



# CITY OF MARINE CITY

## Planning Commission Meeting Agenda

Marine City Fire Hall, 200 South Parker Street

Regular Meeting: Monday, November 11, 2019 7:00 PM

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1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL:** Commissioners Graham Allan, Trent Attebury, William Beutell, Keith Jenken, Joseph Moran, Brian Ross; City Commissioner William Klaassen; City Manager Elaine Leven
4. **COMMUNICATIONS**
5. **APPROVE AGENDA**
6. **PUBLIC COMMENT** *Anyone in attendance is welcome to address the Planning Commission. Please state name and limit comments to five (5) minutes.*
7. **APPROVE MINUTES**
  - A. September 9, 2019 Meeting Minutes
8. **UNFINISHED BUSINESS**
9. **NEW BUSINESS**
  - A. Zoning Code Amendments (Chapter 160)
    - Nautical Mile District Section 160.124 - Off-Street Parking
    - Nautical Mile District Sections 160.175 – 160.183
    - Front Yard Parking Section 160.214(B)
    - Site Plan Phasing Section 160.300 (B)
    - Temporary Signage Section 160.220 (B)(6)
  - B. Master Plan Update
  - C. Review of St. Clair County Metro Planning Commission Training
10. **ADJOURNMENT**

**City of Marine City  
Planning Commission Meeting  
September 9, 2019**

A regular meeting of the Marine City Planning Commission was held on Monday, September 9, 2019, 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, Trent Attebury, William Beutell, Keith Jenken, Brian Ross; City Commissioner William Klaassen; Building Official Susan Wilburn; City Manager Elaine Leven; City Clerk Kristen Baxter

**Communications**

None.

**Public Comment**

No residents addressed the Board.

**Approve Agenda**

Motion by Commissioner Allan, seconded by City Commissioner Klaassen, to approve the Agenda. All Ayes. Motion Carried.

**Approve Minutes**

Motion by Commissioner Attebury, seconded by Commissioner Allan, to approve the June 10, 2019 meeting minutes. All Ayes. Motion Carried.

**Unfinished Business**

None.

**New Business**

## **Site Plan Review – 1300 Degurse – Zimmerman Development**

Applicant Craig Zimmerman stated that the building will be a private garage to store his hobbies, such as vehicles and boats.

Building Official Wilburn referred the Board to the Site Plan Review completed by Wade Trim who noted several concerns. The concerns were addressed by the Board with the outcome as follows:

### **Item #1 – Trash Receptacle Pad**

The applicant stated that since this was not a commercial building he would handle the trash inside and would not require an outdoor trash receptacle pad.

### **Item #2 – Proposed Signs**

The applicant stated that since this is to be a private building, no signs would be used.

### **Items #3, 4, 5 – Landscaping**

The applicant stated that he would comply with items #3-5 which addressed landscaping requirements. The Board said they would waive the landscaping certificate so long as the landscaping was compliant with the ordinance.

### **Item #6 – Off-Street Loading Spaces**

Architect Larry Nichols stated that due to a clerical error, the loading space was actually 10' x 50' which complied with the ordinance.

### **Item #7 – Off-Street Parking**

To address off-street parking, the Board suggested removing 2-3 parking spots in front of the building so that they wouldn't encroach upon the front yard setback. It was suggested that the applicant could add more parking spaces to the rear of the building, if necessary.

### **Item #8 – Office Portion Have Brick Facade**

After discussion, it was determined by the Board that since it was a private garage with no designated office space, the brick façade requirement should not apply.

Motion by Commissioner Beutell, seconded by Commissioner Attebury, to approve the Site Plan for Zimmerman Development subject to conditions spelled out by Wade Trim and agreed to by the Board. All Ayes. Motion Carried.

## **Adjournment**

Motion by Commissioner Allan, seconded by Commissioner Beutell, to adjourn at 7:40 pm. All Ayes. Motion Carried.

Respectfully submitted,

Kristen Baxter  
City Clerk



## Proposed Marine City Zoning Code Amendments

Prepared by Wade Trim Associates, Inc.  
October 16, 2019 – DRAFT

### Key:

~~Text proposed to be deleted~~

**Text proposed to be added**

*Wade Trim Commentary explaining selected amendments*

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### Zoning Code Amendments (Chapter 160) (PC Public Hearing Required for Zoning Change, followed by City Commission Adoption)

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#### **Off-Street Parking Requirements in Nautical Mile District Chapter 160 – Zoning Code (Section 160.214,(B))**

##### 160.214 OFF-STREET PARKING REQUIREMENTS.

- (B) The number of off-street parking spaces, in conjunction with all land or building uses shall be provided, prior to the issuance of a certificate of occupancy as hereinafter prescribed.

*[No proposed changes to items (1) through (11)]*

- (12) The minimum number of off-street parking spaces by type of use shall be determined in accordance with the following schedule. ~~except that said schedule shall not apply to the erection, alteration or extension of any use or building within the developed business district bounded by Broadway Street on the north, the St. Clair River on the east, Bridge Street and the centerline of same projected easterly to the St. Clair River on the south, and the centerline of Market Street on the west; except as required in division (B)(5) above. Further,~~ In any District where off-street parking areas have been provided through special assessments the required number of spaces as required hereinafter may be reduced by the Board of Appeals by that number of spaces which can be prorated to the use which was specially assessed. **Lands within the Nautical Mile District shall be subject to the off-street parking requirements of Section 160.180.**

**Wade Trim Commentary:** Currently, the zoning ordinance does not require any off-street parking to be provided for new development or expansion within the portion of the City “bounded by Broadway Street on the north, St. Clair River on the east, Bridge Street and the centerline of same projected easterly to the St. Clair River on the south, and the centerline of Market Street on the west.” This proposed amendment would eliminate this outright exemption. Instead, special off-street parking requirements would apply within the Nautical Mile District – refer to the proposed amendment below, Section 160.180.

## Nautical Mile District

### Chapter 160 – Zoning Code (Sections 160.175 to 160.183)

#### 160.175 INTENT.

- (A) 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 Nautical Mile District (NMD) 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. The Nautical Mile encompasses property ~~within the DDA District and~~ as designated by the City's Zoning Map. ~~Special district objectives. The Zoning Enabling Act, Public Act 110 of 2006, as amended, allows for the creation of special land development regulations to address problems and needs in specific areas. Accordingly, the Nautical Mile was established to address the special land management and redevelopment needs of the Nautical Mile.~~ **The Nautical Mile District is an overlay district and does not replace or restrict the range of uses allowed in the underlying use district. The overlay district provides additional development options and standards which must be met.**

***Wade Trim Commentary:** This amendment clarifies that the Nautical Mile District is an overlay district and applies in addition to ("on top of") the underlying district standards.*

- (B) The establishment of special development regulations is designed to achieve the following objectives:
- (1) Ensure that development is guided by provisions of the Marine City Master Plan, ~~the Coastal Zone Management Plan, the Downtown Development Plan~~ and other **policy** documents, **as may be adopted by the City**, supporting the overall redevelopment program of the Nautical Mile;
  - (2) Encourage the development of public parks and recreation facilities which recognize and enhance the unique waterfront location, public needs and amenities of Nautical Mile;
  - (3) Provide commercial activity which will serve as an attraction draw to the regional trade area and meet the needs of local residents for convenient shopping;
  - (4) Ensure that all new construction and renovation is designed and located in a manner which capitalizes upon the unique waterfront environment;
  - (5) Provide for unification of the area through landscaping, signage, lighting and street furniture; and
  - (6) Ensure that the location, design, visual appearance and construction of individual buildings and structures is consistent with overall design objectives and redevelopment efforts.

160.176 PRINCIPAL USES PERMITTED.

- (A) ~~The following land uses are permitted in the Nautical Mile District—NMD. The principal uses specified in the underlying district as well as the principal uses specified in the B-1 Central Business District shall be permitted.~~
- (B) ~~The uses shall conform to standards set forth in this chapter and other applicable portions of the City Zoning Ordinance listed below:~~
  - (1) ~~Residential, R-1A, R-1B, R-M Residential; and~~
  - (2) ~~Commercial, B-1 Central Business District.~~

160.177 USES SUBJECT TO SPECIAL CONDITIONS.

- (A) ~~The special condition uses specified in R-1A, R-1B, R-M and B-1 Central Business Districts~~ **The special condition uses specified in the underlying district as well as the special condition uses specified in the B-1 Central Business District** shall be permitted, subject to the conditions imposed by each use and subject further to the review and approval of the Planning Commission.
- (B) The following uses shall not be permitted in this zone:
  - (1) Junkyards and other mobile home parks;
  - (2) Storage or parking or use of moving vans and the like;
  - (3) Outdoor storage or parking of wrecked or partially dismantled vehicles;
  - (4) Drive-in theaters;
  - (5) Drive-in restaurants; and
  - (6) Automotive wash establishments.

**Wade Trim Commentary:** The Nautical Mile overlay primarily encompasses properties along both sides of Water Street and Broadway Street. Underlying zoning districts include B-1 (Central Business), B-2 (General Business), W-M (Waterfront) and R-M (Multiple Family). This amendment clarifies that the uses allowed within the underlying districts are allowed in the Nautical Mile, in addition to uses allowed within the B-1.

Please note that the City may consider expanding the limits of the Nautical Mile overlay district, potentially to extend further south along Belle River Avenue to Alger Street.

160.178 DEVELOPMENT REVIEW AND SITE PLANS.

- (A) **Site plan review and approval of all development proposals within the Nautical Mile District is required in accordance with the provisions of Section 160.300. Prior to the issuance of a building permit for any multifamily and commercial building to be built or**

modified, a site plan shall be approved as provided for hereunder. Site plans shall be required for all permitted uses hereunder and all uses subject to special conditions.

(B) — The site plan submission shall contain the following information:

- (1) — Existing topography recorded at a minimum contour interval of 2 feet showing all natural features, such as trees, rivers and open areas; all features shall be identified as to which remain and which will be removed or altered. Topography shall extend 50 feet beyond all property lines;
- (2) — General soils information;
- (3) — Location and size of buffer areas;
- (4) — Use and general class of each different type of structure;
- (5) — The site plan shall be at a scale of not greater than 1 inch equals 20 feet nor less than 1 inch equals 50 feet;
- (6) — The site plan shall show all signage and provisions for pedestrian circulation, both on the site and to and from it;
- (7) — Name and address of all property owners, as listed by the City Assessor or the county's Register of Deeds;
- (8) — Statement of interest in the property, including conditions for sale or purchase of parcel, such as deed restrictions, reservations of land for other uses or other conditions which may have bearing on the total land development;
- (9) — Vicinity map of all property within 300 feet of the proposed development, showing streets, zonings and land uses at a scale no greater than 1 inch equals 200 feet;
- (10) — Elevation drawings of typical proposed structures and improvements, including signs, except for single-family detached homes;
- (11) — Proposed agreements, deed restrictions, bylaws or articles of incorporation which relate to the preservation or maintenance of open space and associations created to preserve and maintain the open space;
- (12) — Proposed grading shall show 1-foot contour intervals;
- (13) — All existing vegetation 4-inch caliper and over must be located on the plans;
- (14) — Total amount of open space required by this chapter;
- (15) — Total amount of landscape area required by this chapter;
- (16) — A map showing the drainage area of all land which drains onto or across the site and estimated runoff of the entire drainage area. Show existing runoff and estimated runoff after construction;

~~(17) Location and dimension of all curb cuts; and~~

~~(18) The Zoning Commission may refer requests for special approval land uses or site plans to professional consultants and other public bodies for review and comment.~~

