

# MANISTEE CITY PLANNING COMMISSION

70 Maple Street, Manistee, Michigan 49660

Meeting of Thursday, January 6, 2000  
7:00 p.m. - Council Chambers

## AGENDA

- I Roll Call
  
- II Public Hearing
  - 1. Zoning Amendment - Article 69: Renaissance Zone Lakefront Industrial District & Proposed Map Change
  - 2.
  
- III Citizen Questions, Concerns and Consideration
  
- IV Approval of Minutes from Last Meeting (12/2/99)
  
- V Unfinished Business
  - 1. Lighthouse Landings
  
- VI New Business
  - 1. Zoning Amendment - Article 69: Renaissance Zone Lakefront Industrial District & Proposed Map Change
  - 2. Lot Split & Combination Request; Pelarski & Alfred
  - 3. Lot Split & Combination Request; Paul & Amy Schafley/Riverside Motel
  - 4. Site Plan Review; House of Flavors, 294 River Street - Addition
  - 5. Committee Appointments
  
- VII Other Communications
  
- VIII Work/Study Session
  - 1. Section 3A, 3B, & 3C - Master Plan
  
- IX. Adjournment

cc: Planning Commission Members  
City Council  
R. Ben Bifoss, City Manager  
Jon Rose, Community Development  
County Planning Department  
Jack Dinsen, Manistee Township Zoning Board  
Don Alfred, Filer Charter Township Planning Commission  
Manistee News Advocate  
WMTE Radio  
WXYQ Radio  
Jeff Mikula, Abonmarche  
Julie Beardslee, Assessor  
Mark Niesen, Building Inspector

# MEMORANDUM

---

TO: Planning Commission Members

FROM: Jon R. Rose  
Community Development *JR*

DATE: December 30, 1999

RE: Planning Commission Meeting, January 6, 2000

As we begin the new year our Agenda has taken on a new look. Let us know what you think about it.

Items on the Agenda are:

1. Public Hearing for a Zoning Amendment Article 69: Renaissance Zone Lakefront Industrial District & Proposed Map Change. Please see enclosed memo.
2. Lot Split & Combination request; Pelarski & Alfred. This request is to split the west 3.5 feet from parcel #51-51-572-712-01 (Alfred) and combine it with parcel #51-51-572-712-03 (Pelarski). Don & Sandy Pelarski are in the process of selling their home at 284 Fifth Street. During a survey it was discovered that the Pelarski home encroaches onto the neighboring property owned by Edwin & Helen Alfred. In order to remedy the encroachment Mr. & Mrs. Pelarski are acquiring the west 3.5 feet from Mr. & Mrs. Alfred. Approval will be necessary from the Zoning Board of Appeals since this would not meet the set-back required in the Zoning Ordinance. Enclosed is a copy of the request.
3. Lot Split & Combination request; Paul & Amy Schafley/Riverside Motel. Paul & Amy Schafley are in the process of selling the Riverside Motel (51-51-365-702-01). They own the home located on parcel #51-51-365-702-14. They wish to split the south 66 feet of both Lot 16 and the west ½ of Lot 15 and combine it with parcel 51-51-365-702-14. A copy of the request is enclosed.
4. Site Plan Review request; House of Flavors, 294 River Street. The House of Flavors Restaurant would like to build a 407 sq. ft. addition to their restaurant at 294 River Street. The addition would enclose the existing outside dining area on the north side of the building. A copy of the request is enclosed.
5. Committee Appointments.
6. Section 3A, 3B, & 3C of the Master Plan.

We hope that you all had a wonderful holiday. If you are unable to make the meeting please call Denise at 723-2558. See you there!!

JRR:djm

cc: City Council

## MANISTEE CITY PLANNING COMMISSION

Dear Commissioners:

I would like to review for you the project '*LIGHTHOUSE LANDINGS*' at the corner of First and Cherry Streets.

First of all, I am a resident and a partner in the development.

We started with a parcel of vacant property; quite an eyesore at the time, with a very low tax base and very little taxes paid over many years. When the first 36 units are completed and occupied, the tax base will have increased to a little more than seven million dollars and actual tax revenue of about one hundred seventy five thousand dollars, depending on whether the unit is the owners homestead or not. It is quite apparent that the City of Manistee is among those enjoying the "profits" from this project.

There have been many people employed at the project; from layout & design, engineers, architects, trades people, excavating, all of the infrastructure, furnishings and sales, clearly a very respectable investment in payrolls. With this having been said, most feel that the location and property has been greatly improved.

When we began, we used the same engineering firm that the City has contracted with, namely, Abonmarche. They have had a great amount of input and control over the project from the onset, while representing themselves as the City Engineer and enforcing City policies. There have been, in our opinion, some unnecessary demands and extra items required that we did to comply with the City and City Engineers' requirements. Although some of the things required seemed excessive, they were complied with and completed as required.

Now, through an oversight, the decks on three buildings have been built over the allowed setback of ten feet. These are not on the adjacent (vacant) property, but do encroach on the setback. We have received a letter from the adjacent property owner involved (The Michigan National Guard) and they stated that they had no problem with the encroachment of the decks and sees no damage by their remaining there. Incidentally, the Michigan National Guard is the only party aside from Lighthouse Landings affected by the encroachment.

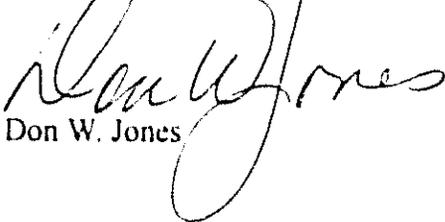
A few meetings ago, you agreed that Duane Jones could try to buy the necessary 10 foot wide strip of property from the National Guard. He had opened negotiations with a Colonel Lanczy, and together, they were working progressively toward the eventual acquisition of the required ten feet of property. With the price of the property being obvious remaining question, Manistee Appraisal Service accomplished an appraisal and valued the property at \$9,000.00 including a 100% premium.

Somehow a City executive spoke with Colonel Lanczy and quoted an outlandish value for the property. Consequently, this created a definite feeling of mistrust from the Military Affairs Board when Duane told them the property appraised at \$9,000.00. They rather scoffed and said that they were told the property was worth over \$52,000.00 according to the Manistee City Assessor. In spite of an after-the-fact recantation letter from Mr. Bifoss, the damage was done and the Military Affairs Board maintains a "what are you trying to pull" attitude.

In as much as the engineering and site planning was done by Abonmarche and they, as much as the developer, should have caught the mistake before building permits were issued by the City's building inspector (who likewise should have or could have discovered the error) and construction was started. It appears that there is more than one party at fault and the burden for remedy should be more of a shared effort than one parties' responsibility.

I therefore respectfully request that you approve an amendment to the current site plan to include a zero foot setback along the property line in question.

Respectfully Submitted/

A handwritten signature in black ink, appearing to read "Don W. Jones", written over the typed name below.

Don W. Jones

Cc: Lt. Col. Lanczy, Department of Military Affairs  
Bruce Gockerman, City Attorney  
Duane Jones, Lighthouse Landings, LLC

MEMORANDUM

TO: Planning Commission Members

FROM: Jon R. Rose   
Community Development

DATE: December 23, 1999

RE: Zoning Amendment - Article 69: Renaissance Zone Lakefront Industrial District

The State recently opened up Renaissance Zone Legislation for Additions. City Council chose to add the Parking Lot of the Ex-Cello property to the Renaissance Zone to clear up a previous miscommunication. This request was granted by the state. Therefore, we need to amend the Zoning Map to reflect this addition.

Section 6903.D provided for Planned Unit Developments under the assumption that this parcel might be developed with part of it within the Renaissance Zone. The County has made a determination that they do not want dwellings within the Renaissance Zones. Therefore since all the parcel is in the Renaissance Zone now, dwellings are not an appropriate use. The recommendation is that 6903.D be changed to Retail with the assumption that this site might be appropriate for a retail operation which created the jobs and investment desirable for a Renaissance Zone business.

Please see attached proposed Zoning Amendment.

JRR:djm

Ordinance 2000 - \_\_\_\_

AN ORDINANCE TO AMEND IN PART  
AN ORDINANCE ENTITLED "MANISTEE CITY ZONING  
ORDINANCE" WHICH WAS ADOPTED MAY 1, 1990, AS AMENDED,  
TO AMEND THE MANISTEE CITY ZONING ORDINANCE  
ARTICLE 69 RENAISSANCE ZONE LAKEFRONT DISTRICT  
SECTION 6903.D SPECIAL USES  
TO AMEND THE MANISTEE CITY ZONING ORDINANCE OFFICIAL MAP

---

THE CITY OF MANISTEE, MANISTEE COUNTY, MICHIGAN, ORDAINS:

1. That Section 6903. Special Uses be amended to read as follows:

Only the following uses shall be permitted, by Special Use Permit, as specified in section 8601 *et. seq.* of this Ordinance. For this zoning district only, section 8607 of this ordinance notwithstanding, the Commission shall act on the Special Use Permit within 30 days of receiving a complete application as determined pursuant to section 8605.:

[Annotation: This section changed by amended, effective May 18, 1998.]

- A. Manufacturing [D: 20-3999]
- B. Transportation and public utilities [E: 40-4971]
- C. Wholesale [F: 50-5199]

provided the above uses involve;

1. An activity outside an enclosed building;
2. an activity not in a work area enclosed by a solid wall;
3. discharge, treated or untreated, sent to Manistee Lake, if the parcel at question is Manistee Lake frontage;
4. alteration to the Manistee Lake shoreline if the parcel at question is Manistee Lake frontage.

- D. ~~Planned Unit Development for commercial, marina, dwelling land uses.~~ Retail Trade [G: 52-5999]

- E. Accessory buildings and uses to the above.

2. That the Manistee City Zoning Ordinance Official Map referenced in Section 1802 is amended to show a change from MUD Multiple Use District (Art. 27) to REN Renaissance Zone District (Art. 79), as shown on the accompanying Zoning Ordinance Amending Map.

3. CONFLICTING ORDINANCES: All other ordinances in parts of ordinances, or amendments hereto, of the Manistee city in conflict with the provision of this ordinance are hereby repealed.
  
4. EFFECTIVE DATE: This Ordinance shall take effect on \_\_\_\_\_ upon publication in the Manistee News Advocate

\_\_\_\_\_  
Lorraine G. Conway, Mayor                      Dated

ATTEST:

\_\_\_\_\_  
Kenneth J. Oleniczak                      Dated  
City Clerk/Treasurer



Manistee Lake

Area of Proposed  
Zoning Change from  
MUD to Renaissance  
Zone District  
Parcel 51-51-448-700-00

Current  
Renaissance  
Zone District  
Art. 79  
Parcel 51-51-448-702-01

MUD District  
Art. 27

US-31 Cypress Street

East Street

Cross Street

Jones Street

River Street

Lake Street

Mason Street

Manistee River

735-01

734-05

60-5B1

704-01

705-01

705-03

705-04

705-05

705-07

705-09

705-10

704-09

704-11

704-12

706-04

706-05

706-07

706-05

706-05

706-05

706-05

706-05

706-05

706-05

706-05

706-05

706-05

706-05

707-01

707-03

707-05

707-07

707-05

707-05

707-05

707-05

707-05

707-05

707-05

707-05

707-05

707-05

707-05

708-05

708-05

708-05

708-05

708-05

708-05

708-05

708-05

708-05

708-05

708-05

708-05

60-8A1

701-01

701-02

701-07

701-09

701-09

701-09

701-09

702-03

702-03

702-03

702-03

702-03

702-03

702-03

703-01

703-01

703-01

703-01

703-01

703-01

703-01

704-01

704-01

704-01

704-01

704-01

704-01

704-01

705-01

705-01

705-01

705-01

705-01

705-01

705-01

706-01

706-01

706-01

706-01

706-01

706-01

706-01

707-01

707-01

707-01

707-01

707-01

707-01

707-01

708-01

708-01

708-01

708-01

708-01

708-01

708-01

709-01

709-01

709-01

709-01

709-01

709-01

709-01

710-01

710-01

710-01

710-01

710-01

710-01

710-01

711-01

711-01

711-01

711-01

711-01

711-01

711-01

712-01

712-01

712-01

712-01

712-01

712-01

712-01

713-01

713-01

713-01

713-01

713-01

713-01

713-01



318 Parkdale Avenue • P.O. Box 212  
Manistee, Michigan 49660  
Phone: (231) 723-6596 • (888) 335-7464 • Fax (231) 723-6235

December 16, 1999

Mr. Jon Rose  
City Hall  
70 Maple Street  
Manistee, MI 49660

Re: Request for Split and Granting of Variance by Zoning Board of Appeals

Dear Mr. Rose:

Pursuant to our conversation, enclosed herewith is an application for a parcel division split that will ultimately allow Mr. and Mrs. Pelarski to sell property located at 284 Fifth Street to Mr. Donald S. Vavra.

In conducting a mortgage survey on the parcel owned by Mr. and Mrs. Pelarski, it was discovered that the improvements encroach upon the adjoining property owned by Mr. and Mrs. Edwin Alfred. We currently have a Quit Claim Deed from Mr. and Mrs. Alfred to Mr. and Mrs. Pelarski conveying the West 3.5 feet of their lot to the Pelarskis in an effort to solve the encroachment problem. Enclosed you will find a copy of that survey.

You informed me that it would be necessary to obtain approval from the Zoning Board of Appeals inasmuch as the improvements on the lot owned by Mr. and Mrs. Alfred do not conform with the current requirements for a 10' set back and that I would have to make application to the Zoning Board of Appeals to allow a variance of this nature to exist. Incidentally Mr. Rose, even if the Alfreds would not convey the 3.5 feet to the Pelarskis, the property would still non-conforming inasmuch there does not exist 10 feet from the current property line to the edge of Alfred's home.

Therefore, enclosed find a check in the amount of \$150 representing the application fee for the variance needed. It is hopeful that both of these matters could be approved and set before the City Council, if necessary, so that we may close at the earliest possible convenience.

Hopefully in the near future the City might consider meeting with some of the local Realtors to discuss how some of these title problems could be solved with greater ease than what we have been experiencing. If you have any thoughts along these lines or the powers that be might want to discuss them, we would be most eager to assist in any way possible.

Sincerely,

Ron Ringel, Broker  
State of Michigan License #6501148861

Don Pelarski

Sandy Pelarski

Edwin Alfred

Helen Alfred

Enclosures  
RR/cw

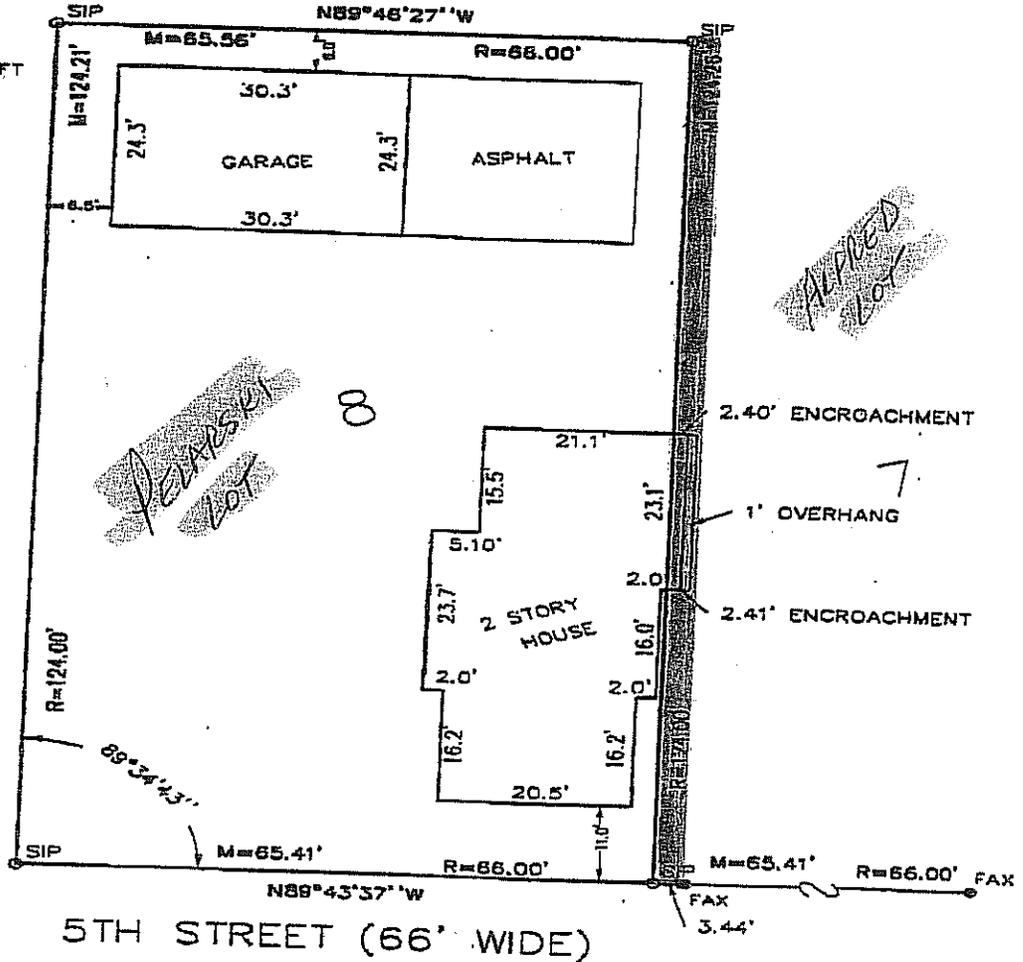
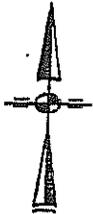
# CERTIFICATE OF SURVEY

I, DANIEL B. ZWAR, LICENSED PROFESSIONAL SURVEYOR NO. 28435 IN MICHIGAN, CERTIFY THAT THIS DRAWING IS AN ACCURATE REPRESENTATION OF A BOUNDARY SURVEY PERFORMED UNDER MY DIRECTION FOR THE FOLLOWING DESCRIBED PARCEL OF LAND  
 LOT 8, BLOCK 6, SOLOMON AND SIBBENS ADDITION TO THE CITY OF MANISTEE, ACCORDING TO THE RECORDED PLAT THEREOF.

