central business district and along M-29, from Main Street to Chartier Road. There is also a large strip commercial center, known as Riverside Plaza, at M-29 and Short Cut Road. A few small spot commercial developments can be found throughout the city.

TABLE 2-12: MARINE CITY EXISTING LAND USE, 2010

	Acreage	% of Total
Agricultural/Vacant	457	33%
Commercial and Office	110	8%
Government/Institutional	172	12%
Industrial/Extractive	137	10%
Single Family Residential	389	28%
Multiple Family Residential	49	3%
Open Space/Parks	75	5%
Transportation/Communications/Utilities	25	1%
Water	22	1%
Total	1,406	

Source: SEMCOG Land Use Data, 2010

Industrial/Extractive

Industrial and extractive uses in Marine City occupy 137 acres of land, accounting for 10% of the city's total area. Industrial uses in the city generally are located on large parcels along DeGurse Avenue, King Road, Chartier Road, and M-29, south of Chartier Road. New industrial growth is expected to occur in these areas, particularly along King Road and DeGurse Avenue.

Government/Institutional

Government and institutional uses collectively account for 172 acres of land, or 12% of the city's total area. These uses consist of four school sites (Belle River Elementary, Holy Cross Elementary, Marine City Middle School/High School, and Cardinal Mooney High School) and the former Washington Elementary School building which is now being used as a senior center. Additional uses include: the City Hall/Police Station, the fire station, the Marine City Library, 72nd District Court, the Guy Center, U.S. Customs, public works sites (DPW, waterworks, water towers, pump station, the County Road Commission warehouse), two cemeteries, utility sites (electrical substation, cell towers), two fraternal organizations (Knights of Columbus and Lions Club) and several churches, all spread throughout the city.

Open Space/Parks

Open space/park uses occupy 75 acres of land, or 5% of the city's total area. These uses consist of City parks along the St. Clair River, one City park on King Road, the Marine City beach, Little League and high school baseball diamonds on Ward Street, the Bridge to Bay Trail, and one state boat launch on the east side of M-29 (Parker Street).

Transportation, Communications and Utilities (TCU)

There are 25 acres of TCU uses in Marine City, taking up 2% of total land area. All of this consists of rights-of-way for streets and roads. There is no railroad right-of-way within the city limits.

Agricultural/Vacant

There are 457 acres of agricultural or vacant land within the city limits, primarily located in the southern section of the city, south of Chartier Road.

COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

.....

The facilities, services and programs offered by the City to its residents and businesses are essential to maintaining an adequate standard of living and are a key factor in determining whether a community can thrive and grow. Without quality recreation facilities, adequate sewer and water capacity, convenient refuse pick-up and sufficient police and fire protection, a community will find it difficult to attract new businesses and residents, let alone retain existing businesses and residents.

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POLICE SERVICE

The Marine City Police Department held a grand opening for its new police station located at 375 S. Parker Street in October 2009. The facility was previously a video store that was renovated and converted into the police station with a more inviting reception area and public restrooms. Located in the center of the community, the facility ties in with the "community policing" philosophy to which the department adheres.

The facility features a large evidence room and storage area, men's and women's locker rooms, a separate interview room, booking and fingerprinting stations, a holding cell and a large office for police staff to fill out paperwork uninterrupted. There are also separate offices for the patrol sergeants, the detective sergeants and the police chief. The total cost for the new facility was \$154,000, including an addition on one side of the building.

The police department includes the police chief, a police sergeant, a detective, officers, and an office manager.

FIRE SERVICE

July 2010, Marine City, Cottrellville Township, East China Township and China Township signed an agreement to form the Marine City Fire Authority. The authority has helped to improve fire protection in each community and allows the governmental entities to distribute resources more effectively and more efficiently.

Each community contributes to an annual budget based on the percentage of runs they have had during the past three years. Under the agreement, a supervisory board composed of three representatives from Marine City and two from each township governs the Authority.

The Marine City Fire Hall is located at 200 S. Parker Street, south of West Boulevard. The fire hall is centrally located, with all areas of the city well within the standard 1.5-2 mile service area radius. The Marine City Fire Authority responds to medical emergencies, fires, car accidents, hazardous incidents, rescues, stand-bys, and fire alarms. They are staffed with officers and paid on-call firefighters.

SCHOOLS

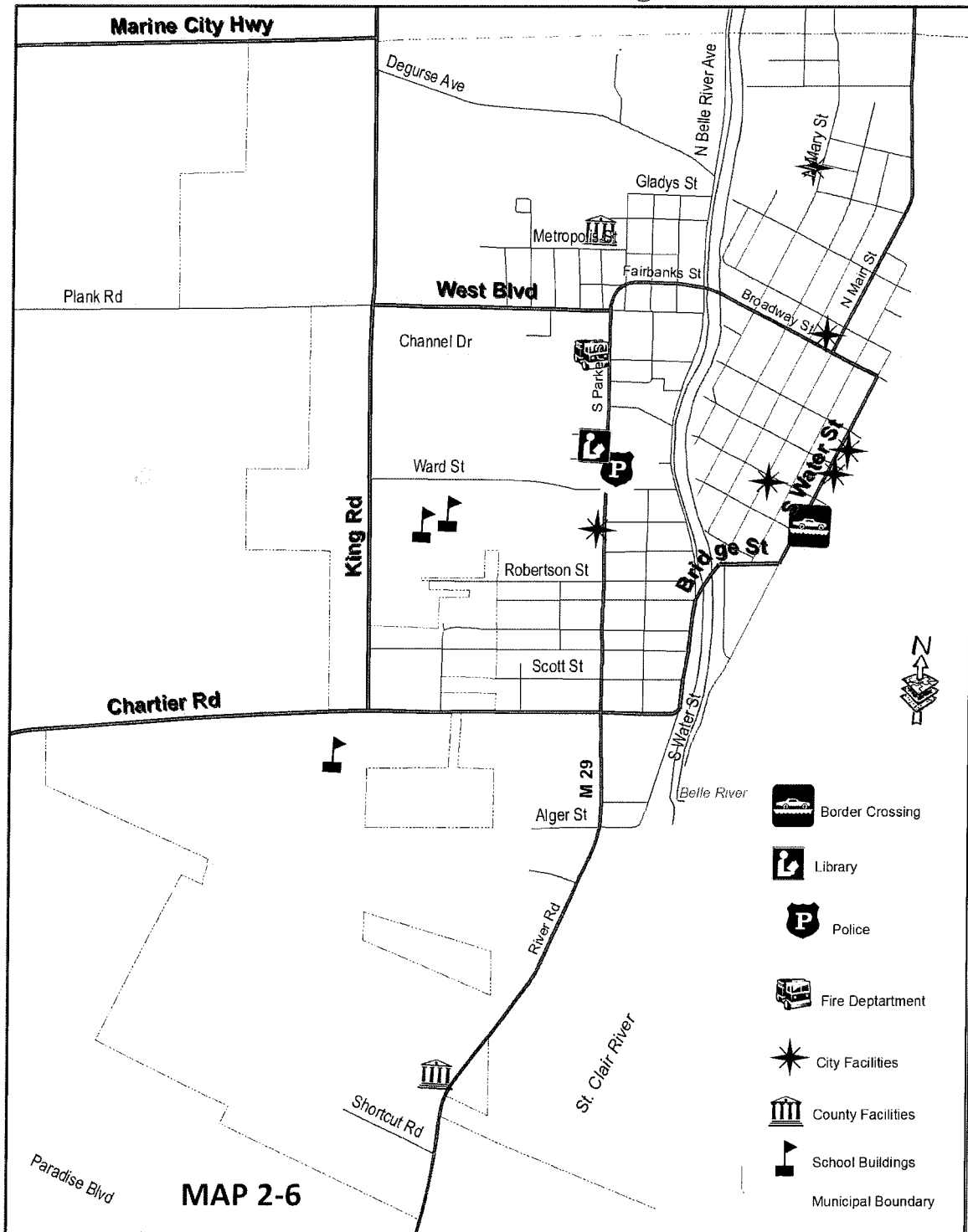
Marine City has an abundance of quality education options within its borders, both public and private. These include:

East China School District

Marine City is located within the boundaries of the East China School District, which also serves the City of St. Clair, China Township, Cottrellville Township, East China Township, and parts of Casco, Columbus, Ira and St. Clair townships (122 square miles total). In the 2015-2016 school year, the district had an enrollment of 4,253. Four of the district's ten schools are located in Marine City:

Community Facilities

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Map Source: St. Clair County Master Plan

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- ▶ Belle River Belle River Elementary School, 1601 Chartier Road - 2016-2017 enrollment: 456
- ▶ Marine City Middle School, 6373 King Road - 2016-2017 enrollment: 404
- ▶ Marine City High School, 1085 Ward Street - 2016-2017 enrollment: 511
- ▶ Riverview East High School, 6373 King Road - 2016-2017 enrollment: 117

Elementary school services consist of an academic program that includes art, music and physical education; counseling services; media centers; computer labs in all buildings; junior primary program; after school enrichment programs; and a Latchkey program.

Middle school services include a complete academic program and electives providing a balance between basic skills and exploratory experiences; counseling services; media specialists; reading support program; interscholastic and intramural sports (boys and girls).

High school services include a four-year college preparatory program including advance placement courses; expanded computer labs; technology education that includes computer-aided drafting and mechanical drafting; extracurricular activities and clubs; interscholastic athletic competition in football, basketball, tennis, baseball, swimming, track, cross country, golf, hockey, wrestling, cheerleading, volleyball and softball. There are also programs in arts, band, theater, and choir.

St. Clair County Regional Educational Service Agency (RESA)

St. Clair County RESA provides education services, vocational programs and special education services to eight school districts in St. Clair County, including the Port Huron Area School District. These services are provided by the facilities at the RESA Educational Service Center, located at 499 Range Road in Kimball Township. One such facility is the Technical Education Center (TEC), which offers job training and placement opportunities for nearly 1,200 high school and adult students.

As part of the RESA Educational Service Center complex, severely and profoundly mentally impaired students are provided training, education, and enrichment opportunities at the Woodland Development Center.

Curriculum development, media, instructional materials and training for teachers and volunteers are other RESA-supported services designed to strengthen area education programs.

Private Schools

There are two private schools located in Marine City: Cardinal Mooney Catholic High School, located at 660 S. Water Street and Holy Cross Elementary School, located at 618 S. Water Street. Both schools are administered by the Archdiocese of Detroit.

St. Clair County Community College

St. Clair County Community College (SC4), located at 323 Erie Street in Port Huron, is a comprehensive community college offering associate degrees in both transfer and occupational areas. In 2016, SC4 had a fall enrollment of 3,712. The college provides the freshman and sophomore courses needed to fulfill the requirements for transfer to a senior college or university.



The SC4 University Center is an educational center that houses programs and courses offered by several universities. SC4 has formal agreements with Walsh College, Franklin University and Capella University to provide convenient online bachelor's and master's degree completion programs. SC4 has also acquired a strategic partner in Kettering University to offer several Engineering degree programs. Extension courses are offered through the following university partnerships : Ferris State University, Siena Heights University, Central Michigan University, Wayne State University, University of Michigan-Flint, Saginaw Valley State University, Walsh College and Madonna University. SC4 also has a Joint Admission Program with Oakland University, called SC2O, which allows students to ease transitions to earning a Bachelor degree.

SC4 has launched a STEM (Science, Technology, Engineering and Math) Institute which is one of the first at a community college in Michigan. This not only emphasizes STEM curriculum, but promotes clear pathways for careers in these disciplines.

Currently St. Clair County Community College offers approximately 55 associate degree and certificate programs, and more than 55 transfer options. The college offers eleven online degree and certificate programs.

In addition, lifelong learning and training is offered through SC4's "Workforce Training Institute." at the Citizens First Michigan Technical Education Center, which provides customized training programs in leadership, management, customer service, computers, allied health, construction, manufacturing, energy, environment and fire and emergency services. Classes are presented on campus, online and at company sites.

Baker College of Port Huron

Baker College is located on 12 acres that border the 40th Street Pond in Port Huron Township. Additionally, there are two extension locations: The Sandusky Extension in Sanilac County and the Sarnia Extension, housed at Lambton College across the St. Clair River in Sarnia, Ontario, Canada.

Baker College offers certificates, associate degrees, and bachelor degrees in fields that lead directly to career opportunities. Their specialty programs include: transportation, computer information systems,

MARINE CITY MASTER PLAN

cyber defense, business, medical assistant, dental hygiene, surgical technology, web design, veterinary services, and more. Baker recently added a Culinary Arts Program by opening a Port Huron campus for Baker College's Culinary Institute of Michigan (CIM), complete with dormitories. This is a world-class learning environment in a brand new, state-of-the-art facility.

MARINE CITY LIBRARY

The Louis R. Miller/Marine City Library, located at 300 Parker Street, between Jefferson and Ward Street, is a branch of the St. Clair County Library System and serves the residents of both Marine City and Cottrellville Township. The library was started in 1889 by the Ladies Library Association and was housed in the City Hall. In 1919, the City assumed responsibility for the operation of the library and in 1939, the library was relocated to the Newport Academy and Washington and Main streets. In 1967, the library became part of the St. Clair County Library. The current library was constructed in 1983 with funding from Mr. and Mrs. Louis R. Miller and other donors.

As a branch of the St. Clair County Library System, the Marine City Library has access to many of the materials of the main County Library in Port Huron and other branches of the County Library System. Materials available at the Marine City branch include large print books, books on tape, video cassettes, CDs, DVDs, a historical collection for genealogical and local history research, a copy machine, fax machine, laminator, community events bulletin board, internet access and training, kids' programs and inter-library book loans. There is also a computer lab, an outdoor gazebo and Wi-Fi Internet access.

CITY CEMETERY

The Woodlawn Memorial Cemetery is located at Westminster and Pleasant streets and was established with a gift of 1.5 acres from Beer B. and Mary Ward. The cemetery is currently comprised of 14.2 acres containing more than 7,000 graves. The Department of Public Works provides maintenance and individual trimming to the graves, digs and fills new graves, regrades existing graves as necessary, and installs grave marker foundations as needed. Burial service is provided to residents and funeral homes of the greater Marine City area, averaging 50 to 60 interments per year.

DEPARTMENT OF PUBLIC WORKS

The City operates a Department of Public Works yard on M-29 at Cottrell Boulevard. The yard includes storage facilities and maintenance buildings on a one acre site. The yard itself is sufficient to handle future development demands.

ST. CLAIR COUNTY ROAD COMMISSION FACILITIES

The St. Clair County Road Commission maintains a storage facility at M-29 between the DNRE public boat launch and McLouth yards on the St. Clair River. This facility is used for storing road aggregate, sand and de-icing salt. These materials are off-loaded directly from lake freighters into the storage facility area. In addition, the county operates a garage and storage facility on the north side of

Metropolis, along the old Port Huron & Detroit railroad right-of-way. The county does not have any immediate plans for expansion or relocation of either facility.

SEWER AND WATER

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The existing water system is adequate to meet present and future needs. The water works, constructed in 1935, is located on the east side of Water Street on the St. Clair River, which is the source of water for the system via a 14" intake pipe extending 150 feet into the river. The water works has a treatment capacity of 2.0 million gallons per day, half of which is currently being used. A new 750,000-gallon water tower was constructed in 1999 at King Road. Phase II of the Wastewater Treatment Plant Project, the separation of storm sewers and sanitary sewers that were combined in most parts of the city, was completed in 1994. The elimination of the combination sewers will reduce demands upon the wastewater treatment facility and help to prevent untreated wastewater from being dumped into the St. Clair River.

Aside from the areas with separated storm sewers, storm drainage in much of the city is currently inadequate. There are many areas west of M-29 that are not currently storm sewered. Storm sewers will have to be constructed in those areas to accommodate current and future development.

The Wastewater Treatment Plant was constructed in 1992 on M-29, across from the Road Commission storage yard. This facility, which was Phase I of the Wastewater Treatment Plant Project, has a capacity of 1,000,000 gallons per day, and should adequately meet the City's future needs for the planning period.

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CHAPTER 3

COMMUNITY VISION AND PLANNING GOALS



IN THIS CHAPTER:

- ▶ THE MARINE CITY VISION FOR 2040
- ▶ A DETAILED COMMUNITY VISION STATEMENT BASED ON PUBLIC INPUT
- ▶ AN OVERVIEW OF THE PURPOSE OF THE MASTER PLAN
- ▶ A DESCRIPTION OF THE MASTER PLAN'S EFFECT ON PUBLIC POLICY
- ▶ A CATEGORIZED LISTING OF COMMUNITY PLANNING OBJECTIVES

DRAFT

MARINE CITY MASTER PLAN

INTRODUCTION

Throughout the planning process, the community must identify, understand, and work toward a long-term vision that is agreed upon by the city as a whole. The vision statement and the community planning goals and strategic actions were developed after careful analysis of existing trends and conditions in Marine City, as well as through a series of community visioning exercises that served to ascertain the desires and aspirations of city residents about what they want for the future of their

COMMUNITY VISION STATEMENT

In 2040, Marine City is a community that provides an exceptional quality of life for its residents and extends a warm welcome to the great number of tourists it attracts. It is a city that has preserved its rich heritage as a coastal community and celebrates its beautiful architecture, ample cultural resources, and its unique waterfront location. We take pride in celebrating the marine heritage and nature of our community, as well as enjoying the social, walkable nature of the downtown and neighborhoods in Marine City.

Downtown Marine City is a jewel on the St. Clair River - an attractive and vibrant urban center that contains a mix of shopping opportunities, busy office spaces, and an array of high-quality and affordable housing options located in the central business district. In between shopping and dining at one of downtown's great restaurants, visitors enjoy spending quality time with their friends and family along the riverfront at one of the many green spaces that are intermingled with storefronts.

Commercial facilities are well-designed and have a very clean appearance. Signage fits the character of the community and buildings are exceptionally maintained. The shops on Water Street, Broadway Street, and South Parker Street also serve as community gathering spots where residents meet up with friends and neighbors or have the opportunity to make new friends.

Marine City is a business-friendly community that supports entrepreneurs and attracts talented individuals who want to live amidst the city's wide array of amenities and its proximity to cultural and natural resources.

Residents and visitors alike have easy access to a multitude of recreational opportunities along the St. Clair and Belle Rivers. It is a common sight to see people enjoying each other's company while fishing, canoeing, or walking along the banks of the river. In the summer months, the City Beach is full of people young and old - soaking in some sun or cooling off by taking a swim.

There is an overwhelming community spirit that permeates throughout Marine City. There is a deep sense of voluntarism and civic pride that further exemplifies the high quality of life found in the city. City officials commonly cooperate with officials from neighboring communities on a variety of issues. People in Marine City respect the views and needs of others and work hard to ensure that the community is a welcoming place for all.

community. The vision statement and associated planning goals and strategic actions are also based on a survey of local leaders. They were then refined throughout the planning process following input from the City Commission, the Planning Commission, and city residents.

MARINE CITY 2040 VISION

The vision statement is an attempt to capture in words, what Marine City will be like in 2040 if the goals of this Master Plan are achieved and the policies are implemented. When reading this vision, it is necessary to imagine that you are living in the future and describing what the community is like at that point in time, in 2040. This approach is intended to present a better sense of the desired future.

PLANNING GOALS

INTRODUCTION

Communities are continually facing problems associated with growth and development or changes to the community as a result of an ailing economy. In the effort to provide essential municipal services, adequate and efficient areas for business and industry, pleasant living conditions and recreational facilities, communities have looked to planning as a process to prepare for these developmental pressures and economic transitions. The planning process, in turn, helps the City to better manage change in a well thought out manner that will most equitably benefit the entire community.

The goals formulated by the Planning Commission and the community at large are the cornerstone of the planning process. They are intended to provide the basic framework for public and private decision-making. The Master Plan's arrangement of future land uses is based on the community's goals for the future. As such, the goals will effectively direct both public and private decisions regarding land use and development.

PURPOSES OF THE MASTER PLAN

The Master Plan is the official document that serves as the long-range comprehensive policy guide to the day-to-day decisions about the future development of the city. The Plan is written to be flexible in order to meet changing future conditions and is designed for the community as a whole, not specific parcels. Through its text and graphic aids, the Master Plan explains the City's philosophy and desires concerning future development.

The Marine City Master Plan was prepared under the provisions of Public Act 33 of 2008, better known as the Michigan Planning Enabling Act, which gives the Marine City Planning Commission the authority and obligation to prepare and officially adopt a master plan. The plan is comprised of text and supporting graphics and maps; however, the most significant map is the Future Land Use Map, which shows the location and relationship of land in the city for the next 25 years.

The Michigan Zoning Enabling Act (Public Act 110 of 2006) provides that "the zoning ordinance shall be

MARINE CITY MASTER PLAN

based upon a plan designed to promote the public health, safety, and general welfare, to encourage the use of lands in accordance with their character and adaptability” and “to limit the improper use of land.” A zoning ordinance is more likely to be defensible when based upon a well-conceived plan. Too often, local officials and citizens find themselves dealing with development proposals with no firm direction and they must either succumb to development pressure or arbitrary denials. The Master Plan will establish policies that promote continuity when issues regarding growth arise. To be implemented effectively, the Master Plan must encourage the joint participation of both public officials and citizens. Only through this participation will the desirable use of land occur within the city.

Specifically, the purposes of the master plan are:

- ▶ To improve the physical environment of the city as a setting for human activities, minimize conflicts caused by growth and change and promote the general health, safety and welfare by making the city more functional, beautiful, vibrant, healthy, interesting and efficient.
- ▶ To promote the interest of the community at large, rather than the special interests of specific individuals or groups within the community.
- ▶ To facilitate the democratic determination and implementation of community policies and physical development. The Plan is primarily a policy instrument. The Plan constitutes a declaration of long-range goals and objectives and provides the basis for a program to accomplish the goals. By providing opportunities for citizen participation, the Plan facilitates the democratic process.
- ▶ To effect political and technical coordination in community development.
- ▶ To inject long-range considerations into the determination of short-range actions.
- ▶ To bring professional and technical knowledge to bear on the making of decisions concerning the physical development of the community.

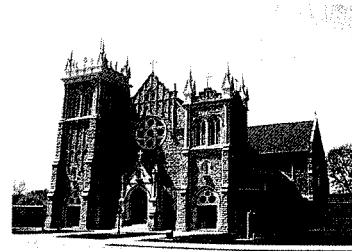
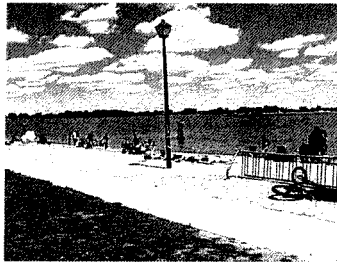
POLICY PURPOSE

Administration by City officials, legislative action by the City Commission, quasi-judicial rulings by the Zoning Board of Appeals and administrative action and recommendations by the Planning Commission are frequently criticized as being arbitrary and capricious. Clear-cut statements of policy can go far to minimize the apparent arbitrariness of certain planning and planning-related actions. They can guide and substantiate honest, intelligent decisions. They can also serve the community planner and the Planning Commission as an anchor of objectivity. Another useful function performed by policy statements is to inform the public about the thinking of the Planning Commission with regard to land development.

DETERMINING POLICY

The Master Plan is not just a series of maps. Rather, it is first a series of policy statements of objectives. Policy statements, of course, have limitations. They cannot cover every situation. Certain areas are so complex that it will be impossible to know what sort of policy decision can be made until all of the facts are assembled. Also, there must be agreement and consensus in the first place before a policy statement can be adopted. Obviously, this concurrence will not always exist. None of this negates,

PLANNING GOALS



however, the desirability of formulating and adopting policy statements in as many areas of planning concern as possible.

PLANNING GOALS

Relying on input from Marine City residents and City officials, combined with a thorough analysis of demographic, economic and land use trends, a series of community planning goals has been developed. These goals should guide decision making relative to land use, transportation, and overall change management. They should be reviewed when examining development proposals, administering or amending the zoning ordinance, and considering public input.

PLACEMAKING GOALS

- ▶ Preserve the historical character of Marine City by promoting the restoration and/or preservation of all historic buildings in the city and encourage any new construction in historic districts to have exterior designs compatible with those historic districts.
- ▶ Reinforce the nautical character of Marine City by utilizing the attractiveness of the Belle and St. Clair Rivers within development schemes and recognize these rivers as unique and important resources.
- ▶ Maintain and promote Marine City as a pleasant place to live, work and visit through a proper and thoughtful arrangement of land uses within the city.
- ▶ Identify the city's existing assets and promote those assets as unique quality of life drivers that differentiate Marine City from other communities in the region.
- ▶ Continue to define and implement streetscape standards that transform the central business district into a more walkable, vibrant, and interesting place to frequent.
- ▶ Ensure that downtown is clean, safe, and welcoming.
- ▶ Ensure the street level of buildings relates to the pedestrian as a primary focus.
- ▶ Emphasize public art and integrate it with public buildings, community parks, and public works.
- ▶ Highlight the St. Clair and Belle Rivers as unique natural assets that enhance recreation, tourism, and quality of life and provide transient boating facilities.
- ▶ Identify and participate in targeted neighborhood reinvestment and stabilization programs that improve the quality of the housing stock and overall neighborhood character.
- ▶ Continue to increase housing opportunities in the central business district through the utilization of second and third floor spaces above street-level retail.
- ▶ Where appropriate, identify and pursue new opportunities for public transit, bicycling and other modes of transportation alternatives to automobiles.

MARINE CITY MASTER PLAN

ECONOMIC DEVELOPMENT GOALS

- ▶ Promote policies that lead to the sustained economic health of Marine City's assets and to the natural revitalization of vacant, low density, obsolescent and deteriorated property. When possible use existing amenities as the focus for the development.
- ▶ Embrace the Green Economy and its focus on alternative energy.
- ▶ Recognize the important role that placemaking strategies play in attracting talent and economic development.
- ▶ Promote and support entrepreneurship in Marine City. Create regulations and implement policies that are entrepreneur-friendly and work to connect entrepreneurs looking to start or expand a business to the organizations or resources that are required to be successful.
- ▶ Ensure that Marine City has a wide variety of amenities including recreation, shopping, cultural resources, entertainment options, and "third places," all of which will help in attracting and retaining talented workers.
- ▶ Attract tourists by focusing on place-based strategies that highlight Marine City's existing assets and unique resources and enhance opportunities for expanded accommodations such as bed and breakfast establishments, hotels/motels, and other tourist-related services.
- ▶ Highlight the importance of post-secondary education and skills-development to all residents to help the community adapt to and compete in a globalized, knowledge-based economy.
- ▶ Communicate and collaborate with other local units of government across the region and leverage new and existing public-private partnerships to promote and implement regional strategic growth initiatives.
- ▶ Work toward full certification through the MEDC Redevelopment Ready Communities Program.