*Wade Trim Commentary: This current language is redundant with Section 160.300 of the zoning ordinance and is therefore proposed to be deleted to eliminate any confusion and/or contradictions.*

#### 160.179 ARCHITECTURAL STANDARDS AND NAUTICAL MOTIF.

(A) **New or remodeled buildings within the Nautical Mile District shall be designed in harmony with the guidelines set forth in the Marine City Master Plan or a Nautical Mile District Sub-Area Plan, as may be adopted by the City. Wherever possible, new or remodeled buildings shall incorporate building designs consistent with the nautical theme. The styles should be similar to those design recommendations presented within the Nautical Mile Coastal Zone Plan and within the plans developed by the Downtown Development Authority.**

~~(B) In an NMD Nautical Mile District, no exterior portion of any commercial building or structure (including walls, fences, light fixtures, steps, pavement or other appurtenant features) or aboveground utility structures shall be erected, altered, restored, moved or demolished without the review of the Planning Commission prior to the issuance of a building permit.~~

~~(B)~~ **(C) Design review shall occur by the City as part of site plan review in accordance with Section 160.300. The review of the Planning Commission shall be advisory to the Building Inspector in the issuance of a building permit. The purpose of the Planning Commission design review is to advise on actions which may or may not be compatible with the desirable nautical theme, architectural or cultural aspects of the District. The Planning Commission City may consider Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings, prepared by the U.S. Department of Interior, for reviewing actions within the NMD.**

~~(C)~~ **(D) The provisions of this section shall not be construed to prevent the ordinary maintenance or repair of any exterior feature in an NMD district. Further, the provisions of this section shall not prevent the construction, alteration, restoration or demolition of any feature which the Building Inspector certifies is required because of a threat to public safety.**

*Wade Trim Commentary: In 1981, the City prepared (not sure if it was officially adopted) a "Nautical Mile Master Plan." This plan contains a variety of recommendations for development along the waterfront, primarily in the form of narratives and "plan-view" concepts. Only one image was included that illustrates desired "architectural details" for buildings. We would suggest that the City consider updating this plan or preparing a new design guidelines plan, as part of the City Master Plan. The above zoning language would require new development to be designed "in harmony with" any design guidelines adopted as part of the City Master Plan.*

## 160.180 OFF-STREET PARKING.

~~Off-street parking facilities shall be provided as specified herein.~~

- (A) **In recognition of its pedestrian-oriented and mixed-use character, as well as the availability of public parking, the following provisions shall apply to lands within the Nautical Mile District:**
- (1) **Minimum Number of Off-Street Parking Spaces.** A reduction of fifty percent (50%) shall be applied against the minimum number of off-street parking spaces by type as determined by Section 160.214,(B),(12).
  - (2) **Payment in Lieu of Providing Off-Street Parking.** The owner or owners of a new or expanded use may make application to the City for the option of paying a dollar amount established by resolution of the City Commission per required parking space in lieu of providing such required spaces per the requirements set forth in division (A),(1) above. These monies would be paid into a special parking district fund established by the City Commission specifically for the purpose of providing or improving on-street or off-street parking areas to serve uses located within the Nautical Mile District. The timing of parking spaces provided and their location shall be at the sole discretion of the City Commission. The amount paid into the parking fund described above shall not apply against any present or future special assessments levied by the City for parking improvements.
    - a. **Exception Criterion.** The exception authorized by this division (A),(2) may only be granted by the City Commission. Granting of such exception shall be based upon evidence presented by the property owner or owners showing that the reasonable ability to provide any or all of the parking spaces as required in division (A),(1) above does not exist.
    - b. **Payment Required Prior to Occupancy.** A property owner or owners granted the exception of contributing to the parking fund will not receive an occupancy permit until such monies have been paid into such fund in full.

***Wade Trim Commentary:** Within the Nautical Mile District, a 50% parking reduction would be established. If a new or expanded use in the Nautical Mile District does not have the ability to provide the required off-street parking at the 50% reduced rate, they would be required to pay into a parking fund established and managed by the City Commission with the purpose of providing or improving public parking within the Nautical Mile District. The fee to be paid for each parking space not provided on-site would be established by the City Commission as part of its fee schedule.*

## 160.181 EXTERIOR LIGHTING.

- (A) The requirement for exterior lighting is intended to protect the security and safety of pedestrians and motorists using public plazas, pedestrian corridors, off-street parking areas and other spaces open to the public located on private property.



- (B) This section is also intended to regulate the spillover of light and glare on operators of motorized and nonmotorized vehicles, pedestrians and land uses in the proximity of the light source.
- (1) Whenever plazas, pedestrian corridors, off-street parking areas and other spaces open to the public are provided on private property, the site plan shall incorporate exterior lighting concepts ~~as set forth in the Marine City Coastal Zone Management Plan and provisions adopted by the Downtown Development Authority;~~ **designed in harmony with the guidelines set forth in the Nautical Mile District Design Guidelines document, as may be adopted by the City Commission.**
  - (2) The site plan shall illustrate the location and type of lighting fixtures, amount of illumination provided and direction of illumination;
  - (3) Exterior lighting shall provide sufficient illumination to ensure public safety and security; and
  - (4) Exterior lighting shall be located and directed in a manner which does not produce a glare which is a nuisance to nearby land uses or a safety hazard to motorized and non-motorized vehicles or pedestrians.

***Wade Trim Commentary:** If and when Nautical Mile district design guidelines are adopted, this language would require new lighting designs to be in harmony with the guidelines.*

#### 160.182 PERMITTED, SPECIAL USE SIGNAGE.

- (A) The requirement for signage is intended to protect public safety, maintain quality in the visual appearance of the Nautical Mile, protect the value and economic stability of adjacent land use and allow for the conduct of competitive commerce. The intent of this section is to regulate the height, area, number, location and style of signs within the Nautical Mile District. It is also the intent to encourage signs erected in the District to be designed in a nautical concept. **All requirements of Section 160.220 shall apply within the Nautical Mile District, in addition to the requirements of this Section.**
- (B) Application of sign requirements:
- (1) No sign may be erected or altered without the issuance of a zoning compliance permit.
  - (2) When a site plan is required by this chapter, a scaled drawing illustrating sign details, including design, color, area and height shall be submitted. The location of all signs shall be illustrated on the site plan. Sign details and location shall be considered part of site plan review and approval.
  - (3) When a site plan is not required by this chapter, the Building Inspector shall require a zoning compliance permit for signs erected or altered in the Nautical Mile District. The application for the zoning compliance permit shall be accompanied by a scaled drawing illustrating sign details, including design, color, area and height. ~~The Building Inspector shall submit the application and scaled~~

~~drawing to the Planning Commission for review and approval. The Planning Commission shall follow the same procedure as required for site plan review.~~

(C) General provisions:

- ~~(1) No sign, except those established and maintained by the city, county, state or federal governments, shall be located in, project into or overhang a public right of way or dedicated public easement, except as established in this section.~~
- ~~(2) All directional signs required for the purpose of orientation, when established by the city, county, state or federal government shall be permitted.~~
- ~~(3) Signs used for advertising land or buildings for rent, lease or sale shall be permitted, provided such signs are located on the property intended to be rented, leased or sold. Such signs shall conform to height and area provisions.~~
- ~~(4) The repainting and preventive maintenance of signs shall not be considered an alteration requiring a zoning compliance permit.~~
- (1) All sign types allowed and regulated in Section 160.220,(B),(4),(b) for the B-1, B-2, W-M and P-1 district shall be allowed within the Nautical Mile District.**
- (2) (5) Projecting signs shall also be permitted within the Nautical Mile Overlay District for all structures other than single-family detached dwellings, subject to the following requirements:**
  - (a) Projecting signs shall not extend more than 4 feet from the wall of the building, and shall not be closer than 3 feet from the back of curb line.
  - (b) Minimum height. No portion of any sign which extends over the public right-of-way shall be less than 8 feet from the surface below.
  - (c) All projecting signs shall be safely and securely attached to structural members of the building by means of metal anchors, bolts or expansion screws. In no case shall any projecting sign be secured with wire, strips of wood or nails. The method of attachment shall be stated on the permit application. All plans for the erection of signs shall be submitted to the Building Inspector for review and approval and shall be further subject to all codes and ordinances of the city.

~~(D) Sign requirements for all structures except single family detached dwellings:~~

- ~~(1) Each structure shall be permitted 1 accessory or monolith sign and 1 of the following additional accessory sign types: Wall mounted, projecting or graphic (on private property). For multiple uses, such as shopping centers, office complexes and mixed-use developments, the Planning Commission may permit 1 wall mounted, projecting or graphic accessory sign for each individual use within the development.~~
- ~~(2) Structures which abut more than 1 public street shall be permitted 1 additional accessory ground or monolith sign located along such abutting public street.~~



(D) **Temporary and portable signs shall be allowed subject to Section 160.220,(B),(6),(b) and (c).**

~~(E) Prohibited signs:~~

- ~~(1) Flashing, animated or moving signs, other than those signs which convey noncommercial information, such as time and temperature requiring periodic change;~~
- ~~(2) Exterior spinners, streamers or string lights, except those used for holiday decorations;~~
- ~~(3) Any sign not permanently anchored to the ground or building, except those signs used to temporarily advertise land or buildings for rent, lease or sale; and~~
- ~~(4) Any sign which is not electrically or structurally safe.~~

***Wade Trim Commentary:** The proposed amendments to this Section would make it consistent with the general regulations for signs throughout the City as outlined in Section 160.220. Any redundant language is unnecessary and therefore is proposed to be deleted. The primary advantage of being within the Nautical Mile overlay is that projecting signs would be permitted (projecting signs are not currently allowed by Section 160.220).*

#### 160.183 LANDSCAPING REQUIREMENTS.

- (A) The owner of a parking lot or vehicular use area which abuts a public right-of-way shall install and maintain landscaping between such area and such right-of-way, unless the parking lot or vehicular use area is visually screened by a building or structure or existing landscaping which meets the buffering requirements.
- (B) Where an off-street parking lot or vehicular use area in the NMD zoning district abuts a public right-of-way, screening shall be placed at all locations, excluding sidewalks and driveways, which are between any portion of the right-of-way and the parking lot or vehicular use area visible from the right-of-way as follows:
  - (1) A strip of land at least 5 feet in width located between the abutting right-of-way and the parking or vehicular use area exposed to the abutting right-of-way.
  - (2) One tree per 50 feet lineal, or fraction thereof, located between the abutting right-of-way and parking or vehicular use area.
  - (3) A hedge wall, berm, change of grade or any combination of these landscape elements forming a continuous screen at least 3 feet in height. If a wall or fence is used, a minimum average of 1 shrub or vine per 10 lineal feet of wall length shall be provided.
  - (4) Grass or ground cover shall be planted and maintained on all portions of the required landscape strip not occupied by other landscape material or existing vegetation.

- (5) In cases where the parking areas or vehicular use areas are 50 feet or more from the public right-of-way, and provided that such an area has trees and shrubs which serve to buffer the parking area or vehicular use area, buffering (as required in this section) may be reduced, provided the intent of this section is carried out to the satisfaction of the Building Inspector.

### **Front Yard Parking**

#### **Chapter 160 – Zoning Code (Section 160.214,(B))**

##### **160.214 OFF-STREET PARKING REQUIREMENTS.**

- (B) The number of off-street parking spaces, in conjunction with all land or building uses shall be provided, prior to the issuance of a certificate of occupancy as hereinafter prescribed.