16' ALLEY

**LEGEND**

- ⊙ FAX FOUND AXLE SHAFT
- ⊙ FIP FOUND IRON PIPE
- SIP SET IRON PIPE



*Daniel B. Zwar*  
 DANIEL B. ZWAR  
 LICENSED PROFESSIONAL SURVEYOR No. 28435  
 ABONMARCHÉ CONSULTANTS, INC.

*Dec 7, 1999*  
 DATE OF CERTIFICATE

PLAT OF SURVEY FOR:  RINGEL REAL ESTATE	<b>ABONMARCHÉ CONSULTANTS, INC.</b> 361 First Street Manistee, Michigan 49660 231-723-1198 FAX: 231-723-1194		95 West Main Street Benton Harbor, Michigan 49022 616-927-2295 FAX: 616-927-4639	
	ARCHITECTS ENVIRONMENTAL	ENGINEERS	LAND SURVEYORS CONSTRUCTION MANAGEMENT	
	DATE: DEC. 6, 1999	DRAWN BY: CRS		
	SCALE: 1" = 20'	SEC. 12 T. 21N R. 17W		



# Manistee County Parcel Division Application

You **MUST** answer all questions and include all attachments, or this will be returned to you. Bring or mail to: the township, village or city zoning administrator where the proposed division is located.

Approval of a division of land is required before it is sold, when the new parcel is less than 40 acres and not just a property line adjustment (§102(e&f)).

In the box, below, fill in where you want this form sent, when the review is completed.

This form is designed to comply with §901. and §902. of the Manistee County Subdivision and Condominium Control Ordinance of March 1987, as amended and §109 of the Michigan Land Division Act (formerly the subdivision control act, P.A.288 of 1967, as amended (particularly by P.A. 591 of 1996), MCL 560.101 et. seq.)

Ron Ringel	name
318 Parkdale Avenue P.O. Box 212	address
Manistee, Mi 49660	city, state, zip

### 1. LOCATION of parent parcel to be split:

Address: 280 Road Name: Fifth Street, Manistee, MI 49660

Parent parcel number: 51 - 51 - 572 - 712 - 01

Legal description of Parent Parcel (attach extra sheets if needed): Lot 7 Block 6 of Solomon Sibben's Addition to the City of Manistee

Township or Village Name: City of Manistee

### 2. PROPERTY OWNER information:

Name: Edwin & Helen Alfred Phone: ( 231 ) 723 - 4979

Address: 280 Road Name: Fifth Street,

City: Manistee State: MI Zip Code 49660

### 3. APPLICANT information (if not the property owner):

Contact Person's Name: Ron Ringel

Business Name: Ringel Real Estate & Auctions Phone: ( 231 ) 223 - 6595

Address: 318 Road Name: Parkdale Avenue

City: Manistee State: MI Zip Code 49660

### 4. PROPOSAL: Describe the division(s) being proposed:

A. Number of new Parcels Two (with one being portion being added to adjoining Property)

B. Intended use (residential, commercial, etc.) residential

C. The division of the parcel provides access to an existing public road by: (check one)

Each new division has frontage on an existing public road.

A new public road, proposed road name: \_\_\_\_\_  
(Road name can not duplicate an existing road name.)

Attach a copy of County Planning Commission approval.

A new private road, proposed road name: \_\_\_\_\_  
(Road name can not duplicate an existing road name.)

Attach a copy of County Planning Commission approval.

A recorded easement (driveway). (Can not service more than two potential site.)

4A. Write here, or attach, a legal description of the proposed new road, easement or shared driveway (attach extra sheets if needed): \_\_\_\_\_

4B. Write here, or attach, a legal description for each proposed new parcel (attach extra sheets if needed): Lot 7 Block 6 of Solomon Sibben's Add. to City of Manistee except the W 3.5 feet thereof\*See below

5A. FUTURE DIVISIONS that might be allowed but not included in this application? none second legal

5B. The number of future divisions being transferred from the parent parcel to another parcel? none  
Identify the other parcel: \_\_\_\_\_

(See section 109(2) of the Statute. Make sure your deed includes both statements as required in section 109(3) and 109(4) of the Statute.)

\*Lot 8 Block 6 and the West 3.5 feet of Lot 7 Block 6 of Solomon Sibben's Add. to City of Manistee.

Parcel Number \_\_\_\_\_  
Name: \_\_\_\_\_  
Date: \_\_\_\_\_  
Number of splits allowed by Statute: \_\_\_\_\_  
Number of splits requested: \_\_\_\_\_  
Control Number \_\_\_\_\_

6. DEVELOPMENT SITE LIMITS Check each that represents a condition which exists on the parent parcel. Any part of the parcel:

- is in a DNR-designated critical sand dune area.
- is riparian or littoral (it is a river or lake front parcel).
- is affected by a Great Lake High Risk Erosion setback.
- includes a wetland.
- includes a beach.
- is within a flood plain.
- includes slopes more than twenty five percent (a 1:4 pitch or 14° angle) or steeper.
- is on muck soils or soils known to have severe limitations for on site sewage systems.
- is known or suspected to have an abandoned well, underground storage tank or contaminated soils.

7. ATTACHMENTS (all attachments must be included). Letter each attachment as shown here.

- A. A map/drawing drawn to scale of \_\_\_\_\_ (insert scale), of proposed division(s) of parent parcel.
  - (1) current boundaries (as of March 31, 1997), and
  - (2) all previous divisions made after March 31, 1997 (indicate when made or none), and
  - (3) the proposed division(s), and
  - (4) dimensions of the proposed divisions, and
  - (5) existing and proposed road/easement rights-of-way, and
  - (6) easements for public utilities from each parcel to existing public utility facilities, and
  - (7) any existing improvements (buildings, wells, septic system, driveways, etc.)
  - (8) any of the features checked in question number 6.
- B. A soil evaluation or septic system permit for each proposed parcel prepared by the Manistee-Mason District Health Department, or each proposed parcel is serviced by a public sewer system.
- C. An evaluation/indication of approval will occur, or a well permit for potable water for each proposed parcel prepared by the Manistee-Mason District Health Department, or each proposed parcel is serviced by a public water system.
- D. Indication of approval, or permit from Manistee County Road Commission, MDOT, or respective city/village street administrator, for each proposed new road, easement or shared driveway.
- E. A copy of any transferred division rights (§109(4) of the Act) in the parent parcel.
- F. A fee of \$ \_\_\_\_\_.
- G. Other (please list) \_\_\_\_\_.

see attached survey.

8. IMPROVEMENTS Describe any existing improvements (buildings, well, septic, etc.) which are on the parent parcel, or indicate none (attach extra sheets if needed): As to Lot 7 Block 6, 2 story existing home. As to Lot 8 Block 6 a 2 story existing home that is currently encroaching upon Lot 7.

9. AFFIDAVIT and permission for municipal, county and state officials to enter the property for inspections:

I agree the statements made above are true, and if found not to be true this application and any approval will be void. Further, I agree to comply with the conditions and regulations provided with this parent parcel division. Further, I agree to give permission for officials of the municipality, county and the State of Michigan to enter the property where this parcel division is proposed for purposes of inspection to verify the information on the application is correct. Finally, I understand this is only a parcel division which conveys only certain rights under §902 and §901 of the Manistee County Subdivision and Condominium Control Ordinance of March 1987, as amended, the local zoning ordinance and the State Land Division Act (formerly the Subdivision Control Act, P.A.288 of 1967, as amended (particularly by P.A. 591 of 1996), MCL 560.101 et. seq.), and does not include any representation or conveyance of rights in any other statute, building code, zoning ordinance, deed restriction or other property rights.

Finally even if this division is approved, I understand zoning, local ordinances and State Acts change from time to time, and if changed the divisions made here must comply with the new requirements (apply for division approval again) unless deeds, land contracts, leases or surveys representing the approved divisions are recorded with the Manistee County Register of Deeds or the division is built upon before the changes to laws are made.

Property Owner's Signature: *Meredith Polanski* Date: 12-20-99

DO NOT WRITE BELOW THIS LINE: *Meredith Polanski* *Meredith Polanski*

Reviewer's Action: \_\_\_\_\_ TOTAL \$ \_\_\_\_\_ Receipt # \_\_\_\_\_

Approved: Conditions, if any: \_\_\_\_\_

Denied: Reasons (cite §): \_\_\_\_\_

Signature and date: \_\_\_\_\_ [county form March 24, 1997: FORMLTR/PARCTWP.APP]

**Leslie E. Van Alstine II**

Attorney at Law  
427 Water Street  
P.O. Box 394  
Manistee, Michigan 49660

(231) 723-3250

Fax (231) 723-4811

**Jon R. Rose, Community Development Officer**  
City of Manistee  
P.O. Box 358  
70 Maple Street  
Manistee, MI 49660

*RE: Lot split for Riverside Motel*

Dear Mr. Rose,

Please schedule the following proposed split for a hearing before the Planning Commission at the earliest possible date. The proposed split is to correct a discrepancy between the legal description in a purchase agreement and the tax roll description.

The subject property is located in the City of Manistee, County of Manistee, State of Michigan. The Property description should be described as;

LOTS 9-14, E ½ 15, SUBD OF BLK 1, MRS. C.E. MARSH'S ADDITION TO CITY,  
ALSO EASMENT OVER LOT 16 & W ½ LOT 15.

The current description on the tax rolls is;

SUB OF BLK 1 C. E. MARSHS ADD LOTS 9 THRU 14 E ½ LOT 15, S ½ OF W ½ OF  
LOT 15 + S ½ OF LOT 16 + PT OF ELM ST N OF N LI OF WATER ST + N TO  
WITH IN 15 FT OF MEANDER LI OF MANISTEE RIVER BEING 23 FT ADJ  
ABOVE LOTS., EXC N'LY 15 FT OF SD LOTS: \_\_\_\_\_ P. ADD 520 WATER.

As you can see from these descriptions, the tax roll description provides for a very jagged line and destroys any frontage which lots 16 and the W ½ of lot 15 should enjoy.

Sincerely,



Leslie E. Van Alstine II  
Attorney at Law

Tuesday, December 21, 1999

LEV

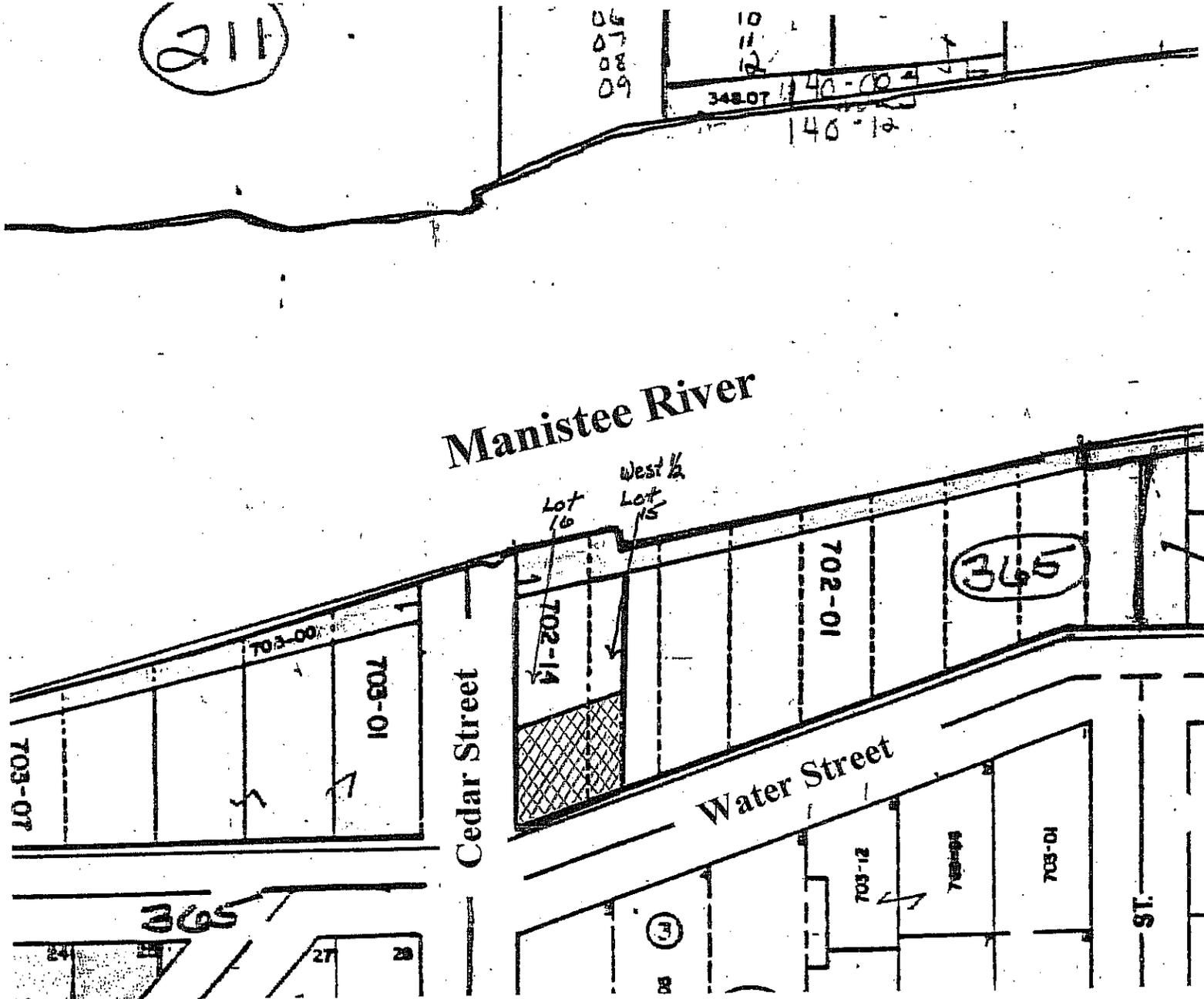


Lot Split & Combination Request:

Paul & Amy Schafley

Request to split the South 66 feet of Lot 16 and the West 1/2 of Lot 15 (parcel #51-51-365-702-01) and add it to parcel #51-51-365-702-14.

(211)



**SITE PLAN REVIEW**

NAME: House of Flavors  
 294 River Street  
 Manistee, MI 49660

PROPOSED USE: Restaurant  
 ZONING DISTRICT: C-4

PARCEL CODE: 51-51-448-731-01

USE IS:  Permitted  
 Special  
 Not Permitted

**BULK REGULATIONS**

	REQUIRED BY ZONING	PROPOSED IN PLAN	COMPLIANCE	
			YES	NO
PARCEL SIZE:	2,500 sq. ft.	>2,500 sq. ft.	X	<input type="checkbox"/>
STREET WIDTH:	25 ft.	>25 ft.	X	<input type="checkbox"/>
SETBACKS				
FRONT YARD	0	>0	X	<input type="checkbox"/>
SIDE YARD	0	>0	X	<input type="checkbox"/>
REAR YARD	6 ft.	>6 ft.	X	<input type="checkbox"/>
WATERFRONT	50 ft.	>50 ft.	X	<input type="checkbox"/>
HEIGHT:	30 ft.	24' 4"	X	<input type="checkbox"/>
PARKING:	2 handicap	2 handicap	X	<input type="checkbox"/>
BUILDING AREA:	2,500 sq. ft.	2,871 sq. ft.	X	<input type="checkbox"/>

**SPECIAL DISTRICTS**

	APPLIES?		APPROVED?	
	YES	NO	YES	NO
HISTORIC OVERLAY:	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
HIGH RISK EROSION:	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
FLOOD PLAIN:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SOIL EROSION:	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OTHER:

REVIEWED BY: Mark W. Niesen DATE: December 23, 1999  
 Jon R. Rose/Community Development

3619

# Application for Site Plan Review & Land Use Permit

Location of Project: 294 West River Street, Manistee Mich.

Parcel Code #: parcel # 1, 2 & 3 (51-51-448-731-05)

Name & Address of Applicant: Westend Development LLC  
294 W. River St. (Robert Neal)

Phone Numbers: Work (231) 845-7369 Home (231) 845-5339

Name & Address of Owner if different: \_\_\_\_\_

Phone Numbers: Work \_\_\_\_\_ Home \_\_\_\_\_

Brief description of work to be done: Small Dining Addition on North side of building - Enclosing exist. outside dining for year around use. (407 sq. ft addition)

Site Plan Reviews need to go before the City of Manistee Planning Commission. They must be received 10 days prior to the meeting. Regularly scheduled meetings are the first Thursday of the Month at 7:00 p.m. in the Council Chambers, City Hall.

A Site Plan, as spelled out in Section 9404, 9405 or 9406 of this ordinance, is needed with the application. Specifications on the back of this sheet.

Once completed the form should be returned to: **Jon Rose**  
Community Development Officer  
City of Manistee  
P.O. Box 358, 70 Maple Street  
Manistee, MI 49660

For Questions call Jon Rose, (231) 723-2558.

Fee: Land Use Permit/Site Plan Review \$ 20.00 (PUD \$150.00)

Camp... Oil Co.

To

People of State of Michigan

Parcel No. 1

MICHIGAN STATE HIGHWAY DEPARTMENT

RELEASE OF RIGHT OF WAY

For and in consideration of the sum of Eight Hundred Fifty and no/100 Dollars, to us in hand paid by the State Highway Commissioner of the State of Michigan, the receipt whereof is hereby confessed and acknowledged (We) Campeco Oil Co. 333 N. Mich., Chicago, Ill. By Ted Hill President and Treas. do hereby release and convey to the people of the State of Michigan, an easement for highway purposes in, over, and upon, the following described parcels of land, to wit:

A parcel of land in the City of Manistee, Manistee Co., Mich., being part of lot 9 of M. S. Tyson & Co. New Addition to the Village of Manistee also part of the Reservation in Filer and Smith's Addition to the Village of Manistee. Said parcel of land being further described as follows: Commencing at a point in the center line of Smith St. in the City of Manistee 123 ft. northwardly from the intersection of the center lines of River Street and Smith St. measured along the center line of Smith St. thence southwestwardly at right angles to the center line of Smith St. 41 ft. to a point thence N 53° W 192 ft. more or less, to the southerly line of the Manistee River, thence northeastwardly along the River 125 ft. more or less, to the center line of the present location of Smith St. thence S 53° E along the center line of Smith St. 30 ft. thence continuing along the center line of Smith St. running S 28° 6' E 210 ft. more or less, to the point of beg. excepting lands now being used as streets or dedicated as such.