COMMERCIAL GOALS

- ▶ Encourage the retention of a viable central business district with adequate parking which serves the convenience needs of the population within the trade area and which will become increasingly able to draw shoppers and tourists from beyond the local trade area.
- ▶ Encourage owners of businesses and structures within the business district to improve and maintain their properties in a manner that promotes the aesthetic appearance of the district.
- ▶ Encourage use and/or redevelopment of existing underutilized, vacant and dilapidated buildings whenever possible.
- ▶ Provide areas within the city for commercial development outside the central business district for those types of commercial uses requiring the large areas of land (e.g. car dealers, grocery stores, lumber yards, etc.)
- ▶ Encourage long-term growth of the commercial tax base of the city.
- ▶ Maintain and improve the public infrastructure within the central business district such as sidewalks, lighting, municipal parking and other amenities.
- ▶ Encourage a concentration of smaller, specialty type retail shops in the central business district.
- ▶ Encourage service type businesses to locate on the fringe of the central business district.

HOUSING AND RESIDENTIAL GOALS

- ▶ Encourage the construction of new residential development in the city so as to provide an opportunity for those employed in the city and surrounding areas to become residents.
- ▶ Promote a residential environment designed to fulfill basic needs with special attention focused on maintaining or restoring viability of developed residential areas.
- ▶ Require new residential development to be visually attractive and environmentally acceptable, preserving the natural features of each site, such as woods, topography, natural drainage and retention areas.
- ▶ Allow for a variety of dwelling unit types and sizes for ownership and rental by all age groups and income levels, including: site built and factory-built, single family, two-family, and multiple family development.
- ▶ Discourage incompatible non-residential uses from locating in residential neighborhoods.
- ▶ Discourage uses that would increase traffic on residential streets beyond that which the street was designed or intended to carry.
- ▶ Restrict aesthetically incompatible housing types, such as units having a width of less than 20 feet, to locations within licensed mobile home parks.
- ▶ Permit manufactured housing that is aesthetically compatible with site built housing to be located in the community wherever comparable housing is located.
- ▶ Seek out and participate with the Michigan State Housing Development Authority (MSHDA) in the establishment and operation of neighborhood improvement and housing rehabilitation programs.
- ▶ Promote "infill" development of adequately sized vacant lots in existing developed areas that are served by public sewer and water.

INDUSTRIAL GOALS

- ▶ Provide a stable and diversified economy emphasizing an industrial mix minimally affected by fluctuations.
- ▶ Provide manufacturing and services capable of serving the needs of the residents and businesses in the area.
- ▶ Make available cost-effective, adequately sized industrial sites that are compatible with the surrounding area.
- ▶ Provide adequate roads, utilities and transportation facilities to service existing and planned industrial areas.
- ▶ Provide adequate buffering of industrial uses from adjacent residential uses and from less intensive land uses through the use of appropriate setback standards, landscaping, and by locating industrial uses adjacent to other intensive land uses.
- ▶ Require future industrial developments to provide adequate on-site off-street parking facilities.
- ▶ Ensure that future industrial development does not emit excessive amounts of noise, fumes, smoke, vibrations or other pollutants.
- ▶ Encourage the proper redevelopment/rehabilitation of abandoned industrial sites, so as to limit/mitigate the negative impacts on neighboring lands and assist in actively marketing these sites for re-use.

MARINE CITY MASTER PLAN

TRANSPORTATION GOALS

- ▶ Plan for a network of roads by type and function that will provide a complete road system including major, collector and local roads.
- ▶ Obtain necessary right-of-way dedications and reservations.
- ▶ Cooperate with the Michigan Department of Transportation (MDOT) and the St. Clair County Road Commission to ensure that a proper relationship exists between planned road improvements and the city's desired future land use pattern.
- ▶ Increase pedestrian safety by providing opportunities for pedestrian circulation along existing and planned road systems through a coordinated program of sidewalk construction and maintenance.
- ▶ Limit points of ingress/egress on major roads to improve safety and retain the traffic carrying capacity of the roadway.
- ▶ Provide a transportation system that recognizes the need for both auto and truck traffic and eliminates as many points of conflict between the two as possible.
- ▶ Improve the road system to better serve residences and businesses through a regular program of scheduled pavement maintenance, paving, repaving, curb and gutter construction, etc.
- ▶ Recognize the relationship between land use patterns and the availability and adequacy of the transportation system.

PARKS AND RECREATION GOALS

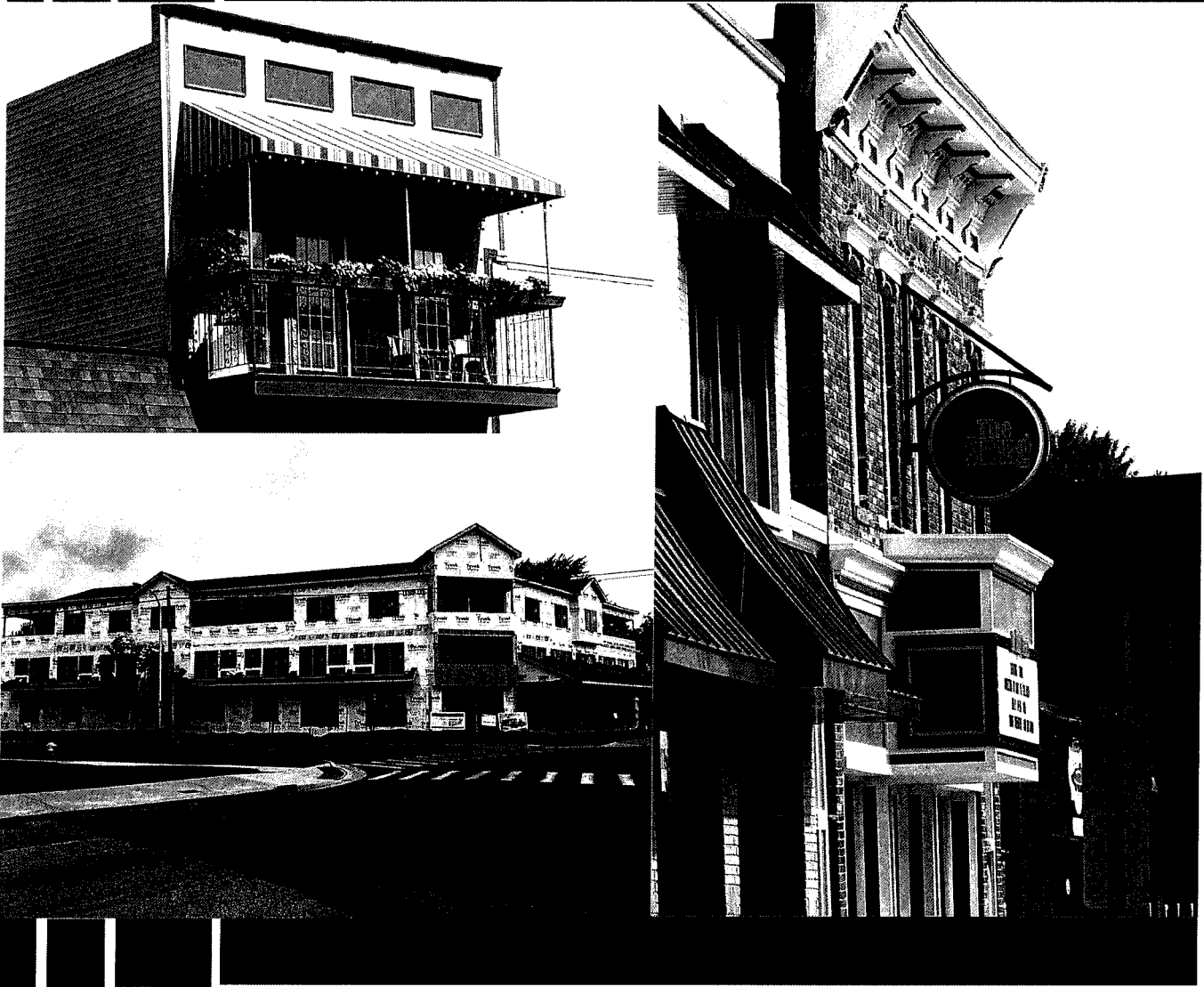
- ▶ Provide parks and recreation opportunities and amenities citizens of all ages and abilities.
- ▶ Promote Marine City as a waterfront "Trail Town" that offers experiences other communities cannot.
- ▶ Ensure Marine City has adequate financial resources for parks and recreation facilities and programs.
- ▶ Deliver outstanding recreation programming and quality public services to all stakeholders.
- ▶ Develop existing park facilities with features and amenities that bring citizens and visitors back on a regular basis.
- ▶ Support the continued development and utilization of an interconnected system of land and water trails in Marine City and beyond.
- ▶ Expand the range of recreation facilities available to residents.

PUBLIC FACILITIES AND SERVICES GOALS

- ▶ Provide a water and sewer system that meets the needs of current and future City residents and businesses and protects the environment.
- ▶ Stage any sewer or water installations to provide efficient growth and revenues to pay for the system.
- ▶ Develop an updated marina study to identify an appropriate location for a transient marina facility.
- ▶ Identify an appropriate location for a new City Hall building and develop a long-term plan for financing its development.

CHAPTER 4

FUTURE LAND USE PLAN



IN THIS CHAPTER:

- ▶ AN INTRODUCTION TO FUTURE LAND USE PLANNING
- ▶ THE CONCEPT PLAN
- ▶ THE FUTURE LAND USE PLAN FOR MARINE CITY
- ▶ THE FUTURE LAND USE MAP

DRAFT

INTRODUCTION

The goal of land use planning is the improvement of the general welfare of the people living and working in Marine City through the proper development of vacant land and, where necessary, the redevelopment of existing areas for new uses that create a better community in which to live, work and recreate. In general, this land use plan is a guide for locating private and public uses in Marine City.

The future land use plan is intended to be long range, comprehensive, generalized, flexible and regional, with the following broad objectives:

Long range planning for land development to the year 2035.

- ▶ Comprehensive planning to provide for a variety of types of land uses, bearing a relationship to the land capability and transportation system.
- ▶ Generalized planning upon broad principles of land use allocations and relationships.
- ▶ Flexible planning that is able to adapt to changing conditions, yet not detract from the spirit and intent of the Master Plan.
- ▶ Regional planning transcending arbitrary boundaries and which is an integrated part of the regional system.

The future land use plan is more than just a graphic presentation. Behind the graphics on a map are spatial distributions and relationships reflecting the community vision and planning objectives described in Chapter 3.

The future land use map is generalized in its scope. It is not intended to delineate exact parcels or defined boundaries for planned land uses. The future land use map and its supporting text serve as a guide to Marine City officials regarding day-to-day planning issues. The planning commission should consider this master plan, as a whole, as a guide for future land use, zoning and site planning decisions. The future land use map will be reviewed and updated, if necessary, every five years to ensure it reflects community interests and relevant trends.

The timing of a particular land use is dependent upon a number of factors, such as:

- ▶ Community input
- ▶ The community vision and planning objectives
- ▶ Existing land uses
- ▶ Current zoning in the city
- ▶ Demographic projections
- ▶ Economic trends and market forces
- ▶ Traffic and circulation
- ▶ Location of sensitive environmental resource areas
- ▶ Capability of land/soils for development
- ▶ The presence or lack of utilities

These factors noted above, among others, must be given strong consideration when reviewing a request for rezoning a parcel of land. As a general policy, it is recommended that the rezoning of any land to implement the Future Land Use Map be delayed until specific applications are made. Similarly, no rezoning should be made that is inconsistent with the Future Land Use Map and/or text of this Plan, unless this Plan is first amended after careful analysis to establish the appropriateness of the change in zoning.

CONCEPT PLAN

The possible physical arrangement of the various land uses on vacant ground are infinite in number. However, regional considerations, roads, existing land uses, soils, topography, population change and economic potential are all constraints on the number of possible arrangements. The community vision and planning objectives set out earlier in this Master Plan direct the possible array to a narrow band of alternatives. These possibilities are developed into a concept of the preferred general arrangement of land uses.

The future land use plan for Marine City is based on analysis of the basic data presented in this Master Plan of trends in the city and the surrounding region. The recommendations for the separate land uses are graphically and statistically presented in eight classifications.

The future land use plan is designed to derive the maximum benefit for the residents of Marine City. It illustrates the arrangement of land uses to meet the goals, capacity and trends in the city.

FUTURE LAND USE PLAN

A future land use map has been prepared and is part of this document. The map depicts planned land uses by category in Marine City. The future land use plan should be considered a generalized guide for the future development of Marine City. The future land use plan is not necessarily the exact pattern in which the city should develop. For instance, new parks and playgrounds may not be developed in the exact location or shape drawn. However, all proposed developments should be reviewed to be sure they fit into the spirit of this Master Plan. The nature and location of the major categories of land use are discussed below.

Single-Family Residential

The largest land use classification within the city is and will continue to be single-family residential. Given the current lag in the economy, the local and regional housing market has suffered and, as a result, new home construction will be minimal. Instead, there will be a greater focus on redevelopment and reinvestment into the existing housing stock to improve the quality of homes and stabilize existing neighborhoods.

From time to time, some vacant parcels in older residential neighborhoods will be developed with newly constructed homes. There are several vacant lots scattered throughout the older areas of the

MARINE CITY MASTER PLAN

city, specifically, those neighborhoods between the Belle and St. Clair Rivers, between Parker Street and the St. Clair River and between Robertson Street and Chartier Avenue. Most of these lots are small and just barely meet the lot size requirements of the Zoning Ordinance. However, these lots are already serviced by water, sewer, gas and electric utilities and more than likely would be easier and cheaper to develop than new residential areas. Many of these lots would be ideal locations for smaller-sized inexpensive start-up housing for younger families.

As shown on the future land use map, a total of 534 acres have been designated for single-family residential.

Multiple-Family Residential

A number of additional areas are shown for multiple-family residential development. It can be expected that the trend toward and increasing proportion of single-family housing to multiple-family housing will continue during the time period covered by the Master Plan.

In that part of the city between the Belle and St. Clair rivers, only the relatively larger scale existing multiple-family developments have been retained, such as the Barton Club Condominium, the Newport Manor Condominium, the St. Clair Village Condominium, the condominium development at Catholic Point, the senior citizen complex at the corner of Washington and Elizabeth, and the multiple-family development at Woodworth and the Belle River.

In that part of the city west of the Belle River and north of West Boulevard, two existing multiple-family developments and two new developments are shown on the future land use map. There are existing multiple-family dwellings on the north side of Gladys Avenue, between Second and Third Streets. Additionally, there is a multiple-family development located on the north side of Degurse adjacent to the bicycle path.

In that part of the city west of the Belle River, between West Boulevard and Chartier Avenue, there are six existing multiple-family developments and two new multiple-family residential areas. The first is the Compass Pointe Condominium on the south side of West Boulevard adjacent to the planned bicycle path. The second is Mariners Landing, located adjacent to the south of Compass Point and extending from the bicycle path west to King Road. A vacant parcel adjacent to the south of Mariners Landing (the site of a former factory) is also shown as multiple-family residential. The third is an apartment complex located behind the Food Depot grocery store on Parker Street near St. Clair. The adjacent parcel at St. Clair and Belle River is also shown as multiple-family residential. The fourth is an apartment complex at the northwest corner of Cottrell Boulevard and Third Street. The two complexes on the west side of King Road, between King Road Park and Chartier Avenue, are shown expanding west into the parcels adjacent to the west (lying just outside the existing city limits).

South of Chartier Avenue, the future land use map shows three new multiple-family developments. The first consists of the west two-thirds of the farm at the northeast corner of the proposed King Road and Alger Street extensions and south of the Holy Cross Cemetery. The second runs along the east side of the proposed King Road extension, south of the farm approximately 1,900 feet. The third consists of

the east one-half of the block bounded by Chartier, Parker, Belle River and Bowery.

In total, 123 acres have been planned for multiple-family residential uses.

Commercial and Office

It is expected that the commercial and office development in the city will mainly be a continuation of the trends that presently exist. Likely commercial and office development will occur in the following locations:

- ▶ Continuation of strip development along M-29, from Belle River Avenue to Chartier Avenue.
- ▶ Development in and around the Riverside Plaza area
- ▶ The Central Business District, along Broadway and Water streets.
- ▶ Strip development along King Road, between West Boulevard and Marine City Highway, as well as Chartier Avenue, near M-29.

The existing configuration of the central business district is to be retained, with commercial and office development along both sides of Broadway (except for the old City Hall at Broadway and Main) and between Water Street and Market Street, from Broadway to Bridge Street. A few existing businesses on the east side of Water Street will continue to be designated as commercial and office. In order for this to remain viable in the long-term, there must be cooperation between the local business community and the City. The central business district needs to plan for additional parking facilities in the rear of stores and offices where possible. Adjacent lots within or at the edge of the district should be considered for parking, if land becomes available. The City should maintain and improve the central business district and the infrastructure, such as the sidewalks and lighting. Consideration should be given to the installation of decorative walkways, decorative lighting, street trees and benches where possible and in concert with the system of parks along the east side of Water Street. With the development of parking at the rear of stores and offices, the rear of such buildings should be improved and rear access to these stores and offices should be developed. A central business district that is physically attractive with convenient parking and a good mix of merchandise and services should be able to attract a fair share of retail business in the area and increase tourism.

In total, 179 acres have been designated for Commercial and Office uses.

Industrial

Industrial development within the city should take place in and around the existing industrial developments. The following areas have been designated Industrial on the future land use map:

- ▶ North of Degurse Avenue, between King Road and the bicycle path.
- ▶ The area bounded by Degurse Avenue, West Boulevard, King Road and the bicycle path, except for the area that has been designated for single-family and multiple-family residential use.
- ▶ West of King Road, between Marine City Highway and King Road Park, except those areas designated for commercial, office and residential uses.

MARINE CITY MASTER PLAN

- ▶ The northeast corner of Ward Avenue and King Road.
- ▶ West of M-29, between Chartier Avenue and the area just north of the 72nd District Court property.

In total, 254 acres have been designated for Industrial uses.

Public, Quasi-Public and Institutional

The Future Land Use Map designates in this land use classification only those areas currently occupied by school and government facilities and fraternal organizations. It is not anticipated that any additional land will be required for any of these uses during the planning period covered by the Master Plan. A total of 118 acres have been designated for Public, Quasi-Public and Institutional uses.

City Hall Building

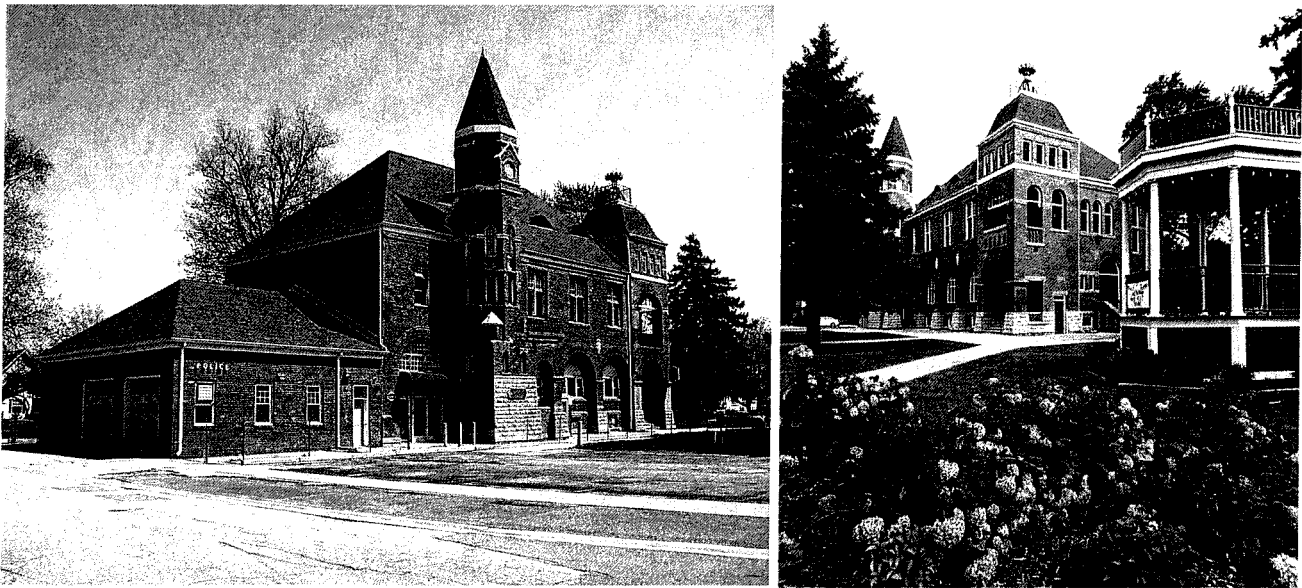
The City Hall building, at the corner of Main Street and Broadway, is recognized as a unique historical structure by both residents and those outside the city. The building was completed in 1884 and designated as a Michigan Registered Historic Site in 1976 and was included on the National Register of Historic Places in 1982. Efforts have already been made to improve the appearance of the building in character consistent with the historical style, Richardson Romanesque (a style of Romanesque Revival architecture named after architect Henry Hobson Richardson) of the period (1838-1886) in which it was built. However, a study completed in 2000 by the Smith Group, an architectural and engineering consulting firm, indicates that much work needs to be done to repair building deterioration and to bring the building into compliance with national standards for preservation of historic structures and with code and handicapped accessibility requirements.

At present, the City Hall building sits empty. Prior to that, the City Hall building housed the offices of the City Manager, the City Clerk, the City Treasurer, the Assessor, the Recreation Director and the Building Inspector. There was a conference room located in the basement level of the building. The second level contains an auditorium with a stage. The police department occupied a ground floor addition to the original building, which was completed in 1940. However, all of these City officials and departments have had to relocate to other facilities until that time at which the City Hall building is renovated. City officials have moved their day-to-day operations to the Guy Center on Water Street.

The required renovation work at the old City Hall building includes:

- ▶ Rehabilitation/restoration of interior surfaces, interior doors and trim;
- ▶ Rehabilitation of mechanical and electrical systems; and
- ▶ Other improvements to bring the building into compliance with code requirements, including handicapped accessibility.

The estimated cost for all of this work is approximately \$2.6 million. Because of this cost, the work may need to be conducted in stages over several years, unless long-term financing is arranged, such as a bond issue. Historic preservation grants may be available from a variety of sources to offset a small portion of the cost.



Only Certified Local Governments are eligible to apply for Historic Preservation grants. The Certified Local Government Program was established to enhance local government preservation efforts by increasing public interest and involvement in preservation activities. To become certified, a government must, at the very least, have a local historic district commission with design review control over established or planned locally designated historic districts.

Other sources of funding include: general obligation bonds, building authority bonds and USDA Rural Development Administration loans.

Recreation

The Future Land Use Map indicates numerous recreational sites throughout the city. Some of these are existing and should remain that way. New recommended recreation areas are as follows:

- ▶ The City should consider obtaining easements to provide Riverwalk access from Broadway to Bridge Street, connecting all of the riverside parks.
- ▶ The City should consider acquiring the large tract of land between Degurse and Gladys Street for use as a municipal park. This park would serve the northwestern residential areas of the city, which are currently lacking in recreational facilities.
- ▶ The King Road Park should be expanded to cover the entire property on which it is located. Currently, only about half of this property is used as parkland. The City should also consider purchasing the property adjacent to the north, currently occupied by a junkyard, which detracts from the surrounding neighborhood. This junkyard has been a potential hazard for many years and it is unlikely that any private developer would ever want to assume the risks involved with developing the property. The city could develop the property as a park after it is cleaned up.
- ▶ The City should designate sufficient land for private and public marine use within the general area bounded by M-29, the west bank of the Belle River, Bowery Street and the MDNR boat launch facility. A municipal marina study was completed in the mid-1980s. The study recommended the construction of a small seasonal and transient marina on the west bank of

MARINE CITY MASTER PLAN

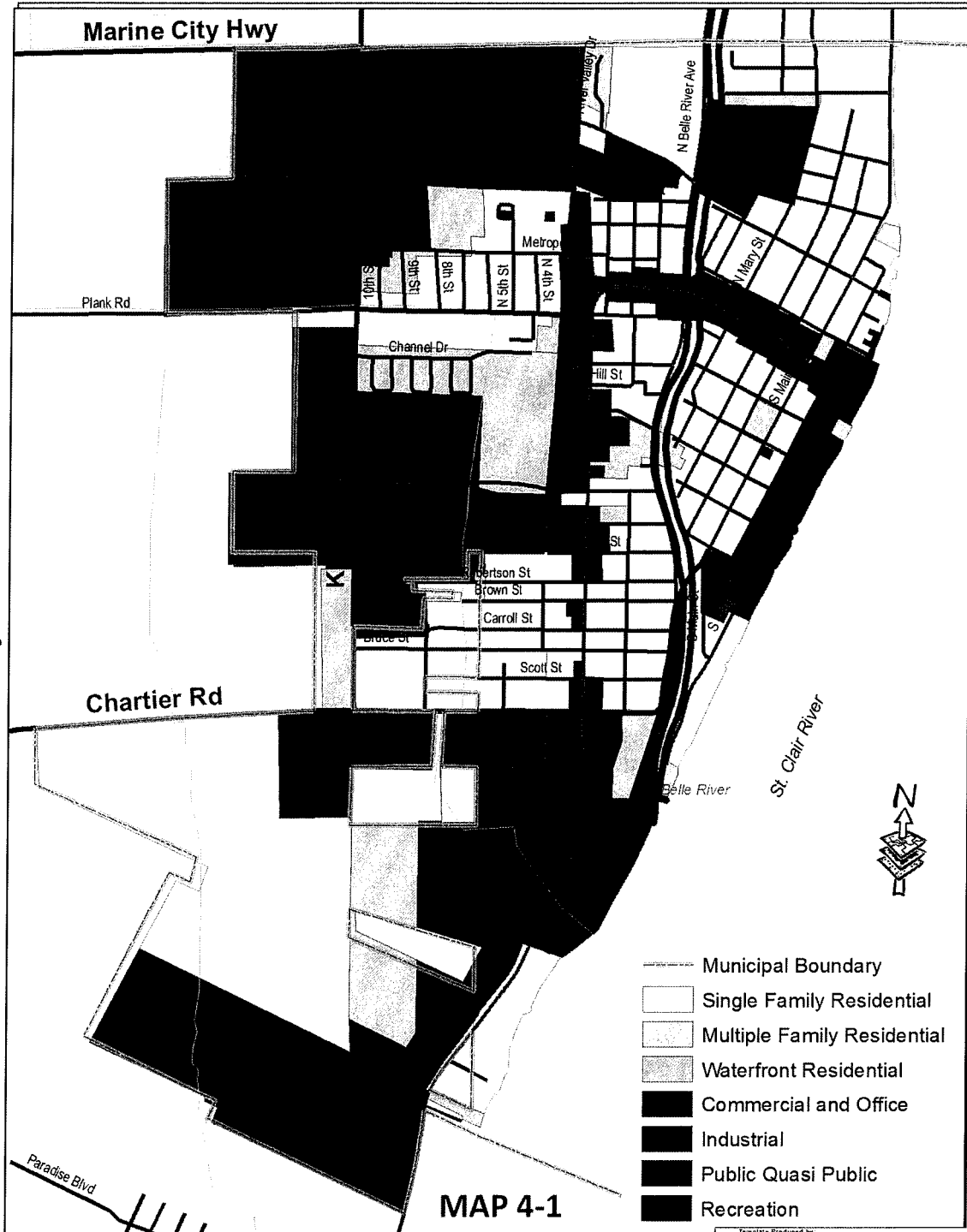
the Belle River in an area bordered by Bowery Street, Chartier Avenue and M-29. However, this location is no longer feasible for a marina. Community input obtained for this Master Plan indicates a strong desire among residents for a marina facility to be developed in Marine City to encourage additional recreation and tourism. Before the construction of any kind of marina begins, the municipal marina study should be updated to identify an appropriate location.