*[No proposed changes to items (1) and (2)]*

- (3) Residential off-street parking spaces shall consist of a permanent hard surface parking strip, parking bay, driveway, garage, or combination thereof and shall be located on the premises they are intended to serve. **For the purposes of this section, hard surface shall mean concrete, asphalt, brick, cut stone or similar material and shall not include crushed materials, gravel, wood chips or natural surfacing.** Off-street parking for single-family and two-family dwellings shall further be subject to the following:
- (a) Off street parking shall not be permitted within the front yard, except within such parking strip, parking bay, driveway, garage, or combination thereof. This requirement shall not apply to parking for temporary special events normally associated with the residential use of the property, such as graduation and holiday parties, **or during City designated snow emergencies.**
- (b) Within the front yard, the total surface area for any parking strip, parking bay, driveway or combination thereof shall not exceed fifty percent (50%) of the total front yard area.

*[No proposed changes to items (4) through (12)]*

**Wade Trim Commentary:** *This proposed amendment clarifies what hard surfacing means and provides an exception to the front yard parking prohibition during snow emergencies.*

### **Site Plan Phasing**

#### **Chapter 160 – Zoning Code (Section 160.300,(B))**

##### **160.300 SITE PLAN REVIEW REQUIRED IN SPECIFIC DISTRICTS.**

- (B) Through the application of the following provisions, the attainment of the Master Plan will be assured and the city will develop in an orderly fashion.

*[No proposed changes to items (1) through (6)]*

- (7) *Effect of approval.* When an applicant receives final site approval, he or she must develop the site in complete conformity with the approved site plan. The site plan approval shall be valid for a period of 1 year. If the project is not under construction with a building permit at the expiration of the approval time, the site plan approval becomes null and void and the developer shall make a new application for approval. ~~Time extension to site plan approval may be granted by the Planning Commission.~~ **Prior to the date of expiration, the applicant may request and the Planning Commission may approve an extension for a period no longer than 1 year.**

- (8) ***Phasing of development.*** The applicant may, at his discretion, divide the proposed development into two (2) or more phases. In such case, the site plan shall clearly indicate the location, the size, and character of each phase. The approval of the first phase shall be valid for a period of 1 year in accordance with division (7) above. At their discretion, the Planning Commission may designate the time period for which the approval of any subsequent phases shall be valid, limited to a period no longer than 2 years. Time extensions for site plan phases may be granted by the Planning Commission in accordance with division (7) above.

- ~~(8)~~ (9) Amendment of approved site plan. The Zoning Administrator shall have the authority to determine if a proposed change requires an amendment to an approved final site plan. A site plan may be amended upon application and in accordance with the procedure herein for a final site plan. The Zoning Administrator may approve minor changes in an approved final site plan, provided that a revised final site plan drawing (s) be submitted showing such minor changes, for purposes of record.

- ~~(9)~~ (10) Modification of plan during construction. All improvements shall conform to the final site plan. Any changes, which result in a material alteration of the site plan approved by the Planning Commission, shall require resubmittal to the Planning Commission. The Planning Commission, or Zoning Administrator may require the applicant to correct the changes so as to conform to the approved final site plan.

**Wade Trim Commentary:** *This proposed amendment makes it clear that proposed developments can be divided into phases as shown on the site plan. For the first phase, the time period for the validity of the site plan is 1 year. For subsequent phases, the Planning Commission may increase the time period for the validity of the site plan for up to 2 years. Extensions may be requested by the applicant and granted by the Planning Commission for periods no longer than 1 year.*

**Temporary Signage, including Tear Drop Flags**  
**Chapter 160 – Zoning Code (Section 160.220,(B),(6))**

160.220 SIGNS.

(B) It is, therefore, within the health, safety and welfare responsibility of the city that this section is promulgated.

(6) *Temporary and portable signs.*

(a) Temporary signs, as defined herein, may be allowed within the R-IA, R-1B, R-M and MHP Districts, provided the following requirements are met. Portable signs, as defined herein, are not allowed within the R-IA, R-1B, R-M and MHP Districts.

1. No more than one (1) temporary sign may be allowed per street frontage. **Up to one (1) additional temporary signs are per street frontage is allowed during any of the below listed certain time periods, as follows:**

a. During the time period starting when an election ballot has been certified by the County Clerk and extending 7 days after an election, ~~up to 3 additional signs may be allowed.~~

b. During the time period noted on a building permit issued by Marine City allowing for construction activities to occur on the site, ~~1 additional temporary sign per street frontage is allowed.~~

c. During the time period where the property is actively listed for sale, ~~1 additional temporary sign per street frontage is allowed.~~

2. Temporary signs shall not exceed 6 square feet of display area and 4 feet in height.

3. Temporary signs must be safely affixed, properly maintained and not allowed to become unsightly through disrepair or action of the elements.

4. The location of any sign permitted by this section shall not interfere with pedestrian traffic, driver safety, or handicap access.

**Wade Trim Commentary:** For residential districts, this proposed amendment would limit the total allowed temporary signs per street frontage to 1, except for certain time periods (elections, for-sale, under construction) during which an additional temporary sign is allowed.

(b) Temporary signs, as defined herein, may be allowed within the B-1, B-2, W-M, P-1, I-1 and I-2 Districts, provided the following requirements are met:

1. No more than **one (1) ground-affixed** temporary sign **and one (1) building-affixed temporary sign** may be allowed per street frontage. **Up to one (1) additional ground-affixed or building-affixed** temporary signs ~~are per street frontage is~~ allowed during **any of the below listed** ~~certain~~ time periods, ~~as follows:~~
  - a. During the time period starting when an election ballot has been certified by the County Clerk and extending 7 days after an election, ~~up to 3 additional temporary signs may be allowed.~~
  - b. During the time period noted on a building permit issued by Marine City allowing for construction activities to occur on the site, ~~1 additional temporary sign per street frontage is allowed.~~
  - c. During the time period where the property is actively listed for sale, ~~1 additional temporary sign per street frontage is allowed.~~
2. Temporary signs **affixed to the ground** shall not exceed ~~9~~ **16** square feet of display area and ~~4~~ **10** feet in height. **Temporary signs affixed to a building shall not exceed 20 square feet of display area nor more than 10 feet in any single dimension.**
3. Temporary signs must be safely affixed, properly maintained and not allowed to become unsightly through disrepair or action of the elements.
4. The location of any sign permitted by this section shall not interfere with pedestrian traffic, driver safety, or handicap access.
5. ~~Additional requirements for specific temporary sign types: The following specific sign types shall require permit approval by the Zoning Administrator for specified time periods which, in total, do not exceed 60 days in any one calendar year:~~
  - a. ~~Banners, provided they are affixed to a building wall, over a permanent sign, or by other means necessary so long as the banner is stationary and safely supported. In no case shall more than 1 banner sign be allowed per street frontage.~~
  - b. ~~Balloon signs, provided no more than 1 balloon sign shall be allowed per street frontage.~~

e. ~~Tear drop flags, provided they do not exceed 12 feet in height measured from grade. In no case shall more than 1 tear drop flag be allowed per street frontage.~~

d. ~~At any given time, no more than 1 of the above temporary sign types is allowed on a single premises.~~

**Wade Trim Commentary:** *For commercial and industrial districts, this amendment is intended to accomplish the following:*

- *Limit the total allowed temporary signs per street frontage to 1 ground-affixed sign and 1 building-affixed sign, except for certain time periods (elections, for-sale or under construction) during which an additional temporary sign (ground-affixed or building-affixed) is allowed.*
- *Allow for tear drop flags, provided they not exceed 16 square feet in area and 10 feet in height. Our research has found that 8' x 2' is a typical dimension for a small tear drop flag.*
- *Eliminate the need to secure permits for temporary signs.*
- *Eliminate time restrictions for temporary signs. (However, they would need to be removed if not properly maintained.*

(c) Portable signs, as defined herein, may be allowed within the B-1, B-2, W-M, P-1, I-1 and I-2 Districts, provided the following requirements are met:

1. Such signs may be located outside for display only during regular business hours.
2. No more than 1 portable sign may be allowed per street frontage.
3. Portable signs shall not exceed 9 square feet of display area and 4 feet in height.
4. Portable signs must be properly maintained and not allowed to become unsightly through disrepair or action of the elements.
5. The location of portable signs shall not interfere with pedestrian traffic, driver safety, or handicap access.





# CITY OF MARINE CITY

303 S. Water Street  
MARINE CITY, MICHIGAN 48039  
(810) 765-8846 • Fax (810) 765-4010

November 11, 2019

St. Clair County Metro Planning  
200 Grand River Avenue, Suite 202  
Port Huron, MI 48060

Dear SCC Metro Planning:

In accordance with the guidelines of Public Act 33 of 2008, being the Michigan Planning Enabling Act, this communication is serving as notification to your organization that the Marine City Planning Commission intends to update the *Marine City Master Plan*, which was adopted in 2018.

Marine City respectfully requests your cooperation during the Master Plan update process and, furthermore, welcomes any comments you may have regarding the preparation of the updated Master Plan. Comments or questions may be sent to the following address:

Marine City Planning Commission  
303 South Water Street  
Marine City, MI 48039

In addition, Marine City respectfully requests permission to submit electronically all draft documents, correspondence, and other items pertinent to the coordinated Plan review provisions as required in Section 39, Subsections (2) and (3) of Public Act 33 of 2008. If your preference is to not receive the aforementioned materials electronically, such information will be submitted in writing by first-class mail or personal delivery.

You can contact Marine City by telephone at (810) 765-8830 or by fax at (810) 765-4010 Monday through Thursday, from 8:00 a.m. to 6:00 p.m.

Sincerely,

Kristen Baxter, City Clerk  
[kbaxter@marinecity-mi.org](mailto:kbaxter@marinecity-mi.org)

Summary

# MARINE CITY

WATER TREATMENT PLANT

1960-1961



# **MARINE CITY**

## **Coastal Area Development Plan**

July 1981

**Prepared for:**

City Commission

City Planning Commission

Marine City, Michigan

**Prepared by:**

Ayres, Lewis, Norris & May, Inc.

Engineers - Architects - Planners

**Administered by:**

Division of Land Resource Programs

Michigan Department of Natural Resources

The preparation of this document was financed through a grant provided by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, as authorized under the Coastal Zone Management Act of 1972 and administered by the Michigan Department of Natural Resources Division of Land Resource Programs.

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# INTRODUCTION

## Purpose

In 1980, Marine City sought and received funds from the Michigan Coastal Zone Management Program to prepare a plan for the City's waterfront area. The purpose of the Coastal Area Management Plan is to analyze the coastal area resources, identify problems and opportunities, seek public input, and recommend specific measures for economic redevelopment, improved public access, and enhanced recreational opportunity. An overall coastal area master plan, specific site designs, cost estimates, and an implementation program are presented.

## Coastal Area

A striking feature of Marine City is the extensive amount of shoreline along the Belle and St. Clair Rivers within the City limits. To focus study efforts, the coastal area was divided into three study areas, each with distinctive features: the Central Business District includes the downtown and frontage along the St. Clair River; the Marina District includes the area on both sides of the Belle River up to the new bridge; and, the Industrial District includes the area from McLouth Yard to the DNR boat launch site.

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### Study Process

The development of the plan was conducted in three major phases. The first phase involved the inventory and analysis of background data regarding the coastal area and the identification of coastal problems and issues. The second phase included the development of alternative solutions to problems and issues identified in the first phase. The final phase involved preparation of the recommended plan.