SPECIAL AGREEMENT

Driveway to be constructed to the Campeco property beginning opposite Sta. 13450 and inter-

Campeco's property opposite Sta.

EXHIBIT "A"

Parcel #1:

(51-51-448-731-05)

FILER + SMITHS ADD PT OF RESERVATION, COM AT NE COR OF RIVER & DIVISION ST, TH ALG N'LY LINE OF RIVER ST N 61 DEG 47 MIN E 159 FT TO POB, TH N 27 DEG 37 MIN W 192.28 FT TO AN INTERMEDIATE TRAVERSE LINE, TH ALG SD TRAVERSE LINE N 37 DEG E 89.94 FT, TH S 27 DEG 37 MIN E 137.03 FT, TH S 28 DEG 22 MIN E 24.74 FT, TH S 27 DEG 53 MIN 52 SEC E 68.04 FT, TH S 61 DEG 47 MIN W 81.55 FT TO POB.

Parcel #2:

(51-51-448-731-03)

FILER & SMITHS ADD, PT OF RESERVATION DESC AS COM AT NE COR OF RIVER ST & DIVISION ST, TH ALG N'LY LINE OF RIVER STREET N 61 DEG 47 MIN E 240.96 FT TO POB, TH N 27 DEG 53 MIN 52 SEC W 68.04 FT, TH N 28 DEG 22 MIN W 24.74 FT, TH N 27 DEG 37 MIN W 137.03 FT TO AN INTERMEDIATE TRAVERSE LINE ALG MANISTEE RIVER, TH ALG SD TRAVERSE LINE, N 37 DEG E 27.67 FT, TH S 27 DEG 37 MIN E 148.73 FT, TH S 28 DEG 22 MIN E 24.33 FT, TH S 27 DEG 53 MIN 52 SEC E 68.35 FT, TH S 61 DEG 47 MIN W 25 FT TO POB. TOGETHER WITH BANK ADJACENT TO AND RIPARIAN RIGHTS TO THE THREAD OF MANISTEE RIVER.

Parcel #3:

51-51-448-731-01

FILER + SMITHS ADD T OF RESERVATION + LOT 9 OF MARK S. TYSON'S NEW ADDITION TO CITY OF MANISTEE DESC AS, COM AT NE COR OF RIVER STREET, TH N 61 DEG 47 MIN E 269.96 FT TO POB TH N 27 DEG 53 MIN 52 SEC W 68.35 FT, TH N 28 DEG 22 MIN W 24.33 FT, TH N 27 DEG 37 MIN W 148.73 FT TO INTERMEDIATE TRAVERSE LINE, TH ALG TRAVERSE LINE THE FOLL TWO COURSES, N 37 DEG E 55.47 FT TO NE COR OF LOT 9, TH ALG N LINE OF LOT 9 N 32 DEG 24 MIN 08 SEC E 57.74 FT (ALSO RECORDED AS 55.4 FT), TO NE COR LOT 9, TH S 27 DEG 37 MIN E 107 FT, TH S 61 DEG 47 MIN W 3.63 FT (ALSO RECORDED AS S 61 DEG W), TH S 27 DEG 37 MIN E 186 FT, TH ALG SD N'LY LINE OF RIVER ST S 61 DEG 47 MIN W 95.65 FT TO POB.



## LAND USE PLAN

### The Plan in General:

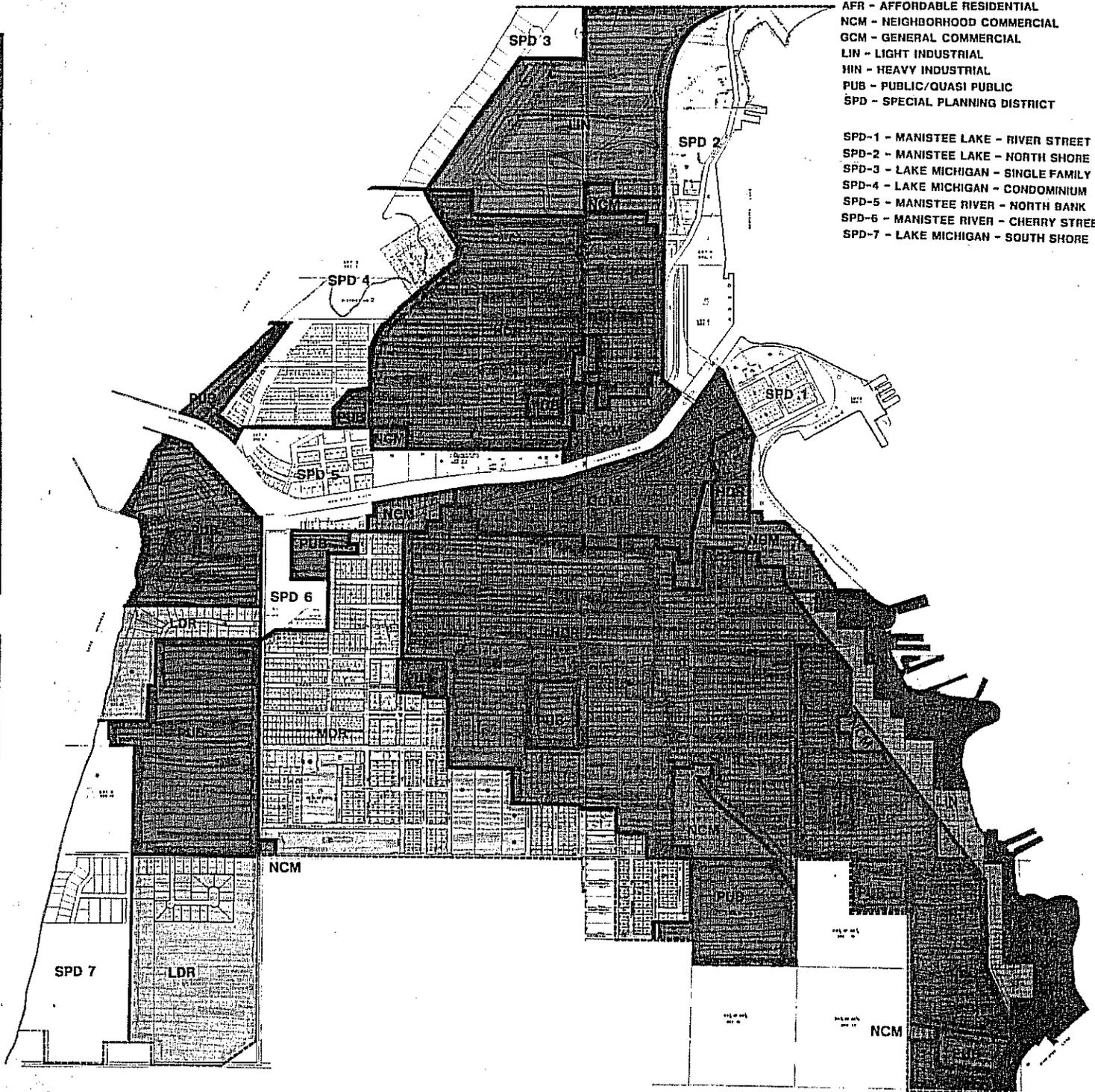
The Land Use Plan is one of the most important parts of the Manistee Development Plan because it advances recommendations for the use of land throughout large geographic sections of the city. One reason for it's importance is that the Land Use Plan is typically the first document consulted to see if proposed land use changes are within it's guidelines. The Land Use Plan also provides the most fundamental resource for developing the City's zoning regulations. This section has been designed to facilitate such use by making regulatory recommendations for each of the various land uses it proposes.

The overall design of the Land Use Plan was guided by a land use suitability analysis (described in previous sections of this document). This resulted in a pattern which takes best advantage of most land use locational criteria including existing land use, major thoroughfares, community facilities, water access and many more. Map 3A.1 shows that the central business district (downtown GCM area in red) is the focal point of residential activities in the community. The addition of a linear park walk-way along the Manistee River and the development of two "special planning districts" on both sides of the mouth of the Manistee River channel, will open up the downtown area and make it part of the Manistee Lake shoreline area, especially to the north. If the Land Use Plan is followed, water-related recreation and downtown commercial facilities will merge to function as single major activity center for the area taking full advantage of the offerings both river and lake.

**Concentric Rings.** For residential uses, the Land Use Plan (see Map 3A.1) uses a traditional design based upon nearly concentric rings of decreasing density surrounding a central business area. A general arrangement which places fewer people needing fewer services in the most distant locations relative to the source of services, is ultimately more efficient. This kind of arrangement should help maintain the effectiveness of existing urban services and utilities. As indicated in the land use discussion in previous sections of this report, older parts of the city have already developed with some concentricity.

**Transitional Use.** The Plan also offers broad transitional use groupings to help minimize the direct effect of more intense development on adjacent uses of less intensity. A good example of this type of transitional planning is seen in the long light industrial area (LIN) proposed between the lake shore heavy industrial area (HIN) and the affordable residential area (AFR) to the west. The concentric rings of residential density described above is also a form of transitional land use planning.

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT
- 
- SPD-1 - MANISTEE LAKE - RIVER STREET
  - SPD-2 - MANISTEE LAKE - NORTH SHORE
  - SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
  - SPD-4 - LAKE MICHIGAN - CONDOMINIUM
  - SPD-5 - MANISTEE RIVER - NORTH BANK
  - SPD-6 - MANISTEE RIVER - CHERRY STREET
  - SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**MAP 3A.1**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

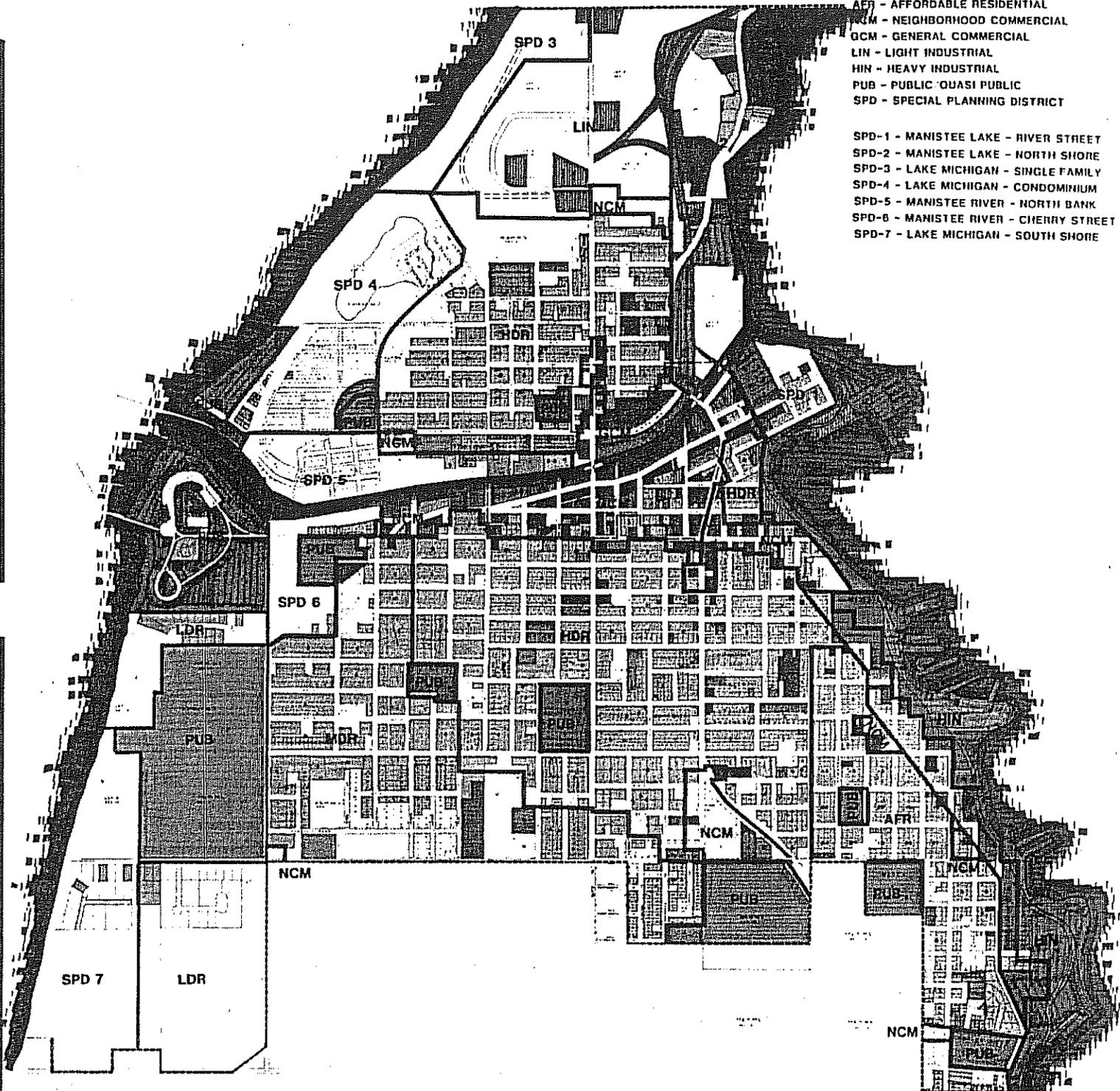
LAND USE PLAN MAP  
"NEW LAND USE OVERLAY"



PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
2823 HERRIAN AVE. MUSKOGEE HEIGHTS, MI 49644

- KEY:**  
 LDR - LOW DENSITY RESIDENTIAL  
 MDR - MEDIUM DENSITY RESIDENTIAL  
 HDR - HIGH DENSITY RESIDENTIAL  
 AFR - AFFORDABLE RESIDENTIAL  
 NCM - NEIGHBORHOOD COMMERCIAL  
 GCM - GENERAL COMMERCIAL  
 LIN - LIGHT INDUSTRIAL  
 HIN - HEAVY INDUSTRIAL  
 PUB - PUBLIC QUASI PUBLIC  
 SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET  
 SPD-2 - MANISTEE LAKE - NORTH SHORE  
 SPD-3 - LAKE MICHIGAN - SINGLE FAMILY  
 SPD-4 - LAKE MICHIGAN - CONDOMINIUM  
 SPD-5 - MANISTEE RIVER - NORTH BANK  
 SPD-6 - MANISTEE RIVER - CHERRY STREET  
 SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**MAP 3A.2**

1986 DEVELOPMENT PLAN  
 CITY OF MANISTEE, MICHIGAN  
 MANISTEE PLANNING COMMISSION

EXISTING LAND USE  
 "NEW LAND USE OVERLAY"

  
 NORTH SCALE 1:400

PLANNING TEAM:  
 J.P. GRAY & ASSOCIATES  
 ANDREW ROWMAN - COMMUNITY PLANNER  
 RANDERS ARCHITECTS & ENGINEERS  
 1115 BERKMAN AVE. BUREAU PARK RD. #11, MANISTEE MI 49757

## The Land Use Plan:

The Manistee Development Plan proposes nine general land use types and seven "special planning districts". The special planning districts are unique areas of the city which require special regulatory treatment and specific plans for their development. They are discussed in more detail in other sections of this document.

This section is primarily concerned with the following land uses and explains each as they appear on Map 3A.1:

- LDR - Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- AFR - Affordable Residential
- NCM - Neighborhood Commercial
- GCM - General Commercial
- LIN - Light Industrial
- HIN - Heavy Industrial
- PUB - Public/Quasi-Public

### Low Density Residential (LDR):

**LDR Description.** In keeping with the concept of concentric densities, the LDR area has been placed in the outermost parts of the southwest section of the city. It consists of two relatively small areas which total just over 120 acres. The LDR comprises only 7.5% of the city area, which is not surprising considering the urbanized nature of the city.

As suggested in the land use suitability section of this document, (see Map 3A.5a), the locational criteria for low density residential land use were: (1) diminished access to services and facilities and (2) existing uses and zoning which do not conflict with the lower density residential environment. The proposed Land Use Plan (Map 3A.1) shows that these criteria have been met.

The two LDR areas are largely vacant, though currently developing with larger lot single-family use. Map 3A.2 and Table 3A.1 indicate that there is about 18 acres of single family use and just over 100 acres vacant. Of the remaining area, less than a half acre is used for local business and only an acre is a park. None of these uses would be seriously impacted by an LDR designation on the Manistee Land Use Plan.