The Future Land Use Map designates 179 acres of land for recreational use.

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Future Land Use Plan

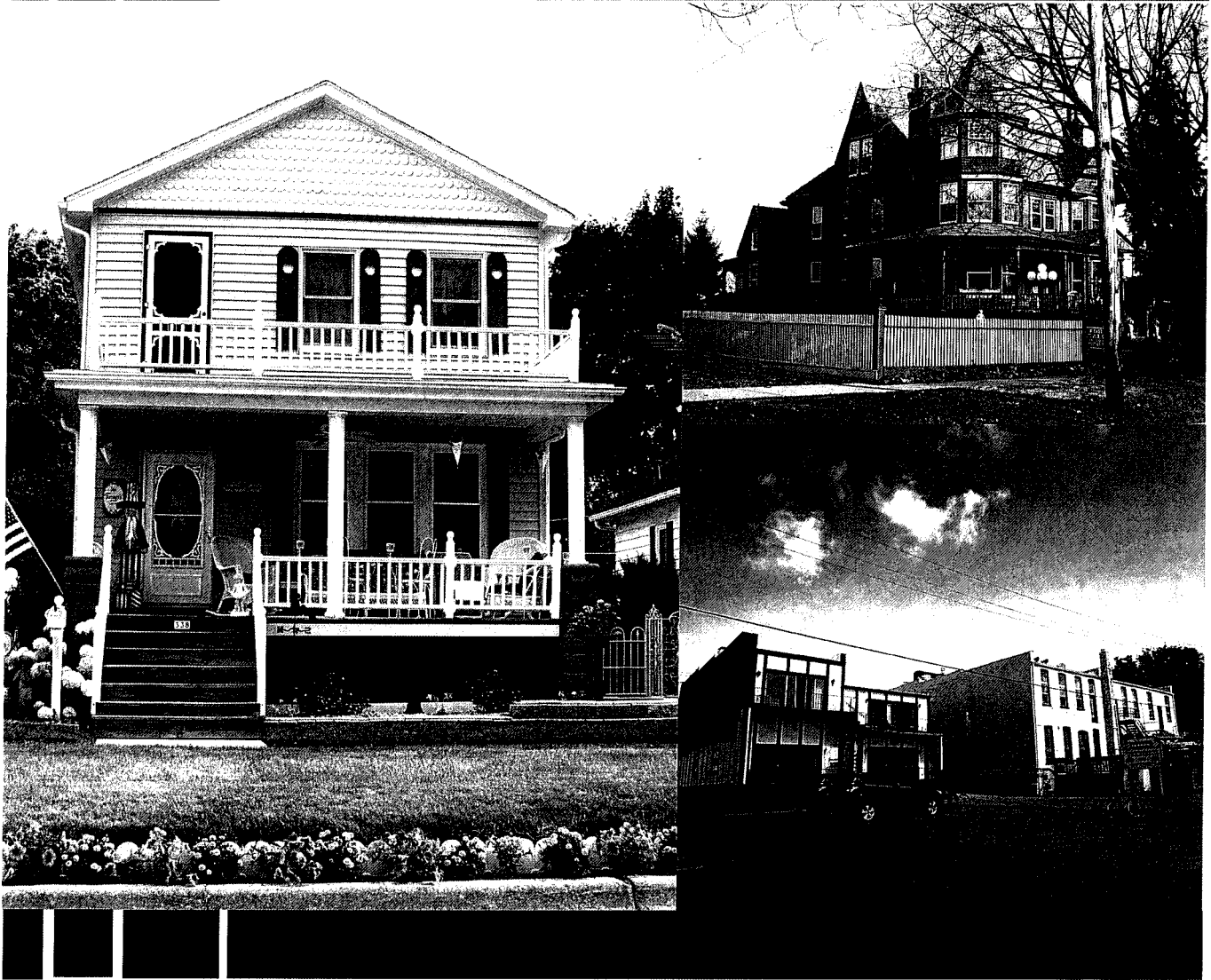
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Metropolitan Planning Commission
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COUNTY OF ST. CLAIR

CHAPTER 5

ZONING PLAN



IN THIS CHAPTER:

- ▶ THE DEFINITION OF A ZONING PLAN
- ▶ THE RELATIONSHIP BETWEEN THE MASTER PLAN AND ZONING
- ▶ AN OVERVIEW OF ZONING DISTRICTS AND DIMENSIONAL STANDARDS
- ▶ THE RELATIONSHIP BETWEEN FUTURE LAND USE AND ZONING
- ▶ ENSURING REZONINGS ARE CONSISTENT WITH THE MASTER PLAN
- ▶ RECOMMENDED CHANGES TO THE MARINE CITY ZONING ORDINANCE

DRAFT

INTRODUCTION

This chapter begins by defining a zoning plan. That definition is followed by a brief explanation of the relationship between the Marine City Master Plan and the Marine City Zoning Ordinance. The intent and key dimensional standards of each zoning district are briefly described. This chapter concludes with a list of proposed changes to the zoning ordinance which the City should implement in order for the ordinance to more closely conform to this Plan.

ZONING PLAN DEFINED

A “zoning plan” is another term for a “zone plan” which is used in the Michigan Zoning Enabling Act (PA 110 of 2006) and the Michigan Planning Enabling Act (PA 33 of 2008). Section 33(2)(d) of the Michigan Planning Enabling Act requires that a master plan include:

“...a zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. The zoning plan shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.”

The zoning plan must be based on an inventory of conditions pertinent to zoning in the City and the purposes for which zoning may be adopted, as described in Section 201(1) of the MZEA.

A zoning plan describes:

- ▶ The purpose, general location, and main uses allowed for each existing and proposed zoning district;
- ▶ The difference between the land use categories of the Future Land Use Map and those found on the zoning map;
- ▶ The recommended standards for the schedule of regulations concerning height, bulk, setback, yard, lot size and related features;
- ▶ The existing zoning map, along with proposed changes, and clearly details the circumstances under which those changes should be made; and
- ▶ Standards or criteria to be used to consider rezonings consistent with the Master Plan.

The Michigan Zoning Enabling Act contains the following provisions related to the regulation of land development and the establishment of zoning districts:

- ▶ **Section 201(1):** “A local unit of government may provide by zoning ordinance for the regulation of land development and the establishment of 1 or more districts within its zoning jurisdiction which regulate the use of land and structures.”
- ▶ **Section 201(4):** “A local unit of government may adopt land development regulations under the zoning ordinance designating or limiting the location, height, bulk, number of stories, uses, and size of dwellings, buildings, and structures that may be erected or altered, including tents and recreational vehicles.”

- ▶ **Section 202(1):** “The legislative body of a local government may provide by ordinance for the manner in which the regulations and boundaries of districts or zones shall be determined and enforced or amended, supplemented, or changed.”

The Michigan Zoning Enabling Act also contains the following provisions relative to zoning regulations being based on a master plan and the adoption of a zoning plan:

- ▶ **Section 203(1):** “The zoning ordinance shall be based upon a plan designed to promote the public health, safety, and general welfare...”
- ▶ **Section 305(a):** “The planning commission shall adopt and file with the legislative body “a zoning plan for the areas subject to zoning of the local unit of government.”

RELATIONSHIP TO THE MARINE CITY MASTER PLAN

.....

This Master Plan sets forth the vision, goals, and planning objectives for growth and development in Marine City for approximately the next twenty to thirty years. It includes a specific strategy for managing growth and change in land uses and services over this planning period, and will be periodically reviewed and updated at least once every five years. This chapter presenting the zoning plan, along with the rest of the relevant parts of the Master Plan, is intended to guide the administration of and direct future changes to the Marine City Zoning Ordinance. Existing permitted uses of land, including density, setbacks and other related standards are established in the zoning ordinance.

ZONING DISTRICTS AND DIMENSIONAL STANDARDS

.....

Following are the general purposes and characteristics of existing zoning within Marine City. The specific purposes and permitted uses within each zoning district are listed in the specific district provisions of the Marine City Zoning Ordinance. The Section references indicate where detailed ordinance language for each district is located within the actual zoning ordinance. Section 160.020 of the Marine City Zoning Ordinance establishes the zoning districts for Marine City. Sections 160.035 through 160.183 provide the use regulations for each zoning district within the City.

RESIDENTIAL DISTRICTS

<i>Section 160.035</i>	<i>R-1A/R-1B</i>	<i>One-Family Residential Districts</i>
<i>Section 160.050</i>	<i>RM</i>	<i>Multiple-Family Residential District</i>
<i>Section 160.065</i>	<i>MHP</i>	<i>Mobile Home Park District</i>

The R-1A and R-1B One-Family Residential Districts are designed to be the most restrictive of the residential districts. The intent is to provide for an environment of medium-density, one-family dwelling units along with certain residentially related facilities which serve the residents in the district.

The R-M Multiple-Family Residential Districts are designed to provide sites for multiple-dwelling structures which will generally serve as zones of transition between the business or industrial districts

MARINE CITY MASTER PLAN

and lower density single-family districts. The Multiple-Family District is further provided to serve the limited needs for the apartment-type of unit in an otherwise single-family residential community.

The “MHP Mobile Home Park District” is designed to create a residential zoning district which will permit and encourage single-family development in mobile homes. Unlike the typical one-family subdivision in which the individual lot provides the open space and amenities for family living, the overall development pattern would be similar to that of multifamily development. the City of Marine City has recognized the need to locate such zoning districts along major transportation routes and in areas of adequate utilities and public services. Similar to multiple-family developments, the mobile home parks would be designed to provide adequate space and land use separation consistent with the City's other zoning districts. The rules and regulations as promulgated by the State of Michigan Mobile Home Commission shall be applicable.

COMMERCIAL DISTRICTS

<i>Section 160.080</i>	<i>B-1</i>	<i>Central Business District</i>
<i>Section 160.095</i>	<i>B-2</i>	<i>General Business District</i>
<i>Section 160.110</i>	<i>W-M</i>	<i>Waterfront Recreation & Marina District</i>

The “B-1 Central Business District” is designated to serve as the major shopping center for the trade area of Marine City in addition to serving as a shopping center for tourist trade. This district is typified by uses which are compatible one to another and are not interrupted by automotive uses or facilities creating a break in the continuity of stores which would be caused by driveway cuts for self service types of stores or services.

The “B-2 General Business District” is designed to furnish areas not served by the B-1 Central Business District with a variety of automobile services and goods incompatible with the uses in the Central Business District. The B-2 General Business District is characterized by more diversified business types and is located to serve transient traffic in addition to tourist accommodations and services.

The Marine City waterfront is a limited community resource; therefore, it is the intent of the “W-M Waterfront Recreation and Marina District,” aside from residential use, to allow only those recreational, public and business uses which are related to the waterfront and cannot feasibly be located elsewhere. Such districts are intended to encourage safe and efficient development of waterfront areas and facilitate navigation.

INDUSTRIAL DISTRICTS

<i>Section 160.125</i>	<i>I-1</i>	<i>Light Industrial District</i>
<i>Section 160.140</i>	<i>I-2</i>	<i>Heavy Industrial District</i>

The “I-1 Light Industrial Districts” are intended to primarily accommodate wholesale and warehouse activities, and industrial operations in which external, physical effects are restricted to the area of the districts and in no manner affect in a detrimental way any of the surrounding districts. The I-1 District is so structured as to permit, along with any specified uses, the manufacturing, compounding, processing,

packaging, assembly, and/or treatment of finished or semi-finished products from previously prepared material. The processing of raw material for shipment in bulk form, to be used in an industrial operation at another location, is not permitted in the I-1 District.

The “I-2 Heavy Industrial Districts” are designed primarily for manufacturing, assembling, and fabrication activities including large scale or specialized industrial operations with external effects that will be felt to some degree by surrounding districts. The I-2 District is so structured as to permit the manufacturing, processing, and compounding of semi-finished or finished products from raw material as well as from previously prepared material.

MIXED USE AND OTHER DISTRICTS

<i>Section 160.155</i>	<i>P-1</i>	<i>Vehicular Parking District</i>
<i>Section 160.175</i>	<i>NMD</i>	<i>Nautical Mile District</i>

The “P-1 Vehicular Parking Districts” are designed to accommodate the off-street parking for those uses which are not able to provide adequate space within their own district boundaries.

The nautical mile is of special public interest because of its unique location along the St. Clair River as a focal point of community redevelopment activities. The “NMD Nautical Mile District” is intended to encourage the redevelopment of the Nautical Mile in a compatible mixture of housing, recreation, entertainment, commercial, office, cultural, public and hotel uses through the flexible application of land regulatory standards. Such uses may be located in various combinations of mixed-use and single-use development. It is also the intent of the District to encourage a high quality of private development with reasonable public amenities to improve the overall living, working, shopping and recreational environment of the Nautical Mile.

RELATIONSHIP BETWEEN ZONING AND THE FUTURE LAND USE PLAN

The future land use map is NOT the same as the zoning map, either in the legal sense or in its effect. A land use map is a graphic representation of how land is physically being used. Land use maps are highly visible within most master plans, usually highlighting both existing land use and plans for future land use. The future land use map is very general in nature and is an official description of where and to what level future zoning should be permitted.

A zoning map is a graphic depiction of the boundaries for which zoning standards and regulations have been adopted by a governmental entity, in this case Marine City.

The Future Land Use Map, along with its associated descriptions for future land use classifications make up the Future Land Use Plan and can be found in Chapter 4. The Future Land Use Map should serve as a guide for making decisions on the rezoning of land. However, the Planning Commission and City Commission should consider the map to be one of many tools available to help them in making land use recommendations and decisions. The information contained on the map should be complemented by impact studies and other site-specific information as considered necessary by City officials.

MARINE CITY MASTER PLAN

TABLE 5-1: FUTURE LAND USE CLASSIFICATIONS AND ASSOCIATED ZONING DISTRICTS

Future Land Use Classification (Chapter 4)	Zoning Districts
Single Family Residential	R-1A/R-1B One Family Residential Districts
Multiple Family Residential	RM Multiple Family District, MHP Mobile Home Park District
Waterfront Residential	R-1A/R-1B One Family Residential Districts, NMD Nautical Mile District
Commercial and Office	B-1 Central Business District, B-2 General Business District, NMD Nautical Mile District, and W-M Waterfront Recreation & Marina District
Industrial	I-1 Light Industrial, I-2 Heavy Industrial
Public/Quasi-Public	Within City zoning districts as permitted or special uses
Recreation	W-M Waterfront Recreation & Marina District, within other City zoning districts as permitted or special uses

ENSURING REZONINGS ARE CONSISTENT WITH THE MASTER PLAN

Based on the *Michigan Zoning Guidebook, 2nd Edition* (Prepared by Planning & Zoning Center at MSU, May 2008), in order for the Planning Commission and City Commission to objectively determine whether a proposed zoning map amendment is appropriate, the following questions are often considered:

1. Are there substantial reasons why the property cannot be reasonably used as currently zoned?
2. Is the proposed use to be established in the new zoning district more appropriately handled as a special land use in the existing district or another district?
3. If a zoning change is proposed, is it consistent with and supported by this Master Plan?
4. Is the proposed location an appropriate location for ALL of the uses which would be permitted under the requested district or zone?
5. Would a change of present district boundaries be compatible with existing land uses in the area? Will it adversely affect property values?
6. Are adequate sites available elsewhere that are already properly zoned to accommodate the proposed use?
7. Would the rezoning constitute a spot zoning, granting a special privilege to one landowner not available to others?
8. Was there a mistake in the original classification?
9. Has there been a change of conditions in the area supporting the proposed rezoning?
10. Would the change severely impact traffic, public facilities, and the natural characteristics of the areas, or significantly change population density? Is the change consistent with the purposes for which zoning is adopted?
11. Is the proposed change out of scale with the needs of the community?
12. If the change is approved, what will the probable effect on stimulation of similar zoning requests in the vicinity?
13. Is the proposed change precedent setting?
14. Is the proposed boundary appropriate?

Upon answering the questions above, a sound recommendation – one supported by data and the goals and objectives of this Plan – can be made that is in the best interest of the City as a whole.

In special cases, the planning commission may need additional studies and/or surveys to be made in order to have all of the necessary information to answer the questions above and make a solid decision. In such cases, the planning commission should take the time to investigate, using outside technical assistance if necessary. For this reason, the City's zoning ordinance should clearly authorize the planning commission to request impact studies, with the costs for such studies being born by the developer/applicant.

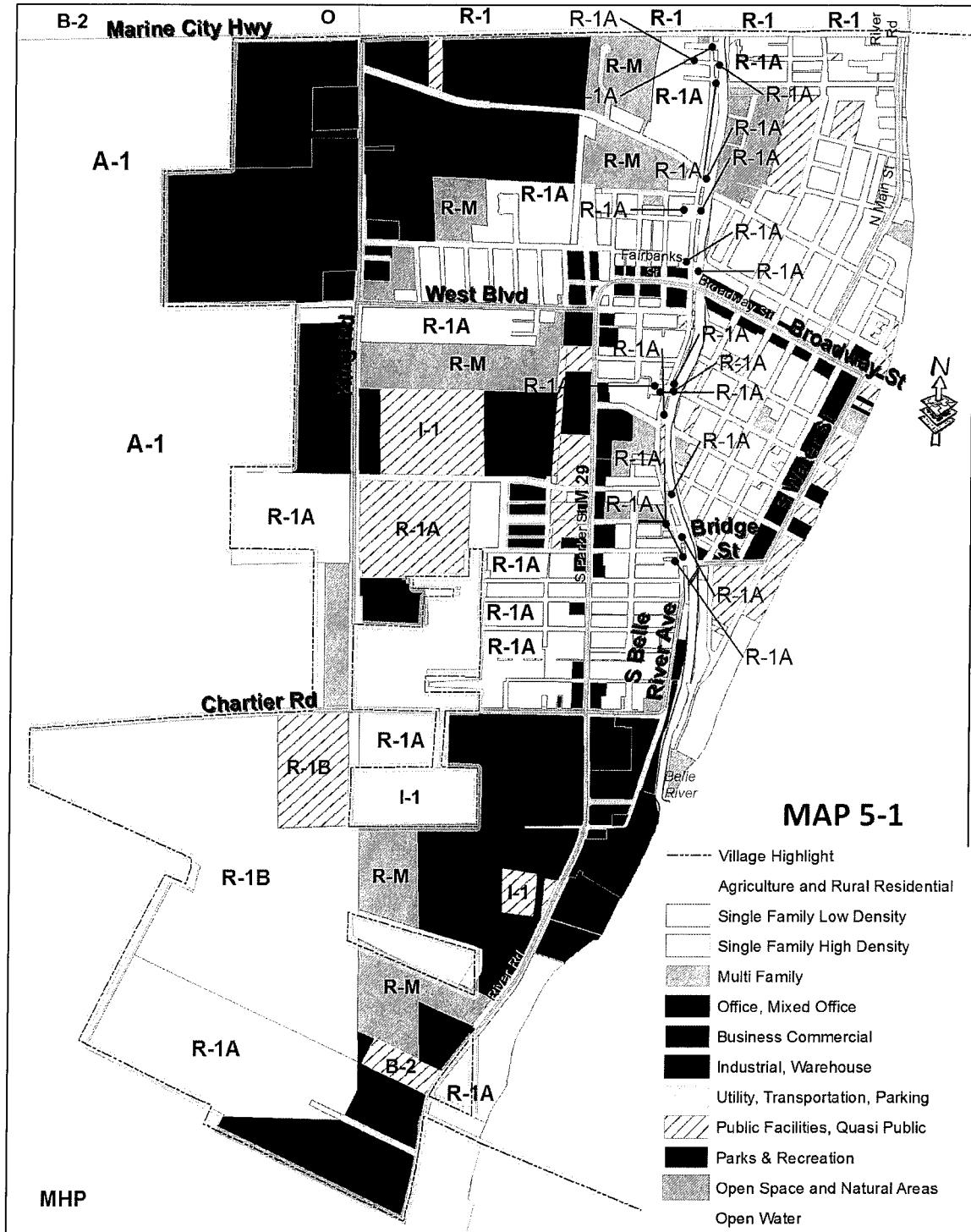
RECOMMENDED TEXT CHANGES TO THE ZONING ORDINANCE

Following is a list of changes that should be made to the Marine City Zoning Ordinance to be consistent with the vision, goals and planning objectives in this Master Plan:

- ▶ Include regulations on adult uses.
- ▶ Strengthen language on variances – define dimensional variance and detail the procedure for decision-making as well as the standards by which the variance decision will be evaluated.
- ▶ Consider a multi-tiered classification system for nonconforming uses, lots, and structures. For example, 'Class A' nonconformities, although they cannot be fit into a neat zoning pattern, would generally be useful and desirable within the community. Some modifications or expansions of Class A nonconformities could occur if approved by the ZBA. 'Class B' nonconformities would be major nonconformities that should be eliminated as quickly as permitted by law. No changes or expansions of Class B nonconformities could occur.
- ▶ Consider adding provisions for planned unit developments (PUDs) to allow for flexible development and redevelopment options that can benefit the community.
- ▶ Integrate "complete streets" standards and access management provisions into the zoning ordinance.
- ▶ Review the list of uses permitted by right and uses subject to special conditions to identify modern uses that may not be covered within a particular zoning district. Add new uses to each zoning district as appropriate.
- ▶ Review definitions in the ordinance: Update existing definitions as necessary and add in pertinent terms that are presently not defined.
- ▶ Review and update all administrative procedures and standards.
- ▶ As appropriate, develop regulations for new trends in land use planning and zoning, including alternative energy systems (i.e. wind, solar, etc.), electric vehicle charging stations, and other emerging trends.
- ▶ Consider creating a zoning district specifically for recreation and open space. Currently, there is no zoning district specific to parks, recreation, or open space within the City. All City parks are located within other zoning districts as permitted uses.

Community Zoning

Marine City Master Plan



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CHAPTER 6

TRANSPORTATION



IN THIS CHAPTER:

- ▶ TRANSPORTATION PLANNING PROCESS
- ▶ CLASSIFICATION OF STREETS AND ROADS
- ▶ TRAFFIC VOLUMES IN MARINE CITY
- ▶ PAVEMENT SURFACE EVALUATION
- ▶ TRAFFIC CRASH ASSESSMENT
- ▶ PUBLIC TRANSIT AND NON-MOTORIZED TRANSPORTATION

DRAFT

MARINE CITY MASTER PLAN



INTRODUCTION

This chapter provides an overview of local and regional circulation patterns on roads within the city. Traffic counts, crashes and other transportation studies were studied to identify necessary future road improvements. Public transportation and non-motorized transportation issues are also examined.

A transportation system is made up of a network of roads, highways, rail lines, airports, bikeways, and pedestrian ways. The purpose of a transportation network is to move goods and people from one location to another. Different land uses and the intensity of those uses will influence the performance and stability of that network. In much the same way, the type and size of the transportation network will affect the rate, pattern, and intensity of growth in a community.

The transportation component of this Master Plan has a number of critical functions:

- ▶ It serves as a reference guide regarding the transportation system within the city.
- ▶ It sets a vision for future motorized and non-motorized transportation needs within the city.
- ▶ It promotes a better understanding of the land use/transportation interface and how comprehensive planning can be better integrated.

TRANSPORTATION PLANNING IN ST. CLAIR COUNTY

The St. Clair County Transportation Study (SCCOTS) is the federally-designated transportation planning agency responsible for identifying future transportation needs and then developing and evaluating proposed solutions to maximize the effectiveness of system investments throughout St. Clair County. SCCOTS is comprised of representatives from local units of government throughout St. Clair County.

The St. Clair County Board of Commissioners appoints eleven citizens to serve as the Metropolitan Planning Commission (MPC). MPC representation is countywide, with an appointee from each St. Clair County Board of Commissioner district and three members at-large. A staff of professional planners,

analysts, technicians and administrative support staff assist the MPC. MPC staff members also serve as staff to SCCOTS.

In order to fulfill its federal and state mandates, SCCOTS, in conjunction with the Southeast Michigan Council of Governments (SEMCOG), is engaged in the following ongoing transportation planning activities:

Data Collection and Analysis

The SCCOTS program provides data collection and analysis to assist federal, state, regional, and local transportation planning agencies. The work performed in this program element has a direct impact on areas internal and external to the County. SCCOTS staff closely monitors local agency plans and planning efforts, providing analysis and formal reports that gauge whether those local plans and projects are consistent with county and local master plans.

Plan and Policy Development

This program element consists of the review, analysis, development, and coordination of various plans and projects. Staff assists in the development of projects, the coordination of resources, and access to funding. These delivery units also engage the programmatic requirements for Federal Transportation Funding. SEMCOG, MDOT, and FHWA are the other agencies that plan projects in St. Clair County.

Plan Implementation

The Plan Implementation element is centered on the short-term implementation of longer-term plans. These plan element delivery units focus on the provision of capital projects or planning processes administered through local agencies. Staff assists in the development of projects, the coordination of resources, and access to funding. These delivery units also engage the programmatic requirements for Federal Transportation Funding. SEMCOG, MDOT, and FHWA are the other agencies that plan projects in St. Clair County.

Support Services

These delivery units satisfy the administrative duties of the transportation planning program and include the development of an annual Unified Planning Work Program, general program administration, and professional development, enabling St. Clair County to receive Federal transportation funding. SCCOTS staff performs the administrative functions required for the receipt of Federal PL 112 funding for the transportation planning program.