The involvement of the community was actively sought during all phases of the study. A series of public workshops, as well as individual interviews, were conducted by the consultants to gain input and community reaction to various aspects of the plan. Public input was instrumental in arriving at acceptable alternatives leading to a final recommended plan.

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# COASTAL PROFILE

## Location

Located 20 miles south of Port Huron and 50 miles north of Detroit, Marine City is accessible by both land and water. The significance of the City's location is its proximity to the several million people of Southeast Michigan and Southern Ontario. Marine City has an opportunity to capitalize on its location and become an important link in the chain of St. Clair River communities which provide waterfront recreational, tourism, and commercial opportunities.

## Historical Perspective

The relationship of Marine City to the waterfront predominates in all historical accounts. From early settlements known as Yankee Point, Newport, and La Belle Riviere, a thriving community located at the confluence of the St. Clair and Belle Rivers grew to be incorporated as Marine City on March 21, 1865. Shipbuilding, shipping, saw mills, and salt mining formed the economic backbone of the community. By the accounts of Frank McElroy, first mayor of Marine City, approximately 250 ships were built in Marine City.

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Today, the current city limits contain over five miles of frontage on the St. Clair and Belle Rivers. While this is impressive, the City does not have as strong a relationship to the waterfront as it once had. Plans for future development should tap the current unrealized potential of the coastal area to meet today's economic, social, and recreational needs.

### Study Area Analysis

Each study area was analyzed in terms of land use and zoning, natural and physical features, and problems and opportunities. Site analyses are discussed below.

#### Central Business District

The most striking feature of the Central Business District is the 2700 feet of shoreline along the St. Clair River. The City has pursued a policy of acquiring land along the waterfront and provides six separate public park areas along Water Street and the River. The remainder of the area contains a concentration of commercial land use with retail businesses and service establishments along Water Street. Residential use is located off Water Street along other streets.

The Business District is zoned to permit a variety of retail office and personal service establishments, and waterfront related commercial and recreational activities. With the

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exception of a few isolated residences, most activities conform to use requirements of the zoning ordinance.

Because of its developed nature, the downtown area is largely devoid of natural features with the exception of the River itself. The condition of the shoreline is varied with a mixture of concrete seawall in good and deteriorating condition, steel sheetpiling, eroding natural shoreline, and unplanned rubble and riprap.

Current traffic patterns along Water Street are disruptive to pedestrian safety, shopping, and use of the waterfront. In addition, the location of ferry service to Canada requires large trucks and tankers to travel the length of Water Street to reach northbound M-29.

Although located adjacent to the River, the Central Business District bears little relationship to the waterfront. There is a strong need for linkage between downtown businesses and shoreline features to offset competition from outlying shopping areas. There is further need to direct travellers from M-29 to the downtown area. The potential for creation of safe, pleasant, and exciting environment for shopping and recreation is tremendous.

#### Marina District

The Marina District contains a diversity of land uses. The point between the St. Clair and

---

Belle Rivers has developed residentially. The Catholic Church and school complex occupies a substantial site. A new bridge connects the downtown with the Marina District and eventually M-29.

The sheltered atmosphere of the Belle River has historically been conducive to boat-related activities. Thus, three marinas, boat storage, and a fish market have clustered along the west side of the Belle. Further upstream is the Fisher-Insley site which is scheduled for eventual abandonment.

The Marina District is significant because of the sheltered accessibility offered by the Belle River to the St. Clair River. The existing marina uses are a tremendous community asset while the Fisher-Insley plant offers great potential for conversion to a marina to address the need for additional boat space. The Catholic Church parking lot on the waterfront is a questionable use of such prime land. In addition, the existing junk yard along Belle River Avenue is unsightly and not an asset to this district.

#### Industrial District

The Industrial District contains only three major land uses. The McLouth Yard has been in continuous operation since the late 1800s, first as a shipbuilding yard and later a port. Today, McLouth Yard receives and stores bulk materials such as stone, sand, gravel, and



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coal. Another major use is the County Yard which also receives and stores materials. A final use is the DNR boat launch site.

Problems with the Industrial District are primarily visual. As a major entrance to the City from M-29, the area does not impart a positive impression. Sufficient right-of-way exists along M-29 for landscaping and visual improvement.

---

## CONCEPT PLANS

### Alternative Concepts

The analysis of each study area illustrated certain problems and opportunities with coastal improvement. A variety of solutions to the problems and opportunities were explored and presented as alternative concept plans for each study area. Alternative concept plans, illustrated graphically on the following pages, were prepared primarily to gauge public reaction.

### Public Workshop Results

Alternative concept plans were discussed at a series of five public workshops held from January to May, 1981. In addition to general discussion, surveys were distributed to solicit public preferences for the various alternatives. The following are the results of the public workshops and surveys:

### Central Business District

Within the Central Business District there was overwhelming support for heavy park and recreational development on the waterfront and closing off Water Street to form a



## WEAK LINKAGE BETWEEN EXISTING POINTS OF ACCESS

- #1) maintain status quo (isolated points of access)
- #2) develop a riverwalk way



- #3) develop a program of municipal land acquisition for public access



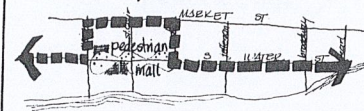
- #4) develop common types of sidewalk and streetscape improvements throughout the CBD by:
  - landscaping
  - lights
  - benches
  - trash receptacles

- #5) common theme w/in CBD - nautical / historical

- #6) improve visual connection between M-29 and downtown areas by:
  - improved signage
  - landscaping in R.O.W. to screen views.

## SPEEDING TRAFFIC ON S. WATER ST.

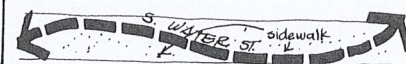
- #1) close off part of Water St; form a pedestrian mall



\* cars cannot reach excessive speeds; "raceway" effect is diminished.

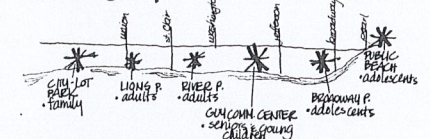
- #2) maintain status quo.

- #3) alter circulation w/in Water St. R.O.W.



## AGE GROUP CONFLICTS W/IN THE PARKS.

- #1) develop parks for specific age groups



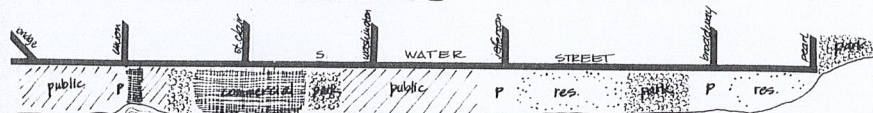
- #2) encourage adolescents to use parks outside the CBD area; accommodate their needs elsewhere.

- #3) maintain status quo.

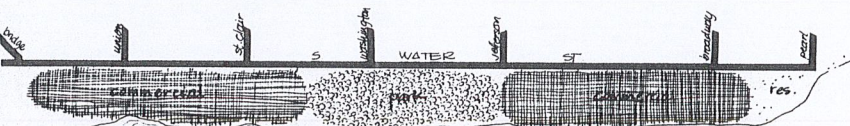
- #4) increase policing and maintenance of parks in CBD.

## LAND USE CONCEPTS

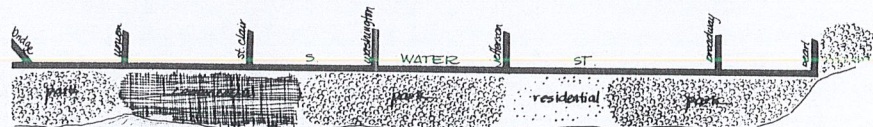
area 1



- #1) status quo: mixed use



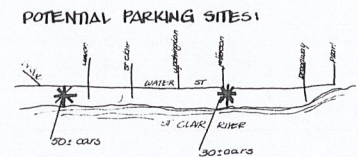
- #2) heavy commercial development



- #3) heavy park / recreational development

## LACK OF PARKING

- #1) maintain present number of parking spaces
- #2) provide parking at Union & Jefferson street(s); improve surface & add space at St. Clair & Jefferson.
- #3) provide parking at existing City-owned lot.



## area 1 CENTRAL BUSINESS DISTRICT ALTERNATIVE CONCEPT PLANS

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pedestrian mall. Most people supported developing common types of sidewalk and streetscape improvements, as well as a common theme in the downtown. There was also quite a bit of support for a river walkway.

Most agreed that parks should be developed for specific age groups and additional facilities should be developed for youth elsewhere. There was also preference for increased policing and maintenance of parks. Lack of parking was also a big concern. Preferences were for increased parking at Union, Jefferson, and St. Clair Streets, as well as the addition of parking at the City-owned lot next to the Riviera.

#### Marina District

The vast majority agreed that the Marina District should be enhanced with conversion of the Fisher-Insley site and the City-owned lot to boating-related use.

#### Industrial District

Preferences were shown for either an industrial or marina/commercial use of this site. It should be noted that we have the least amount of flexibility at this site, because it is currently a privately-owned, economically viable enterprise. All agreed that the entry to the City from M-29 should be improved.

**LAND USE CONCEPTS  
MARINA DISTRICT**

**#1) STATUS QUO**

Diagram 1 shows a cross-section of the Marina District with the following zones and infrastructure from left to right: industrial (top left), marina, ball, river, canal, and city lot (top right). The waterfront area is labeled residential. The diagram includes a scale bar with markings for 100, 50, and 0.

**#2) MARINA DISTRICT**

- at existing Fisher-Innsley site
- includes existing city lot

Diagram 2 shows a cross-section of the Marina District with the following zones and infrastructure from left to right: marina, ball, river, canal, and city lot (top right). The waterfront area is labeled residential. The diagram includes a scale bar with markings for 100, 50, and 0.

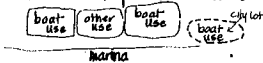
**#3) MIXED USES**

- combination of marina/residential units/commercial at Fisher Innsley site

Diagram 3 shows a cross-section of the Marina District with the following zones and infrastructure from left to right: marina, ball, river, canal, and city lot (top right). The waterfront area is labeled residential. The diagram includes a scale bar with markings for 100, 50, and 0.

## LACK OF SHORT-TERM & SEASONAL BOAT DOCK SPACE

- #1) no build
- #2) convert Fisher-Insley site to marina use; preserve all bldgs.
- 
- The diagram shows a rectangular area labeled "marina" at the bottom. Inside this area are three boxes labeled "boat use". To the right of the marina area is a separate box labeled "city lot". A dashed line encloses one of the "boat use" boxes and the "city lot" box.
- #3) convert Fisher-Insley site, removing some of existing bldgs.
- 
- The diagram shows a rectangular area labeled "parking" at the bottom. Inside this area is a box labeled "boat use". To the right of the parking area is a separate box labeled "city lot". A dashed line encloses the "boat use" box and the "city lot" box.
- #4) convert Fisher-Insley; remove all buildings from site.



# INDUSTRIAL DISTRICT

**#1) INDUSTRIAL**

- maintain status quo
- intensify industrial: develop as refinery or bulk storage facility
- develop marina at existing rec. site

**#2) MARINA ~ MARINA/COMMERCIAL**

- develop as interior-style marina facility

**#3) RESIDENTIAL**

- expand as high-density residential area

## POOR VISUAL ENTRY SEQUENCE INTO MARINE CITY CBD

views off M-29 along industrial sites  
need to be improved

- #1) maintain status quo
- #2) provide street-side improvement:
  - landscaping & screening
  - signage

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## COASTAL AREA DEVELOPMENT PLAN

The Coastal Area Development Plan is designed to provide a direction for the community to follow in the revitalization of the coastal area so that it once again becomes a valuable economic, social, and recreational resource. The recommended plan consists of four elements: Coastal Area Goals, Nautical Mile Master Plan, Area Design Plans, and Implementation Program.