**LDR Recommendations.** The LDR area is intended for low density residential uses (up to four units per gross acre). Since this area has been located in the sparsely developed fringes of the city, there is plenty of room for larger lots. Larger lots will

TABLE 3A.1 CURRENT LAND USE ACRESAGES BY LAND USE TYPE AND PLANNING AREA  
 HANISTEE DEVELOPMENT PLAN - 1986

LAND USE TYPE:	Low Density		Medium Density		High Density		Afford. Res.	Neigh. Comm.	General Comm.	Light Indust.	Heavy Indust.	Public-Quasi	SPECIAL PLANNING DISTRICTS:				
	Res.	Density	Res.	Density	Res.	Density							1	2	3	4	5
Single Family	17.8	94.3	242.6	47.2	9.5	7.8	7.5	0	1.7	4.7	5.2	0	1.7	3.4	3.6	1.9	
Two-Family	0	0	1.2	1.1	.2	0	0	0	0	0	0	0	0	0	0	0	
Total Low Den.	17.8	94.3	243.8	48.3	9.7	7.8	7.5	0	1.7	4.7	5.2	0	1.7	3.4	3.6	1.9	
3 & 4 Family	0	0	0	.3	.3	0	0	0	0	0	0	0	0	0	0	0	
Multiple Fam.	0	2.3	3.1	0	.3	.5	0	0	0	0	0	0	0	0	3.1	0	
Trailers	0	0	0	3.9	0	0	0	0	2	0	5	0	0	0	0	0	
Total High Den.	0	2.3	3.1	4.2	.6	.5	0	0	2	0	5	0	0	0	3.1	0	
Boarding	0	0	.8	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hotels	0	0	0	0	1.2	.8	0	0	0	0	0	0	0	0	0	0	
Total Comm/Res	0	0	.8	0	1.2	.8	0	0	0	0	0	0	0	0	0	0	
Loc. Business	.3	0	.8	.6	1.1	0	.9	0	0	0	0	0	0	0	0	0	
Office/Banks	0	0	1.6	0	.5	3.4	.6	0	0	0	.6	0	0	0	0	0	
Gen. Business	0	1.1	5.2	2.2	.7	21.6	.3	0	0	2	10.6	0	0	0	0	0	
Intense Bus.	0	4.7	0	0	.6	1.1	.6	0	0	0	6.6	0	0	0	.2	0	
Total Comm.	.3	6.1	7.6	2.8	9.2	26.1	2.4	0	0	.2	17.8	0	0	0	.2	0	
Lt. Industrial	0	0	2.2	.2	.3	3.9	13.1	0	0	5.6	2	0	0	.5	0	0	
Hvy. Industrial	0	0	0	0	.5	0	20.8	44	0	16.2	0	0	0	0	0	0	
Total Indust.	0	0	2.2	.2	.8	3.9	33.9	44	0	21.8	2	0	0	.5	0	0	
Parks	.8	0	1.6	0	0	6.4	0	0	81.8	0	.8	0	2.3	.2	0	0	
Public Schools	0	.5	.2	0	0	.2	0	0	19.8	0	0	0	0	0	0	0	
Public Bldgs.	0	0	2.2	0	1.1	2.8	0	0	2.2	0	.5	0	0	0	0	0	
Quasi-Pub. Uses	0	0	0	0	0	.2	0	0	84.3	0	0	0	0	0	0	0	
Churches	0	0	7.3	0	0	0	.9	0	0	0	0	0	0	0	0	0	
Quasi-Pub Bldgs	0	3.3	8.6	.3	1.4	2	.3	0	38	7.2	0	0	0	0	0	0	
Total Public	.8	3.8	19.9	.3	2.5	11.6	1.2	0	226.1	7.2	1.3	0	2.3	.2	1.1	0	
Vacant Land	96.8	41.9	59.5	4.2	15.8	2.7	85.8	0	12.3	4.5	27.6	35.6	31.7	25.3	19.2	78.7	
Undev. R.O.H.	4.4	20.5	4.1	2	4.4	0	0	0	.8	0	.2	0	10.6	9.8	.5	1.9	
Total Vacant	101.2	62.4	63.6	6.2	20.2	2.7	85.8	0	13.1	4.5	27.8	35.6	42.3	35.1	19.7	80.6	
Total Acreage *	120.6	168.9	341	65.4	45.6	58.2	143.1	69.6	242.9	49.2	77.8	36.5	46.3	42.3	24.6	82.5	

\* Some columns do not add up to total acreage because some land use types were excluded.

Sources: 1984 Land Use Survey Conducted by Hanistee Development Planning Team  
 1986 Hanistee Development Plan as Proposed by Planning Team

also tend to attract larger homes and larger families (more children) and the plan recognizes the desirability of locating such districts away from the dangers and nuisances often caused by active commercial and industrial areas. Also, these areas are not restricted by the boundaries of typical "city block" development, thus allowing for modern platting practices such as curvilinear streets, cul-de-sacs and collective open spaces.

Development proposed in this area should be single-family detached housing and subject to subdivision and utility extension regulations. The city should give consideration to developing "precise platting" plans to layout the street network in advance of further development. Zoning regulations should be traditional for such an area, specifying typical lot dimensions and allowable building types. PUD and other more creative forms of housing should only be considered if plans are extremely sensitive to prevailing single-family detached structures.

#### Medium Density Residential (MDR):

MDR Description. As expected with increasing densities toward the center of the city, the Medium Density Residential area is located between the LDR Low Density Residential and the HDR High Density Residential areas. The land area classified as MDR is somewhat larger than the LDR, about 170 acres, and comprises just over 10% of the land area of the city. As with LDR, a smaller percentage of land devoted to a medium density residential area is not uncommon in urban areas, particularly when there is low density residential properties surrounding the city.

Locational criteria for MDR were based on a similar analysis to that of LDR, (see land use suitability section and Map 3A.5b). One obvious difference, however, is that the existing uses and zoning were different for each. Another important distinction was that the medium density residential environment fits better when it is closer to urban services and acts in a transitional capacity as discussed in the introduction to this section.

The MDR area is a large crescent shaped land area, mixed with residential, commercial and vacant uses. It surrounds the HDR High Density Residential area to the southwest. As seen in Map 3A.2 and Table 3A.1, the MDR area is predominately single family use (94 acres) and vacant land (62 acres). A small part of the vacant land is located north next to Special Planning District #6. The rest of the vacant land is located south along the Twelfth Street right-of-way.

The remainder of the MDR area is made up of 2.3 acres multi-family use, 6.1 acres of general and intensive business use, and 3.8 acres of public school and other public buildings. Of these non-residential uses, only the intensive business use could be cause for concern when zoning districts are applied to this area. Because of the type, size and location, this particular commercial activity cannot be viewed as transitional and caution

should be exercised to avoid conflict with the medium density development likely to occur around it.

MDR Recommendations. The MDR area is intended for residential uses at slightly higher densities than the LDR area, (four to six units per gross acre). This is because the area is one step closer to centralized urban services and utilities and higher densities are more efficient here. Also, as mentioned previously, much of the area is currently developed with medium density residential uses. Single-family and duplex dwellings should be the predominate housing type, though other housing types such as three or four family structures, low-rise condominiums and zero-lot line, should be considered in special locations and only as special or conditionally authorized uses.

Since the network of streets and public utilities are already fully developed, precise platting and detailed subdivision specifications would be of little use in this area. However, since the plan recommends a mix of residential uses types, zoning regulations should be devised to allow discretionary consideration of the higher density and more unusual structures. Standards should be devised which:

1. Allow higher densities in relation to busier streets and existing commercial areas.
2. Require architectural devices and landscaping which will ensure maximum compatibility with surrounding single-family uses.

#### High Density Residential (HDR):

HDR Description. The last of the density-designated residential land use types is High Density (HDR). Accordingly, it is located in the first concentric ring surrounding the central business district on both sides of the Manistee River. The land area is by far the largest of the residential uses, covering 341 acres (about 21% of the Manistee land area).

The HDR suitability analysis was aimed primarily at causing the best locations for higher densities to occur where the greatest service levels exist, (see suitability explanation in Section 2 and Map 3A.5c). High density residential use also follows the transitional pattern by surrounding more intense commercial activity thus creating a buffer to other residential use areas.

This planning area poses the greatest chance for land use conflict, especially south of the River where it is almost entirely developed with single family residential uses. Table 3A.1 shows that of the entire 341 acres, just over 243 acres (about 71%) is currently used for single-family purposes. Only four acres are currently being used for duplexes and multi-family dwellings, both of which are considered high density residential. One positive note, however, is that 64 acres (about 18%) of the

area is currently vacant and could be available for establishing new high density residential uses.

The HDR area is also "sprinkled" with about 30 acres of non-residential uses including public uses, local business, general business, and light industrial, (however, only two acres are industrial and nearly 20 acres are less offensive public uses). Zoning for this area must be designed to accommodate this use variety.

HDR Recommendations. Despite the current prevalence of single-family uses, the HDR area is recommended for high density residential uses (seven to 16 units per gross acre). Except for 64 acres of undeveloped land area, high density development of this area will largely consist of redevelopment or the refurbishing of older, more spacious single-family dwellings. Quasi-commercial uses should also be encouraged, especially those considered as lower traffic generators such as professional services. Residentially oriented commercial/institutional uses such as "Bed and Breakfast" establishments and foster care or similar residential extended care facilities should be considered for some zones in this area. Also, transitional uses such as off-street parking should be allowed on HDR properties which are adjacent to commercial uses and/or districts.

To best handle the great variety of neighborhoods and uses in the proposed HDR area, several zoning districts should be considered. Each such district should be tailored to the distinct area it is intended to regulate. The following types of high density residential districts are presented for consideration:

1. Multiple Family (Apartment). Permitted uses include all types of apartment structures and professional offices. Such districts should be located in areas with easy access to the central business district (DDA district) since it is these zones which would include the highest densities. Development standards should guide site layout, off-street parking, lot area per unit, setbacks and landscaping (particularly landscaping which acts as a buffer to adjacent non-apartment or commercial uses).
2. Historic District. Refurbished historic homes with multiple dwelling units and "Bed and Breakfast" or similar boarding type establishments should be encouraged in locations defined by an historic district committee, (see recommended policies in Policy Plan section of this document). Site development standards should include off-street parking, landscaping, signage and any aesthetic considerations deemed appropriate by the historic district committee to preserve the

historic quality of structures being refurbished.

3. Condominiums. Special single-family ownership should be encouraged in "apartment-like" complexes which include a mix of uses offering residents leisure and recreational services including restaurants and sporting facilities. Regulations should encourage design which permits commercial/service access to surrounding single-family detached neighborhoods. The best locations for such a district would be in the HDR north of the city, particularly in those vacant parcels adjacent to proposed Special Planning Districts #3 and #4. It should be noted, however, that this type of development lends itself better to Planned Unit Development (PUD) regulations than to traditional "districting".
4. Institutional. Certain residential facilities such as large or congregate foster care facilities, nursing homes, geriatric centers, and extended care retirement complexes, could be permitted either as special uses in various high density residential and commercial districts, or be placed in zones as principal permitted uses. Even more than the multi-family zone outlined above, this district must be located to provide easy access to city services, particularly medical, shopping and mass transit nodes. Development standards should be particularly sensitive to the surrounding area and provide detailed specifications for greenbelting and screening.

#### Affordable Residential (AFR):

AFR Description. As the name affordable residential implies, this area is not named for a particular density as the others land uses discussed thus far. The AFR area is a unique area located to the extreme southeast portion of the city, between the southern HDR area described above, and the Heavy Industrial area described below. The AFR is the smallest of the residential areas, covering about 65 acres and representing only 4% of the entire city area. Much of this area is known locally as "Maxwell Town", a term referencing the original plat name of this area.

The suitability analysis showed this area to be unsuitable for all three residential uses, (see Maps 3A.5a-c). This result is disturbing since the area is 80% developed with residential uses. Upon further analysis, the problem with this area was found to be three-fold. First, this area is located within the "area of special flood hazard" as defined by the Federal Emergency

Management Agency (corresponding to the estimated 100 year floodplain). Secondly, the land is located in a less than desirable use transition area between the industrial property to the east, and residential land to the west. Finally, much of the area is poorly located for access to community facilities, the downtown area, and water amenities.

Despite the drawbacks for residential use, the area has been largely developed as such and includes only 6.2 acres of vacant land, (see Map 3A.2 and Table 3A.1). Much like the HDR area described above, the AFR area is spotted with various non-residential uses (though only 3.3 acres). Except public land use of less than a half acre, the rest of these non-residential uses are located in transitional areas and probably will not cause severe problems of nonconformance if zoning is instituted as recommended.

AFR Recommendations. Since the AFR area has many of the same characteristics of the HDR area, regulatory similarities can be expected. The plan recommends AFR instead of HDR for this area because of the poor performance in residential suitability. This is particularly so with the unusual location in relation to the highway on the west, and the heavy industrial area to the east.

Even though density is not the defining criteria for AFR, it is intended to be affordable, and higher densities usually create greater affordability. The density in an AFR zone, therefore, could be as high as 16 units per gross acre. However, it is expected that densities could also be as low as five or six units per gross acre for zero-lot line plats or some mobile home parks.

This area is best suited for a wide variety housing types and densities including apartments, affordable single-family, mobile/modular housing, and clustered single-family arrangements such as zero-lot line and duplexes. All of these uses could be permitted in one zone with special approvals for more intense activities. However, one zone is not recommended. The list of specifications required for such a zone could be unwieldy. Also, each type of use has unique characteristics that would make variations in geographic location desirable.

The most important feature of this area should be to create affordability. Certain standards normally applied by city ordinances add substantial costs to a home or dwelling unit. Taking great care not to relax standards which ensure basic safety, these zones should concentrate on reducing unnecessary and costly requirements such as excessive lot and yard areas, large floor areas, and aesthetic requirements such as landscaping. Certain building code requirements may also require some review, especially those which cannot be reasonably applied to manufactured housing.

## Neighborhood Commercial (NCM):

NCM Description. Neighborhood Commercial areas are "decentralized" commercial locations designed to provide easy access to retail and personal services in areas throughout the city. Specifically, they should be placed where the greatest population concentrations will be located. Consequently, there are 45.6 acres of NCM distributed at 11 sites around the city.

With one exception, the largest sites are located at three corners of the "downtown" general commercial area. The exception is a large NCM area located to the west of U.S. 31, south of Eighth Street. This was a positive location in the suitability analysis because: (1) most of it is vacant, (2) it has good street access and (3) it is close to a high density residential area, (see the suitability section of this document and Map 3A.5e). This area could function quite well as a general commercial area as well, but the over-riding design concern was to provide greatly needed neighborhood commercial activity for the large HDR (high density residential) area without causing further non-residential intrusions into the MDR and LDR areas to the west. This same concern was the reason for another NCM area designation on the north side of the city around the Madison Street right-of-way. The remaining areas are located to optimize residential access and account for existing uses in suitable locations.

As shown by Map 3A.2 and Table 3A.1, almost half of the NCM land area designated on the Land Use Plan is vacant, (20.2 acres), and most of the vacant sites are those large sites to the north off Madison Street and to the south along U.S. 31. Of the developed NCM area, about nine acres is currently commercial activity, though it is general commercial rather than local. Another 10 acres are currently occupied by residential uses most of which are used for single-family purposes. Other non-commercial uses includes public buildings and about an acre of light industrial use.

NCM Recommendations. The NCM area is intended primarily for retailing and services in and around the neighborhood where the area is located. Neighborhood uses should include any or all of the following:

car washes	clothing store
grocery stores	coin-op laundries
hardwares	florists
drug stores	candy/nut stores
minor auto repair	liquor stores
book stores	medical/dental offices
gift shops	jewelry
hair dressers	sporting goods store
barbers	gas stations

Neighborhood shopping districts should closely follow the NCM areas recommended on the Land Use Plan. The most important feature of this type of use is access and zoning regulations should acknowledge this by providing ample standards for off-street parking, driveways and pedestrian safety. Also, since the very nature of this district is to offer commercial activity to neighborhood areas, conflict with adjacent residential properties will occur. These conflicts can be minimized by:

1. Requiring screening, greenbelting and berming for commercial properties which abut sensitive residential properties.
2. To allow transitional commercial activities in the HDR (high density residential) area where properties abut commercial areas. As suggested in the HDR recommendations above, such uses should be the least offensive of commercial activity.

#### General Commercial (GCM):

**GCM Description.** The General Commercial area roughly approximates the Downtown Development Authority boundary. This has occurred since the intent for this type of use is to provide regional or community-wide commercial activities, and this is exactly what a central business district should provide. The GCM covers more ground than the neighborhood commercial area (about 58 acres). However, unlike the NCM areas, the GCM area is located in one central location around the downtown area and on both sides of the river.

The suitability analysis located these uses primarily on the basis of existing use, access to major arterials (particularly intersections) and the current Downtown Development Authority (see suitability analysis in Section 2 of this document and Map 3A.5f).

The GCM area exhibits very little conflict with existing uses, (see Map 3A.2 and Table 3A.1). Single-family use existing in the area comprises only 13% (7.8 acres) of the GCM area and only a half acre of multi-family is present. Nearly half of the GCM area is currently used for commercial and most of this (21.6 acres) is used for general commercial activity, (as opposed to other commercial uses). The remaining non-commercial acreage includes four acres of light industrial use, three vacant acres, and 12 acres of public uses.

**GCM Recommendations.** The Manistee Development Plan has defined the GCM area on the basis of the central business district (DDA boundary) and existing use, so it should not be surprising that the most suitable area for general commercial activity is in this CBD/DDA area. In it's function as a central business district,

the Manistee GCM area should provide community or regional commercial activities. Larger retailers (such as Millikens), unique specialty shops and professional offices should predominate this area. Other uses recommended for the GCM include: restaurants, supermarkets, clothing stores, banks, and medical offices. Uses mentioned in the NCM description above can also be included, but these should be placed toward the outer fringe of the CBD to give maximum local exposure in the HDR area (high density residential).

For more detail and recommendations on this area the reader should refer to the section of this document describing the Downtown Development Authority Plan. Also, Special Planning District #2 (see Map 3F.3 in the Special Planning Districts section of this document) is slated to provide additional general commercial opportunities for transient tourists and the motoring public.

#### Light Industrial (LIN):

LIN Description. There are two Light Industrial (LIN) areas proposed for the city consisting of 143 acres. The largest and most cohesive area is the industrial park in the north part of the city on either side of Washington. The other LIN is an elongated area running parallel to the south shoreline of the Manistee Lake.

The best locations for light industrial were placed through an analysis of compatible use, public utilities, the proximity to major transportation modes and status in the Manistee County Manistee Lake Management Plan, (see suitability discussion in Section 2 of this document and Map 3A.5g). However, each of the two LIN areas were placed for different reasons. The southern lake shore area functions to create a transition of uses between heavy industrial to the east and affordable residential (AFR) to the west. To the north, LIN is designated only on the basis of existing industrial park use. The planning team found this location to be unfortunate since there appears to be no sound planning principals behind the original placement of the industrial park.