REGIONAL TRANSPORTATION OVERVIEW

St. Clair County is one of seven counties surrounding the Detroit metropolitan area. The county encompasses an area of 724 square miles. The Port Huron-Marysville urban area stretches from the village of Lexington, south along the shores of Lake Huron and the St. Clair River, ending just north of the City of Algonac.

MARINE CITY MASTER PLAN

The St. Clair County road network is comprised of 2,200 miles of roads. Of that total, 1,130 miles are paved and 1,070 miles are unpaved. There are 366 bridges in the county – the majority of which are owned and maintained by the St. Clair County Road Commission. More than 300 bridges cross lakes, rivers and streams with one-to-two lanes.

Marine City is located 20 miles south of Port Huron, Michigan, along the shore of the St. Clair River. The largest Michigan cities in close proximity are Flint and Detroit. Flint lies 69 miles directly west of Port Huron and Detroit is 59 miles southwest of Port Huron.

The closest Interstate highways are I-69 and I-94. Interstate 69 is approximately 19 miles north of the City and Interstate 94 is roughly 12 miles west of the city.

CLASSIFICATION OF STREETS AND ROADS IN MARINE CITY

Marine City's system of roads consists of 23.34 total miles - of which 5.17 miles are Federal Aid-eligible. Most roads in Marine City are 2-lane roads, with 19 miles of the network having two lanes. There is approximately one mile of 3-lane roads in the City and roughly one mile of M-29 consists of four lanes.

Functional classification is the process by which a community's network of streets and highways are ranked according to the type of service they provide. It determines how travel is "channelized" within the roadway network by defining the part that any road or street should play in serving the flow of trips through a transportation network.

In order to separate through from local traffic and residential from commercial and industrial traffic, the Thoroughfare Plan for Marine City proposes a separation of the different kinds of traffic into a system of roads based on the Federal Highway Administration's Functional Classification System for small urban areas:

1. Interstates
2. Principal Arterials
 - a. Minor Arterials
 - b. Major Collectors
3. Minor Collectors
4. Local Streets

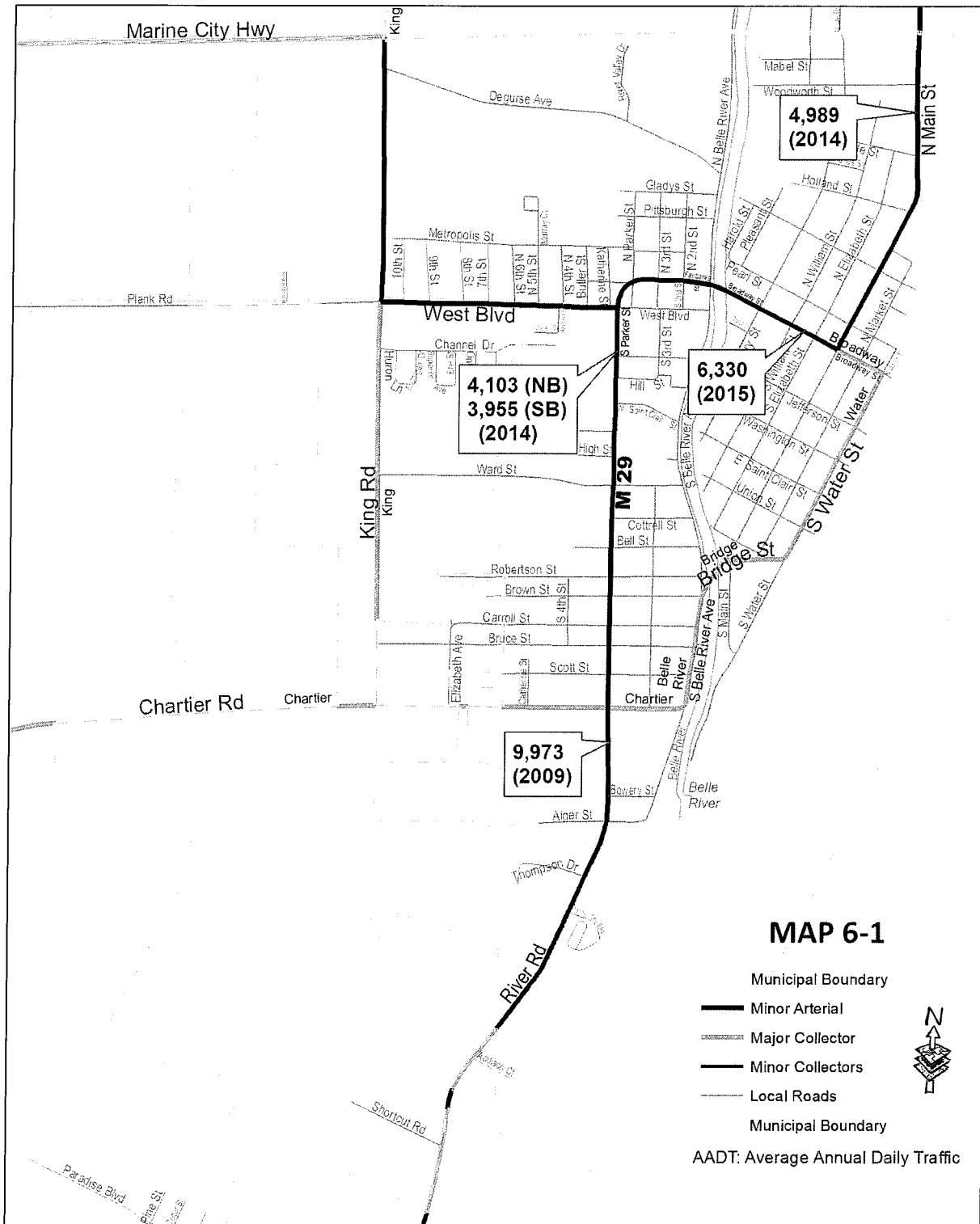
There are three of the above classifications present in Marine City, with most roads being either a Minor Arterial or a Major Collector. Those roads that are not classified as either a Minor Arterial or Major Collector are local streets.

These functional classifications are defined as follows:

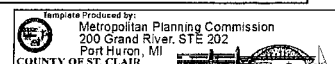
Minor Arterials

These roads have a right-of-way of 100-150 feet and are intended to carry high volumes of through

Functional Classification & AADT



Map Source: SEMCOG
Average Annual Daily Traffic Database



MARINE CITY MASTER PLAN

traffic both within the City and to or from the surrounding region. Minor Arterials also can provide access to larger abutting properties and large commercial or business areas, such as shopping centers, factories and industrial parks. Often, they serve as State Trunkline routes. As through routes, there is a need to ensure continuous and safe traffic movements on these roads. The large volume of passenger and truck traffic on these routes is such that whenever possible they should not pass through residential areas.

Major Collectors

The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Unlike the arterial system, facilities on the collector system may enter residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of similar development and traffic density, the collector system may include the street grid which forms a logical point for traffic circulation.

Local Streets

These roads have a right-of-way of 60-66 feet and are intended to provide access to residential neighborhoods and individual residential lots. Local streets typically carry relatively small volumes of traffic and are intended to discourage through traffic by means of low speed limits and stop signs.

COUNTY ROAD CLASSIFICATIONS

The St. Clair County Road Commission also uses, for maintenance purposes, a classification system based on the source(s) of funding for repairs and upgrades. This classification system, which the county applies to certain roads within Marine City, has two categories:

County Primary

These are roads for which the county is responsible for providing funds for maintenance and upgrades.

County Local

These are roads for which the county and the local community share in the maintenance and upgrade costs.

CROSS SECTION STANDARDS

To aid local communities in implementing thoroughfare plans, the St. Clair County Road Commission has established cross-section standards (showing the arrangement of the road surface, shoulders, median strips and utilities/drainage located within the various widths of road right-of-way) for the four road classifications given above (as well as expressways). According to these standards, local and collector thoroughfares are generally limited to two lanes of traffic. Standards for Regional Arterials and Major Thoroughfares indicate that they can accommodate up to four lanes of traffic (two lanes in

each direction) plus a left-turn lane. Regional Arterials may also be divided with a 60' wide median.

The Marine City Subdivision Ordinance also has minimum cross-section standards for City streets in platted subdivisions, set forth in §27-38 and §27-58 of the City of Marine City Code of Ordinances. These standards are as follows:

- ▶ Major Thoroughfares - 100' right-of-way
- ▶ Collector Thoroughfares - 80' right-of-way, 36'-40' pavement width
- ▶ Local Thoroughfares - 60' right-of-way, 28'-36' pavement width

MARINE CITY FUNCTIONAL CLASSIFICATIONS

Minor Arterials

Map 6-1 indicates that there are four minor arterials in the city. The first is State Highway M-29. This route runs south along Main St. from the northern City limits at East China Township to Broadway. M-29 then heads approximately west along Broadway to Fairbanks St., Fairbanks west to Parker and Parker south past the southern City limits into Cottrellville Township. M-29 is a paved two-lane route except for the sections along Fairbanks and Parker north of Chartier, which contain four lanes. The second minor arterial is Marine City Highway west of the City limits. Marine City Highway is a paved two-lane route from the City limits west to County Line Road, and then into Macomb County, where it becomes 26 Mile Road, running almost the entire width of that county. The other minor arterials are Plank Road, from King Road to M-29, and King Road, from M-29 to Plank Road.

Major Collectors

Nine existing road segments are classified as major collectors - four of which make up the "Water Street Loop." Additionally, the Master Plan proposes the creation of two new major collector routes. The existing routes are:

- ▶ King Road from Plank Road south to Chartier Street: King Road provides access to the City from St. Clair, China Township and East China Township, and connects much of the city's industrial areas with industrial areas in those other communities.
- ▶ Chartier Street from S. Belle River Avenue, west to the City limits: This links the City with an alternate route to Algonac.
- ▶ The "Water Street Loop" which consists of the following routes:
 - a. Broadway from M-29 east to Water Street
 - b. Water Street south to Bridge Street
 - c. Bridge Street west across the LaBuhn Bridge to Belle River Avenue
 - d. Belle River Avenue south to Chartier Street

This route serves as a link between M-29 and the International Ferry to Canada located

MARINE CITY MASTER PLAN

downtown on Water Street between Union and St. Clair Streets. Because of this particular function, the Water Street Loop was added to the Federal Aid System as a Rural Major Collector and is eligible for Federal funding. Such funding will make it possible to maintain those parts of the Water Street Loop that become damaged by the extensive truck traffic utilizing the International Ferry to Canada.

- ▶ DeGurse Avenue from King Road to N. Belle River Avenue.
- ▶ N. Belle River Avenue from M-29 to DeGurse Avenue

A proposed new collector route is:

- ▶ A north-south route running approximately halfway between King Road and Marsh Road from Marine City Highway south to Broadbridge Road: This new road should encourage development in the vacant areas between M-29 and Marsh Road and provide an alternative route to M-29 (via Broadbridge) from Marine City Highway. This proposed extension is not currently in the St. Clair County 2035 Long Range Transportation Plan.

The cost of construction of any new streets in undeveloped areas in the City should primarily be borne by the developer, although the City may want to offer a cost sharing program as an incentive to development. All new streets should be built to City standards prior to the City taking them over. The construction of those routes lying in unannexed areas of Cottrellville Township will have to be borne by the county and/or township, unless the city, county and/or township agree on other arrangements (such as further annexation or cost sharing agreements).

Local Streets

All remaining streets not previously listed are local streets. The majority of these are curb and guttered and paved. Those which are unimproved should be improved with a portion of the cost being assessed against the adjacent property owners.

TRAFFIC VOLUMES

Existing traffic volumes for roadways throughout Marine City vary, depending upon the location of the segment studied or the date the study was conducted. Table 6-1 displays the Annual Average Daily Traffic (AADT) on a number of the city's most traveled roadways. It is critical to consider existing traffic volumes when considering future development within the city, plans for roadway improvements or projecting future capacity. The City should work with SCCOTS and the St. Clair County Road Commission to evaluate existing conditions and establish an action plan for review of specific traffic management issues.

Map 6-1 shows the National Functional Classifications of the Marine City Road Network, along with the AADT counts for the busier road segments in the city.

TRAFFIC CRASH ASSESSMENT

Traffic crash frequency is commonly used as a measure in identifying existing traffic safety issues. As shown in Table 6-2, there were 352 traffic crashes in Marine City between 2011 and 2015. Of that total, approximately 81% of those crashes resulted in property damage only. During that time period, there were no fatal crashes. About 17% of the traffic crashes between 2011 and 2015 were the result

TABLE 6-1: ANNUAL AVERAGE DAILY TRAFFIC (AADT) COUNTS IN MARINE CITY

BROADWAY			
Count Limits	Direction	Year	AADT
100 feet NW of Main Street	Northwestbound	2011	3,429
100 feet NW of Main Street	Southeastbound	2011	3,219
100 feet NW of Main Street	2-Way	2015	6,330
M-29 (MAIN)			
Count Limits	Direction	Year	AADT
100 feet N of Woodworth	2-Way	2009	5,551
100 feet N of Woodworth	2-Way	2014	4,989
PARKER			
Count Limits	Direction	Year	AADT
100 feet SW of Chartier Street	2-Way	2014	7,471
100 feet S of West Boulevard	2-Way	2014	7,924
100 feet S of West Boulevard	Northbound	2014	4,103
100 feet S of West Boulevard	Southbound	2014	3,955
RIVER			
Count Limits	Direction	Year	AADT
100 feet SW of Chartier Street	2-Way	2009	9,973
100 feet SW of Chartier Street	2-Way	2007	9,410
WARD			
Count Limits	Direction	Year	AADT
100 feet E of Parker Street	EB	2005	79
100 feet E of Parker Street	WB	2005	269
100 feet W of Parker Street	EB	2005	850
100 feet W of Parker Street	WB	2005	873
WATER			
Count Limits	Direction	Year	AADT
Between Washington & St. Clair	2-Way	2016	2,870

Source: SEMCOG, 2017

MARINE CITY MASTER PLAN

of lane departures and 4.5% were alcohol-related. Roughly 22% of crashes between 2011 and 2015 involved a driver aged 25 or younger, while about 16% of crashes had drivers 65 or older.

Table 6-3 shows the intersections in Marine City with the highest frequency of crashes. Large traffic volumes on roads do not necessarily lead to greater traffic hazards. However, it is not surprising in looking at Table 6-3 that many of the highest-crash intersections are along Parker Street, which also has some of the highest traffic volumes in the city.

PAVEMENT SURFACE EVALUATION AND RATING (PASER)

Each year, the St. Clair County Metropolitan Planning Commission (MPC) performs a visual inspection to evaluate pavement surface conditions on 50% of the federal-aid roads in St. Clair County. The next year, the same pavement evaluation is performed for the other 50% that was not done the previous year. Typically, PASER evaluates pavement distress in asphalt and concrete roads. For asphalt roads, the

TABLE 6-2: TRAFFIC CRASH SEVERITY IN MARINE CITY, 2011-2015

Crash Severity	2011	2012	2013	2014	2015	% of Crashes 2011-2015
Fatal	0	0	0	0	0	0%
Incapacitating	3	1	1	1	0	1.7%
Other Injury	20	16	15	6	4	17.3%
Property Damage Only	65	50	66	52	52	81%
<i>Total Crashes</i>	<i>88</i>	<i>67</i>	<i>82</i>	<i>59</i>	<i>56</i>	<i>100%</i>

Source: SEMCOG, 2017

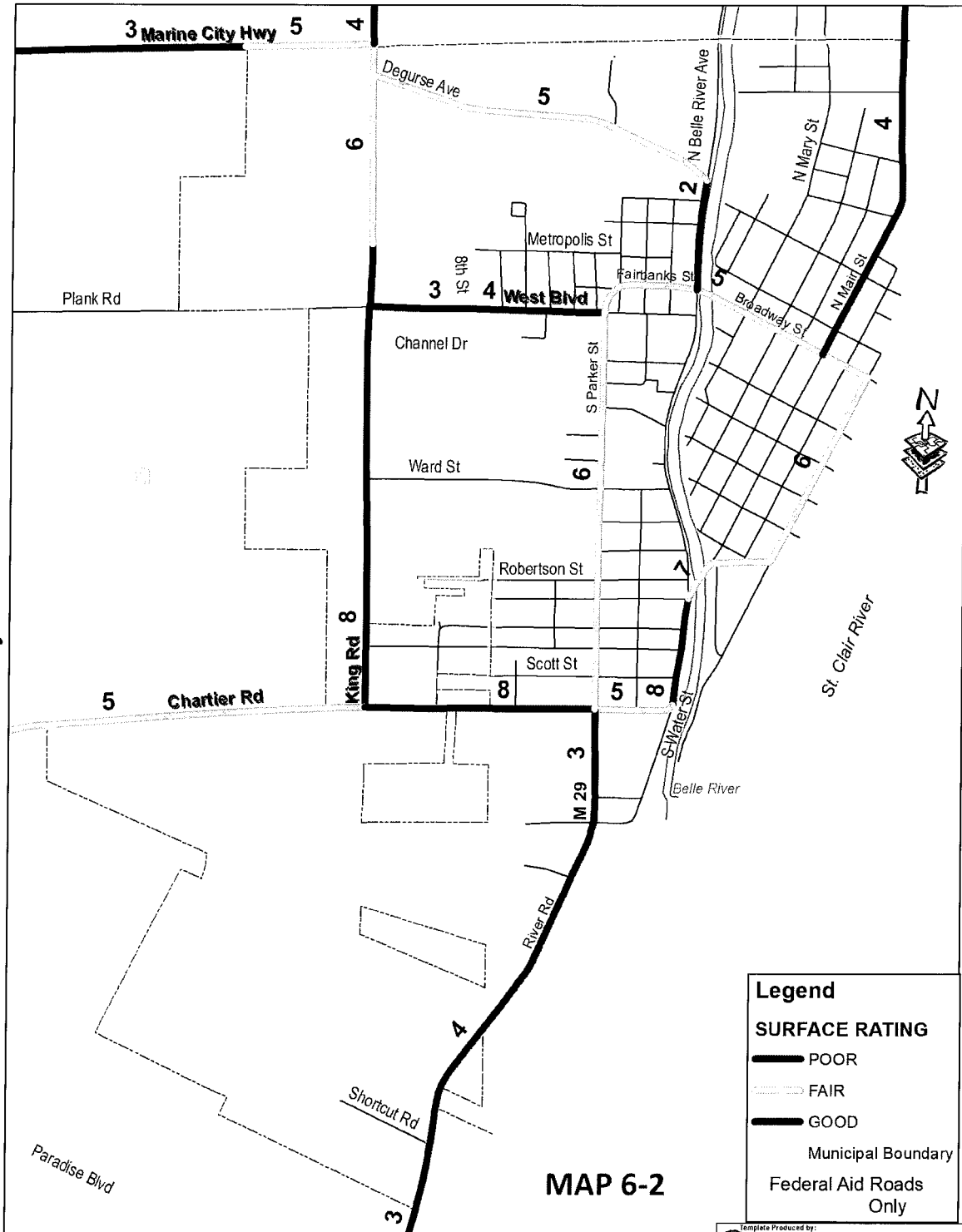
TABLE 6-3: HIGH-CRASH INTERSECTIONS IN MARINE CITY, RANKED BY 5-YEAR TOTAL

Local Rank	County Rank	Region Rank	Intersection	Annual Average 2011-2015
1	69	4,052	King Road @ Marine City Highway	4.0
2	145	6,452	Broadway Street @ Main Street S	2.6
3	145	6,452	Parker Street @ Main Street S	2.6
4	145	6,452	Parker Street @ Chartier Road	2.6
5	197	7,674	Broadway Street @ Mary Street S	2.2
6	230	8,440	Broadway Street @ Belle River Ave N	2.0
7	230	8,440	Parker Street S @ Ward Street	2.0
8	258	9,372	Fairbanks Street @ Parker Street N	1.8
9	258	9,372	River Road @ Shortcut Road	1.8
10	285	10,448	Water Street S @ Jefferson Street	1.6

Source: SEMCOG, 2017

PAVEMENT CONDITION 2016

Marine City Master Plan



Map Source: St. Clair County Transportation Study (SCCOTS)

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rating team looks at surface defects, surface deformation, cracks, patches and potholes. For concrete roads, the rating team evaluates joints, pavement cracks, pavement deformation (such as settlement or heave, utility repairs, patching, etc.), and surface defects (such as polishing, spalling, shallow reinforcing, etc.). In reviewing various defects, it is important to consider both the severity and extent. Typically, a defect will begin slowly and gradually become more severe. Rating the roads helps communities and road agencies manage road maintenance in an effective and fiscally responsible manner.

The most recent PASER data for Marine City is from 2016. The results of that evaluation showed that 11% of all road segments were rated as being in “Good” condition, 30% were rated as being in “Fair” condition, and 58% were rated as being in “Poor” condition. See Map 6-2.

PUBLIC TRANSPORTATION

The Blue Water Area Transportation Commission (BWATC) operates a fixed commuter route through Marine City that connects the greater Port Huron area with the more densely job populated Macomb County SMART transportation system at 23 Mile Road and Gratiot in Chesterfield Township. The route operates Monday through Friday and makes two round trip runs per day. It starts in Port Huron and has stops in Marysville, St. Clair, Marine City, Algonac, and New Baltimore.

The southbound portion of the commuter route enters Marine City from the north via M-29 and heads east on Broadway Street to Water Street. It then follows Water Street along the St. Clair River south until Bridge Street. At Bridge Street, the bus heads west to South Main Street and follows South Main Street south to South Belle River Avenue. The route continues south down South Belle River Avenue until it meets Chartier Road where it heads west until it reconnects with M-29 and continues heading south towards Algonac. After reaching its final destination in Macomb County, the commuter route follows the same path north through Marine City on its way back to Port Huron.

The commuter route in Marine City first stops along Water Street, in front of the Water Works building. It then stops again at the southern part of the City in front of the 5/3 Bank on M-29. The southbound bus enters Marine City at 8:00 am and 5:00 pm and the northbound bus enters at 9:10 am and 6:50 pm.

FERRY SERVICE

The Blue Water Ferry transports pedestrian passengers, automobiles, buses, and commercial trucks across the St. Clair River from Marine City to Sombra, Ontario. Running seven days a week, the first boat leaves Marine City at 7:00 a.m. and the last boat leaves Marine City at 10:30 p.m. Traveling from Sombra, the first boat leaves at 6:40 a.m. and the last boat leaves at 10:15 p.m. The rates for 2017 are as follows:

- ▶ Foot Passengers \$3.00 (round trip)
- ▶ Bicycles \$4.00 (round-trip)/\$2.00 (one-way)
- ▶ Cars \$7.00



- ▶ Trucks (as per weight)
- ▶ Motorcycles \$4.00 and \$5.00 with trailer
- ▶ RV'S \$7.00 and up

Data from the mid-1990s shows that automobile and truck traffic has remained relatively stable, while the number of pedestrian passengers has grown steadily.

Three ferries in Algonac provide passenger and automobile transportation service to Walpole Island, Russell Island, and Harsens Island. The latter two of these islands are within St. Clair County. Walpole Island is a Native American reservation within Ontario. United States Customs officials greet and control passengers who arrive in St. Clair County via the ferry from Sombra and the ferry from Walpole Island.

AIRPORTS

The Marine City Airport is one of two airports located in St. Clair County. is classified as a “general utility” airport, is designed for single-engine and some light two-engine, non-jet aircraft. Located on Marine City Highway, the airport has a 3,100-foot runway. As of 2017, it has around 24 aircraft based there.

The St. Clair County International Airport - located in Kimball Township - is a “transport facility” with a 5,100-foot runway capable of accommodating some jet aircraft; and a second 4,100-foot runway.

NON-MOTORIZED TRANSPORTATION AND PEDESTRIAN MOBILITY

Non-motorized traffic refers to quiet modes of transportation, such as bicycles, in-line skates, riding horses, and pedestrians of all ages and physical abilities. Non-motorized transportation can be an important alternative to the automobile as a source of recreation and as a means of commuting to work, school, and to shopping, social, and civic destinations.

A “greenway” refers to trails or pathways, designed for non-motorized traffic, that connect residential areas to other residential areas or commercial districts. Greenway resources refers to the total collection of trails and parks within a community or geographic area. Greenway resources include land and water areas, all of which function as an integrated system that provides more value than the sum of its individual parts.

St. Clair County has a conceptual greenways plan, which illustrates a system of trails and conservation corridors with significant natural features, such as soils, hills and valleys, drains, streams, rivers, wetlands, lakes, shoreline, woodlands, and wildlife habitat. The greenways plan’s objective is to maintain those natural features in a balanced ecological state while also allowing communities to grow in a controlled manner.

Bridge to Bay Trail

St. Clair County is working with 13 local communities to develop a 54-mile long network of non-motorized recreational trails linking the shoreline communities of New Baltimore (Macomb County), Algonac, Marine City, St. Clair, Marysville, Port Huron and Lakeport. Over 20 miles of paved trail have already been constructed in various sections utilizing funding from the Michigan Department of Transportation (MDOT), the Michigan Department of Natural Resources (MDNR) and private grants.



Pedestrian Mobility

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Future plans call for the Bridge to Bay Trail to connect with the Macomb Orchard Trail in Richmond and the Wadhams to Avoca Trail.

Pedestrian Mobility

Map 6-2 highlights pedestrian mobility within Marine City. The yellow rings represent a five-minute walk from the center point from both the residential neighborhoods, the commercial corridor along Parker Street, and the downtown business district, along Water Street. As evident on the map, a pedestrian navigating Marine City's grid-patterned neighborhoods has relatively easy access to shopping and other services. Pedestrians typically can cover the entire length of Water Street in roughly five minutes, as well as walk along Broadway Street from Water Street to the Belle River.

Walkability is a key component of effective placemaking and enhances a community's overall quality of life. Marine City is unique from many other communities in the region in that it has a traditional downtown, a grid system of streets and neighborhoods, and a central business district adjacent to an important body of water (St. Clair River) and an international border. All of these characteristics work together to help define Marine City's character and provide a solid framework on which to build and promote opportunities for recreation, entertainment, and tourism. In many suburban communities throughout the region, those characteristics are not present in the community and pedestrian mobility is limited by the land use pattern, street design, and proximity to services. In Marine City, residents and visitors alike do not have to rely on the automobile to the extent that those other communities require.

CHAPTER 7

2018-2022 MARINE CITY PARKS & RECREATION PLAN



IN THIS PLAN:

- ▶ COMMUNITY DESCRIPTION
- ▶ ADMINISTRATIVE STRUCTURE
- ▶ RECREATION INVENTORY
- ▶ PLANNING PROCESS AND PUBLIC INPUT
- ▶ PARKS AND RECREATION GOALS AND OBJECTIVES
- ▶ PARKS AND RECREATION ACTION PLAN

DRAFT

COMMUNITY DESCRIPTION

INTRODUCTION

The availability of diversified recreation facilities and programs is an important component in evaluating the quality of life in a community. Those communities that have recreation facilities and programs available for residents are often perceived to be the most desirable in which to live and work. This perception will continue to be reinforced in the future as the leisure time for individuals and families increases. In recognition of this trend and the traditional role played by local governments in meeting the recreation needs of their residents, this Parks and Recreation Plan has been developed to help Marine City provide for the recreation needs of its residents, both now and in the future.