### Coastal Area Goals

The desired results of the Plan are represented by goals. The following goals were developed with input from the various groups involved in the Plan:

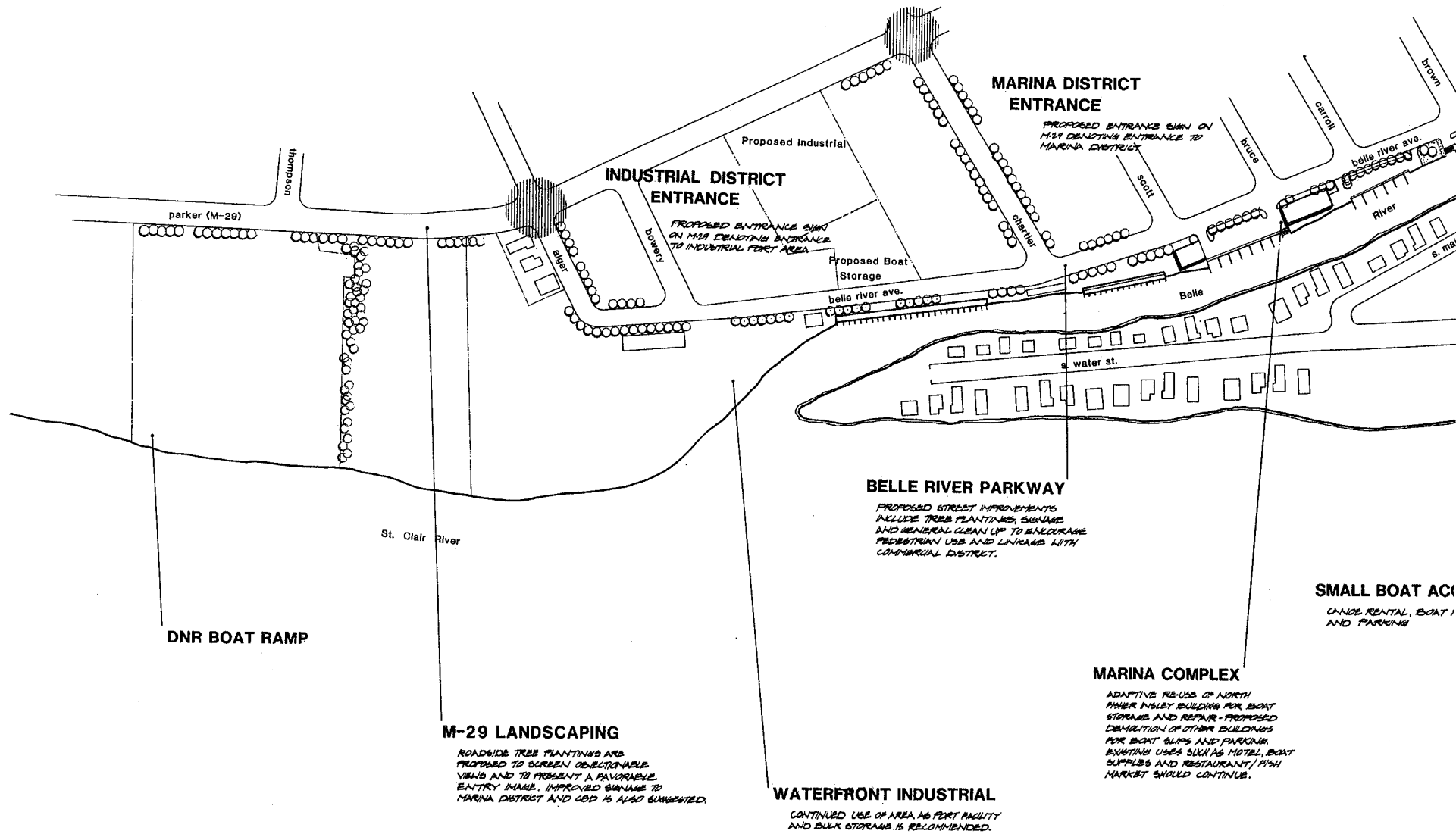
- Recognize the unique and irreplaceable economic, social, and recreational value of the coastal area
- Create a safe and secure environment for people of all ages
- Improve visual and physical access to the water
- Provide for linkage of various waterfront public lands and features
- Strengthen relationship between downtown and waterfront
- Improve economic vitality of downtown
- Improve vehicular and pedestrian circulation to and within coastal area

- 
- Strengthen accessibility to coastal area from M-29
  - Maintain diversity of land uses and existing viable commercial, industrial, and recreational land uses
  - Preserve and highlight historical heritage through design themes and interpretive displays
  - Provide recreational facilities for groups of all ages
  - Expand boating and marina facilities
  - Encourage multiple use of scarce waterfront lands

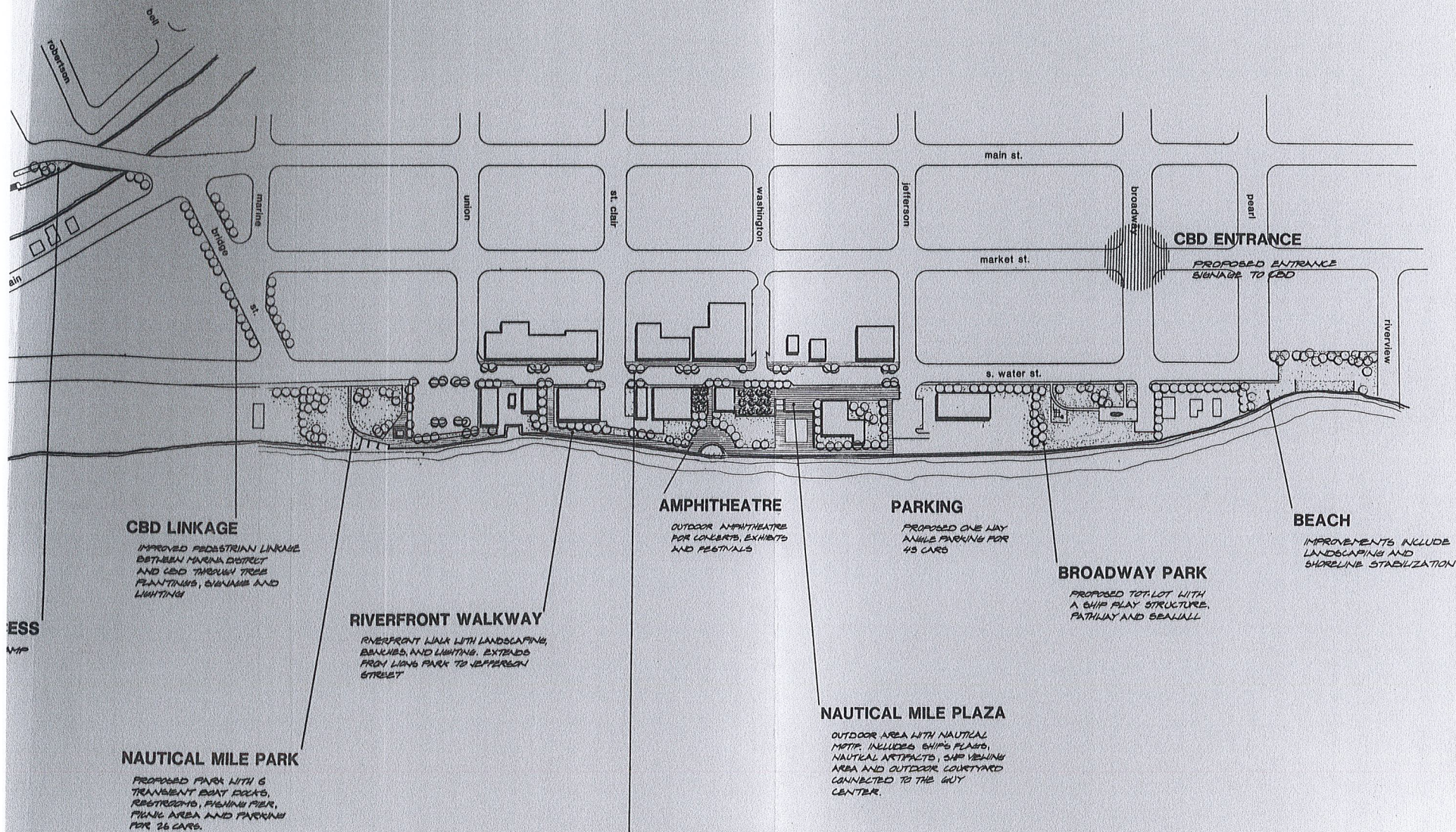
#### **Nautical Mile Master Plan**

The Nautical Mile Master Plan presents the overall concept in a coordinated fashion for the coastal area. The intent of the Master Plan is to redirect the community focus back to the waterfront through a series of physical improvements. Such improvements are planned within each study area to enhance specific activities.

The relationship between study areas is strengthened through vehicular and pedestrian movement linkages and the common bond of the Nautical Mile theme, fostered by the Community Pride and Heritage Group. Major entrances to the coastal area are landscaped and signs are recommended to direct visitors to points of interest within the coastal area.







# master plan

## NAUTICAL MILE

### Coastal Area Development Plan

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Specific design recommendations for the Central Business District, Marina District, and Industrial District are discussed under Design Plans on the following pages.

### Central Business District Design Plan

Improvements to the shopping environment, parking and traffic circulation, waterfront recreation, and public accessibility are the focus of the Design Plan. A stronger relationship between the downtown and the waterfront is fostered by providing common design themes, landscaping, building materials, and signage, and through linkage of the two areas with a plaza and sidewalk paving surfaces.

The Central Business District Design Plan consists of the following facilities and improvements.

#### Nautical Mile Center

The central element of the Plan is the creation of a center consisting of a mall, plaza, amphitheater, and riverwalk.