Over half of the LIN area shown on the Land Use Plan, is in the northern industrial park, (see Map 3A.2 and Table 3A.1). While more than half of the land in the entire area is currently vacant, (86 acres), about one-quarter is now being used for industrial purposes. Another 8% is being used for railroad right-of-way and utilities (however, this datum is not presented on Table 3A.1). Of the remaining acreage, 7.5 acres (5%) is currently in use for single-family purposes, and 2.4 acres (2%) are used commercially. Most of the potential nonconformance created by the LIN area is found along the southern lake shore where the proposed re-routing of Old U.S. 31 will cause the isolation of some parcels currently being used for residential, (see Transportation Plan in later section).

LIN Recommendations. The most important characteristic of the light industrial area is its low intensity. LIN areas are intended to provide a safer, cleaner industrial environment. Uses recommended for this area, therefore, include only those industrial activities which create a minimum of off-site effects. Industries which traditionally cause excessive noise, vibration, odors, visual blight, environmental pollution, or are involved in potentially hazardous processes, should be avoided. General use types to be considered in the LIN include wholesaling, warehousing, service industries and contractor yards, research offices and testing laboratories, large machinery retail sales, and other similar uses. LIN areas can be developed as "industrial parks" within which certain low traffic commercial and quasi-public uses such as post offices, technical schools, and municipal buildings could also be permitted.

With two distinctly different LIN areas shown on the Land Use Plan, it is recommended that each be placed in a different type of zoning district. The LIN to the north should be set aside for the least offensive of the light industrial uses in an "industrial park" setting. The park should retain any current deed restrictions and the zoning district should provide either a fully developed set of performance standards which specify the actual limits of off-site effect permitted by various principal uses. However, in order to effectively administer a set of performance standards, the City of Manistee must make a commitment to provide monitoring and enforcement personnel in an Office of Planning and Development or other existing city department. If no such commitment is made at the time zoning is established for this site, it is recommended that a more traditional set of restrictive zoning regulations be adopted.

The south side LIN (parallel to the HIN area along the Manistee Lake shoreline) should be zoned with a more traditional set of specifications to allow a full variety of uses. However, these specifications must be far less restrictive than in the north since this area is very narrow and made up of numerous separately owned lots. The same requirements which are desirable for a new industrial park may not reasonably be applied to the LIN area south of the river.

Both districts should specify at a minimum the following general types of regulation as recommended in The Industrial Development Handbook (ULI, 1975):

1. Mandatory site plan review.
2. Listing of permitted and prohibited uses.
3. Minimum park size and minimum lot areas.
4. Minimum ratio of ground coverage to lot size.
5. Required yards and landscaping.
6. Highway access (two) for park and street frontage for lots.
7. Building height limits and structural exceptions.

8. Space requirements between buildings on same lot.
9. Sign controls and limitations on outdoor lighting.
10. Off-street parking and loading standards, including location, design and number of these facilities.
11. Restrictions on outdoor storage.

#### Heavy Industrial (HIN):

HIN Description. The Land Use Plan calls for two Heavy Industrial (HIN) areas, both of which are located directly on the Manistee Lake south shoreline. The total heavy industrial area consists of about 70 acres which is 4.3% of the total city area.

As described in the suitability analysis section of this document, the HIN area was determined through a factor analysis quite similar to that of the Light Industrial area (see LIN discussion above). The most important distinction is that of existing land use, (existing uses of heavy industrial were rated as more important than existing light industrial uses). Consulting the HIN Suitability Map with Land Use Plan, (Map 3A.5h), the effect of existing use becomes immediately apparent, and, considering that nearly all of the land area shown within the HIN area was rated suitable or somewhat suitable, the effect was critical in location analysis.

As data in Table 3A.1 and in Map 3A.2 show, there are no uses other than heavy industry existing in the proposed HIN area, (except 25.6 acres of rail and utilities not shown on Table 3A.1). This high degree of conformance is a very positive outcome for the Land Use Plan.

HIN Recommendations. The south lakeshore area is currently the best place in Manistee to conduct heavy industrial activities. It will be an even better place once the proposed straightening of the Old U.S. 31 becomes a reality, (see Transportation Plan section of this document). With better street access and two or three east-west designated truck routes to diminish existing conflict with the residential properties, the proposed HIN will be located in the least offensive location. This area will also have the best city access to water, street and rail transportation modes. All major industrial activities should be actively promoted here.

Due to the isolation of the HIN areas, zoning regulations need not be overly restrictive. All zoning matters covered in the discussion on the LIN light industrial regulations apply as well for the heavy industrial areas, but any restrictions must be designed to accommodate the existing industrial uses in this area. It is also very important to ensure that industries are in

compliance with all appropriate environmental protection measures and are not making illegal discharges into Manistee Lake.

#### Public/Quasi-public (PUB):

**PUB Description.** The PUB area stands for public/quasi-public uses. For the most part these areas are existing facilities which are discussed in the Community Facilities section of this document. Uses are included in a separate PUB land use category because many of them, such as parks and golf courses, consume rather large acreages and constitute a significant portion of the city's land supply (the PUB areas include 242.9 acres or 15% of the total city area).

**PUB Recommendations.** Public and quasi-public uses are not normally regulated by zoning district and often end up as permitted uses in various districts depending upon the nature of the use. For example, schools, parks, playgrounds and even golf courses can be found in residential zones. Hospitals and governmental offices are usually found in office zones, and other services such as bus terminals, fire/police buildings, and libraries are normally found in commercial zones. There is no need to change this practice in the City of Manistee.

#### Summary:

**Comparisons.** Due to the complete lack of prior land use planning, all of the land uses proposed by this Land Use Plan were developed with analytical aids such as suitability analysis and with the directive for a New Manistee firmly in mind. One document however, the existing Manistee Zoning Ordinance and Map, as amended through 1982, provided some insight into land use concepts of the past. In fact, the 1982 Zoning Map had some affect in final design through the suitability analysis, (see suitability factors matrix in Appendix 2F.2). Table 3A.2 shows a comparison of 1984 Land Uses, 1982 Zoning, and the 1986 Manistee Development Plan Land Use elements using generalized use groupings. General use groups were necessary since none of the use types used by each of the data sources were the same.

Starting with the residential use group, Table 3A.2 shows that the old Zoning Map and the new Land Use Plan include residential areas which are approximately double what is currently being used for residential. Currently, 30% of the city is being used for residential and the Zoning Map has designated 66% of the city be developed as residential. The new Land Use Plan proposes that 61% be similarly developed. The Land Use Plan is not actually proposing to reduce the total residential use area from what is zoned, however. Notice that the Land Use Plan includes a separate category for public lands and many of these same properties are included in residential zoning districts (also that the 1982 zoning map does not include any public uses).

TABLE 3A.2

COMPARATIVE ANALYSIS OF LAND USE,  
ZONING AND PROPOSED LAND USE  
MANISTEE DEVELOPMENT PLAN - 1986

Land Use Type:	1984 Land Use Map		1982 Zoning Map		1986 MDP Land Use	
	Acres	%	Acres	%	Acres	%
Low Dens. Res.	451.4	95.6% *	985.0	93.7% *	479.12	55.3% * @
High Dens. Res.	20.8	4.4% *	66.5	6.3% *	387.39	44.7% * @
<b>Total Resident.</b>	<b>472.2</b>	<b>30.8%</b>	<b>1051.5</b>	<b>66.0%</b>	<b>866.51</b>	<b>60.7%</b>
Neigh. Com.	10.4	14.3% *	40.7	28.0% *	45.6	44.0% *
General Com.	62.3	85.7% *	104.4	72.0% *	58.1	56.0% *
<b>Total Comm.</b>	<b>72.7</b>	<b>4.7%</b>	<b>145.1</b>	<b>9.1%</b>	<b>103.7</b>	<b>7.3%</b>
Light Indust.	27.8	25.4% *	258.0	64.9% *	143.5	67.3% *
Heavy Indust.	81.5	74.6% *	139.6	35.1% *	69.7	32.7% *
<b>Total Indust.</b>	<b>109.3</b>	<b>7.1%</b>	<b>397.6</b>	<b>24.9%</b>	<b>213.2</b>	<b>14.9%</b>
Public	278.3	18.2%	0.0	.0%	243.0	17.0%
Vacant/Other	600.8	39.2%	0.0	.0%	0.0	.0%
<b>Total Manistee^</b>	<b>1533.3</b>	<b>100.0%</b>	<b>1594.2</b>	<b>100.0%</b>	<b>1426.41</b>	<b>100.0%</b>

\* Percentage based on total acreage for particular land use type.  
 @ Includes percentages estimated for special planning districts  
 ^ Total city acreages differ due to source map variation

Source: 1984 Land Use Survey; Conducted by Manistee Development  
 Planning Team  
 1982 Zoning Map, City of Manistee  
 1986 Manistee Development Plan; as proposed by Planning Team

Another more significant difference between present land use,  
 previous zoning and proposed land use is the proportion of high  
 density residential verses low density. Where zoning and use

both show about a 95-5 split of low to high density, the plan is proposing a 55-45 split. This is part of a proposed shift in Manistee's residential development posture from being a kind of urban "bedroom community" for industrial employees, to being one of West Michigan's growing resort and second home communities.

Turning to the commercial use group, the 1982 Zoning Map includes total commercial zones covering about 9% of the city area. The Land Use Plan proposes to trim this amount slightly to about 7%. There would be a shift from general commercial zoning to providing more neighborhood commercial zoning on a percentage basis, however. This shift represents the need for additional decentralized centers of convenience shopping around the high density area for new residents.

Finally, the Land Use Plan proposes to increase total industrial area over what is currently used, but to decrease total industrial from what is currently zoned. Again consulting Table 3A.2, one can see that the Land Use Plan proposes to double the amount of industrial use over what currently exists. However, compared to the 1982 Zoning Map, the Land Use Plan includes much less acreage in industrial classification, (drawing from light industrial and heavy industrial in proportional amounts). Most of this change represents new thinking for the north shoreline of the Manistee Lake where a substantial amount of land went from light industrial to the Special Planning District #2. Similar reduction occurred on the River St. peninsula on south bank of the mouth of the Manistee River channel where land was changed from heavy industrial to Special Planning District #1.

The New Manistee. As suggested above, changes advanced by the proposed Land Use Plan are part of a new focus for growth in the City of Manistee. The plan promotes a much greater variety of residential uses, particularly those providing resort and second home opportunities for future residents of the New Manistee.

This is not to say that industrial and commercial uses are no longer part of the Manistee land use scheme. They are a necessary part and they have not been ignored. This can be seen in Table 3A.3 where available vacant land planned for commercial and industrial uses is shown. It is evident, though, that land vacancies will exist primarily for those businesses which are sensitive to the new residential orientation of the city. This includes 20 acres of land planned for neighborhood commercial activities and another 86 acres of land in light industrial use, (which by definition is less offensive to surrounding residential properties).

TABLE 3A.3

VACANT LAND ANALYSIS BY  
COMMERCIAL AND INDUSTRIAL PLANNING AREAS

MANISTEE DEVELOPMENT PLAN - 1986

Planning Area:	Currently Undeveloped Acreage:		
	Vacant Land	R.O.W	Total
NCM Neighborhood Commercial	15.8	4.4	20.2
GCM General Commercial	2.7	0	2.7
Total Commercial			22.9
LIN Light Industrial	85.8	0	85.8
HIN Heavy Industrial	0	0	0
Total Industrial			85.8

Source: 1984 Land Use Survey; Conducted by Manistee Development Planning Team.  
1986 Manistee Development Plan; as Proposed by Planning Team.

But the real story of the New Manistee is told by vacant land in the residential areas. Table 3A.4 shows existing residential acreage and vacant land by residential use and proposed planning area. These vacant acres were "theoretically developed" to the maximum dwellings possible using densities suggested by the Land Use Plan. Table 3A.5 shows this calculation for each of the planning areas including the seven special planning districts. The third column of this table shows the maximum possible new dwellings for each of these planning areas. After multiplying dwelling units by the estimated persons per household and vacancy rates for each of the expected dwelling types, the maximum additional population was calculated and is shown in column 4. As indicated by these data, the plan proposes a total maximum additional population of 6,485 persons.

TABLE 3A.4

CURRENT RESIDENTIAL ACREAGE  
BY USE CLASSIFICATION AND PLANNING AREA

MANISTEE DEVELOPMENT PLAN - 1986

Residential Land Use:						
Proposed Planning Area:	One Fam.	Two Fam.	3&4 Fam.	Mult. Fam.	Trail. Crt.	Vacant
Low Density Res.	17.8					101.2
Medium Density Res.	94.3			2.3		62.4
High Density Res.	242.6	1.2		3.1		63.6
Affordable Res.	47.2	1.1	.3		3.9	6.2
Special Dist. #1	4.7					4.5
Special Dist. #2	5.2				5.0	27.8
Special Dist. #3						35.6
Special Dist. #4	1.7					42.3
Special Dist. #5	3.4			3.1		35.1
Special Dist. #6	3.6					19.7
Special Dist. #7	1.9					80.6
Nonresidential	26.5	.2	.3	.8	2.0	121.8
<b>Total</b>	<b>448.9</b>	<b>2.5</b>	<b>.6</b>	<b>9.3</b>	<b>10.9</b>	<b>600.8</b>

Source: 1984 Land Use Survey; Conducted by Manistee Development Planning Team.  
1986 Manistee Development Plan; as Proposed by Planning Team.

To determine the theoretical "planned population" for the City of Manistee, it was also necessary to estimate the number of dwellings existing in 1984. In lieu of demographic studies in 1984, land use data were used. Table 3A.6 shows calculated dwelling units per planning area and use type. These were derived by multiplying the existing known acreages by average density values for each use type. The results indicate a total of 3,035 dwellings existing in Manistee in 1984.

The final planned population then, can be determined by multiplying the number of existing dwellings (3,035) by the average persons per household in Manistee (2.48) and adding this to the maximum additional planned population (6,485). This calculation results in a total maximum planned population for the City of Manistee of 14,012 persons.

TABLE 3A.6

ESTIMATED 1984 DWELLING UNITS  
BY RESIDENTIAL USE AND PROPOSED PLANNING AREA  
(CALCULATED FROM EXISTING RESIDENTIAL ACREAGE)

## MANISTEE DEVELOPMENT PLAN - 1986

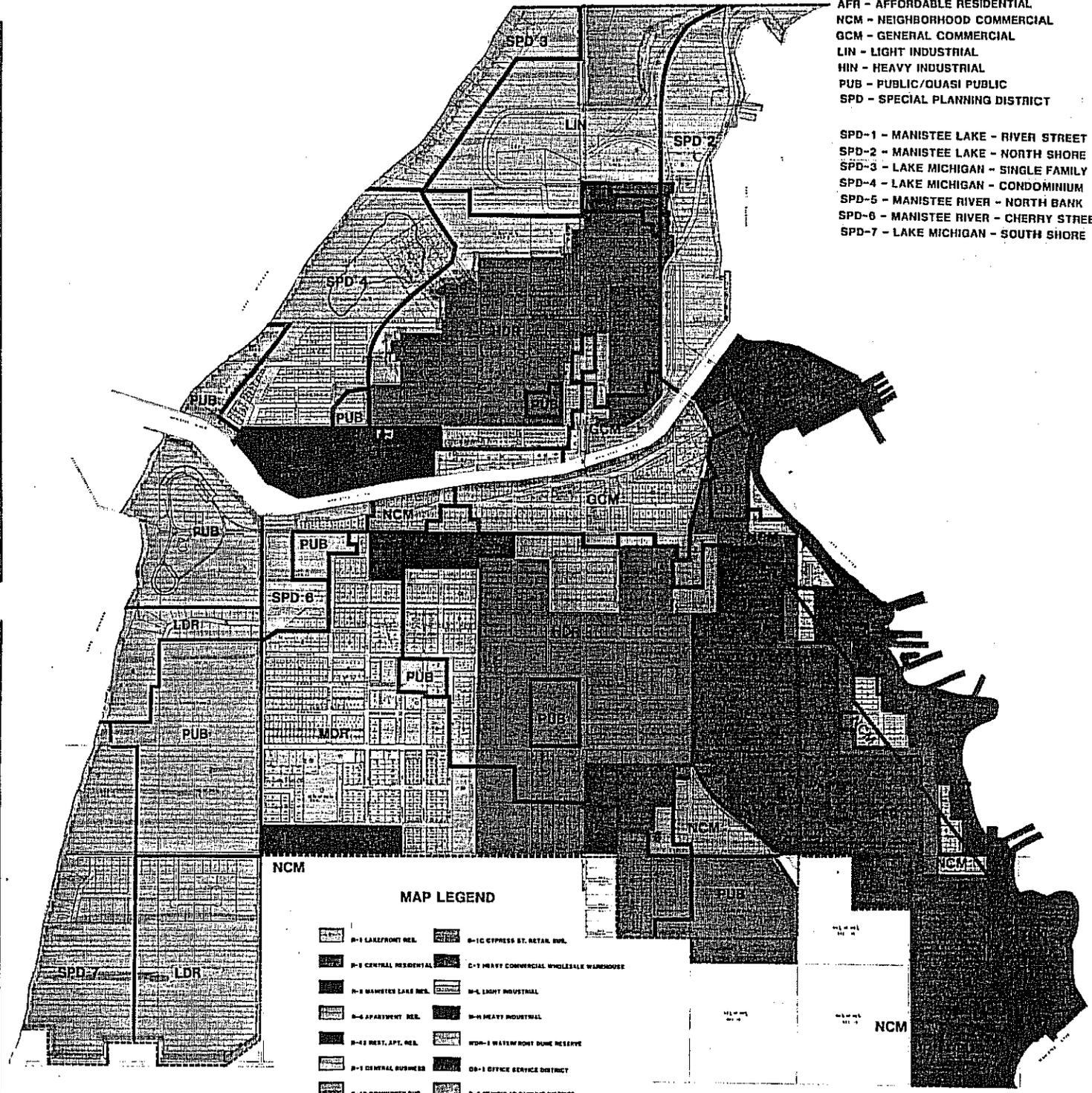
Residential Land Use:						
	One Family	Two Family	3&4 Family	Multi- Family	Trail. Crt.	Total
Proposed Planning Area:	*(7200) *[6.05]	(4800) [9.08]	(3250) [13.4]	(2250) [19.36]	(4400) [9.90]	
Low Density Res.	108					108
Medium Density Res.	571			45		615
High Density Res.	1468	11		60		1539
Affordable Res.	286	10	4		39	338
Special Dist. #1	28					28
Special Dist. #2	31				50	81
Special Dist. #3						0
Special Dist. #4	10					10
Special Dist. #5	21			60		81
Special Dist. #6	22					22
Special Dist. #7	11					11
Nonresidential	160	2	4	15	20	201
<b>Total</b>	<b>2716</b>	<b>23</b>	<b>8</b>	<b>180</b>	<b>108</b>	<b>3035</b>

\* (0000) = average assumed lot size in square ft. per dwelling unit.  
[00.00] = estimated density in dwelling units per net acre.