The Parks and Recreation Plan must be submitted to the Michigan Department of Natural Resources (MDNR) to be eligible for new grant funding. The preparation of a recreation plan provides Marine City with an opportunity to consider the recreation needs of its residents. It also qualifies Marine City for possible State funding for expanding and/or improving the existing recreational areas within the City.

REGIONAL SETTING

Marine City is located within southeastern Michigan, the most heavily populated region of the State, approximately 20 miles south of Port Huron and 50 miles northeast of Detroit. Situated at the confluence of the St. Clair and Belle rivers in southeastern St. Clair County, Marine City is one of a number of Michigan communities that are readily accessible by both land and water. The City is bordered by Cottrellville Township to the south and west, China and East China townships to the north and the St. Clair River to the east. Other nearby communities are the City of Algonac (roughly five miles to the south), the City of St. Clair (approximately six miles to the north), and Sombra, Ontario, Canada, which is directly across the St. Clair River from Marine City.

PARKS AND RECREATION PLAN: JURISDICTION AND PLAN FOCUS

This 2018-2022 Parks and Recreation Plan covers all parks and recreation facilities and programs owned and operated by Marine City, spanning all of Marine City and serving both City residents and non-residents from neighboring townships.

Marine City has the responsibility to review and update the Parks and Recreation Plan every five years and to consider the conditions and trends affecting recreation. With each new update of the Marine City Parks and Recreation Plan comes an opportunity to proactively improve the quality of life for Marine City citizens.

DEMOGRAPHIC CHARACTERISTICS

To analyze the types of recreation facilities and amenities that are needed within the City, it is important to have a thorough description of the community's demographic features. Differences in

demographic characteristics may indicate issues or areas in recreation planning; may identify strengths or assets that can be further developed; or may identify weaknesses or problems that need to be addressed.

Population

The population of Marine City was 4,172 according to the 2015 U.S. Census Bureau's American Community Survey. Since the 2010 U.S. Census, the population has decreased by 1.8%, or 76 people. The current population is less than the 1990 U.S. Census population which was 4,556. The Southeast Michigan Council of Governments (SEMCOG) estimates the City's population will be 4,600 by 2040. This projection is a 10.3% increase from the current population.

Another important consideration in planning for future parks and recreation needs is the age of residents. The median age of Marine City's population is 43.4 years, older than the median age in 2010 (40.2 years) and 2000 (35.6 years). Almost half of the residents of Marine City are 45 years or older (47.6%). Since 2000 the population that is at least 45 years old has increased while the population of those under 45 years has decreased.

Households

A household is defined as a person or group of people occupying a housing unit. The rate of increase in households is not equal to the rate of increase of housing units.

The average household in Marine City was 2.27 persons in 2015, a decrease from 2010 when it was 2.41 persons. Over the same time period the number of households increased from 1,765 to 1,837, an increase of 4.1%. Smaller household size has been a trend in Marine City going back to at least 1990. The trend of smaller households is not unique to Marine City as St. Clair County has seen a similar trend. SEMCOG forecasts that by 2040, both Marine City and St. Clair County will be made up of smaller households.

Income

The median household income for Marine City was \$40,240 in 2015, which was lower than the median household income for St. Clair County of \$49,730. Out of the population of 4,172, a total of 606 people, or 14.5%, live below the poverty level. This number includes the 160 children under the age of 18 that live below the poverty level. Compared to St. Clair County, Marine City has a lower percentage of the population that lives below the poverty level and a lower number of children under the age of 18 living below the poverty level.

NATURAL RESOURCES

The principal natural features of Marine City are the St. Clair River and the Belle River, which provide five miles of water frontage within the City limits. The St. Clair River is a significant international resource serving as the navigational link between Lake Huron and Lake St. Clair. The Belle River runs south from the northern City limits to a point just south of Chartier Avenue, where it joins with the St. Clair River. The St. Clair River runs from northeast to southwest forming the eastern boundary of the City.

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Topography

Topography refers to the elevations, relief features, or surface conditions of a geographic area. The understanding of topography is critical for a number of reasons. In terms of environmental quality, agriculture, and hydrology, understanding the topography of a community enables a greater understanding of watershed boundaries, drainage characteristics, water movement, and impacts on water quality.

The topography of Marine City, as well as most of St. Clair County, is relatively flat. The highest elevation of Marine City is 590 feet above sea level. The shoreline along the Belle River and St. Clair River is approximately 580 feet above sea level. Other than at the shorelines, changes in topographic relief throughout the City are gradual and not readily apparent.

Climate

Climate conditions in Marine City are typical of most Southeast Michigan communities. Average yearly precipitation is approximately 30 inches. The coldest month of the year is January, when temperatures average 31 F and the hottest month is July, when temperatures average 83 F.

ADMINISTRATIVE STRUCTURE

INTRODUCTION

The Marine City Commission has ultimate authority over development and management of parks and recreation within the City. Responsibility regarding policy matters and physical development is also shared with the Marine City Planning Commission, which acts as an advisory body.

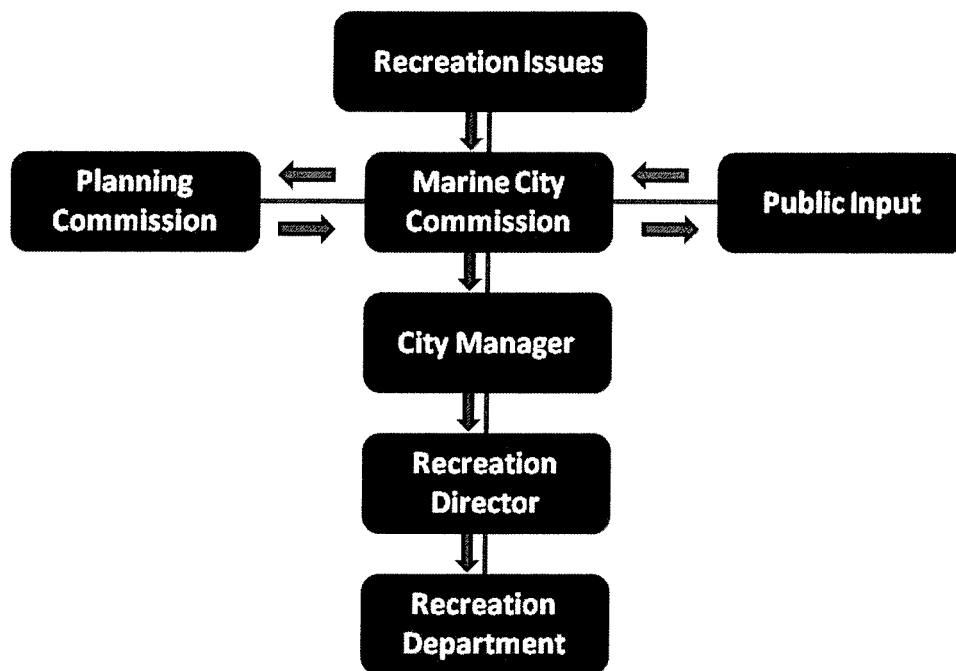
On March 20, 1980, the City Commission enacted Ordinance 80-1, §1, part of which created the Department of Recreation and the position of Recreation Director. The basic powers and duties of the Department of Recreation and the Recreation Director are explained in Section 2-23 of the Marine City Code:

"The Department of Recreation shall plan, promote, organize, and supervise a comprehensive municipal recreation program and administer the same in the interest of the entire community. This department shall constantly evaluate the recreational interests and needs of the community and be responsible for effective communication of the recreation program to the citizens of the City.

The Department of Recreation shall be headed by the recreation director who shall be responsible for all matters pertaining to the administrative and professional duties involved in planning, developing, and directing a recreation program, so that the community recreational needs, interests and facilities are continuously being met, maintained, and improved upon."

The Recreation Director is responsible for all recreation programs including team sports, youth activities and adult cultural activities. The Recreation Director reports to the City Manager who in turn

FIGURE 7-1: MARINE CITY RECREATION ADMINISTRATIVE STRUCTURE



reports to the City Commission. The City Manager and Recreation Director are together responsible for ensuring that the recreation policies adopted by the City Commission are adhered to by the Recreation Department.

Recreation programs are financed through participation fees and a yearly budget appropriation. Park maintenance costs are also financed through appropriated budgets; however, park development costs are budgeted through general funds and grant programs.

Recreation Staff

In addition to the Recreation Director, which is a part-time position, the Recreation Department employs part-time staff and volunteers on a program-to-program basis.

Recreation Budget

Recreation Department expenditures for the years 2013 through 2017 are shown in the table below. The recreation budget for the current year is \$41,930. Funding for the Recreation Department comes from grant funds and City funds. See Tables 7-1 and 7-2.

St. Clair County Parks and Recreation Millage

The St. Clair County Parks and Recreation Commission (PARC) has a countywide millage for parks and recreation in St. Clair County. PARC dedicates 75% of the millage revenues to parks and recreation facilities that serve a countywide audience. PARC distributes the remaining 25% of the County Parks

MARINE CITY MASTER PLAN

TABLE 7-1: MARINE CITY RECREATION EXPENDITURES, 2013-2017

Expenditures	2013	2014	2015	2016	2017
Total	\$64,545	\$51,205	\$51,955	\$39,695	\$41,930

TABLE 7-2: MARINE CITY PROJECTED PARKS AND RECREATION EXPENDITURES, 2017-2018

Recreation	\$38,240
Parks/Beach	\$103,125

and Recreation Millage revenues to local units of government to enhance or expand local parks and recreation programs and facilities. Since 1994, the amount of money distributed to local communities has totaled more than \$12.6 million. This distribution has had a positive impact on the delivery of local parks and recreation services in every community in St. Clair County. The amount of local distribution is based on the number of residents living in each municipality or township. From 1994 to 2016, a total of \$361,872.51 has been distributed to Marine City for parks and recreation activities.

In order to receive these funds, communities must submit an annual report and show evidence of “maintenance of effort” to assure the funding is used to expand opportunities rather than to supplant existing local funding. In effect, local units of government must document that they have maintained their local financial support for parks and recreation services at a level equal to or greater than the amount they spent prior to the 1994 millage election.

State and Federal Grants

To date, Marine City has not received a recreation grant from the Michigan Department of Natural Resources or the federal government.

Donations

In November 2016, construction of the pavilion and restrooms at Mariner Park began. These amenities were gifted to the City by longtime resident and business owner Chafic Kadouh. A ribbon-cutting ceremony to mark completion of Mariner Park was held on July 10, 2017.

Volunteers

From time to time, Marine City Recreation relies on volunteers to assist with special events, maintaining/cleaning parks, planting and gardening, and helping with recreation programs. The City has an “Adopt-A-Park” program that allows volunteers to give back to the community and keep the City beautiful. A volunteer application is available online at the City’s website. Upon completion of the application, City officials will assess an applicant’s interest and qualifications to determine if they are able to fulfill the volunteer request.

RECREATION INVENTORY

INTRODUCTION

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This section contains lists and short descriptions of the various recreational facilities and programs available to Marine City residents at both the regional and local levels. These lists contain both public recreation facilities and programs and private/commercial recreation facilities.

MARINE CITY PARKS AND RECREATION FACILITIES

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There are numerous local recreation facilities in Marine City owned by the City, the East China School District and private entities.

City-Owned Recreation Facilities

In terms of local recreation facilities, Marine City has approximately 40.5 acres of developed recreational uses spread among 14 facilities. Ten of the City's recreation facilities consist of small parks located along the St. Clair River, from just north of Broadway down to Bridge Street. These facilities are: Marine City Beach, Mariner Park, Watchman Park, Broadway Park, Waterworks Park, Lighthouse Park/The Guy Center, Civic Women's Club River Park, Corwin M. Drake Memorial Park, St. Clair Park, and Nautical Mile Park. All of these sites are used primarily for passive recreation such as picnicking and riverfront viewing. Two other parks, the King Road Park and the Ward-Cottrell Park, both on the west side of the City, are used more for active recreation activities, such as softball and tennis. Heritage Square is located at 300 Broadway at the site of the historic City Hall building. There is also a neighborhood playground at the South Main/Washington Mini Park. The following pages include a profile of each park in Marine City.

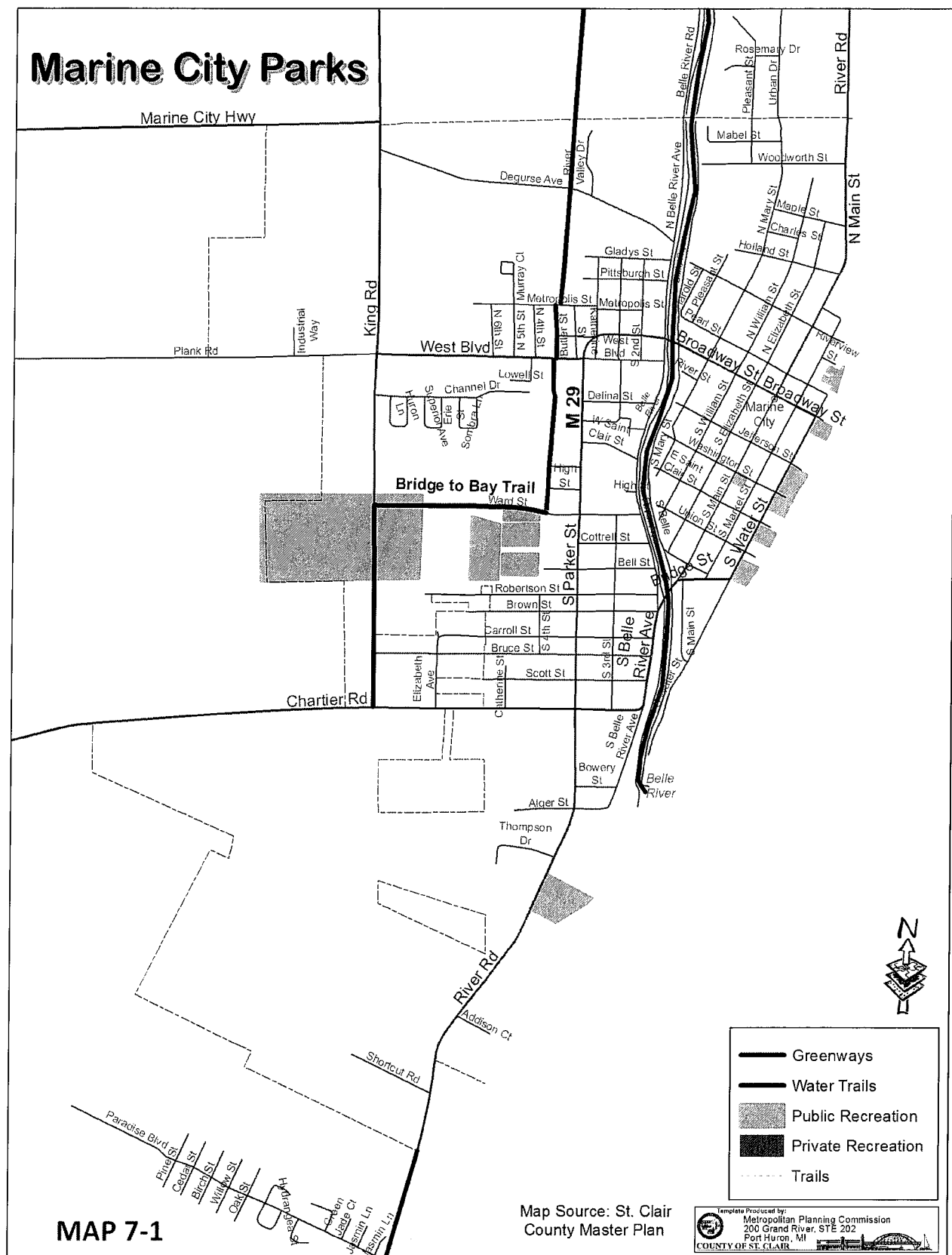
Accessibility Evaluation

In accordance with the Michigan Department of Natural Resources (MDNR) Guidelines for Recreation Plans, an accessibility evaluation was completed for each park within the City. The evaluation was conducted by planners from the St. Clair County Metropolitan Planning Commission.

Each City facility was compared to the 2010 ADA Standards for Accessible Design and given a ranking from 1-5, where:

- 1=none of the site elements meet 2010 ADA Standards for Accessible Design
- 2=some site elements meet 2010 ADA Standards for Accessible Design
- 3=most site elements meet 2010 ADA Standards for Accessible Design
- 4=all site elements meet 2010 ADA Standards for Accessible Design, and
- 5=the facility meets the Principles of Universal Design

MARINE CITY MASTER PLAN



MARINE CITY BEACH

200 N. WATER STREET



HIGHLIGHTS:

- ▶ 1.2 ACRES
- ▶ SWIMMING BEACH
- ▶ ST. CLAIR RIVER ACCESS
- ▶ PLAYGROUND
- ▶ FISHING ACCESS
- ▶ PAVILION/RESTROOMS
- ▶ MOBI MAT
- ▶ PICNIC TABLES
- ▶ BBQ GRILLS
- ▶ FREIGHTER WATCHING



ACCESSIBILITY RATING: 4

BROADWAY PARK

WATER STREET AT BROADWAY



HIGHLIGHTS:

- ▶ 0.75 ACRE
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ BATTLESHIP DECK GUN DISPLAY
- ▶ SIGHTSEEING BENCHES
- ▶ PICNIC AREAS
- ▶ FREIGHTER WATCHING

ACCESSIBILITY RATING: 4

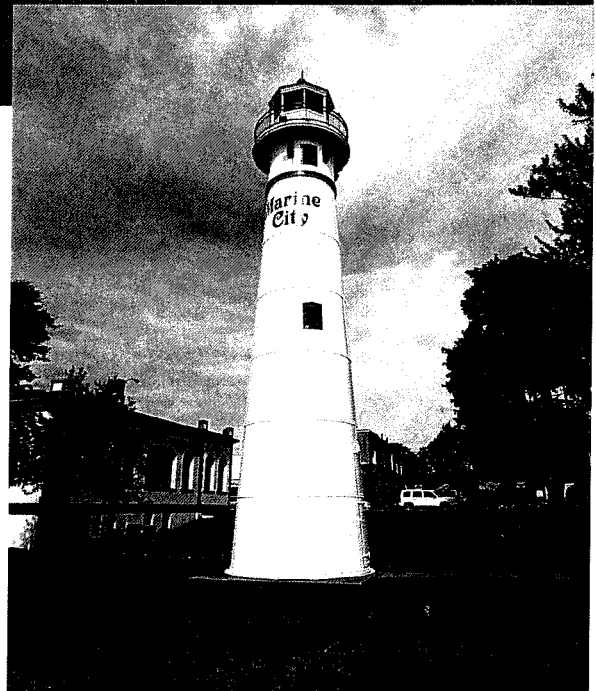
LIGHTHOUSE PARK/THE GUY CENTER 303 S. WATER STREET



HIGHLIGHTS:

- ▶ 1 ACRE
- ▶ PECHE ISLAND REAR RANGE LIGHTHOUSE
- ▶ THE GUY CENTER
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ SAND VOLLEYBALL COURTS
- ▶ PICNIC TABLES
- ▶ LIGHTED WALKWAYS
- ▶ FREIGHTER WATCHING

ACCESSIBILITY RATING: 3



CIVIC WOMEN'S CLUB RIVER PARK WATER STREET



HIGHLIGHTS:

- ▶ 0.5 ACRE
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ PICNIC AREA
- ▶ LIGHTED WALKWAY
- ▶ GARDENS AND TREES
- ▶ BENCHES
- ▶ DECORATED ARCHWAY
- ▶ FREIGHTER WATCHING

ACCESSIBILITY RATING: 4

DRAKE MEMORIAL PARK

401 S. WATER STREET



HIGHLIGHTS:

- ▶ 0.75 ACRE
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ WATERFRONT AMPHITHEATRE
- ▶ OUTDOOR CONCERTS
- ▶ ANTIQUE SHIP ANCHOR
- ▶ FREIGHTER WATCHING
- ▶ NEXT TO BLUE WATER FERRY DOCK

ACCESSIBILITY RATING: 3



NAUTICAL MILE PARK

477 S. WATER STREET



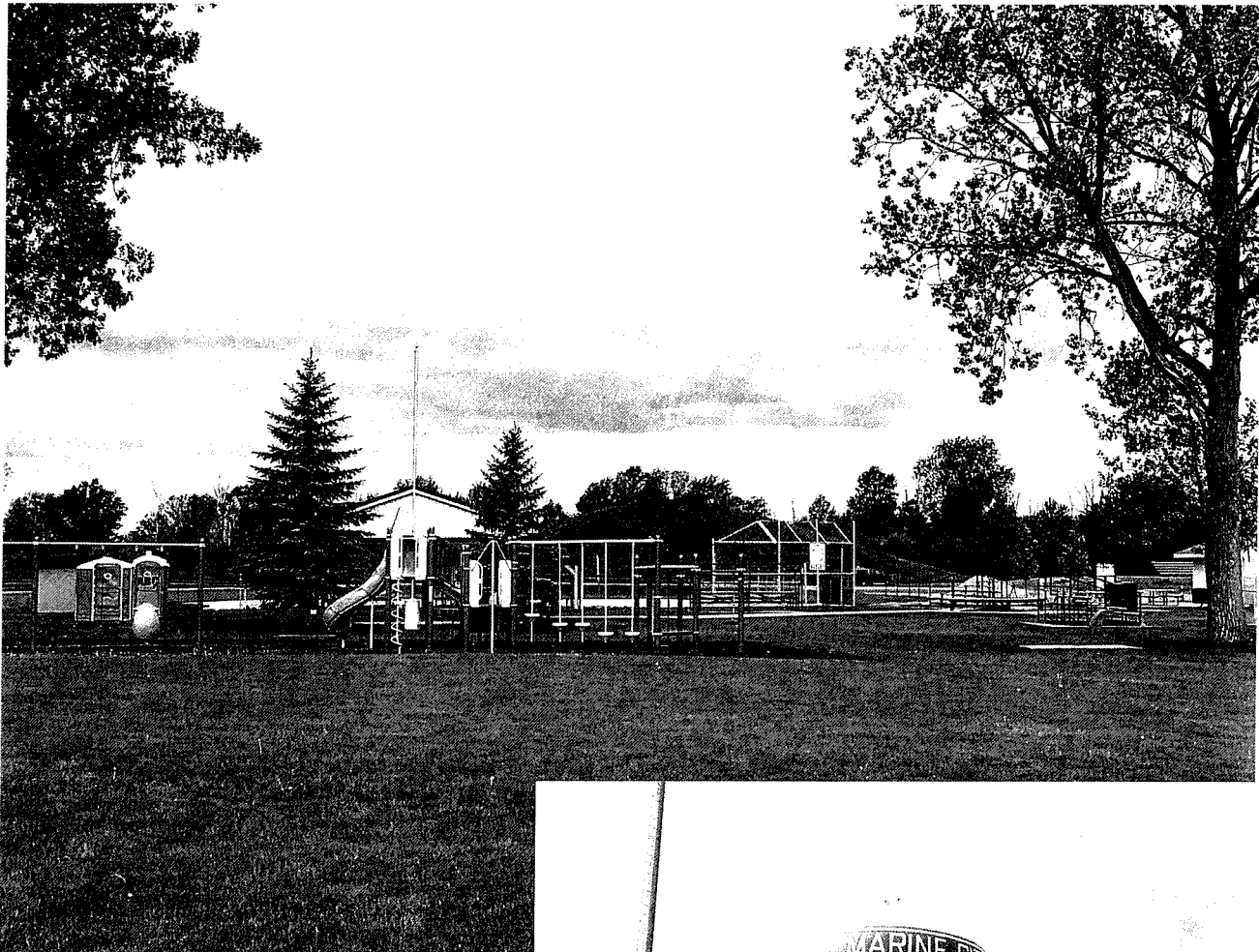
HIGHLIGHTS:

- ▶ 1.2 ACRES
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ PICNIC AREAS
- ▶ FREIGHTER WATCHING

ACCESSIBILITY RATING: 4

KING ROAD PARK

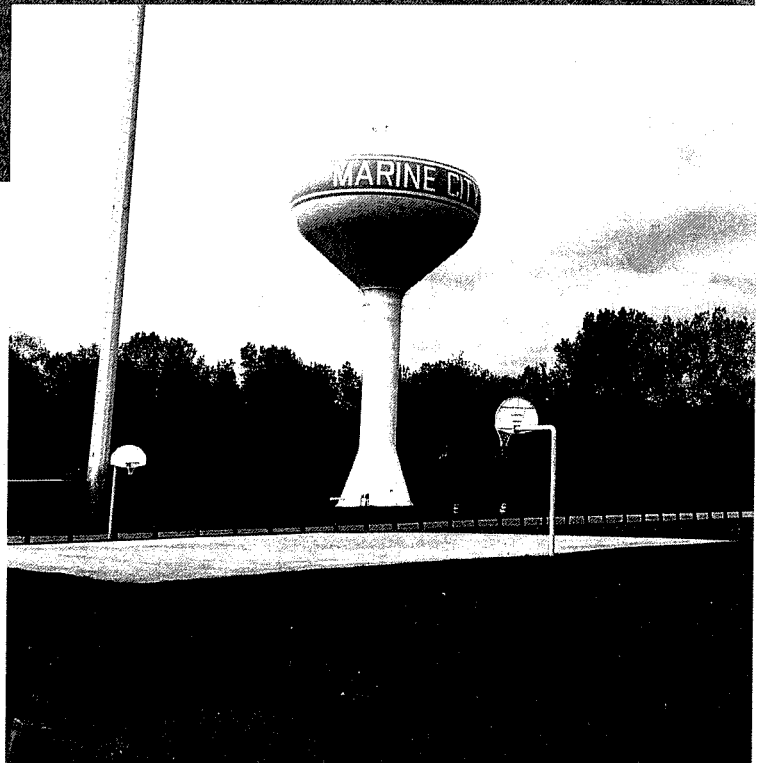
6370 KING ROAD



HIGHLIGHTS:

- ▶ 27 ACRES
- ▶ PLAYGROUND
- ▶ BASEBALL/SOFTBALL FIELDS
- ▶ PAVILION/PICNIC AREAS
- ▶ BBQ GRILLS
- ▶ RESTROOMS
- ▶ BASKETBALL COURTS
- ▶ ICE SKATING RINK
- ▶ SLEDDING HILL
- ▶ CONCESSION STAND