The Nautical Mile Mall is designed to create a pleasant pedestrian environment. The mall is

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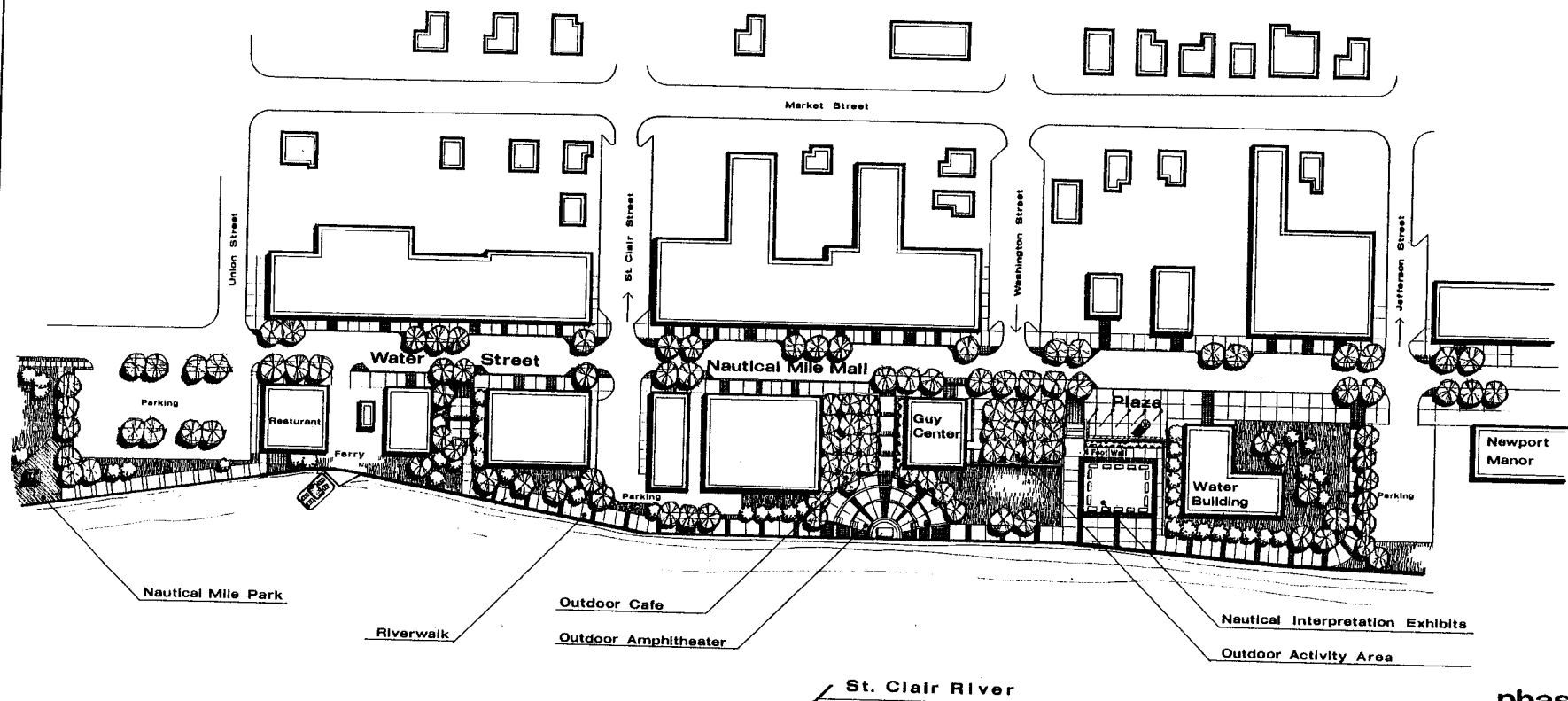
planned in two phases to accommodate possible relocation of ferry service. Phase I would involve extension of portions of the sidewalk to allow placement of trees, benches, and street furniture. Phase 2 would involve complete closure of Water Street between Washington and St. Clair Streets. However, Phase 2 is contingent upon relocation of ferry service from its present location because trucks cannot be rerouted away from Water Street under current conditions. Although a new ferry location is illustrated at the end of Broadway Street, the City should exhaust all possible options, including relocation of the ferry completely outside of the developed portions of Marine City.

new text  
added  
from draft

The Nautical Mile Plaza will create a two-tiered pedestrian plaza designed along a nautical theme as a focus for community activity. The upper level would include nautical flags and an information kiosk, while the lower level would include nautical artifacts and exhibits. An outdoor courtyard adjacent to the Guy Center could be used for senior citizen activities, art fair, and other outdoor activities.

The Nautical Mile Amphitheater will provide public outdoor space for concerts, plays and exhibits. With the backdrop of the River, the amphitheater will be an ideal waterfront feature utilizing the existing sloping topography for seating.

The Nautical Mile Riverwalk will link various portions of the waterfront with a paved walkway along with bulkheading, lighting, and protective railings. Most of the current river frontage is publicly-owned, although agreement for use must be acquired for 260 feet of private frontage.

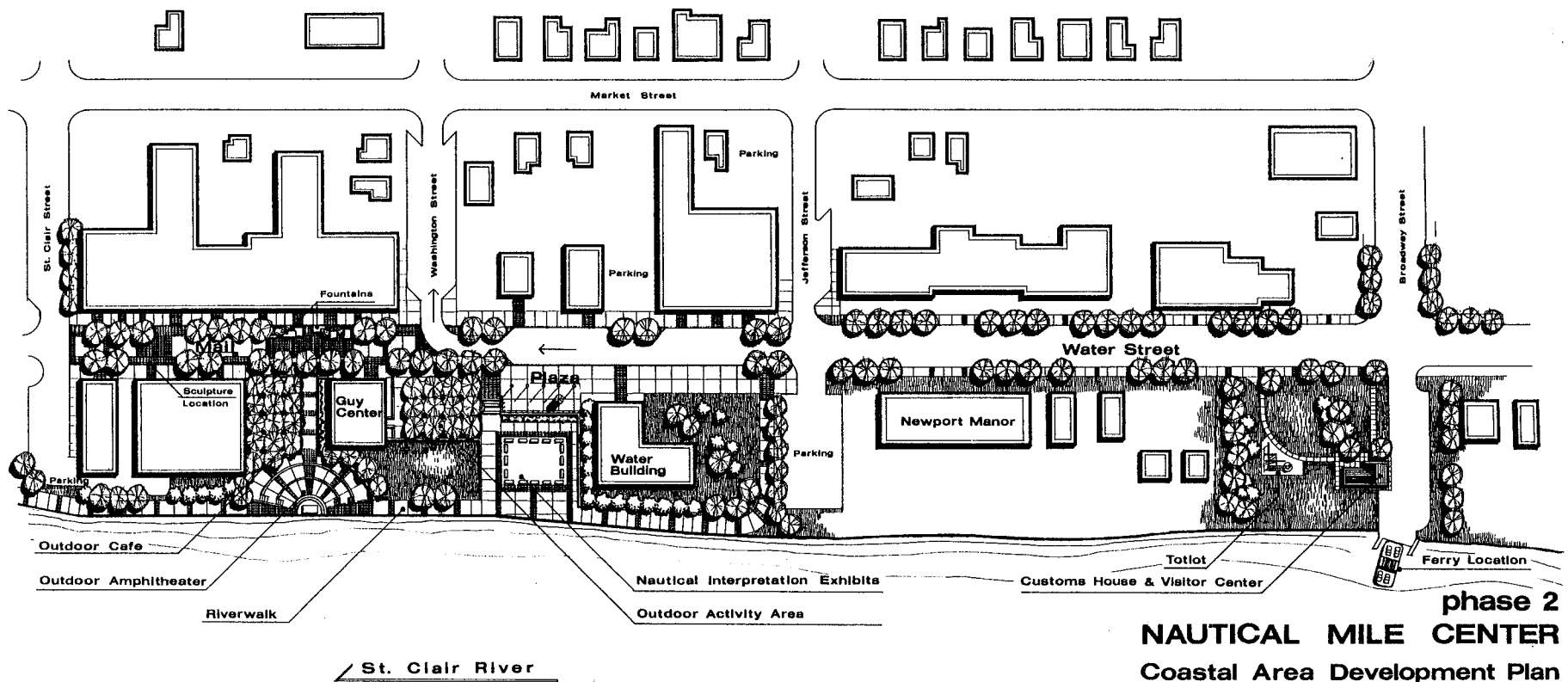


**phase I**  
**NAUTICAL MILE CENTER**  
 Coastal Area Development Plan

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0' 25' 50' 100' 200'

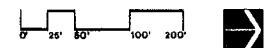


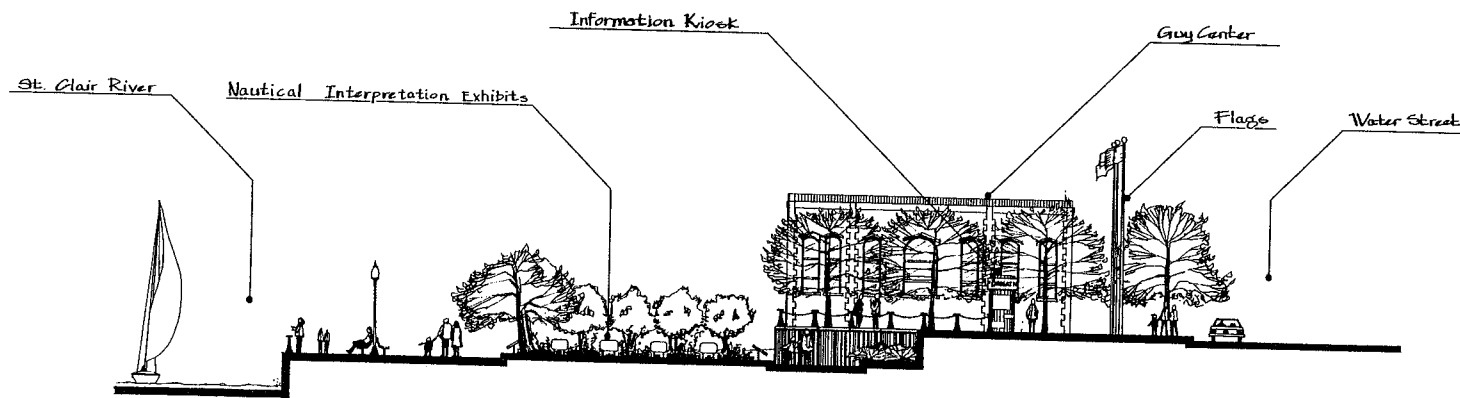


**phase 2**  
**NAUTICAL MILE CENTER**  
**Coastal Area Development Plan**

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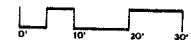


Elevation

## NAUTICAL MILE PLAZA

### Coastal Area Development Plan

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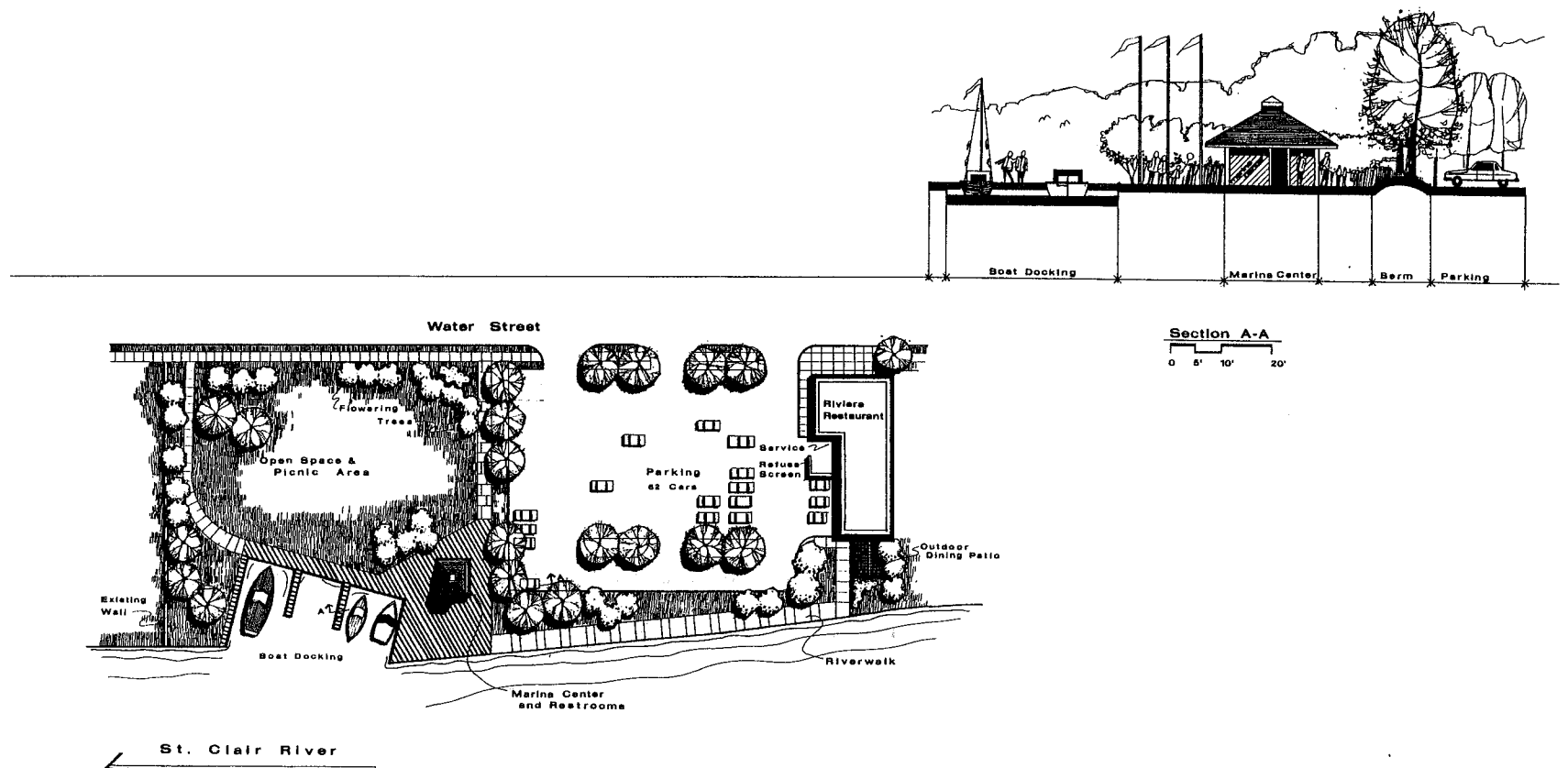
### Nautical Mile Park