Source: 1984 Land Use Survey; Conducted by Manistee Development  
Planning Team.  
1986 Manistee Development Plan; as Proposed by Planning  
Team.

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**MAP LEGEND**

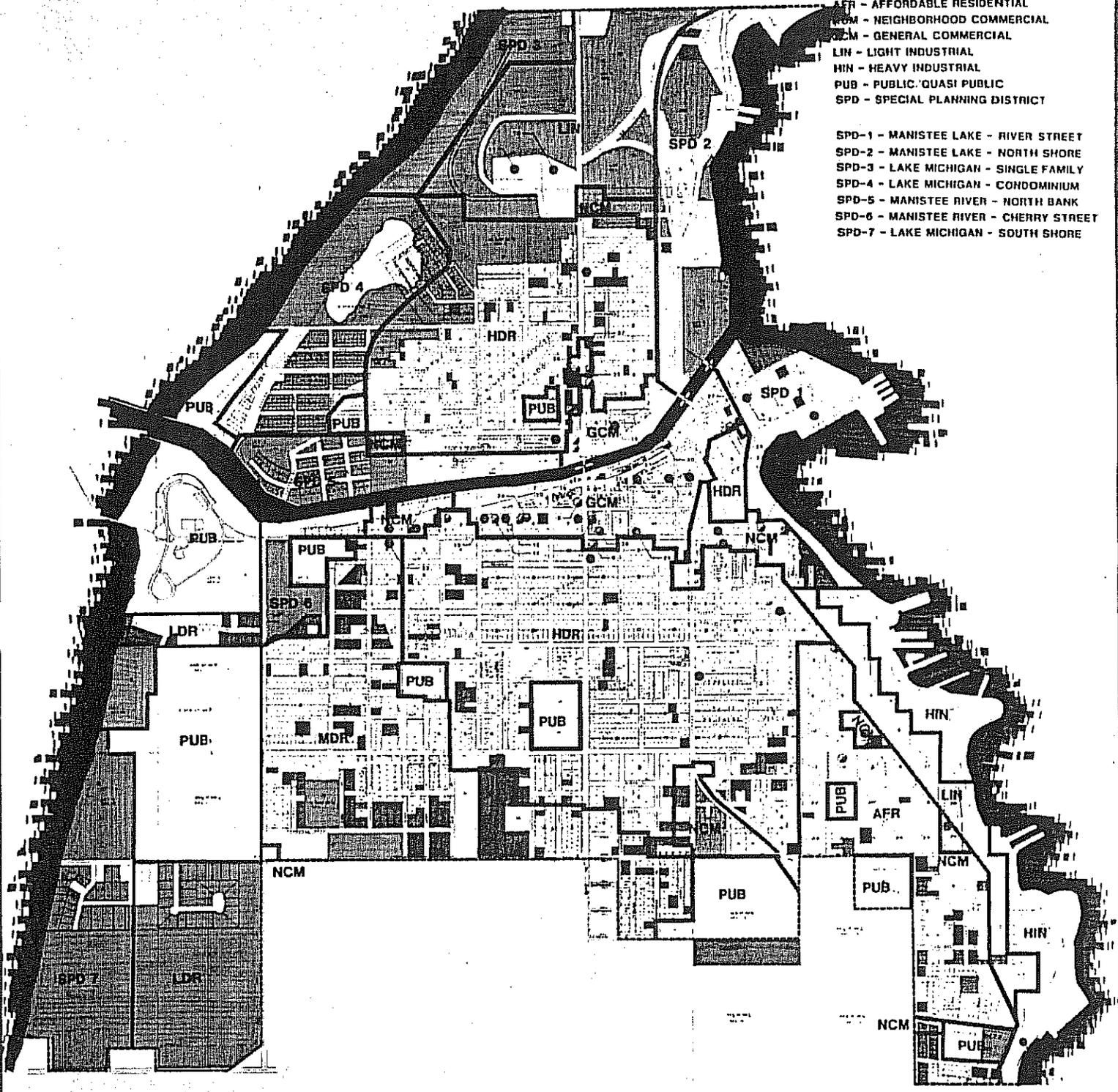
 D-1 LAKEFRONT RES.	 D-1C CYPRESS ST. RETAIL BLDG.
 D-2 CENTRAL RESIDENTIAL	 D-1 HEAVY COMMERCIAL WHOLESALE WAREHOUSE
 D-3 MANISTEE LAKE RES.	 D-4 LIGHT INDUSTRIAL
 D-4 APARTMENT RES.	 D-4 HEAVY INDUSTRIAL
 D-4S BEST. APT. RES.	 WDR-1 WATERFRONT DUNE RESERVE
 D-1 CENTRAL BUSINESS	 OS-1 OFFICE SERVICE DISTRICT
 D-1B COMMUNITY BLDG.	 P-1 VEHICULAR PARKING DISTRICT

**MAP 3A.3**

<p>1986 DEVELOPMENT PLAN CITY OF MANISTEE MICHIGAN MANISTEE PLANNING COMMISSION</p>	<p>ZONING MAP 1982 "NEW LAND USE OVERLAY"</p>	 <p>NORTH SCALE: 1"=400'</p>	<p>PLANNING TEAM J.P. GRAY &amp; ASSOCIATES ANDREW BOWMAN - COMMUNITY PLANNER RANDERS ARCHITECTS &amp; ENGINEERS 2326 MERRILL AVE. BUCHENBERG HEIGHTS, MI. 49604</p>
---	---	--	--

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**MAP 3A.4**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE, MICHIGAN  
MANISTEE PLANNING COMMISSION

VACANT LAND INVENTORY  
"NEW LAND USE OVERLAY"

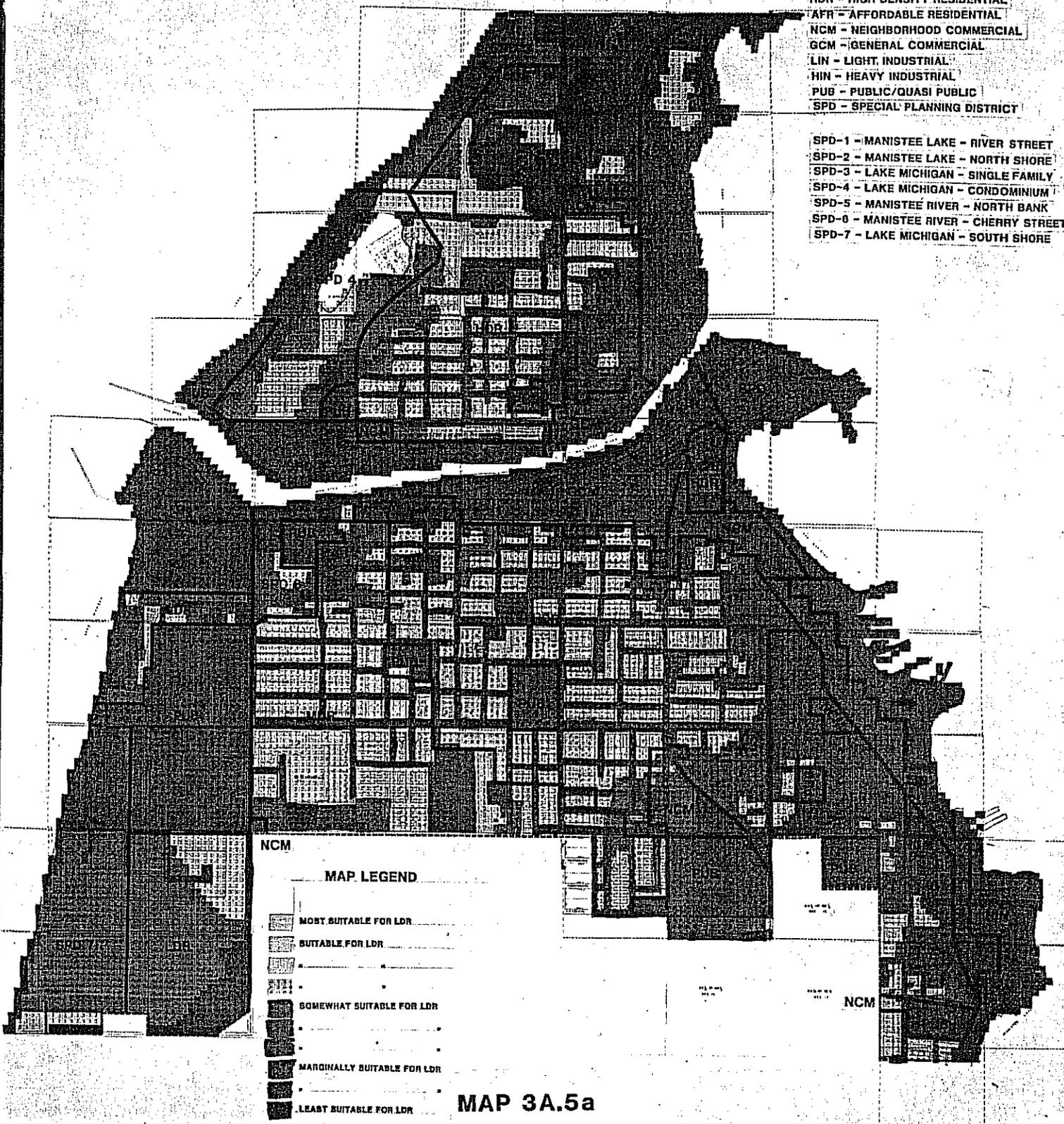
NORTH

SCALE 1" = 400'

PLANNING TEAM:  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
2333 MERRICK ST. WOODBURN HEIGHTS, MICHIGAN 49884

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**MAP LEGEND**

- MOST SUITABLE FOR LDR
- SUITABLE FOR LDR
- SOMEWHAT SUITABLE FOR LDR
- MARGINALLY SUITABLE FOR LDR
- LEAST SUITABLE FOR LDR

**MAP 3A.5a**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE, MICHIGAN  
MANISTEE PLANNING COMMISSION

LOW DENSITY RESIDENTIAL  
SUITABILITY MAP  
NEW LAND USE OVERLAY

**NORTH**

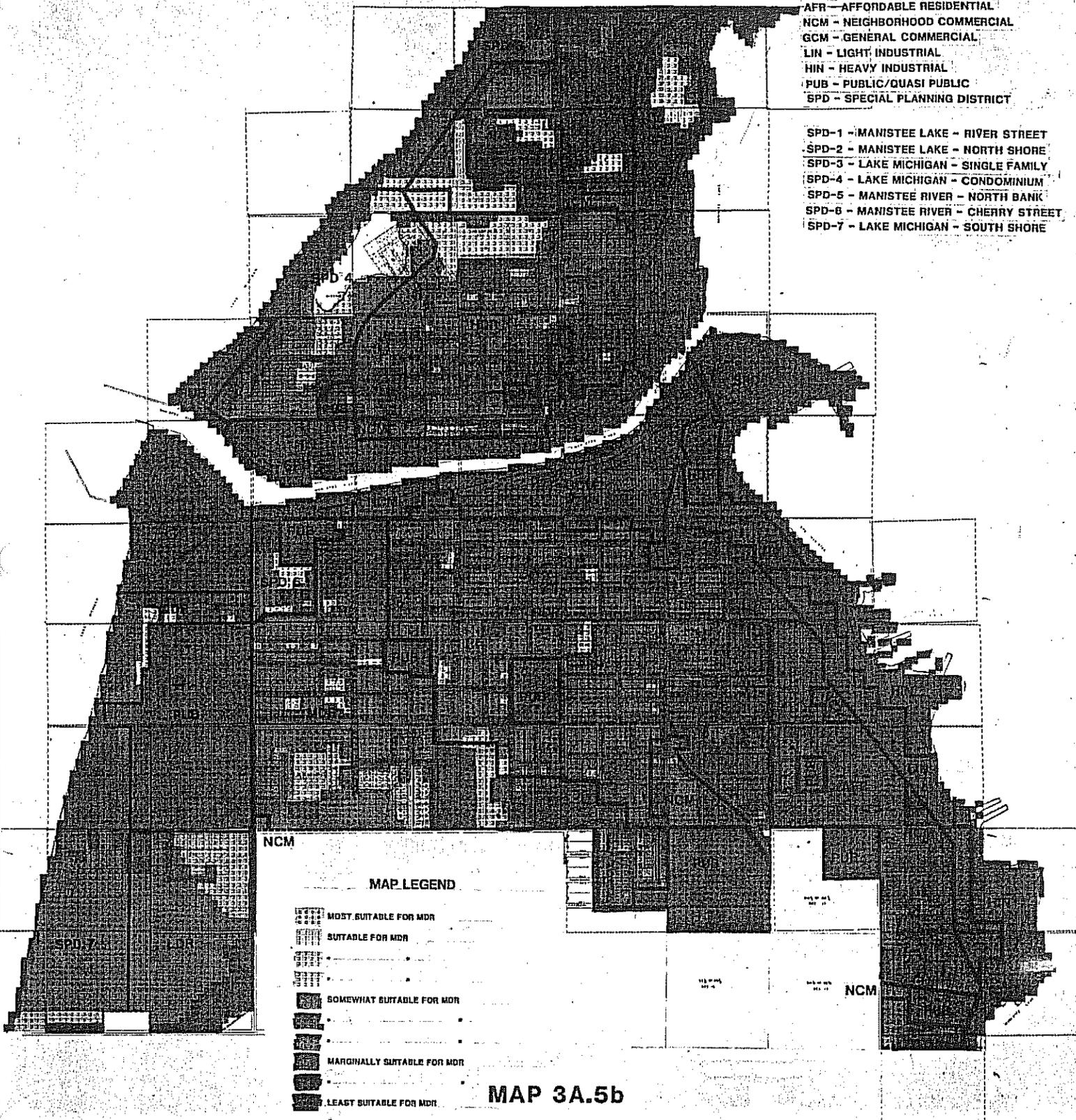
SCALE: 1"=400'

PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
8000 MERIDIAN AVE OVERSEAS HEIGHTS, MI 48868

**KEY:**

- LDR - LOW DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- HDR - HIGH DENSITY RESIDENTIAL
- AFR - AFFORDABLE RESIDENTIAL
- NCM - NEIGHBORHOOD COMMERCIAL
- GCM - GENERAL COMMERCIAL
- LIN - LIGHT INDUSTRIAL
- HIN - HEAVY INDUSTRIAL
- PUB - PUBLIC/QUASI PUBLIC
- SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



NCM

**MAP LEGEND**

- MOST SUITABLE FOR MDR
- SUITABLE FOR MDR
- SOMEWHAT SUITABLE FOR MDR
- MARGINALLY SUITABLE FOR MDR
- LEAST SUITABLE FOR MDR

NCM

**MAP 3A.5b**

1986 DEVELOPMENT PLAN  
 CITY OF MANISTEE MICHIGAN  
 MANISTEE PLANNING COMMISSION

MEDIUM DENSITY RESIDENTIAL  
 SUITABILITY MAP  
 "NEW LAND USE OVERLAY"

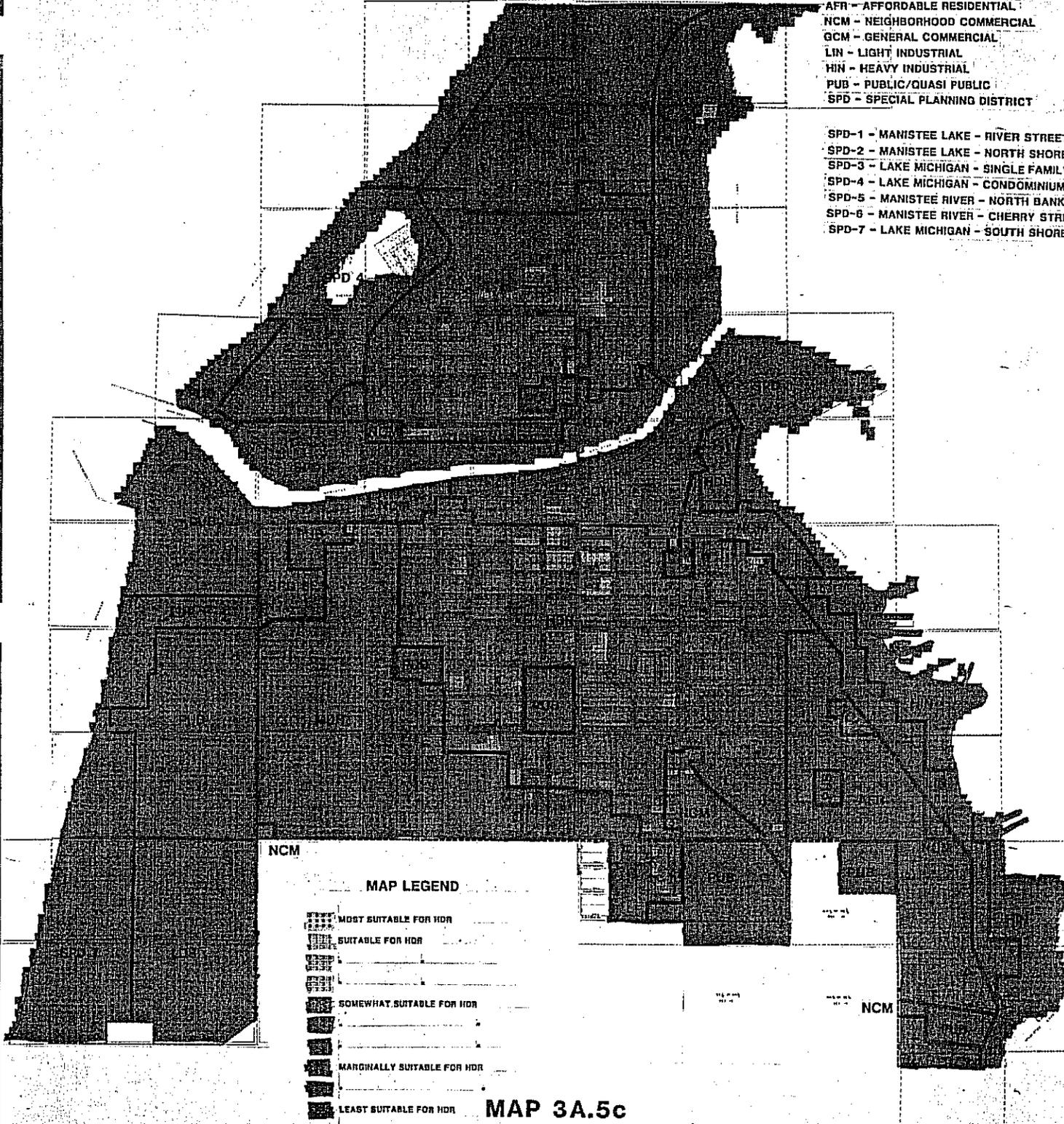
NORTH

0 100 200 300  
 SCALE: 1"=400'