ACCESSIBILITY RATING: 3



WARD COTTRELL PARK

601 WARD AVENUE



HIGHLIGHTS:

- ▶ 5.5 ACRES
- ▶ FOOTBALL FIELD
- ▶ BASEBALL/SOFTBALL FIELDS
- ▶ TENNIS COURTS
- ▶ PICNIC TABLES
- ▶ PLAYGROUND
- ▶ RESTROOMS
- ▶ CONCESSION AREA
- ▶ RUNNING TRACK

ACCESSIBILITY RATING: 3

WATERWORKS PARK

WATER STREET AT JEFFERSON



HIGHLIGHTS:

- ▶ 1.63 ACRES
- ▶ VETERANS' MEMORIAL
- ▶ POLICE MEMORIAL
- ▶ MARINE CITY FIREMAN'S MEMORIAL
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ PICNIC AREAS
- ▶ LIGHTED WALKWAYS
- ▶ FREIGHTER WATCHING

ACCESSIBILITY RATING: 3



HERITAGE SQUARE

300 BROADWAY



HIGHLIGHTS:

- ▶ 1.8 ACRES
- ▶ HISTORIC CITY HALL
- ▶ BANDSTAND
- ▶ WEDDINGS/GATHERINGS
- ▶ BENCHES
- ▶ BARRIER-FREE PATHWAYS

ACCESSIBILITY RATING: 3

SOUTH MAIN/WASHINGTON MINI PARK



HIGHLIGHTS:

- ▶ 0.5 ACRE
- ▶ TOT LOT/PLAYGROUND
- ▶ PICNIC TABLE
- ▶ BENCHES
- ▶ BIKE RACK

ACCESSIBILITY RATING: 2

WATCHMAN PARK

131 WATER STREET

HIGHLIGHTS:

- ▶ 0.5 ACRE
- ▶ GRASSY POCKET PARK
- ▶ PUBLIC ART
- ▶ FREIGHTER WATCHING
- ▶ FISHING ACCESS
- ▶ BENCH SEATING

ACCESSIBILITY RATING: 1



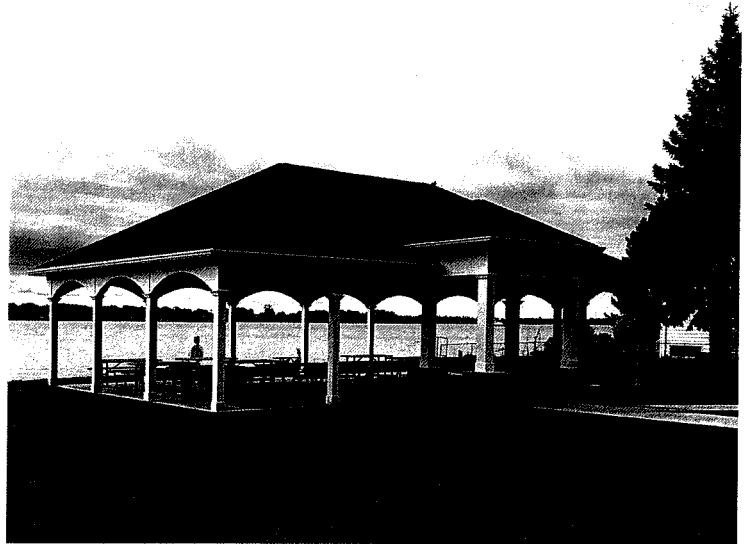
MARINER PARK

WATER STREET AT PEARL

HIGHLIGHTS:

- ▶ 50'X30' PAVILION
- ▶ ACCESSIBLE RESTROOMS
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ FREIGHTER WATCHING
- ▶ PICNIC TABLES
- ▶ BBQ GRILLS

ACCESSIBILITY RATING: 5



ST. CLAIR PARK

END OF ST. CLAIR STREET AT WATER

HIGHLIGHTS:

- ▶ 0.5 ACRE
- ▶ ST. CLAIR RIVER ACCESS
- ▶ FISHING ACCESS
- ▶ BARRIER-FREE WALKWAY
- ▶ OUTDOOR WATER FAUCET
- ▶ FREIGHTER WATCHING
- ▶ RESTROOMS

ACCESSIBILITY RATING: 3



School-Owned Recreational Facilities

Besides city-owned parks, the East China School District provides recreational facilities for students. These facilities are also available on a limited basis to Marine City residents. Many of the City's recreation programs utilize these school facilities. The Marine City Middle School/High School athletic complex, on Ward Street between King Road and Parker Street, offers facilities for area-wide recreation including an indoor pool, a gymnasium with a full basketball court, tennis courts and an outdoor running track.

Washington Life Center

The St. Clair County Council on Aging operates the Washington Life Center, located at 403 Mary St. The facility moved from the Cherry Beach Center in Cottrellville Township into the vacant Washington Elementary School building in October 2009. The center has much more space than the Cherry Beach Center had, which allows the COA to offer expanded classes and activities for seniors.

Other Recreational Facilities in Marine City

The Marine City Marina is a commercial transient boat dock and boat refueling facility located on the Belle River at 1105 S. Belle River near Scott Street.

There is a privately owned banquet center with outdoor picnic grounds on the east side of King Road, just south of Marine City High School. Both the hall and the picnic grounds are available to the general public on a rental basis.

The Lions Club International-Marine City owns and operates a hall and outdoor picnic grounds on the south side of Ward Street, just east of the Ward-Cottrell Park. Both the hall and the picnic grounds are available to the general public on a rental basis.



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MARINE CITY RECREATION PROGRAMMING

The Marine City Recreation Department offers a variety of recreation programming for citizens to enrich their lives, enhance their education, and stay active. Recreation programs include the following:

- ▶ Swimming Programs
- ▶ Gymnastics Programs
- ▶ Creative Kids Preschool Program
- ▶ Adopt-A-Park Program
- ▶ Discounted Detroit Zoo Tickets
- ▶ Discounted Detroit Red Wings Tickets
- ▶ Consumer Education Seminars
- ▶ S.C.O.R.E. (St. Clair County Organized Recreation for Everyone)

Parks and Recreation Facilities in Neighboring Communities

There are a number of parks and recreation facilities in the townships surrounding Marine City that provide additional opportunities for Marine City residents to get outside and utilize different amenities. Table 7-3 details the inventory of facilities in Cottrellville, China, and East China townships.

REGIONAL RECREATION FACILITIES

On a regional basis, Marine City has two state parks within a short driving distance. These parks are Algonac State Park, approximately 2.5 miles south of Marine City on the St. Clair River and Lakeport State Park, approximately 25 miles north of Marine City on Lake Huron. Two other nearby state-run recreation facilities are the St. Clair Flats Wildlife Management Area on Harsens Island and Dickinson Island and St. John's Marsh in Clay Township. These areas offer facilities for hunting, fishing, swimming, and (at the flats) general boating. Together, the St. Clair Flats, the St. Clair River and Lake St. Clair offer over 50 miles of shoreline area for private and public use and are the area's greatest natural resources.

Throughout Metropolitan Detroit, the Huron-Clinton Metropolitan Authority offers a series of thirteen "Metroparks." St. Clair County is not a member of the Authority. The closest of these Metroparks to Marine City is Lake St. Clair Metropark in Harrison Township in Macomb County. This park has a beach, two marinas, a boat launch ramp, a par three golf course, a miniature golf course, a swimming pool and splash pad, tennis and basketball courts, picnic areas, a baseball/softball area, a tot lot, a nature study area and activity center, a nature trail and a bicycle/non-motorized vehicle/pedestrian pathway. In the winter, the park has areas for ice fishing, ice skating, and cross-country skiing. In September, the park hosts an "in the water" boat and fishing show.

Other State Facilities

The Michigan Department of Natural Resources (MDNR) operates eleven public boat launch sites in St. Clair County along the St. Clair River, the Black River, the Pine River and Lake St. Clair. The closest state-operated boat launch on Lake Huron is in the Village of Lexington in Sanilac County, seven miles north of the County line. The state also operates the Port Huron State Game Area in Grant and Clyde townships to the north.

PARKS & RECREATION PLAN 2018-2022

TABLE 7-3: PARKS AND RECREATION FACILITIES IN NEIGHBORING COMMUNITIES

COTTRELLVILLE TOWNSHIP

Park	Acres	Amenities
Cottrellville Township Park	17	Playground, ballfields, soccer fields, basketball/volleyball courts, picnic areas, restrooms, freighter watching
Riverside Park	2.8	River access, fishing access

CHINA TOWNSHIP

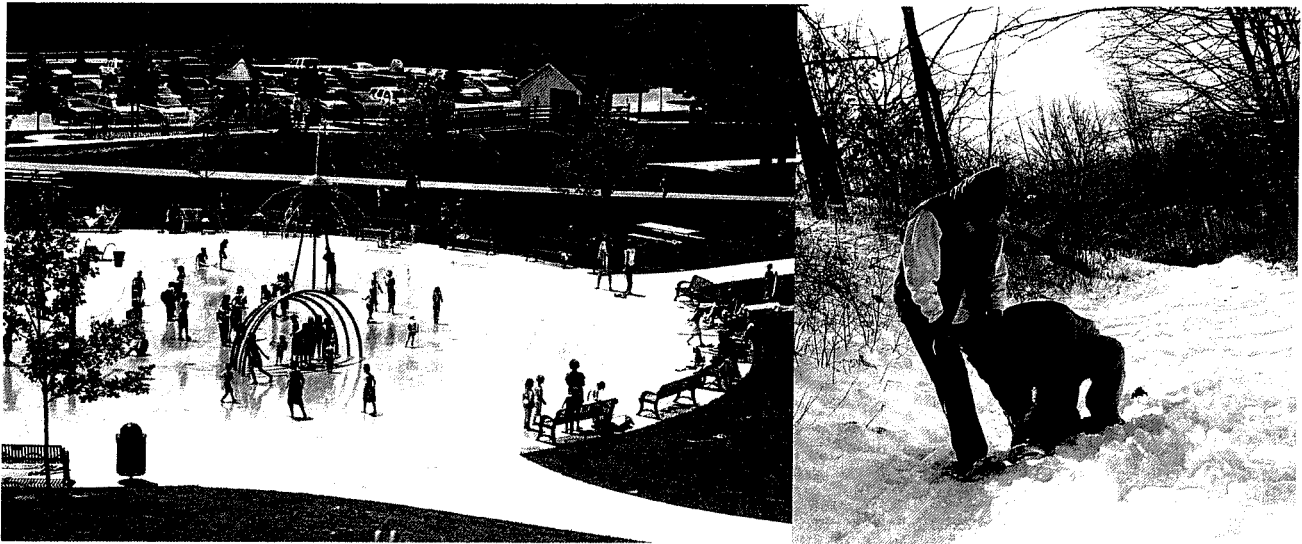
Park	Acres	Amenities
Indian Trail Road Site	62.0	Playground, ballfields, soccer fields, restrooms
Neiman Park	3.5	Playground, ballfields, soccer fields, basketball courts, picnic areas, community center, horseshoe pits, restrooms
King Road/Belle River Site	14.0	Playground, river access, fishing access, trails, picnic areas, fire pit, restrooms
Recor Road Site	5.3	Undeveloped

EAST CHINA TOWNSHIP

Park	Acres	Amenities
East China Park	81.0	Playground, ballfields, soccer fields, basketball courts, river access, fishing access, ice skating/inline skating, trails, tennis courts, pickle ball courts, picnic areas, dog park, restrooms, pavilions, freighter watching
River Park	0.20	Playground, river access, fishing access, picnic areas
Manor Park	1.6	Playground
Springborn Park	0.2	River access, fishing access, picnic tables, ADA-accessible kayak launch
Township Hall Site	13.0	

The Michigan Department of Natural Resources and Environment owns and operates a public boat launch facility on the St. Clair River at 1171 S. Parker (M-29), just south of the St. Clair County Road Commission Gravel Dock. This 4.04-acre facility contains one boat launch ramp and short-term parking for approximately 70-80 automobiles with boat trailers.

MARINE CITY MASTER PLAN



ST. CLAIR COUNTY PARKS AND RECREATION FACILITIES

St. Clair County currently owns eight properties devoted to parks and recreation activities that total 1,010 acres. These are:

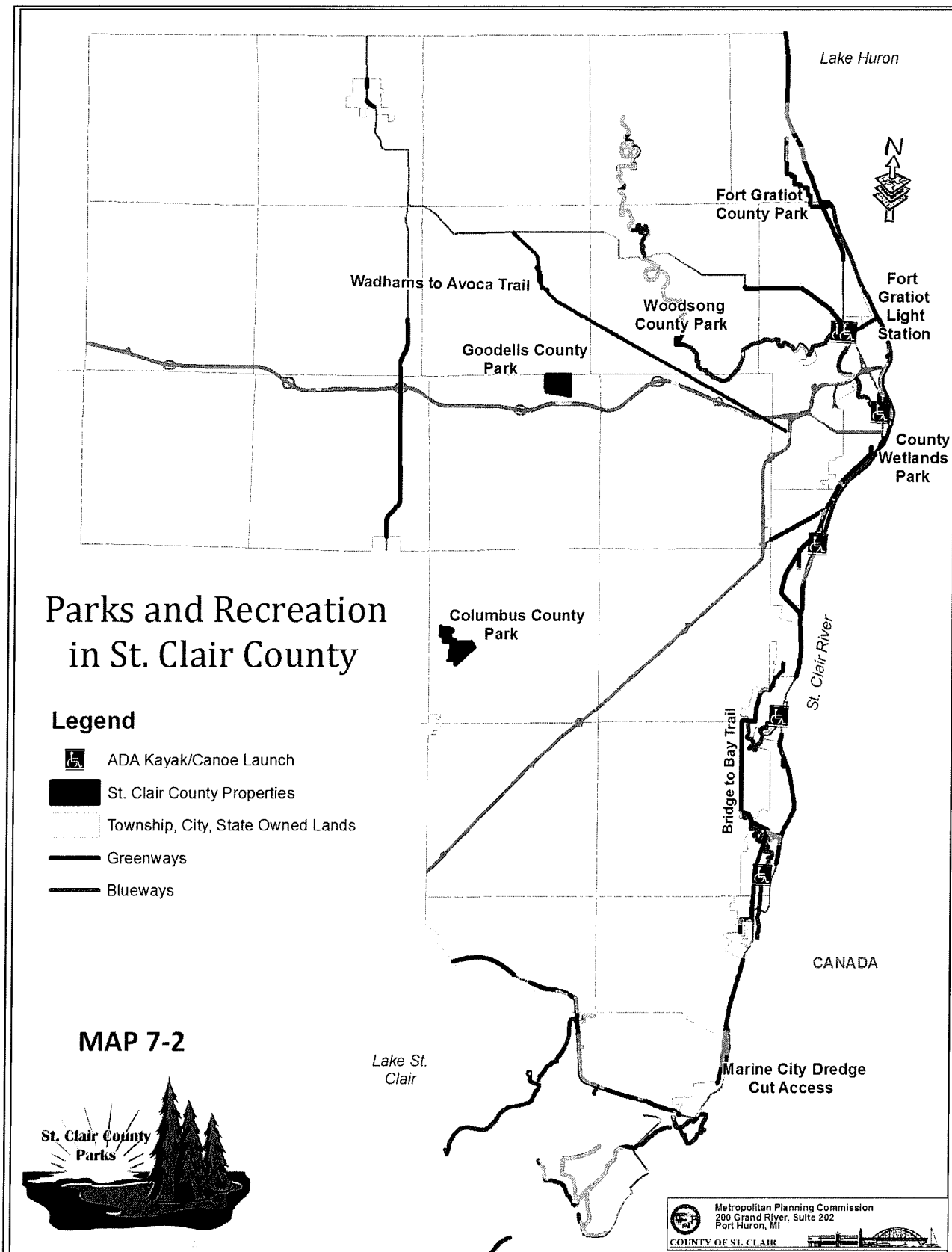
▶ Goodells County Park	366 acres
▶ Columbus County Park	411 acres
▶ Fort Gratiot County Park	30 acres
▶ Woodsong County Park	33 acres
▶ Fort Gratiot Light Station	5 acres
▶ Wetlands County Park	5 acres
▶ Marine City Dredge Cut Access	.34 acre
▶ Wadhams to Avoca Trail	160 acres (12 miles long)

Goodells County Park

Facilities at the park include the Visitors Center, two playgrounds, river and fishing access, a seasonal ice skating rink, trails, four picnic shelters, a community center, historic buildings, a BMX track, a radio-controlled model airplane airfield and truck track, a butterfly garden, five special events buildings, the "Splashpad," equestrian facilities, and areas for outdoor events.

The "Splashpad" has 11 spray features that include two water cannons, five dumping buckets, ground geysers, and a rainbow water tunnel. The "Splashpad" is open daily from 10:00 a.m. to 8:00 p.m. and admission is free. In February 2006, the County received a Facility Design Award from the Michigan Recreation and Parks Association (MRPA) for the Goodells County Park Splashpad. This award recognized the Splashpad as the first water play facility in the state that uses and recycles water that is supplied by a well rather than a municipal water system.

The Historic Village at Goodells County Park contains the Lynn Township Schoolhouse (1885), and the C.C Peck and Company bank (1908). Visitors will also see the Columbus Bible Church (1860), the Murphy/Ryan farmhouse (1872) and the Mudge Log Cabin (1863). The latest addition to the Historic



MARINE CITY MASTER PLAN



Village is the Columbus Bible Church. The Church was moved to the park and restored, complete with its twelve-foot tall windows and spectacular bell tower.

Columbus County Park

Through five separate transactions, the St. Clair County Parks and Recreation Commission (PARC) owns 411 acres of property in Columbus Township. PARC used a \$65,800 Michigan Natural Resources Trust Fund (MNRTF) grant in 2016, to secure the final 26 acres. In 2007, PARC used a \$1.4 million MNRTF grant to secure 291 acres for the park.

Phase 1 construction at Columbus County Park was completed in early 2010. Phase 1 included constructing the main entrance on Bauman Road, a park roadway, a 100-car parking lot, erosion control and drainage improvements, underground utilities, a water well and development of a lighted sledding hill.

Other facilities at the park include mountain biking trails, walking trails, horse trails, fishing access, and permit-only hunting. The Belle River runs through the park, totaling 1.6 miles of frontage. A historic gambrel roof barn is located at Columbus County Park near Bauman Road and is used for maintenance and storage. The barn was restored by Columbus Township.

Construction of an energy efficient park Lodge with modern restroom facilities, a picnic pavilion, offices and storage rooms was completed in 2012. Activities at the park include picnics, weddings, educational programs, and meetings.

Fort Gratiot County Park

Fort Gratiot County Park is located in the northeast part of St. Clair County, just off M-25 on Metcalf Road. This 30-acre park offers breathtaking views of Lake Huron and 852 feet of shoreline and beach. It also includes picnic areas, restrooms, a children's playground, and paved walking trails.

Fort Gratiot County Park is also home to the 1971 Tunnel Explosion Memorial which commemorates the construction accident that took the lives of 22 men working on the water intake tunnel located beneath the park. The 1971 Water Tunnel Explosion committee raised funds for the memorial which

was erected in 2007. The Michigan Historic Commission dedicated a State Historical Marker at the site to mark the 40th anniversary of the tragedy.

Other improvements at the park include ADA-accessible restrooms and a playscape in 2007, as well as an overflow parking area in 2008. In early 2009, two picnic pavilions were completed and additional sections of boardwalk were installed on the beach.

Woodsong County Park

On December 30, 2008, St. Clair County purchased the 33-acre Camp Woodsong site from the Michigan Waterways Council of the Girl Scouts of America. The property is located off of Abbottsford Road, at the east end of Rynn Road, in Clyde Township. St. Clair County purchased the property for \$400,000 using a Michigan Natural Resources Trust Fund grant. The western half of the property features existing buildings that include a garage, pavilion, two vault toilets and group camping areas. The eastern half of the property has scenic, steep slopes that travel down to 2,800 feet of Black River shoreline. The site also has a rustic parking lot, and an ADA trail and kayak launch on the Black River is planned for the future.

Fort Gratiot Light Station

The Fort Gratiot Light Station is the oldest lighthouse in Michigan. As the shipping needs on the Great Lakes increased in the 1820's, so did the need for a navigational aid at the mouth of the St. Clair River. In August of 1825 the first lighthouse in Michigan was built at Port Huron. The original tower was located near the base of the present day second span of the Blue Water Bridge. It was 32 feet high above ground level, 18 feet in diameter at the base, and tapered to nine feet across at the top.

The Coast Guard maintained the Fort Gratiot Light Station from the 1930's until they moved next door into the new station that was built in 2004. The property was officially transferred to St. Clair County in 2010. Restoration of the lighthouse was completed in 2013, and other property repairs and additions have been made using Michigan Coastal Zone Management Grant funding. The restoration of the tower was made possible by the "Save America's Treasures" grant program and a match from the City of Port Huron. The tower reopened for tours in the summer of 2012. The Port Huron Museum serves as a partner in leading tours of the site, programming, and private reservations. Friends of the Fort Gratiot Light Station raise funds for building restoration projects and provides volunteers.

Blue Water River Walk and Wetlands County Park

The Blue Water River Walk is almost one mile long and runs along the St. Clair River shoreline immediately south of the mouth of the Black River in Port Huron. It is less than a mile downriver from the Blue Water Bridge to Sarnia and the southern end of Lake Huron. Owned by the Community Foundation of St. Clair County, the Blue Water River Walk is open to the public year-round. The river walk features an observation deck, a pedestrian trail, an outdoor classroom, shoreline and habitat restoration, a fishing pier and public art.

The St. Clair County Parks and Recreation Commission purchased 4.85 acres of land using two MNRTF grants and received a \$1,039,500 grant from the National Fish and Wildlife Foundation to develop a 2.75-acre wetland on the very southern end of the river walk.

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Pine River Nature Center

The St. Clair County Regional Educational Service Agency's Pine River Nature Center is an educational facility whose mission is to promote the awareness, understanding and stewardship of the Blue Water Area's natural and cultural heritage. The center provides programs for local schools to enhance their science and mathematics curricula with outdoor-based field studies correlated with the Michigan Curriculum Framework and offers outdoor recreation and environmental education opportunities for area residents.

The Pine River Nature Center opened to the public in the May of 2003. The Nature Center sits on 111 acres of property, with over 4,800 feet of the Pine River meandering through it. Since opening, over 21,900 students from around St. Clair County have visited the center for programs. Activities and events at the center include the following:

- ▶ Opportunities to hike over two miles of trails (open daily from dawn to dark).
- ▶ Browse the indoor displays and live animals.
- ▶ Read about nature or do research in the library.
- ▶ Attend public programs, including star gazing parties and nature walks.
- ▶ Volunteer to help with special events and school programs.
- ▶ Adopt-a-Trail.
- ▶ Visit the universally-accessible (ADA) tree house.

GREENWAYS AND TRAILS

Greenways are corridors of land recognized for their ability to connect people and places together. According to the EPA, greenways promote outdoor recreation, catalyze economic development, increase adjacent property values, celebrate historical and cultural assets, promote conservation and environmental education and improve quality of life.

Greenways have multiple purposes, but from a recreation perspective they have two major functions:

1. To link and facilitate hiking and biking access between residential areas and parks.
2. To provide opportunities for the linear forms of outdoor recreation (i.e. hiking, jogging, bicycling, equestrian riding, and walking) in which many St. Clair County residents engage today. These recreation activities require the development of trails along the greenways.

There are two primary trail systems within St. Clair County: the Wadhams to Avoca Trail and the Bridge to Bay Trail.

Wadhams to Avoca Trail

In 1999, St. Clair County PARC purchased the surface rights to 9.82 miles (100 acres) of right-of-way from CSX Railroad and began developing it as the Wadhams to Avoca Trail. In 2001 and 2004, PARC purchased two additional properties totaling 17.65 acres adjacent to the trail north of Imlay City Road for a trailhead and parking. In 2003, PARC purchased the surface rights to an additional two and a half miles of CSX Railroad right-of-way totaling 17.66 acres from Wadhams Road to Griswold Road. The trail is over 12.4 miles long and contains 160 acres.



To date, the 640-foot Mill Creek Trestle has been decked and railed for pedestrians and bike riders. Three acres of land southeast of the Trestle was purchased to create a horse crossing at Mill Creek.

At the south end of the trail in Kimball Township, over five miles of trail have been paved starting at McLain Road running southeast to Griswold Road. The paved section of the trail passes through a developing residential area and is heavily used by residents.

In a joint effort with the St. Clair County Road Commission, a hybrid pedestrian signal was installed in 2010 where the trail crosses Wadhams Road. It was the first time this type of signal has been used for a trail crossing in Michigan. The signal prompts flashing lights to stop traffic when a pedestrian wishes to cross the road.

Designated parking areas are located at the Wadhams Road, Imlay City Road, Lapeer Road and Avoca Road trailheads. The non-motorized trail is open to walkers, bicyclists and equestrians.

Bridge to Bay Trail

The St. Clair County Parks and Recreation Commission is working in conjunction with 13 local units of government to develop a 54-mile paved trail from Lakeport State Park to New Baltimore. St. Clair County helps to plan and promote the trail while each local unit of government is responsible for constructing their section of the trail. Even though PARC plays an instrumental coordinating role in the development of the Bridge to Bay Trail, the property that makes up that trail is owned by various municipalities and townships. Most trail construction projects are funded by grants. PARC usually helps to fund the local match required for trail construction grants.

The Bridge to Bay Trail extends from St. Clair County's northern border; under the Blue Water Bridge; through Port Huron, Marysville, St. Clair, Marine City, and Algonac; and past state and municipal parks, museums, gazebos, and lighthouses. Sometimes the trail is within reach of the water's edge and sometimes a few miles inland. It connects communities together for walkers, joggers, strollers, and bicyclists of all ages. The trail varies from a ten-foot wide separated paved pathway in the right of way along a road, or a five-foot wide dedicated bike lane.

MARINE CITY MASTER PLAN

The trail can potentially link to the Wadhams to Avoca Trail within St. Clair County, the Discover Michigan Trail, the Macomb Orchard Trail, and the St. Clair Parkway Trail in Lambton, Ontario, Canada via ferry. As of 2017, roughly 25 miles of the 54-mile Bridge to Bay Trail is complete.