Located at the southerly limits of the Nautical Mile Center, the Nautical Mile Park is intended for use by both visitors and local residents. Transient boat moorings are offered so that boaters using the St. Clair River can stop at Marine City to shop and stock supplies. A marina center and restrooms, auto parking, and picnicking area are also planned.

### Parking and Circulation

The creation of the Mall would represent a major departure from current parking and traffic patterns. Phase I would allow current traffic circulation patterns but would have the effect of slowing traffic down. Phase 2 would eliminate current patterns forcing rerouting traffic around Water Street onto Market Street. Several one-way streets would also require changes. The result of both phases would be a safer and more pleasant shopping environment.

Under both phases of the Mall, there would be a loss of some on-street parking. Recently, the City and merchants have cooperated in constructing additional parking areas. The Plan calls for additional parking at the Nautical Mile Park. The combination of these efforts should more than compensate for any losses in parking. In addition, it is recommended that the City acquire properties as they become available along Market Street to provide parking behind the Central Business District.

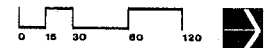


## NAUTICAL MILE PARK

### Coastal Area Development Plan

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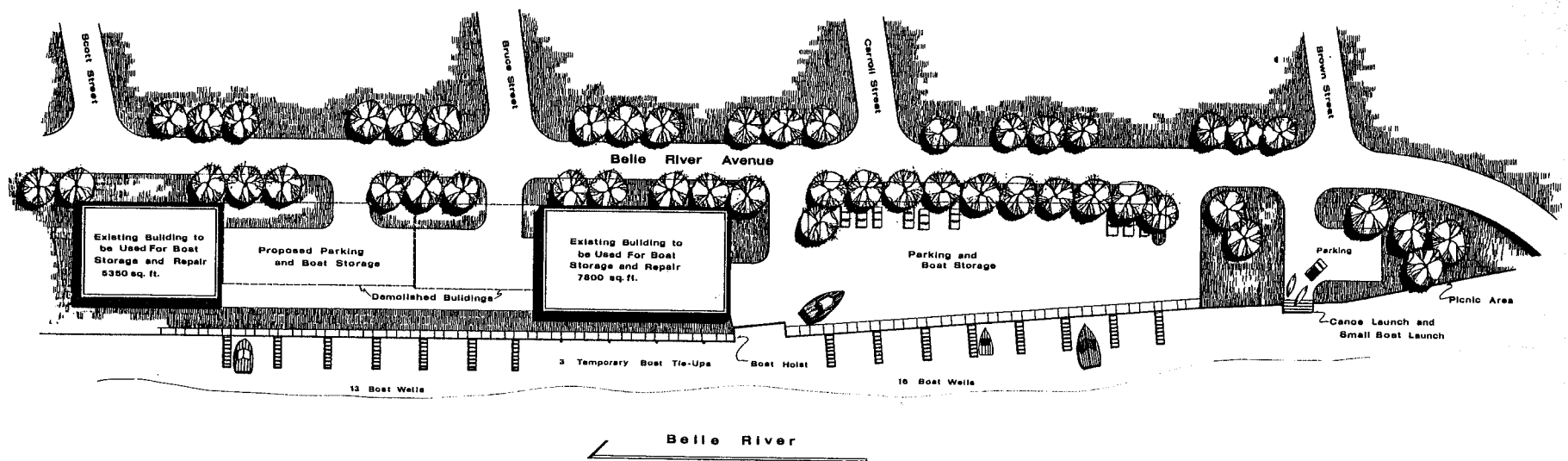
### Other Improvements

Broadway Park should be improved as a play area for families and younger children. A pathway would connect Water Street with the water. A tot-lot with a play structure modeled after a ship would provide enjoyment to younger children. Further modifications to the Park may be necessary if the ferry is relocated to the end of Broadway. Other park improvements would involve landscaping and shoreline stabilization at the City beach. A major entrance to the Nautical Mile would be provided on the City Hall grounds. An informational sign enhanced by landscaping would welcome visitors to Marine City and the Nautical Mile Center.

### Marina District Design Plan

Increased marina space, concentration of boating-related facilities, and beautification of the Belle River corridor are activities fostered by the Marina District Design Plan. Additional marina and boat launch facilities are proposed downstream of the new bridge. Improvements to Belle River Avenue are intended to upgrade the image of the Belle River corridor and link the Marina District with the Central Business District.

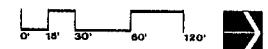
The Marina District Design Plan consists of the following facilities and improvements:



## MARINA DISTRICT Coastal Area Development Plan

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### Fisher-Insley Boat Facility Conversion

It is anticipated that the Fisher-Insley site will eventually be vacated, thereby providing the opportunity for conversion of the facility to a full service marina. The proposed design would call for: converting two existing buildings into boat repair and storage areas; demolishing two smaller buildings to make room for parking, outdoor storage, and access to boat wells; utilizing an existing storage yard for parking and outdoor storage; and, providing 29 new boat wells, three transient slips, and a boat hoist.

### Small Boat Access

Access for canoes and other small craft could be developed at an existing City-owned lot at the foot of the bridge. It is possible that the site could be used as a pick-up site for expanded canoeing on the Belle River.

### Belle River Parkway

Belle River Avenue serves as a major entrance through the Marina District to the Central Business District. Proposed street improvements would include tree plantings, signage, and general clean-up to encourage pedestrian use and linkage with the downtown. The existing junkyard on Belle River Avenue is an eyesore and should be converted to boat storage along Belle River and light industrial along M-29.



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### Industrial District Design Plan

The Industrial District contains only three major land uses, all of which should be maintained. McLouth Yard has been quite successful as a port and bulk storage facility and will likely continue into the future. Should the County Road Commission decide to abandon its yard, McLouth or some other concern should consider the site for port expansion.

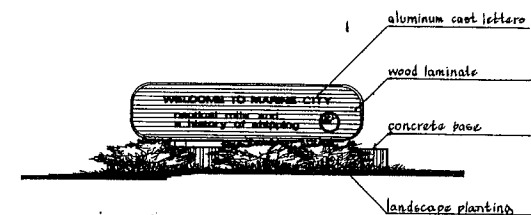
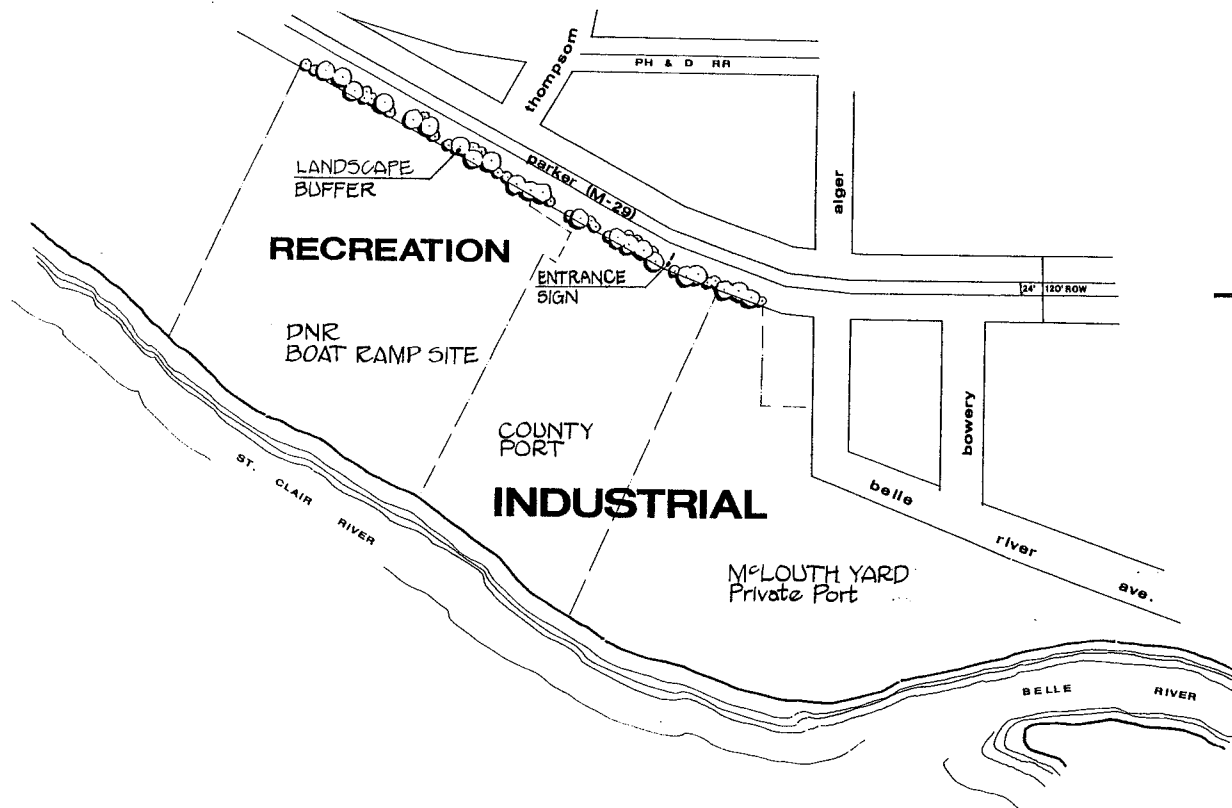
The Industrial District Design Plan consists of the following improvements :

#### M-29 Entrance Landscaping

A major entrance to the City is located on M-29 near the DNR boat launch and County yard. Current images do not impart a favorable impression on visitors. Roadside plantings are proposed to screen objectionable views and to present a favorable entry image. Improved signage directing visitors to the Marina and Central Business District is recommended.