PLANNING TEAM  
 J.P. GRAY & ASSOCIATES  
 ANDREW BOWMAN - COMMUNITY PLANNER  
 RANDERS ARCHITECTS & ENGINEERS  
 6006 MICHIGAN AVE. NORTBROOK HEIGHTS, IL. 60062

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**MAP LEGEND**

NCM

- MOST SUITABLE FOR HDR
- SUITABLE FOR HDR
- SOMEWHAT SUITABLE FOR HDR
- MARGINALLY SUITABLE FOR HDR
- LEAST SUITABLE FOR HDR

**MAP 3A.5c**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

HIGH DENSITY RESIDENTIAL  
SUITABILITY MAP  
"NEW LAND USE OVERLAY"

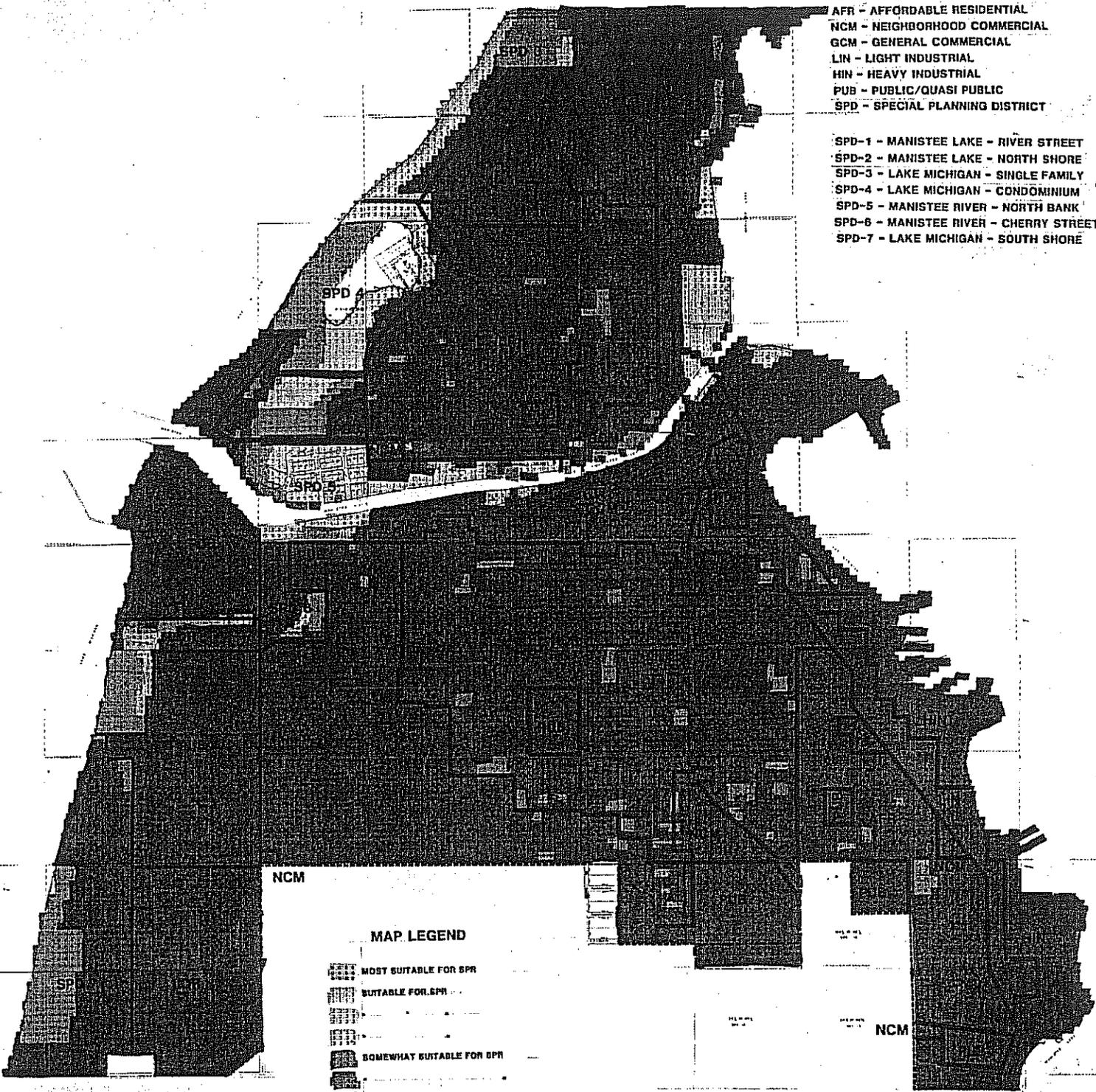
NORTH

SCALE: 1"=400'

PLANNING TEAM  
J.P. DRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
5422 WERRILL AVE. MUCKLETON HEIGHTS, IL 60444

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



NCM

**MAP LEGEND**

- MOST SUITABLE FOR SPR
- SUITABLE FOR SPR
- SOMEWHAT SUITABLE FOR SPR
- MARGINALLY SUITABLE FOR SPR
- LEAST SUITABLE FOR SPR

**MAP 3A.5d**

NCM

1988 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

SPECIAL PLANNING DISTRICT  
SUITABILITY MAP  
"NEW LAND USE OVERLAY"

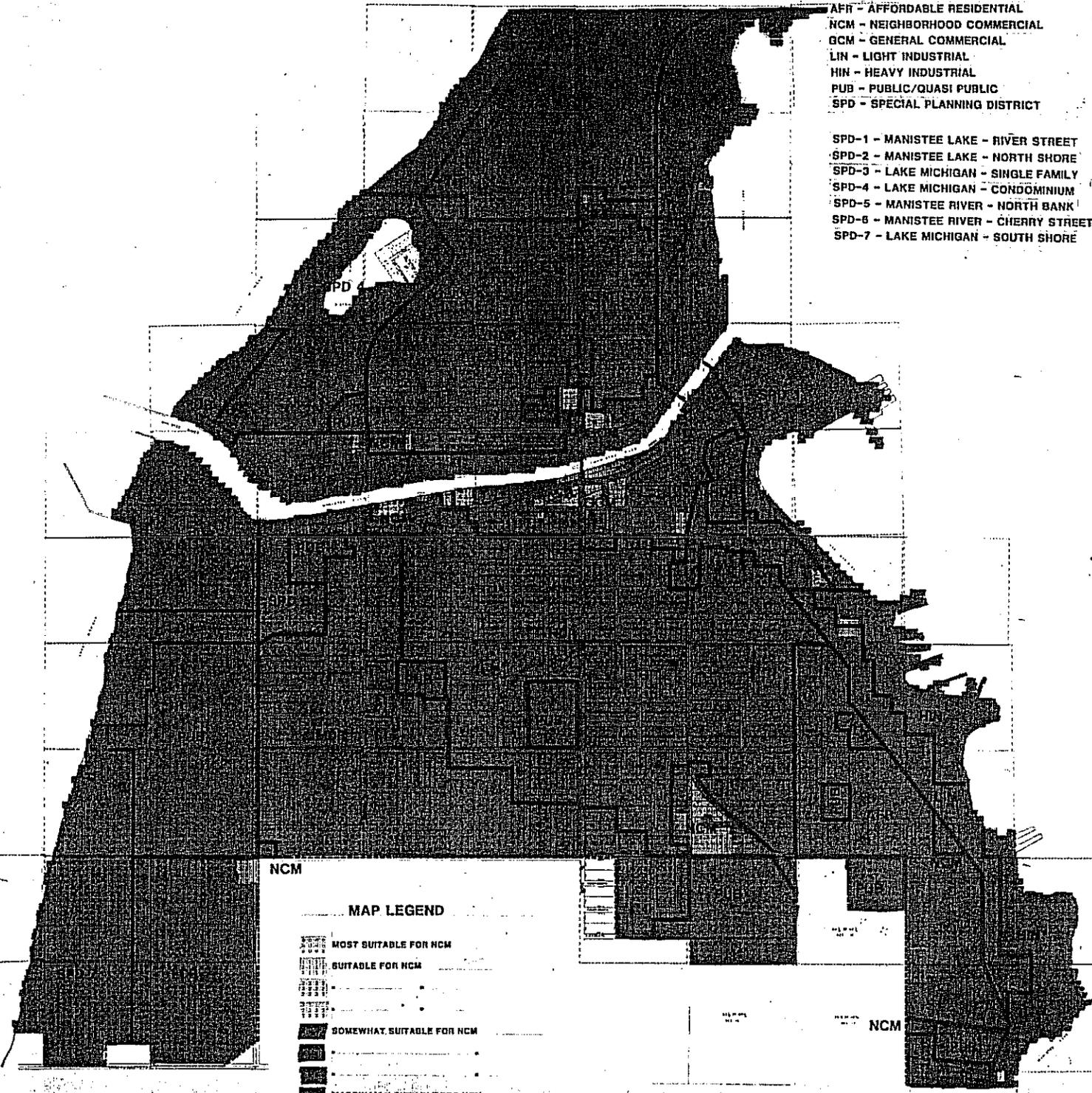
NORTH

SCALE 1"=400'

PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
2300 BERKMAN AVE WILYHOOD HEIGHTS, NC 28444

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MOR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



NCM

**MAP LEGEND**

-  MOST SUITABLE FOR NCM
-  SUITABLE FOR NCM
-  SOMEWHAT SUITABLE FOR NCM
-  MARGINALLY SUITABLE FOR NCM
-  LEAST SUITABLE FOR NCM

**MAP 3A.5e**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

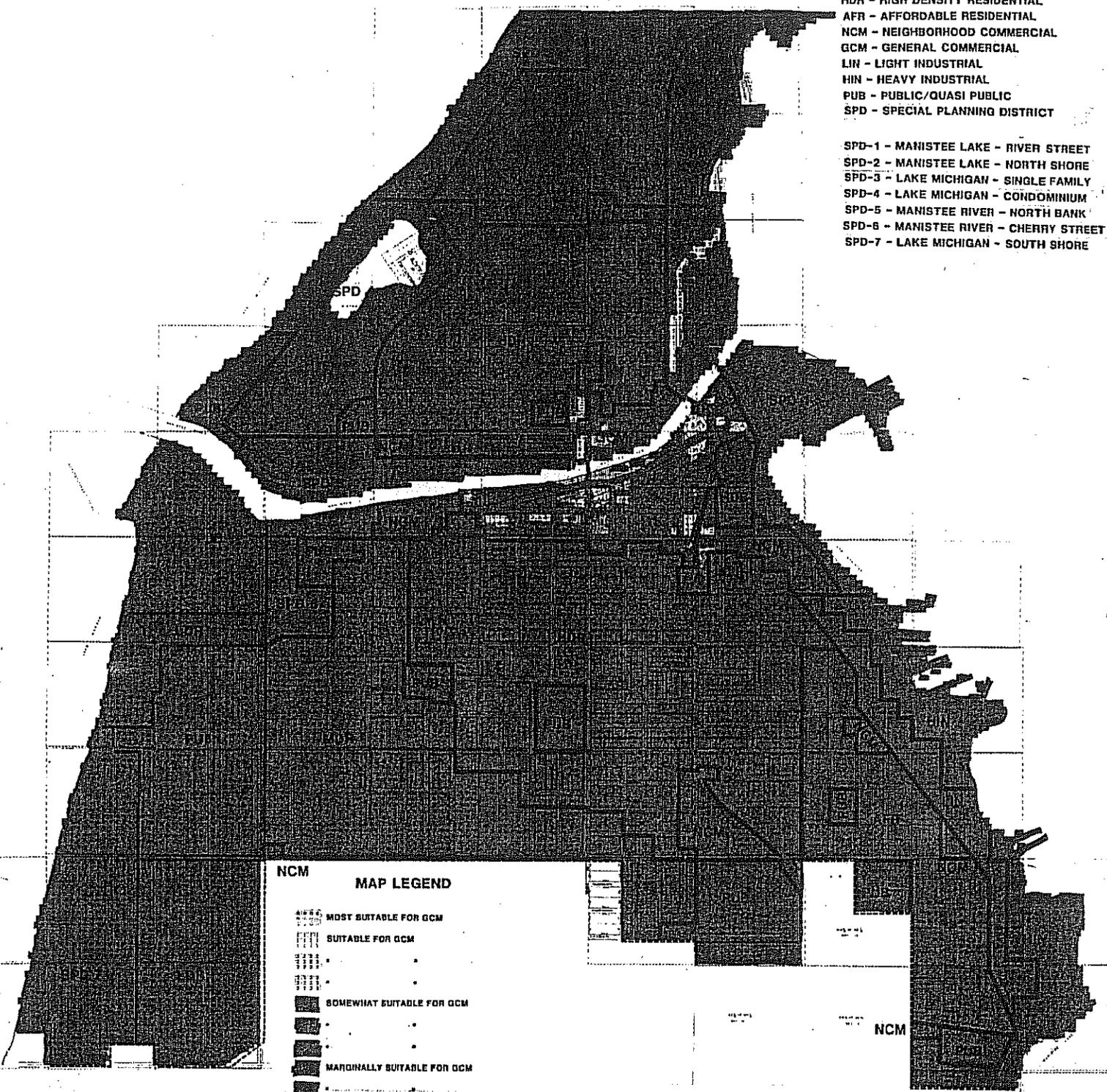
NEIGHBORHOOD COMMERCIAL  
SUITABILITY MAP  
"NEW LAND USE OVERLAY"



PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
2525 MERRIAM AVE. MUSKOGEE HEIGHTS, MI. 49828

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**NCM MAP LEGEND**

- MOST SUITABLE FOR GCM
- SUITABLE FOR GCM
- SOMEWHAT SUITABLE FOR GCM
- MARGINALLY SUITABLE FOR GCM
- LEAST SUITABLE FOR GCM

**MAP 3A.5f**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

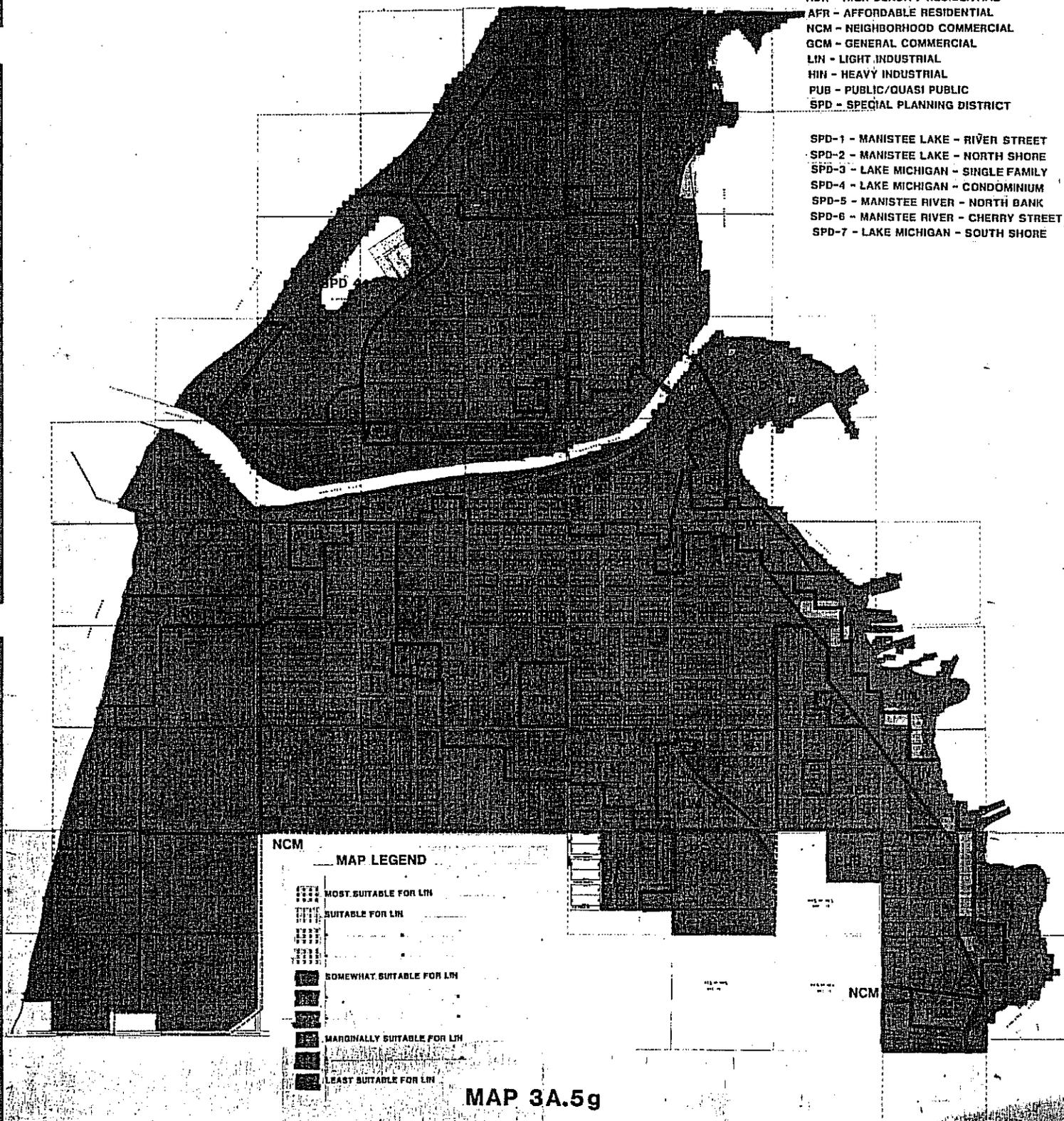
GENERAL COMMERCIAL  
SUITABILITY MAP  
"NEW LAND USE OVERLAY"