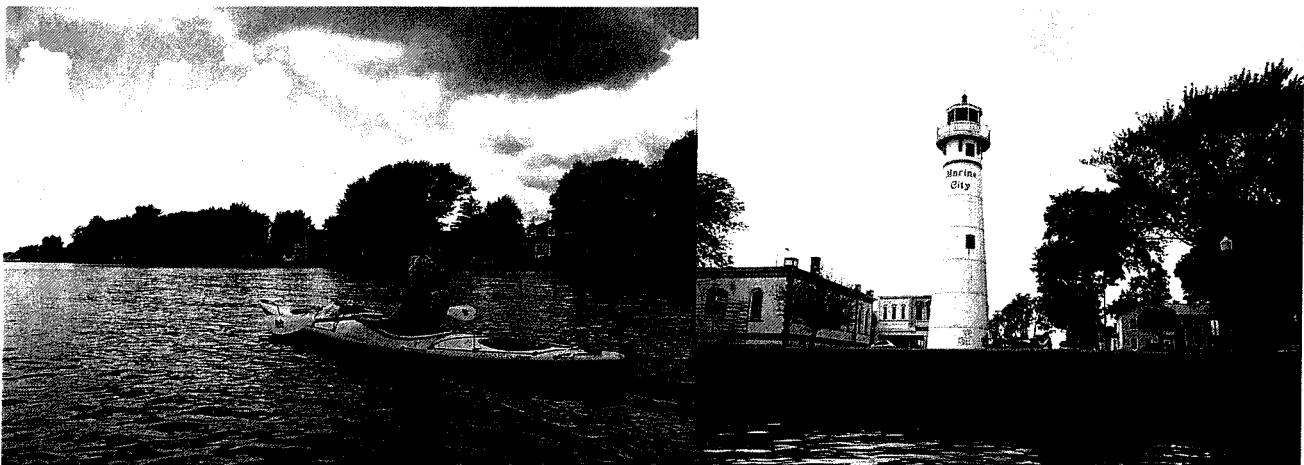
Funding for the Bridge to Bay Trail comes from the St. Clair County Parks and Recreation Millage, local government funds, and grants. Grant money for the trail has been provided by the United States government through federal transportation grants, and by the Michigan Department of Transportation (MDOT), the Michigan Department of Natural Resources (MDNR), and the Michigan Natural Resources Trust Fund (MNRTF).

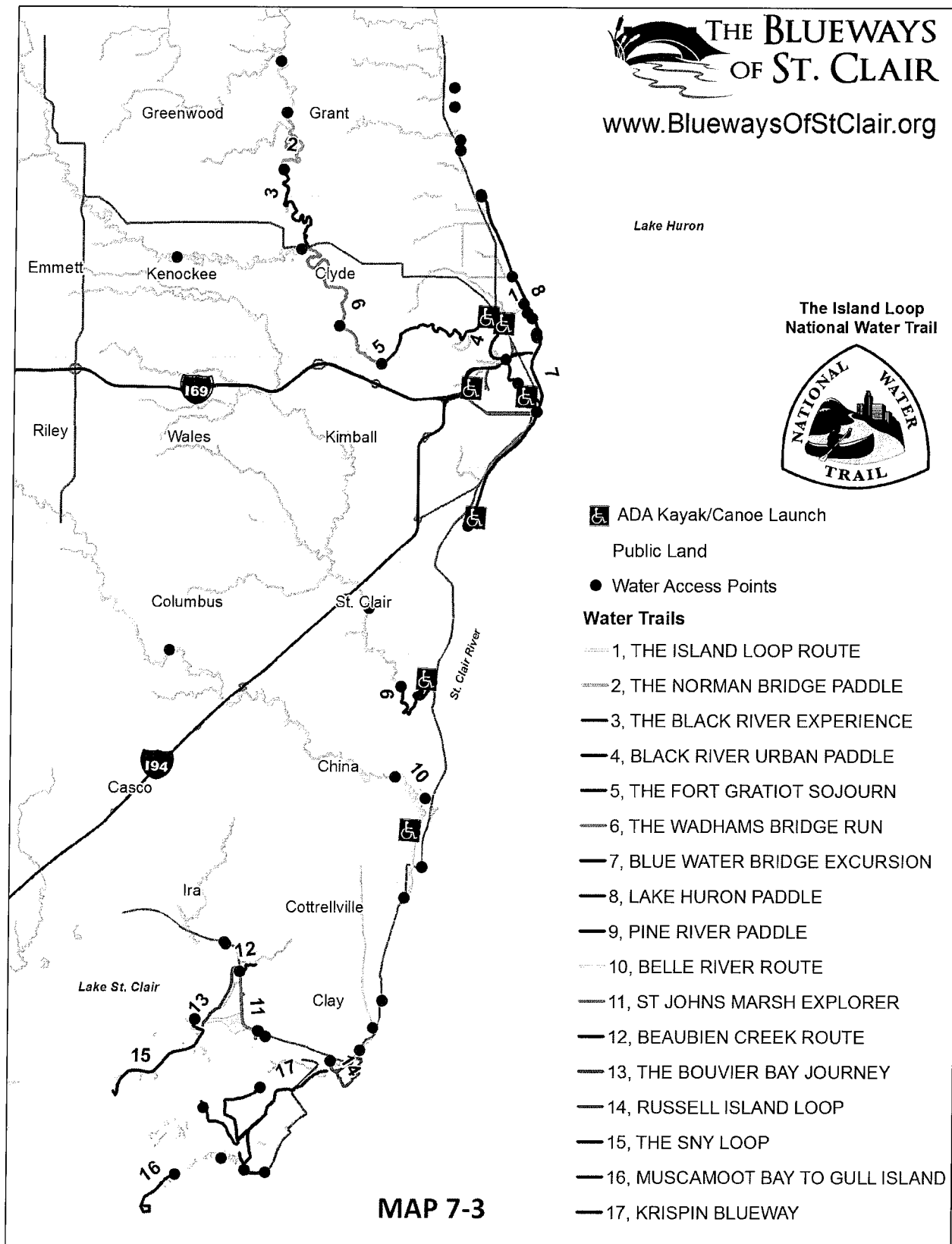
THE BLUEWAYS OF ST. CLAIR

One of the goals included in St. Clair County's 2007-2011 Master Recreation Plan was to explore developing a system of water trails in St. Clair County. The St. Clair County Metropolitan Planning Commission (MPC), in partnership with PARC, applied for and was granted a Michigan Coastal Zone Management Grant to create a 'Blueways vision' website for the shoreline of St. Clair County.

Research began in 2009 to find all the public access points along waterways in the County. Next, public input was gathered for popular paddling routes and put-ins. The website was built up with paddling routes, access pictures, information on restaurants, motels, museums and other points of interest. One will find information on the major rivers in the County, including the Black River, Belle River, Pine River, Lake Huron, St. Clair River, and the St. Clair River delta, which is the largest freshwater delta in North America.

The Blueways website lists 17 different paddling routes, totaling 151 miles, in nine unique bodies of water and lots of valuable information related to paddling and shoreline recreation. The website is very dynamic, with driving directions between favorite points, aerial imagery maps, weather report links, and a "Birds Along the Blueway" section for birding enthusiasts. Check out St. Clair County's Blueways website at www.BluewaysOfStClair.org.





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Island Loop National Water Trail

The 10.2-mile Island Loop National Water Trail was the first national water trail to be designated in Michigan and the 14th in the United States. The trail makes a loop from the Black River, to the Black River Canal, to Lake Huron, into the St. Clair River and back to the Black River. It also passes the oldest lighthouse in Michigan, the Thomas Edison Museum, the Huron Lightship Museum, and the Acheson Maritime Center. It also navigates between the United States and Canada for 2.5 miles and meanders through Fort Gratiot Township, Port Huron Township, and the City of Port Huron.

- ▶ Swimming Lessons/Programs
- ▶ Pickleball
- ▶ Adult Fitness and Exercise Programs
- ▶ Co-Ed Volleyball
- ▶ Indoor Walking

PLANNING PROCESS AND PUBLIC INPUT

THE PLANNING PROCESS

The success of any planning process is reliant upon stakeholder involvement. Marine City has committed itself to pursue a proactive public outreach effort throughout the development of this plan. Efforts focused on soliciting community involvement to maximize awareness of the recreation planning process.

2018-2022 Parks and Recreation Plan Development

The process that led to the development of this five-year Parks and Recreation Plan included:

- ▶ A decision by the Marine City Commission to update both the City's Master Plan and the Parks and Recreation Plan into a combined document.
- ▶ Contracting the services of the St. Clair County Metropolitan Planning Commission to manage the project and complete the update.
- ▶ A review of existing planning documents by the St. Clair County Metropolitan Planning Commission.
- ▶ Two online leadership surveys distributed to members of the Marine City Commission, Planning Commission, and other key stakeholders in City administration.
- ▶ A public visioning workshop held on July 19, 2016 held at the Washington Life Center to focus on the comprehensive Master Plan update.
- ▶ A brainstorming session on future land use in the City at the April 10, 2017 Planning Commission meeting.
- ▶ A public visioning workshop held on April 24, 2017 at the Marine City Fire Hall focused on parks and recreation in Marine City.
- ▶ Drafting of the combined Master Plan/Parks and Recreation Plan.
- ▶ Review of the combined Master Plan/Parks and Recreation Plan document by the Planning Commission and the Marine City Commission.
- ▶ A 63-day public review and comment period that began on _____, 2017 and ended on _____,

PARKS & RECREATION PLAN 2018-2022



2017. The 63-day public review and comment period is statutorily required by Public Act 33 of 2008 (Michigan Planning Enabling Act) and included the 30-day review period required by the Michigan Department of Natural Resources for the review and comment on parks and recreation plans.

- ▶ A public hearing held on _____, 2017 to receive additional citizen comments.
- ▶ A presentation of the combined Master Plan/Parks and Recreation Plan to all members of the Planning Commission and the City Commission.
- ▶ Adoption of the combined Master Plan/Parks and Recreation Plan by the Marine City Planning Commission at its _____, 2017 meeting.
- ▶ Adoption of the combined Master Plan/Parks and Recreation Plan by the Marine City Commission at its _____, 2017 meeting.
- ▶ Transmission of the 2018-2022 Parks and Recreation Plan to the Michigan Department of Natural Resources (MDNR).
- ▶ Transmission of the combined Master Plan/Parks and Recreation Plan to the Southeast Michigan Council of Governments (SEMCOG).

OVERVIEW OF PUBLIC INPUT

Public input was essential for the development of the combined Master Plan/Parks and Recreation Plan for Marine City. The City hosted two public visioning workshops to provide residents and business owners with opportunities to brainstorm with their fellow citizens on the type of community they envision Marine City to be in the future.

Local Leadership Survey

At the start of this planning process in 2016, members of the City Commission, Planning Commission, City Administration, and other members of City boards and commissions were given an online survey to

MARINE CITY MASTER PLAN

establish a framework on the key planning issues related to the update of the City's Master Plan. In early 2017, these stakeholders were once again given an online survey focused specifically on parks and recreation issues in Marine City. A summary of input from the leadership surveys can be found below.

Summary of input on parks and recreation issues from June 2016 Leadership Survey

- ▶ Marine City's waterfront location and access to the St. Clair and Belle Rivers are important assets for the community.
- ▶ The community needs more interactive public attractions, such as tall ship visits, public art exhibits, and pickleball tournaments.
- ▶ The City needs to provide residents with the ability to register and pay for recreation programs online.
- ▶ Improvements are needed within the City's recreational programming.
- ▶ I would like to see more playgrounds.
- ▶ The City is not leveraging its waterfront to its full potential.
- ▶ The waterfront needs boardwalk improvements.
- ▶ Improve the downtown park where teenagers gather and play. We need a gathering place for teens.
- ▶ The City needs more recreation opportunities for both kids and senior citizens.
- ▶ The City should explore the potential for a skate park.
- ▶ Make improvements to the beach, such as a splash pad, playground equipment, a handicapped-accessible kayak launch, a handicapped-accessible beach mat from the sidewalk to the water's edge, and aesthetic landscaping.
- ▶ We need to continue to take pride in our recreational assets and roads.
- ▶ The City needs more promotion and public awareness that Marine City is designated as a "Trail Town."

Summary of input on parks and recreation issues from April 2017 Leadership Survey

- ▶ City leadership is generally satisfied with the recreational programs offered by the City and feel that the City should explore offering additional programming.
- ▶ The City needs benches and places to sit when visiting parks or taking kids to the playground.
- ▶ City parks are well-maintained and there is an adequate amount of parkland in Marine City.
- ▶ The City should explore adding amenities to the beach.
- ▶ There is a need for more parking at waterfront parks.
- ▶ Explore ways to increase handicapped-accessibility at City parks.
- ▶ The waterfront parks offer a spectacular view of the St. Clair River and passing ships.
- ▶ The playgrounds in the parks are fun and well-maintained.
- ▶ The trail system in Marine City is well-maintained and used frequently; it is internationally linked to Canada and connects to the Bridge to Bay Trail. Marine City has been awarded the title of being a "Trail Town" because of its land and water trails.
- ▶ The City needs lifeguards at the beach.
- ▶ There is a lack of restroom facilities downtown.
- ▶ The Recreation Department does not have their own community center. It would be nice to have a regional community building for the City and townships to share.
- ▶ The City needs to make sure teens and seniors have sufficient areas and activities available.



Public Visioning Workshop #1: July 19, 2016 - Washington Life Center

A Master Plan visioning workshop was held on July 19, 2016 at the Washington Life Center. A total of 28 people attended the workshop. During the meeting, attendees were split up into groups to have smaller discussions on a variety of brainstorming questions. Relevant parks and recreation input included:

What do you love about living in Marine City?

- ▶ Freighters
- ▶ People
- ▶ Theaters/Entertainment
- ▶ Beaches and Parks
- ▶ Waterfront
- ▶ International crossing
- ▶ Boating/Kayaking
- ▶ Boardwalk within a downtown district
- ▶ Walkable community
- ▶ Small town feel

What are the most important issues the parks and recreation plan should address?

- ▶ The City needs a transient dock/marina facility
- ▶ Bicycling/Walkability
- ▶ Kayaking
- ▶ Refocus recreation
- ▶ We need park development plans - develop what we have
- ▶ Need more senior-friendly amenities - ADA, activities, access
- ▶ Splash pad
- ▶ Lack of camping facilities and vacation tourism
- ▶ Waterfront access for canoeing and kayaking

MARINE CITY MASTER PLAN

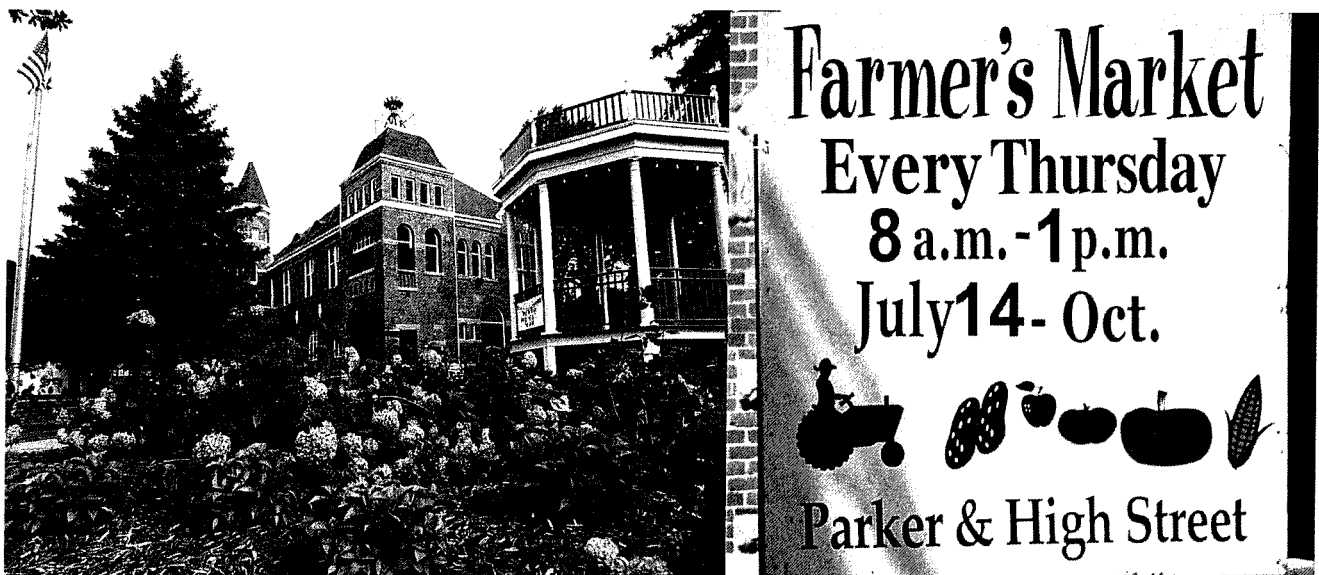
- ▶ Trail towns working with businesses
- ▶ Get schools and recreation department together for kids

Imagine it is 25 years from now and you are flying over Marine City. Describe what you see:

- ▶ Pedestrian-friendly
- ▶ Our parks are full
- ▶ Community vegetable farm
- ▶ Fully accessible waterways
- ▶ Airboat/ferry
- ▶ More transportation/ride sharing/bike rental
- ▶ Safety paths/bike trails
- ▶ Transient boat wells
- ▶ People walking around and enjoying the community
- ▶ A summer creative arts center
- ▶ A harbor/deep water port with international connections
- ▶ Challenge courses/Recreation camping (outdoor connections)
- ▶ Ice arena
- ▶ Green areas for socializing
- ▶ Indoor recreation complex
- ▶ Water park for adults
- ▶ Recreational vehicle (RV) park
- ▶ Outdoor learning environment

Public Visioning Workshop #2: April 24, 2017 - Marine City Fire Hall

A parks and recreation visioning workshop was held on April 24, 2017 at the Marine City Fire Hall. A total of 16 people attended the workshop. During this workshop, attendees were presented with a series of discussion topics and questions to garner input on parks and recreation in Marine City. Input from this open discussion included:



Farmer's Market
Every Thursday
8 a.m.-1 p.m.
July 14 - Oct.

Parker & High Street

Trail Towns:

- ▶ Facility by bridge closest to downtown where kayakers can tie off
- ▶ Road endings are an opportunity to create water access points
- ▶ Kayak launch at the north end of the beach
- ▶ Need kayak access on Belle River as the St. Clair River is not for beginners
- ▶ Lacking signage, specifically wayfinding signs pointing out downtown
- ▶ Bridge Street - kayak launch on Belle River

Waterfront Parks:

- ▶ Walkway around Marine City beach
- ▶ Open area behind beach is a possibility for tent only camping
- ▶ Designate a specific area in parks for memorials
- ▶ Update park inventory
- ▶ Dock along St. Clair River for tall ships, etc.
- ▶ Broadway, Drake, Nautical Parks have outside plugs for charging devices
- ▶ Add more parking - explore angled parking instead of parallel parking

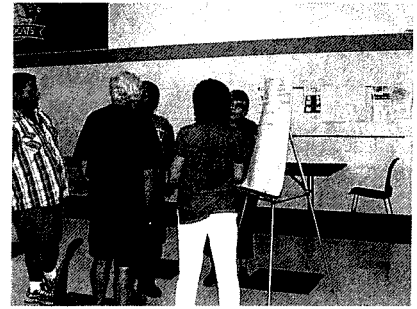
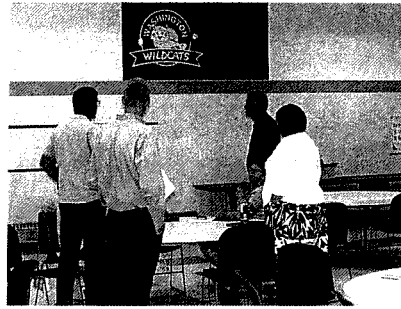
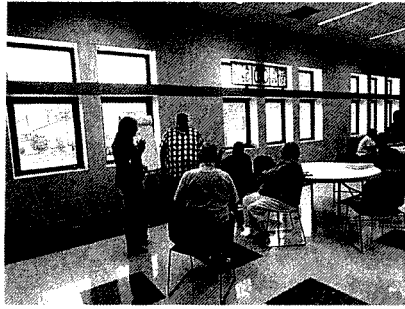
Interior Parks:

- ▶ *Safe Routes to School* is addressing safe pedestrian access to King Road Park
- ▶ Need a dog park
- ▶ Paved parking and camping in King Road Park
- ▶ Explore possibility to acquire Washington Life Center park
- ▶ Leasing Washington Life Center for playground or other opportunities
 - Building under utilized
 - Professional Assessment of the building and space
- ▶ Walkway around King Road Park, shade, Basketball courts re-done, lighting for ice rink
- ▶ Paved driveways
- ▶ Staffing issues may arise if a splash pad is installed
- ▶ More toddler ideas at Tot Lot
- ▶ Community Garden
- ▶ Add a swimming pool or splash pad
- ▶ Opportunities for pocket parks

Recreation Programming:

- ▶ Limited funding can be problematic
- ▶ More teen programs (14-17 year old) and more for young professionals
- ▶ Programming for young couples with toddlers
- ▶ Opportunity for an Ambassador Program to train young people
- ▶ Shuffleboard
- ▶ If staffing is sufficient, more bus trips
- ▶ Wi-Fi in parks/Charging stations
- ▶ Three parks have power and availability to charge
- ▶ Programs are constantly evolving based on attendance
- ▶ Recently opened a preschool

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- ▶ The problem is lack of staffing
- ▶ Slow Roll bicycle events and/or walking clubs with neighboring communities

Kids/Youth:

- ▶ More opportunities for young couples with toddlers
- ▶ Age appropriate programming
- ▶ Splash pad
- ▶ Tot Lot
- ▶ Water play
- ▶ Refrigerated ice rink
- ▶ Playgroups at parks
- ▶ Kindergarten to 2nd grade snug bugs
- ▶ K-2nd grade theater classes, arts and culture

Aging Population/Elderly:

- ▶ Washington Life Center has extensive programming
- ▶ Senior pool program
- ▶ Physical therapy, recreational therapy
- ▶ Knights of Columbus does bingo
- ▶ Card party at church
- ▶ Nutrition and transportation

Parks as a Showcase of the Community to Draw in Residents:

- ▶ Best assets – parks and rivers
- ▶ Having a downtown
- ▶ Economic aspect of trails – utilize more
- ▶ Partner with restaurants/businesses for bike racks/charging stations/fix-it stations
- ▶ Signage/advertising
- ▶ Partnership with Algonac State Park
 - Transportation to and from Algonac State Park
- ▶ Freighter watching
- ▶ Grant money for kiosk at Lighthouse Park or an application specific to Marine City
- ▶ Partner with other organizations
- ▶ Don't forget other parts of town besides downtown

Other Ideas for the Future:

- ▶ Marina
- ▶ Parking structure
- ▶ Water park
- ▶ Something for parents as well as kids
- ▶ Regional recreation center with amenities - gym and pool
- ▶ Dock on the St. Clair River
- ▶ Fishing pier
- ▶ BMX bicycle track at King Road Park
- ▶ Zip line
- ▶ Tours of lighthouse

PLANNING IMPLICATIONS

KEY ISSUES RELATED TO PARKS AND RECREATION IN MARINE CITY

In the coming years, there are a number of trends in Marine City that will have important implications for recreation planning, including:

Aging Population

The first issue is that Marine City will continue to be the home for an increasingly aging population. The median age of City residents is 43.4 years and more than half (55%) of the population is at least 40 years old.

The aging of the “baby boom” generation is changing the age structure of communities across the state of Michigan. Those born during the baby boom of 1946 to 1964 created a bulge of persons in their forties and fifties. In the 2010 Census, the largest age group was persons aged 45 to 54. As the largest age cohort moves into their fifties and sixties in the next decade and their seventies and eighties in the following decade, there will be a significant increase in the already large elderly population.

As more and more residents retire, there will be an increased number of older residents with the time and income to spend on leisure. This is true for a number of reasons. More people are living longer, more people are retiring earlier, and retirees are more active in lifestyle than ever before.

“Brain Drain”

There are very few 20 to 24 year olds in Marine City and St. Clair County. This information suggests that few persons this age stay after high school graduation. The loss of young adults in the State of Michigan has been well-documented in recent years. According to the 2015 American Community Survey, there were 179 residents (4.3%) between the ages of 20 to 24. The exodus of young adults is continuing in the present decade. This loss of college-aged young adults and college graduates has been nicknamed the “brain drain.”

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Recreational Opportunities for Youth

According to the 2015 American Community Survey, the greatest percentage of the City's population, 31.8%, is within the 45 to 64 age group. The next largest percentage of the population, 29%, is under 24 years of age and 11.5% are under 10 years old, which suggests that, in addition to providing more services for the elderly within the community, Marine City may also need to target more recreational opportunities toward young children and teenagers.

Economic Development and Placemaking

Quality of life can be defined in many ways; however, most definitions are likely to include parks and recreation opportunities as a major component. On a global scale, there are no great communities that do not have great parks and recreation amenities. In today's world, economic development efforts start with being able to market a high quality of life. Companies now look beyond simple infrastructure concerns when deciding where to locate. They look for areas that offer recreational, cultural, and entertainment amenities – all things that factor into a high quality of life. Companies go where talented individuals are located. Talented individuals choose where they live based on quality of life issues.

The term "placemaking" can mean many different things. When it comes to community planning, it often means simply creating better community spaces. By creating more functional, interesting places, shops and businesses can thrive, jobs can be created and sustained, and the already high quality of life in Marine City will increase. Recreation plays a huge role in effective placemaking, because people want to live in places that have options for recreation, options for entertainment, and other options for how they spend their time.

Downtown Marine City has experienced a great deal of placemaking success over the past five years. The establishment of three theaters and a variety of retail shops, bars, and restaurants has transformed downtown Marine City into a thriving center of activity. These economic development efforts have been bolstered by the fact that Marine City's downtown waterfront is lined with a number of beautiful riverfront parks.

FACILITIES COMPARISON TO NATIONAL RECREATION STANDARDS

The existing recreation facilities were compared against the guidelines set by the National Recreation and Parks Association (NRPA) to determine if the existing facilities are adequate to meet the needs of residents in comparison to national standards. Table 7-4 identifies the NRPA guideline for each facility type, the recommended number of facilities and the existing number of facilities, and the surplus or deficiency.