### Implementation Program

The Nautical Mile Master Plan and Area Design Plans graphically illustrate improvement proposals for the coastal area. However, the plan is incomplete without an implementation program to provide the City with direction toward full implementation of the Plan. The Implementation Program consists of project costs and priorities, funding sources and

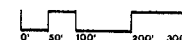


**PROPOSED ENTRANCE SIGN**

## INDUSTRIAL DISTRICT Coastal Area Development Plan

MARINE CITY, MICHIGAN

↔ Ayres, Lewis, Norris & May, Inc.  
engineers · architects · planners





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mechanisms, and responsible agencies. It is emphasized that the Plan presents a long range program which will require public and private resources and cooperation to fully implement.

#### Project Costs and Priorities

The full implementation of the Nautical Mile Master Plan is projected over a period of ten years. The chart on the following pages illustrates estimated costs, quantities/dimensions, and priorities of specific projects associated with the Area Design Plans. Project priorities are broken down by high (implemented within two years), medium (2-5 years), and low (5-10 years). Assignment of priorities is an indication of project importance as well as the potential for implementation within a given time frame.

The construction of Phase I of the Nautical Mile Mall, and portions of the Nautical Mile Park within the Central Business District should receive high priority. Construction of the small boat ramp in the Marina District and M-29 entrance and landscaping improvements in the Industrial District also rate as a high priority. Costs of high priority projects are estimated at \$115,743. The remainder of the projects are medium and low priority. It should be noted that, while total costs appear to be substantial, approximately 50% of project costs are for low priority bulkheading.

**MARINE CITY, MICHIGAN  
COASTAL AREA DEVELOPMENT PLAN  
IMPLEMENTATION PROGRAM**

Planning Area	Project	Quantity/Dimension	Estimated Cost (1981 prices)	Implementation Priority
<b>CENTRAL BUSINESS DISTRICT</b>				
<b>1. Nautical Mile Mall Phase 1</b>	1. Repair existing sidewalks and extend sidewalks in designated areas	4480 square feet	\$ 8,496	high
	2. Brick accent paving for selected areas	6300 square feet	\$ 25,200	high
	3. New curb and gutters	675 lineal feet	\$ 4,050	high
	4. Street trees	45	\$ 6,750	high
	5. Street tree grates	39	\$ 4,875	high
	6. Benches	12	\$ 4,500	high
	7. Street lights (historical replicas)	18	<u>\$ 17,550</u>	high
	(Phase 1 Subtotal	—	\$ 71,421)	
<b>2. Nautical Mile Mall Phase 2</b>	1. Concrete paving, scoring and texturing	10,700 square feet	\$ 14,980	low
	2. Brick accent paving	4,300 square feet	\$ 17,200	low
	3. Subsurface drainage and utility access	---	\$ 6,300	low
	4. Street trees	9	\$ 1,350	low
	5. Tree grates	9	\$ 1,125	low
	6. Benches	14	\$ 5,250	low
	7. Fountain	1	\$ 5,500	low
	8. Mall sculpture and street furniture	--	<u>\$ 3,800</u>	low
	(Phase 2 Subtotal	—	\$ 55,505)	

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**COASTAL AREA DEVELOPMENT PLAN  
IMPLEMENTATION PROGRAM (continued)**

Planning Area	Project	Quantity/Dimension	Estimated Cost (1981 prices)	Implementation Priority
3. Ferry Relocation and Park Improvements	1. Access drive and parking area - asphalt paving	800 square yards	\$ 7,200	low
	2. Bulkheading and dock construction for ferry	50 feet bulkhead, piles and misc.	\$ 38,000	low
	3. Visitor's center and custom house	40' x 26' building	\$ 65,000	low
	4. Misc. landscaping and play equipment	---	\$ 5,300	low
	5. Bulkheading and shoreline improvements	120 lineal feet	<u>\$ 60,000</u>	low
	(Subtotal	---	\$175,500)	
4. Nautical Mile Plaza	1. Concrete paving, scoring steps	14,400 square feet	\$ 20,160	medium
	2. Brick accent paving	3,800 square feet	\$ 15,200	medium
	3. Four foot high retaining wall	240 lineal feet	\$ 4,800	medium
	4. Metal capstans and chain for protective railing	180 lineal feet	\$ 4,200	medium
	5. Four flag poles	30 ft height	\$ 3,400	medium
	6. Information kiosk	---	<u>\$ 2,400</u>	medium
	7. Trees and landscaping	40 trees 52 shrubs	\$ 6,000 \$ 2,000	medium medium
	8. River bulkhead repair and replacement	120 lineal feet	<u>\$ 60,000</u>	medium
			\$118,160	

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**COASTAL AREA DEVELOPMENT PLAN  
IMPLEMENTATION PROGRAM (continued)**

Planning Area	Project	Quantity/Dimension	Estimated Cost (1981 prices)	Implementation Priority
5. Nautical Mile Amphitheatre	1. Concrete paving, scoring and steps	7,000 square feet	\$ 9,800	medium
	2. Brick accent paving	2,800 square feet	\$ 11,200	medium
	3. Perimeter retaining walls	90 lineal feet	\$ 2,300	medium
	4. Landscaping	18 trees	\$ 2,700	medium
		38 shrubs	\$ 1,444	medium
	5. Elevated stage (concrete)	---	\$ 4,200	medium
	6. River bulkhead repair	80 lineal feet	\$ 40,000	medium
	(Subtotal)		\$ 71,644	
6. Nautical Mile Riverwalk	1. Concrete paving and scoring	14,800 square feet	\$ 20,720	medium
	2. Brick accent paving	3,225 square feet	\$ 12,900	medium
	3. Nautical capstans and anchor chain for protective railings	880 lineal feet	\$ 20,240	medium
	4. Historical light poles	12	\$ 11,400	medium
	5. Landscaping	14 trees	\$ 2,100	medium
		56 shrubs	\$ 2,128	medium
	6. River bulkhead repair and replacement	130 lineal feet	\$ 65,000	
	(Subtotal)		\$134,488	
7. Nautical Mile Park	1. Concrete riverwalk and pathways	3,360 square feet	\$ 4,872	high
	2. Riverwalk bulkheading	260 lineal feet	\$130,000	medium
	3. Boat well bulkheading and piling	200 lineal feet	\$100,000	low

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**COASTAL AREA DEVELOPMENT PLAN  
IMPLEMENTATION PROGRAM (continued)**

Planning Area	Project	Quantity/Dimension	Estimated Cost (1981 prices)	Implementation Priority
7. Nautical Mile Park (continued)	4. Wood planking for boat well area	4,400 square feet	\$ 8,800	low
	5. Marina Center & restrooms	24' x 24' 576 square feet	\$ 65,000	low
	6. Asphalt parking and curbing	62 cars total - 25 car lot added to existing lot	\$ 8,511	high
	7. Lighting	6	\$ 6,600	high
	8. Landscaping	32 trees	\$ 4,800	high
		1777 sq yd sod	<u>\$ 3,555</u>	high
		(Subtotal	-	\$332,138)

**MARINA DISTRICT**

8. General Improvements	1. Small boat ramp and canoe launch	- asphalt parking	\$ 3,800	high
		- stepped bulkhead	\$ 2,400	high
		- landscaping	\$ 850	high
	2. Belle River Avenue improvements	street plantings between Brown Street and Chartier	\$ 12,300	high
		pedestrian lighting along Belle River Avenue from Water Street to Carroll	\$ 13,500	medium
		paved sidewalk improve- ments from Water St. to Carroll	\$ 18,000	medium
		signage	<u>\$ 850</u>	high
		Subtotal	-	\$ 51,700

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**COASTAL AREA DEVELOPMENT PLAN  
IMPLEMENTATION PROGRAM (continued)**

Planning Area	Project	Quantity/Dimension	Estimated Cost (1981 prices)	Implementation Priority
9. Fisher-Insley Boat Facility Conversion	1. Building conversion for boat storage and repair	north building and south building	\$ 16,000	medium
	2. Demolition of two smaller buildings	---	\$ 48,000	medium
	3. Parking and outdoor storage lots	---	\$ 12,000	medium
	4. Boat wells, tie ups and boat hoist	29 new wells	\$ 32,000	medium
		3 temporary tie ups	\$ 4,000	medium
		1 boat hoist	\$ 8,000	medium
		(Subtotal	— \$120,000)	
<b>INDUSTRIAL DISTRICT</b>				
10. General Improvements	1. Wood laminate entrance sign	---	\$ 3,200	high
	2. Landscaping buffer along south side of M-29 to screen objectionable view	22 trees	\$ 3,300	high
		18 shrubs	\$ 684	high
		(Subtotal	— \$ 7,184)	
11. Entrance Areas	1. Entrance sign on Broadway denoting the Central Business District	---	\$ 450	high
	2. Entrance sign on Chartier denoting the Marina District	---	\$ 450	high
		(Subtotal	— \$ 900)	

\*Note: Approximately 50% of total project cost is projected for low priority bulkheading.

Explanation of Terms:

<u>Priorities</u>		
high	=	implement within 1 to 2 years
medium	=	implement within 2 to 5 years
low	=	implement within 5 to 10 years

<u>Summary of Project Costs</u>			
High Priority Costs	=		\$115,743
Medium Priority Costs	=		\$618,092
Low Priority Costs	=		\$404,805

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### Funding Sources and Mechanisms

Due to the cost of many projects, it is unrealistic to think that the entire Plan can be funded with local governmental funds. It is equally unrealistic to think that some local funds will not have to be raised. The value of the Plan is that it gives the City a tool to approach private local groups and Federal and State agencies to form a partnership for implementation.

While the status of many Federal funding programs is unclear at this time, it is likely that some funding for local recreation, public works, and community development will continue. The City, with the help of its consultants, should monitor the Federal funding situation and be prepared to act when funds become available. The potential availability of grant funds does not eliminate the necessity to finance all or portions of projects with local funds. It is the rule rather than the exception that Federal grants require the local unit of government to fund a portion of the project. Local funding can be raised through the general fund, revenue sharing, general obligation bonds, revenue bonds, special millage, special assessment, and private contributions.

In addition to traditional sources of funding, State legislation allows municipalities to establish a variety of mechanisms to promote economic improvement. The Economic



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Corporation Act permits the City to establish an Economic Development Corporation to promote economic improvement projects. The Commercial Redevelopment Districts Act, permits communities to encourage commercial redevelopment by granting tax benefits to companies which rehabilitate obsolete commercial facilities or build new commercial facilities. Another mechanism for commercial improvement is provided by the Downtown Development Authority Act, which allows the creation of a Downtown Development Authority with revenue raising capabilities.

#### Responsibility

The key to the successful implementation of any community improvement program is leadership. Although the City Council has ultimate responsibility, the full implementation of the Plan will require a cooperative effort between the Council, existing Commissions, and community organizations. The Plan will allow the City to work with such groups as the Chamber of Commerce, Community Pride and Heritage, Women's Civic Club, Lions and other organizations to coordinate improvements within the coastal area.

To ensure that the proper attention can be devoted to the coordination and implementation of the Plan, the Council should designate one group with the responsibility of overseeing the Plan. The Village Council may consider designating responsibility to an existing commission or forming a new "Nautical Mile Commission" with broad representation from government, business, and the community.

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## Conclusions

Although the Coastal Area Development Plan represents long-term solutions to coastal area problems, the implementation of the Plan over the next ten years is a fairly short period. For the most part, the implementation of the Plan will be a step-by-step process. Therefore, it is necessary for the City to mobilize for action --- action intended to implement the Plan.

The Marine City Coastal Area has been an important feature of the community for over one hundred years. It will continue to be a valuable resource for both residents and visitors only if it is maintained and improved. The impetus for such an improvement program must come from within Marine City. The Plan is a blueprint for action --- the building blocks are in the hands of the public officials and private citizens of Marine City.