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TABLE 7-4: PARKLAND ACREAGE AND FACILITY ANALYSIS

Park/Activity	Standard	Population (2010)	Population (2040)	Recommended Size/ 2010 Population	Recommended Size/ 2040 Population	Existing Acreage/ Facilities
Community Park	5-8 acres per 1,000 people	4,248	4,600	21 - 33 acres	23 - 36 acres	41
Neighborhood Park	1-2 acres per 1,000 people	4,248	4,600	4 - 8 acres	4 - 9 acres	41
Children's Play Lot	1 lot per 3,000 people	4,248	4,600	1 lot	1 lot	4 lots
Basketball Court	1 court per 10,000 people	4,248	4,600	1 court	1 court	1 court
Softball/Baseball Diamond	1 diamond per 5,000 people	4,248	4,600	1 diamond	1 diamond	4 diamonds
Running Track	1 track per 20,000 people	4,248	4,600	1 track	1 track	1 track (school)
Swimming Pool	1 pool per 20,000 people	4,248	4,600	1 pool	1 pool	1 pool (school)
Nature Trails	1 trail per 20,000 people	4,248	4,600	1 trail	1 trail	1 trail
Tennis Court	1 court per 2,000 people	4,248	4,600	2 courts	2 courts	2 courts
Soccer Field	1 field per 10,000 people	4,248	4,600	1 field	1 field	-
Ice Rink	1 rink per 100,000 people	4,248	4,600	1 rink	1 rink	1 rink
Volleyball	1 court per 5,000 people	4,248	4,600	1 court	1 court	1 court

Source: Lancaster, R.A., Ed. *Recreation, Park and Open Space Standards and Guidelines*. Alexandria, VA: NRPA, 1983; Mertes, J.D. and J.R. Hall. *Park, Recreation, Open Space and Greenway Guidelines*. Alexandria, VA: NRPA, 1995.

RECREATION GOALS AND STRATEGIC ACTIONS

RECREATION GOALS AND STRATEGIC ACTIONS

Marine City's Parks and Recreation Plan is a blueprint for the future, guiding recreation investment and improvements in the community for the next five to ten years. Below is a summary of the goals and strategic actions for the future of parks and recreation in Marine City. For each goal, the community identified specific strategic actions to help achieve the goal.

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1

Provide parks and recreation opportunities and amenities for citizens of all ages and abilities.

- ▶ Anticipate the needs of children, senior citizens, and young professionals and plan recreation facilities accordingly.
- ▶ Explore opportunities to increase barrier free accessibility at all City-owned parks and recreation facilities to ensure ADA-compliance.
- ▶ Consider offering age-specific programming based on the changing demographics of the community.
- ▶ Regularly engage citizens of all ages, abilities and backgrounds to garner input on future parks and recreation amenities and activities.
- ▶ Work to increase and maintain public access to the St. Clair River and the Belle River.
- ▶ Attract children and young families into Marine City with quality recreational experiences

2

Promote Marine City as a waterfront “Trail Town” that offers experiences other communities cannot.

- ▶ Capitalize on Marine City’s unique waterfront location along an international border with Canada.
- ▶ Increase access and infrastructure for hike/bike trails, canoeing and kayaking, boating, swimming, camping, and other outdoor activities.
- ▶ Strengthen the connection between parks and recreation and economic development to enhance all placemaking efforts.
- ▶ Explore opportunities for developing a marina/transient docking in Marine City.
- ▶ Implement a robust wayfinding system in the downtown and make connections between land and water trails, the downtown, and neighborhoods.
- ▶ Continue to hold signature community events and festivals.
- ▶ Work with community partners to establish, promote, and grow a “Michigan Stage Festival” in Marine City.

3

Ensure Marine City has adequate financial resources for parks and recreation facilities and programs.

- ▶ Develop long-term funding plans for the most effective use of St. Clair County Parks and Recreation Millage funds.
- ▶ Aggressively pursue public and private grants and donations.
- ▶ Encourage cooperation amongst communities regarding the joint use of existing and future recreation facilities.

4

Deliver outstanding recreation programming and quality public services to all stakeholders.

- ▶ Continue to offer programming that enriches citizen's lives by providing social activity, physical activity, educational enhancement, and leisure enjoyment.
- ▶ Identify new programs that appeal specifically to kids, young professionals, and the elderly population. Offer programs that cover each of those age cohorts.
- ▶ Stay abreast of national and state recreation trends to learn about new programs and how people are recreating.
- ▶ Monitor and adjust program offerings to reflect changing recreation preferences.
- ▶ Identify potential partnerships to offer new programs.
- ▶ Encourage cooperation with the East China School District in providing school facility usage for community recreation programs.

5

Develop existing park facilities with features and amenities that bring citizens and visitors back on a regular basis.

- ▶ Explore active recreation options for King Road Park, such as a BMX bicycle track, a disc golf course, a dog park, and other in-demand amenities.
- ▶ Develop ADA-accessible walkways and trails to enhance connectivity.
- ▶ Ensure parks and facilities are well-maintained and safe at all times.
- ▶ Develop a long-term plan for developing camping facilities at an appropriate location.
- ▶ Explore adding new amenities to Marine City Beach.
- ▶ Identify a potential location to develop a Splash Pad.
- ▶ Ensure adequate parking is available for park patrons.
- ▶ Improve and maintain park infrastructure. Replace high maintenance items with more sustainable, low maintenance items.
- ▶ Add benches in appropriate locations throughout City parks.
- ▶ Explore offering free Wi-Fi and charging stations in City parks.

6

Support the continued development and utilization of an interconnected system of land and water trails in Marine City and beyond.

- ▶ Support the continued development of the Bridge to Bay Trail.
- ▶ Explore opportunities and partnerships to add new connector trails to existing bike trails and water trails.
- ▶ Ensure compliance with the Americans with Disabilities (ADA) along all trail routes.
- ▶ Continue utilizing Safe Routes to School funding for implementation of trail extensions in appropriate areas.
- ▶ Develop a local Complete Streets policy to consider multi-modal aspects of future road projects.
- ▶ Promote walking as a means of transportation and highlight alternatives to vehicle transportation.
- ▶ Improve walkability and mobility throughout the community.

7

Expand the range of recreation facilities available to residents.

- ▶ Develop a long-term plan to utilize the Guy Center as a community center for people of all ages.
- ▶ Explore the feasibility of acquiring the large tract of property between DeGurse and Gladys Street for development of a municipal park.
- ▶ Provide neighborhood level pocket parks to meet the needs of neighborhoods citywide.
- ▶ Evaluate and meet the need of recreation facilities in relationship to the specific growth of individual programs or changing community interests.
- ▶ Explore opportunities to transform waterfront street ends into parks or access points.

ACTION PLAN: CAPITAL IMPROVEMENTS

INTRODUCTION

Through public input, planning analysis, and input from City officials, the planning goals and strategic actions identified earlier in this Action Plan established a framework for capital improvements at park and trail facilities and enhancements to recreation programming intended to bolster the quality of life for residents.

Strategic actions that require significant capital investment have been organized into a Capital Improvement Program. The timing of these projects will be driven by, changed by, or eliminated depending on the City's fiscal situation, regional economic conditions, and available funding.

FUNDING SOURCES

DON: Donation

MDNR: Michigan Department of Natural Resources and Environment

GF: General Fund

HPTC: Historic Preservation Tax Credits

LWCF: Land & Water Conservation Fund

MDOT: Michigan Department of Transportation

MNRTF: Michigan Natural Resources Trust Fund

PARC: St. Clair County Parks and Recreation Millage Distribution

SHPO: Michigan State Historic Preservation Office

TAP: Transportation Alternatives Program (MDOT & SEMCOG)

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TABLE 7-6: PARKS AND RECREATION CAPITAL IMPROVEMENTS

Project	Estimated Cost	Potential Funding
Downtown Riverwalk Construction - Phase II	\$381,000	MDNR, TAP, GF, PARC
Downtown Riverwalk Construction - Phase III	\$370,000	MDNR, TAP, GF, PARC
Nautical Mile Park Expansion	\$365,000	MDNR, LWCF, GF, PARC
Bicycle Path Construction	\$550,000	MDNR, TAP, GF, PARC
300 Broadway Restoration Project	\$2,500,000	MDNR, SHPO, GF, DON, HPTC
Splash Pad Construction	\$450,000	MDNR, LWCF, GF, DON, PARC
King Road Park Utility Improvements and Lighting	\$100,000	MDNR, GF, PARC
Marine City Beach Improvements and Lighting	\$21,000	MDNR, MDEQ, LWCF, GF, PARC
King Road Park Parking Lot Paving	\$150,000	MDNR, GF, PARC
King Road Park Bike Racks, Cement Pads & Playground Improvements	\$30,000	MDNR, TAP, GF, PARC
Pecche Island Rear Range Lighthouse - Interior Repairs and Painting	\$50,000	MDNR, MDEQ, GF, PARC
Public/Private partnership or acquisition of property for transient boat dockage	\$500,000	MDNR, MDEQ, GF, PARC, Donation
Strategic acquisition of property for potential development of municipal park	TBD	MDNR, GF, PARC, Donation

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CHAPTER 8

IMPLEMENTATION



IN THIS CHAPTER:

- ▶ IMPLEMENTING THE MASTER PLAN
- ▶ ADDITIONAL IMPLEMENTATION STRATEGIES
- ▶ CAPITAL IMPROVEMENTS PROGRAMMING (CIP)
- ▶ ESTABLISHING A CIP PROCESS AND SETTING PRIORITIES
- ▶ PROPOSED CAPITAL IMPROVEMENT PROJECTS

DRAFT

INTRODUCTION

The overarching intent of this master plan is to protect and improve the quality of life in Marine City. In order for the plan to be effective in guiding and managing change in the City, it will take continued commitment and support from the city council, the planning commission, city staff and citizens of the community. The vision, goals and objectives put forth in this plan will not implement themselves. Implementing the recommendations of the plan occurs through a number of methods including zoning ordinances, educational programs and administrative procedures which are described in this chapter. The master plan itself has no legal authority to regulate development in order to implement the recommendations contained therein. Implementation stems from the decisions of the city officials, including the planning commission, to provide necessary public improvements and to institute and administer regulations over the use of land.

Previous chapters provide background information and analysis on the key issues and trends in Marine City at the time this plan was adopted in 2018. Goals and objectives throughout the plan provide a foundation to guide the resolution of issues and establish policies for decision-making in the future. Recommendations are listed throughout the plan; some are described in detail or shown on the various maps, while others are more of a policy guide for the future. This format enables the plan to be flexible and applicable to new issues, opportunities, and alternatives that may arise. This implementation chapter should be used as a resource when the City begins implementing the goals and objectives of this plan. Over time, the City may discover new implementation approaches.

MASTER PLAN REVIEW AND AMENDMENTS

The City must commit to upholding the integrity of the goals and objectives of the document. The Michigan Planning Enabling Act (Public Act 33 of 2008) requires that the plan be reviewed and revised or reaffirmed at least every five years. The plan should be used on a consistent basis and discussed annually to determine if any amendments need to be considered. In addition, new planning commission and city council members should be provided with a copy of the document before they take office to give them background on the City and its adopted policies.

In accordance with the MPEA, the Marine City Master Plan will be reviewed every five years and, if necessary, will be updated to remain a viable document. There is constant change in the City's economic, demographic, and social character, which warrants revising the plan to reflect the latest trends relative to long-range goals. If circumstances necessitate a change to the plan prior the five-year review, then the plan will be amended as necessary.

The Marine City Master Plan is intended to be an adaptable document. Master Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration of long-range impacts of amendments to the plan. The city council and planning commission should consider each proposed amendment carefully to determine whether it is consistent with the plan's goals and policies, and whether it will offer long-term benefits to the citizens of Marine City.

IMPLEMENTATION: REGULATORY TOOLS

The Zoning Ordinance

Zoning is the process most often used to implement community master plans. Zoning is a legal means for the City to regulate private property in order to achieve orderly and harmonious land use relationships. The zoning ordinance incorporates standards that promote the health, safety, and welfare of the public and property owners.

The official zoning map divides the community into different zones or districts within which certain uses are permitted and others are not. The zoning ordinance text notes the uses which are permitted and establishes regulations to control densities, height, bulk, setbacks, lot sizes and accessory uses.

In considering an application for the rezoning of property, it is critical to the success of this master plan that the planning commission reviews the Future Land Use Map AND the goals and intent of the existing/proposed land use categories before making any land use decisions. While the map serves a guide, the associated recommendations are found in the text. This relationship is described in more detail in the *Zoning Plan* chapter (Chapter 5). No zoning request which is inconsistent with this plan should be considered without first making an amendment to the plan.

Upon adopting this master plan, the City should review its zoning ordinance and update the ordinance in accordance with the recommended changes laid forth in the *Zoning Plan* chapter (Chapter 5), the *Vision, Goals and Objectives* chapter (Chapter 3), and the *Future Land Use* chapter (Chapter 4). This will ensure that Marine City's zoning ordinance is based upon the master plan, as required by law.

Nonconforming Uses

PA 110 of 2006 (Michigan Zoning Enabling Act) allows the creation of different tiers or classes of nonconforming uses meeting a defined set of criteria. The City should consider amending the zoning ordinance to allow for a tiered system of nonconforming uses. A tiered system creates a preferred class of nonconforming uses which can be treated as a permitted use, allowing a property owner the opportunity to update and maintain his property in a manner that benefits the surrounding neighborhood and the City.

Planned Unit Development (PUD)

Planned unit development (PUD) is a zoning concept that allows modifications to the zoning requirements of a site to achieve a pattern of development that is suited to the unique site characteristics and allows for negotiation between the community and the developer to achieve a mutual benefit. The PUD option permits a single site to be planned as a unit with a variety of housing types, land uses, and densities. Design flexibility is granted in return for a comprehensively planned site, preserved open space, infrastructure improvements and significant site plan scrutiny.

PUDs are appropriate in all areas, but are most often applied on large parcels. PUDs are an attractive option for communities because they can preserve a portion of the site as protected open space, allow the requirement of off-site infrastructure improvements, provide an added level of regulatory scrutiny,

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and enable significant parcels to be developed comprehensively according to sound planning principles such as mixing of uses.

A PUD can be a zoning district with its own use, density and setback requirements or an overlay zoning district where use and bulk regulations are based on the underlying zoning. Instead of a PUD zoning district, a PUD may also be processed as a special land use. The City's zoning ordinance does not currently have regulations for PUDs. However, the PUD tool may be an ideal option for developing areas in the City that are currently undeveloped or in need of redevelopment in the future.

IMPLEMENTATION: POLICY AND PROGRAMMING

Streetscape and Signage

A streetscape and signage plan should be developed that identifies specific strategies for enhancing the streetscape along Water Street and Broadway in the downtown and along the entire length of Parker Street to enhance the commercial corridor and pedestrian mobility. Development of a streetscape plan for any portion of Parker Street (M-29), which is a state trunkline, will require the City to work closely with MDOT to ensure that the resulting plan is feasible and able to be implemented. The streetscape improvements should be modest in character and include amenities that support the City's placemaking efforts and the pedestrian environment. Downtown Marine City has an abundance of dining, shopping, and entertainment amenities, along with a number of pocket parks located along the St. Clair River. Enhancing the streetscape in these areas will compliment placemaking and tourism efforts already underway.

The signage aspect of this plan should provide leaders with direction on developing a wayfinding system for key cultural, natural and recreational areas in the City. Additionally, the signage plan would create a graphics package for gateway signage, with specific locations and placement strategies. Gateway signage would be optimal at the northern and southern borders of the City along M-29, as well as on King Road, near Marine City Highway.

Green Buildings/Sustainable Design

Sustainable design identifies ecological, infrastructural, and cultural characteristics of a site and/or building with related open spaces which results in the integration of the environment. The intent is to promote sensitive infill development that relates well to both natural systems and existing infrastructure with an overall design and construction that reduces energy use.

The United States Green Building Council's Leadership in Energy and Environmental Design (LEED) provides the benchmark for the design, construction, and operation of high performance green buildings and site design. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

A rating system has been developed and is continually updated through an open consensus based process which is the standard for environmentally healthy neighborhoods around the nation. New developments and revitalization of existing ones can be LEED-certified based on qualifying guidelines.

Marine City officials should incorporate sustainability and green building into future developments in the community. At a minimum, the City should ensure that any new public facilities are designed and built with sustainability in mind, potentially seeking LEED-certification. Over the years, numerous studies have shown that LEED-certified buildings have lower operating costs, promote healthier neighborhoods, and conserve energy and natural resources, which lead to greater sustainability and benefits for the community.

Complete Streets

Complete streets look at how all modes of transportation, including cars, bicycles, and pedestrians utilize the road network and provide a plan to create safe, efficient access for all users. The City should develop a complete streets plan to be considered whenever transportation improvement projects are considered in the community.

Parks and Recreation Master Plan

Each year, the Michigan Department of Natural Resources (MDNR) offers recreation grants for the acquisition and development of parks and recreation facilities through the Michigan Natural Resources Trust Fund and the Land and Water Conservation Fund. Any local unit of government that has a current recreation plan approved by the MDNR is eligible to apply for one of these recreation grants. In order to be approved by the MDNR, a recreation plan must determine the City's recreation needs and develop a five-year action plan of proposed recreation projects to meet those needs. Only those recreation projects included in the five-year action plan are eligible for recreation grant financing.

A Parks and Recreation Master Plan is intended to guide decision makers with the future development and improvement of the City's parks, recreation facilities, and programs. The Michigan Department of Natural Resources provides communities with guidance on what components need to be included in a Parks and Recreation Plan and, ultimately, reviews local plans for state approval. In order for Marine City to be eligible for potential grant funding through the MDNR, it has to have a Parks and Recreation Master Plan that has been adopted within the last five years. Communities typically review and update their plans on a five-year cycle.

Beginning with this master plan, the Marine City Parks and Recreation Plan is now integrated within the overall master plan document and is now on the same five-year cycle. The Parks and Recreation Plan can be found in Chapter 7 of this plan and can also stand alone as the five-year recreation plan for Marine City if utilized separately.

IMPLEMENTATION: ADMINISTRATION ACTIONS

Cooperation Between Units of Government

Implementation will require cooperation between governmental units. Maximum impact will be

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achieved only if the City is able to achieve cooperation from other units of government and agencies. Collaboration between local governments is a way to realize significant cost savings, while maintaining and expanding important services to residents and other stakeholders.

Public Involvement

City leaders should ensure that residents and business owners are kept abreast of what is happening in the community. The public should be apprised of new development plans that are submitted for review and approval. In many cities, all active development proposals or projects are kept on a list on the municipal website, along with initial submittal dates, a processing timeline, and public hearing dates. This practice helps the City to build trust and to educate the community about decisions regarding future development and public improvements. As technology changes, new methods of communication provide decision makers with low-cost, wide reaching ways of soliciting input. Social Media such as Facebook and Twitter can be utilized to seek meaningful input during the development phase of projects to identify potential issues and adjust plans accordingly.

Setting Priorities

The Master Plan contains a multitude of recommendations. There may be insufficient staff or volunteer support to implement all of the recommendations in a planned, systematic manner. As such, a process for establishing priorities must be developed as soon as the Master Plan is adopted. Participants involved in setting priorities should include City department heads and appropriate staff, the Planning Commission, and the City Commission. The city manager should facilitate this process.

Redevelopment Ready Communities (RRC) Program

According to the Michigan Economic Development Corporation (MEDC), the Redevelopment Ready Communities (RRC) program measures and certifies communities that integrate transparency, predictability and efficiency into their development practices with the goal of realizing a community-supported redevelopment vision that is inviting to investors. The RRC has developed a set of Best Practices for communities to follow to build a clear and transparent development process. The six RRC Best Practices include:

- ▶ Community Plans and Public Outreach
- ▶ Zoning Regulations
- ▶ Development Review Process
- ▶ Recruitment and Education
- ▶ Redevelopment Ready Sites
- ▶ Community Prosperity

The Redevelopment Ready Communities program will make Marine City more attractive for investors and may spur new economic development. Additionally, becoming engaged in the program and working toward RRC certification will allow development projects within the City to be eligible for potential incentive programs through the MEDC and other state agencies.

IMPLEMENTATION: GRANT PROGRAMS AND FINANCING TOOLS
.....**Community Development Block Grants (CDBG)**

CDBG funding through the Michigan State Housing Development Authority (MSHDA) and the Michigan Economic Development Corporation (MEDC) can be used for numerous community improvement projects in addition to housing rehabilitation. Criteria, however, require that they be used primarily to improve housing opportunities, and recreational and social opportunities for distressed portions of the community. CDBG funds can also be used for community economic development. By using CDBG funds in distressed portions of the community, funds that would have been spent in completing those improvements are freed up to be used elsewhere. Therefore, while the residents of a distressed portion of the community benefit directly from the CDBG program, the City in general benefits by having funds that would have been spent available for other improvements.

Recreation Grant Programs

The Michigan Department of Natural Resources (MDNR) offers a variety of grant programs for park development and land acquisition., including the Michigan Natural Resources Trust Fund (MNRTF), the Recreation Passport Program, and the Land and Water Conservation Fund. Each of these grants has different eligibility requirements and funding thresholds. All of the MDNR recreation grants require the City to have an adopted five-year recreation plan that has been adopted within the past five years.

Bond Programs

Bonds are one of the primary sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific projects and are paid off by the general public through property tax revenues. Revenue bonds are issued for the construction of projects that generate revenue. The bonds are then retired using income generated by the project.

Tax Increment Financing

Tax increment financing is authorized by the Downtown Development Authority Act, Neighborhood Authority Act, Corridor Improvement Act, and the Local Development Finance Authority Act. Tax Increment Financing (TIF) is a popular method of financing the public costs associated with development and redevelopment projects. TIF occurs when a local government freezes the tax base within a specific development district and uses the revenues generated by reassessment or new development to finance selected improvements within the district. The term "tax increment" refers to the additional taxes that will result from private development. This "increment" is earmarked or "captured" for the TIF or to other taxing units that otherwise would receive revenues.

IMPLEMENTATION: CAPITAL IMPROVEMENTS PROGRAM
.....**Capital Improvements Program**

Public Act 33 of 2008, also known as the Michigan Planning Enabling Act (MPEA), requires all communities to prepare a CIP unless exempted by statute or the legislative body of the community. Specifically, Section 65 of MPEA states:

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To further the desirable future development of the local unit of government under the master plan, a planning commission, after adoption of a master plan, shall annually prepare a capital improvements program of public structures and improvements, unless the planning commission is exempted from this requirement by charter or otherwise. If the planning commission is exempted, the legislative body either shall prepare and adopt a capital improvements program, separate from or as a part of the annual budget, or shall delegate the preparation of the capital improvements program to the chief elected official or a nonelected administrative official, subject to final approval by the legislative body. The capital improvements program shall show those public structures and improvements, in the general order of their priority, that in the commission's judgment will be needed or desirable and can be undertaken within the ensuing 6-year period. The capital improvements program shall be based upon the requirements of the local unit of government for all types of public structures and improvements. Consequently, each agency or department of the local unit of government with authority for public structures or improvements shall upon request furnish the planning commission with lists, plans, and estimates of time and cost of those public structures and improvements.

In its basic form, a CIP is a complete list of all proposed public improvements over the next six (6) years, including estimated costs and operation expenses. The CIP outlines the projects that will replace or improve existing facilities or that will be necessary to serve current and project land use development in Marine City.

Proper management of cities today requires not only that a CIP be developed, but also that it be updated annually. Advanced planning for public works projects ensures more effective and cost-efficient capital expenditures, as well as the provision of public works in a timely manner. Since cities face ongoing expenses, the development of a CIP makes it possible to strike a balance between maintenance and operational expenses for the construction of public works.

Recommendations presented in the CIP can serve to guide Marine City investments in public facilities to provide necessary services to all land uses. Furthermore, with a CIP, the City can monitor its balance of borrowing power and municipal credit rating, which in turn affects the interest rates the City must pay when it borrows for public works construction.

TABLE 8-1: MARINE CITY CAPITAL IMPROVEMENT PROGRAM

Proposed Project	Estimated Cost	Budget Year(s)
Patrol Car #1	\$40,000	2017-2018
Patrol Car #2	\$40,000	2021-2022
Patrol Car #3	\$40,000	2017-2018
Car Police Radio (4)	\$5,000	2020-2021
Portable Police Radio (4)	\$5,000	2019-2020
Departmental Computers	\$5,000	2019-2020, 2022-2023
Departmental Server	\$16,000	2018-2019, 2023-2024
Departmental Furniture	\$	
Departmental Carpet	\$5,000	2019-2020
Departmental Generator	\$	2025
Digital Fingerprint Device	\$18,000	2020-2021
In-car Digital Video Server	\$4,000	2020-2021
In-car Digital Video Cameras (4)	\$16,000	2018-2019, 2019-2020
Evidence Camera/Kit	\$4,000	2017-2018
Traffic LiDAR	\$3,000	2020-2021
ACTatek Upgrade	\$16,000	2018-2019
In-car Computers (3)	\$10,500	2019-2020
K-9 Retrofit	\$4,500	2017-2018
Work Truck #2	\$40,000	2017-2018
Work Truck #4	\$40,000	2021-2022
Backhoe #1	\$98,000	2017-2018
Backhoe #2	\$120,000	2021-2022
Mower #2	\$8,500	2018-2019
Mower #3	\$9,000	2022-2023
1-Ton #1	\$60,000	2018-2019
Heavy Duty Truck #1	\$120,000	2020-2021
Heavy Duty Truck #2	\$120,000	2021-2022
Sewer Cleaner Truck	\$405,000	2017-2018
Sweeper	\$170,000	2020-2021
Gas Welder	\$4,000	2019-2020
Vehicle Hoist	\$8,000	2019-2020
Meter Handheld	\$13,500	2018-2019
Guy Center Building - Roof/Back Wall	\$6,000	2020-2021, 2022-2023
Guy Center Exterior	\$2,000	2018-2019
Lighthouse - Interior Repairs & Painting	\$5,000	2017-2018
Museum Windows	\$20,000	2019-2020
Museum HVAC	\$6,000	2019-2020
Old City Hall	\$35,000	2018-2023

MARINE CITY MASTER PLAN

TABLE 8-1: MARINE CITY CAPITAL IMPROVEMENT PROGRAM (CONTINUED)

Proposed Project	Estimated Cost	Budget Year(s)
Library Parking Lot Repairs	\$5,000	2018-2019
Library - Replace Heating and Cooling	\$11,000	2019-2020
Library - Exterior Door Replacement	\$12,000	2018-2019
King Road Park Improvements	\$17,000	2019-2020
Downtown Riverwalk Construction - Phase II	\$381,000	Dependent on funding
Downtown Riverwalk Construction - Phase III	\$370,000	Dependent on funding
Bicycle Path Construction	\$550,000	Dependent on funding
300 Broadway Restoration Project	\$2,500,000	Dependent on funding
Splash Pad Construction	\$450,000	Dependent on funding
Marine City Beach Improvements and Lighting	\$21,000	Dependent on funding
King Road Park Parking Lot Paving	\$150,000	Dependent on funding
King Road Park Bike Racks, Cement Pads & Playground Improvements	\$30,000	Dependent on funding
Peche Island Rear Range Lighthouse - Interior Repairs and Painting	\$50,000	Dependent on funding
Public/Private partnership or acquisition of property for transient boat dockage	\$500,000	Dependent on funding
Strategic acquisition of property for potential development of municipal park	TBD	Dependent on funding/timing