NORTH  
SCALE: 1"=400'

PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
2122 MARSHALL AVE. HUNTSVILLE, AL 35894

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**NCM**

**MAP LEGEND**

- MOST SUITABLE FOR LIN
- SUITABLE FOR LIN
- SOMEWHAT SUITABLE FOR LIN
- MARGINALLY SUITABLE FOR LIN
- LEAST SUITABLE FOR LIN

**MAP 3A.5g**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

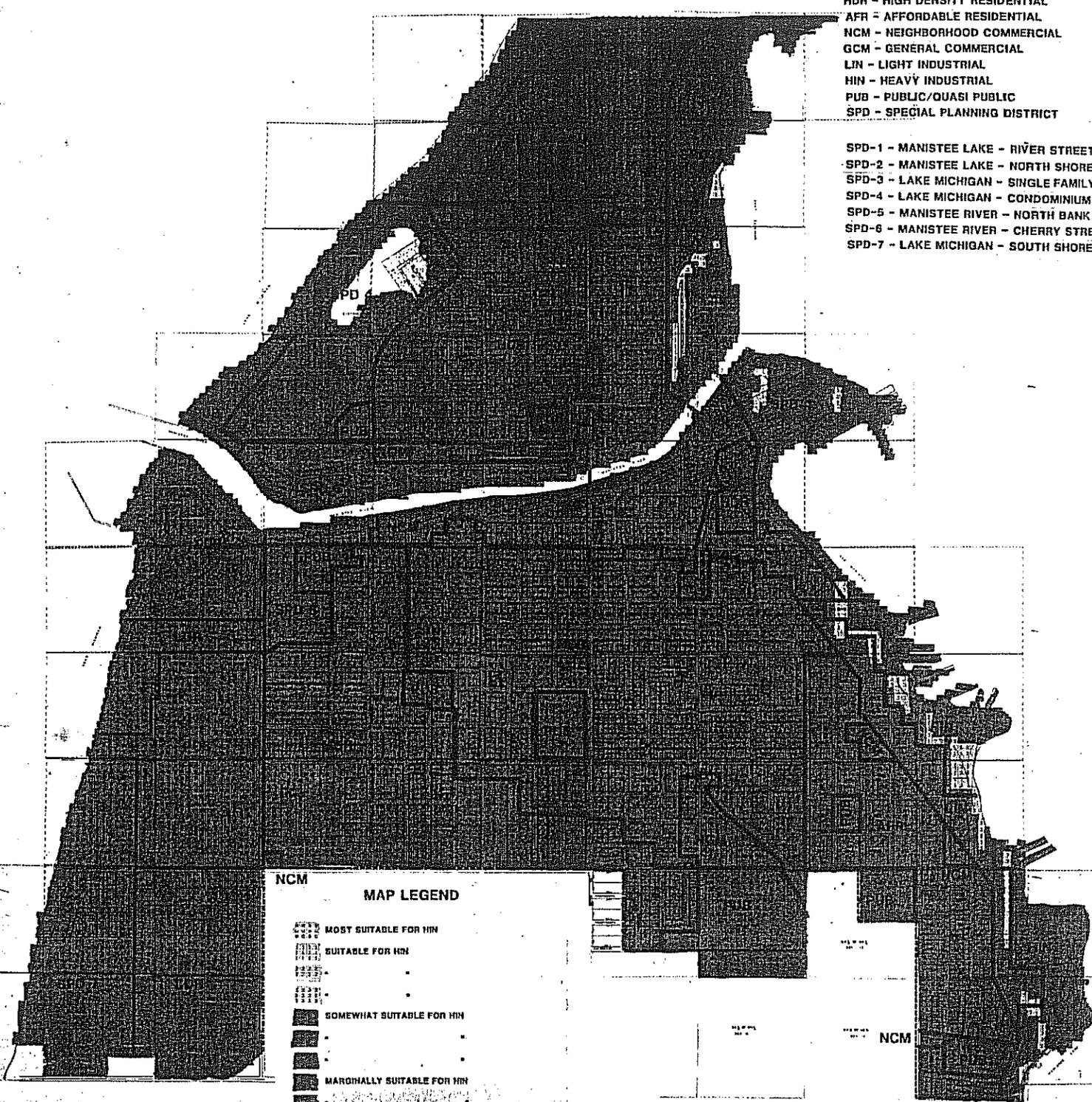
LIGHT INDUSTRIAL  
SUITABILITY MAP  
NEW LAND USE OVERLAY



PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW DOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
5000 MORRISON AVE. MUSKEGON HEIGHTS, MI. 49644

- KEY:**
- LDR - LOW DENSITY RESIDENTIAL
  - MOR - MEDIUM DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - AFR - AFFORDABLE RESIDENTIAL
  - NCM - NEIGHBORHOOD COMMERCIAL
  - GCM - GENERAL COMMERCIAL
  - LIN - LIGHT INDUSTRIAL
  - HIN - HEAVY INDUSTRIAL
  - PUB - PUBLIC/QUASI PUBLIC
  - SPD - SPECIAL PLANNING DISTRICT

- SPD-1 - MANISTEE LAKE - RIVER STREET
- SPD-2 - MANISTEE LAKE - NORTH SHORE
- SPD-3 - LAKE MICHIGAN - SINGLE FAMILY
- SPD-4 - LAKE MICHIGAN - CONDOMINIUM
- SPD-5 - MANISTEE RIVER - NORTH BANK
- SPD-6 - MANISTEE RIVER - CHERRY STREET
- SPD-7 - LAKE MICHIGAN - SOUTH SHORE



**NCM**  
**MAP LEGEND**

- MOST SUITABLE FOR HIN
- SUITABLE FOR HIN
- SOMEWHAT SUITABLE FOR HIN
- MARGINALLY SUITABLE FOR HIN
- LEAST SUITABLE FOR HIN

**MAP 3A.5h**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

HEAVY INDUSTRIAL  
SUITABILITY MAP  
"NEW LAND USE OVERLAY"



PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
8328 MERRICK AVE SUITE 200B BRIGHTON, MI 48116

## COMMUNITY FACILITIES AND PARKS PLAN

The City of Manistee is fortunate to have parks and public facilities that would be the envy of most communities with a population of 7,000 people. Manistee has an impressive collection of historical structures that were built in a more prosperous era of the city's development. This was a time when there were more people demanding more public facilities. Today, most of these facilities still facilitate the public use for which they were designed. These facilities include the Ramsdell Theatre, County Library, Masonic Temple, City Hall and several large churches, to name a few. The existing public facilities also include an extensive park system that has two beautiful Lake Michigan beach-front parks.

The City has done a remarkable job of preserving and maintaining these facilities considering the shrinking revenues available for repair and routine maintenance. As the City again begins to gain population the existing public facilities will play an important role in drawing people to the community. The Manistee Development Plan does not have to devote a great deal of effort to encouraging the development of additional public facilities and the rest of this section of the plan will review possibilities for enhancing existing public facilities.

**Maintenance:**

Maintenance falls into two categories: routine daily or monthly efforts to keep the facilities clean and orderly and significant improvements which maintain the capital investment. Both types are important and the lack of either is soon reflected in the appearance of the facility. Eventually, the lack of investment will seriously affect the value to the facility.

Also, the appearance of a community's public facilities is a sort of barometer by which visitors judge the city's commitment to a high quality of life for its citizens. Finding such facilities in top condition is often a high priority for persons establishing a new business, for those seeking new recreational opportunities or for others who may be searching for alternative living accommodations.

Manistee must find the resources to create continuous upgrading and maintenance programs to retain the "first class" quality of these structures. In this manner, the city will be protecting one of its primary attractions to outside investors and those looking for new industrial, commercial, housing and recreational opportunities. With few exceptions, Manistee is not in need of more public facilities. They must, however, take steps to ensure a long-range advantage from the existing facilities by applying both capital and maintenance improvements programs.

### Linear Park:

The Downtown Development Authority has been studying the possibility of a riverfront development in the central business district. Plans for two sections of this development have been formulated which include the south river bank from the existing city marina on the west and the US-31 bridge on the east. The planning team fully supports this idea and would encourage further study to enlarge the scope of the project. The riverfront is a valuable public asset that is currently not very accessible and is ideally located in the center of the community.

The development of a linear park would be pivotal as a community image-building project. As currently conceived in the Manistee Development Plan, the riverfront development would be a linear park that opens up both sides of the river from Manistee Lake to Lake Michigan for public access. The main feature of the park development would be a linear pedestrian walk along the entire riverfront with benches, lookouts, boat slips, landscaping, and other amenities that would accommodate and attract pedestrian traffic.

A linear park of this magnitude would require considerable cooperation between private and public interests. Such cooperation will only be accomplished when both sides are convinced that the benefits accrued to each are worth the considerable investment of time, effort and capital that such a project requires. Therefore, this project must be perceived as a community-wide project with the benefits accruing to all rather than to any special interest group.

Current plans for developing the riverfront in the central business district have, however, not been accepted with such community-wide interest due to the myopic view that the benefit is accruing only to the special interest of riverfront property owners and retailers adjacent to the development. This view may be diminished if the project is expanded as proposed in the Manistee Development Plan. With a linear park interconnecting the entire community from lake to lake, it will be easier to see the community-wide benefit. It will also create a way for community members and visitors alike to experience Manistee's best natural features. Such a development should become a source of pride for the entire community.

### Park on Manistee Lake:

There are no public parks or boat launching facilities in the southeast section of the city along the Manistee Lake frontage. The lake frontage is heavily industrialized, but the industrial development is in a narrow band right at the shoreline. The existing residential neighborhoods directly adjacent to the west are separated in the Manistee Development Plan by a primary road. It would be appropriate to open up a portion of the lake frontage in this area for public use and enjoyment. There is a site

adjacent to the old Century Boat property that would be a good location along the lake frontage for the development of a park and public boat launching facility.

#### Recreational Facilities:

The Manistee community has many fine recreational facilities. However, some of the more recent popular recreational pursuits are missing or in short supply. These facilities include racquet-ball, indoor tennis, indoor recreational and competitive swimming, indoor track and an exercise facility. These are expensive facilities to build and would have to be intensively used in order to justify the cost. The lack of these facilities, however, may be a deterrent to attracting new industrial and commercial investment into the community. People are very mobile today and willing to move businesses to a locations which offer expanded benefits to the business, both owner and employees. This is particularly true of recreational benefits and it appears that the communities in West Michigan that are currently attracting new businesses, are also those with highly developed indoor recreational opportunities. It is the opinion of the planning team that this is not coincidental and that business owners want these types of recreational opportunities for themselves and their employees.

The Master Development Plan identifies a location for a new community facility offering indoor recreational facilities in Special Planning District 6. However, details of the facility type have not been worked out. Manistee must be aware of the community's lack of this type of recreation and look for ways, possibly public and private, to build an indoor recreational facility for the New Manistee.

#### Sewage Treatment Facility:

The City of Manistee is currently building a secondary treatment facility for sewage. The capacity of the facility will meet all present and future demands by the City. The facility will not have the capacity to treat sewage from the various townships the surround Manistee Lake.

An ongoing project of separation of sewage from storm and street waters is underway. The areas of the city experience overflows following rain are identified. These areas are targeted for

sewer separation. The priority is based on need such as basement flooding. Eventually a complete separation will be effected. At present dry weather overflows have been addressed and some of the neighborhoods with the most service flooding have had sewer separation programs and projects completed.

The areas of potential future development within the City; south of Twelfth Street and the Northshore development areas have adequate sewage lines leading to them for future development.

Water:

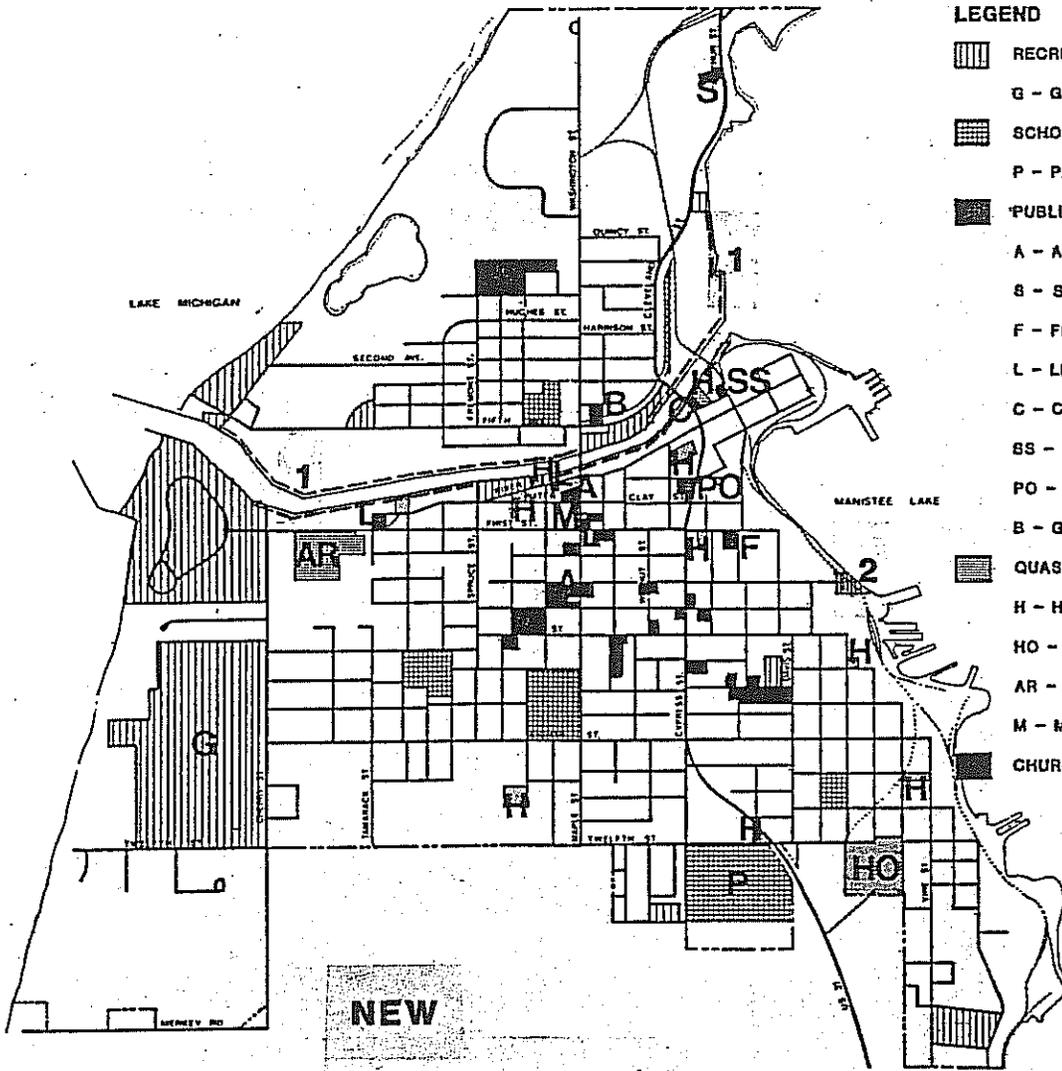
The City of Manistee currently enjoys good tasting clean water. The water is taken from wells located at several sites in and adjacent to the city. It is anticipated there are numerous well sites available for expansion of the present system. Because of a moderate demand on the present well system the salinization of existing wells has not been progressive. The salinity of the wells should be monitored closely. If a well tends to age (increase in salinity) its capacity should be decreased and additional well sites developed. The cost factor in well maintenance or development is relatively small and the City should enjoy the same standard of water for many years with proper maintenance and planning.

The water lines within the city are adequate but aged and in need of constant maintenance. The main lines leading to the development area of the Northshore project and the area of Twelfth Street are in place and adequate for future expansion.

**EXISTING**

**LEGEND**

-  RECREATIONAL
- G - GOLF COURSE
-  SCHOOLS
- P - PAROCHIAL SCHOOL
-  PUBLIC BUILDINGS
- A - ADMINISTRATION
- S - STATE POLICE
- F - FIRE
- L - LIBRARY & MUSEUMS
- C - CHAMBER OF COMMERCE
- SS - SECRETARY OF STATE
- PO - POST OFFICE
- B - GO BUS STATION
-  QUASI - PUBLIC BUILDINGS
- H - HALLS / CIVIC CENTER / CLUBS
- HO - HOSPITAL
- AR - ARMORY
- M - MASONIC TEMPLE
- CHURCHES



**NEW**

**1 LINEAR PARK**

**2 PARK / BOAT LAUNCH**

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE, MICHIGAN  
MANISTEE PLANNING COMMISSION

COMMUNITY  
FACILITIES



PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS

**MAP 3B.1**

## TRANSPORTATION PLAN

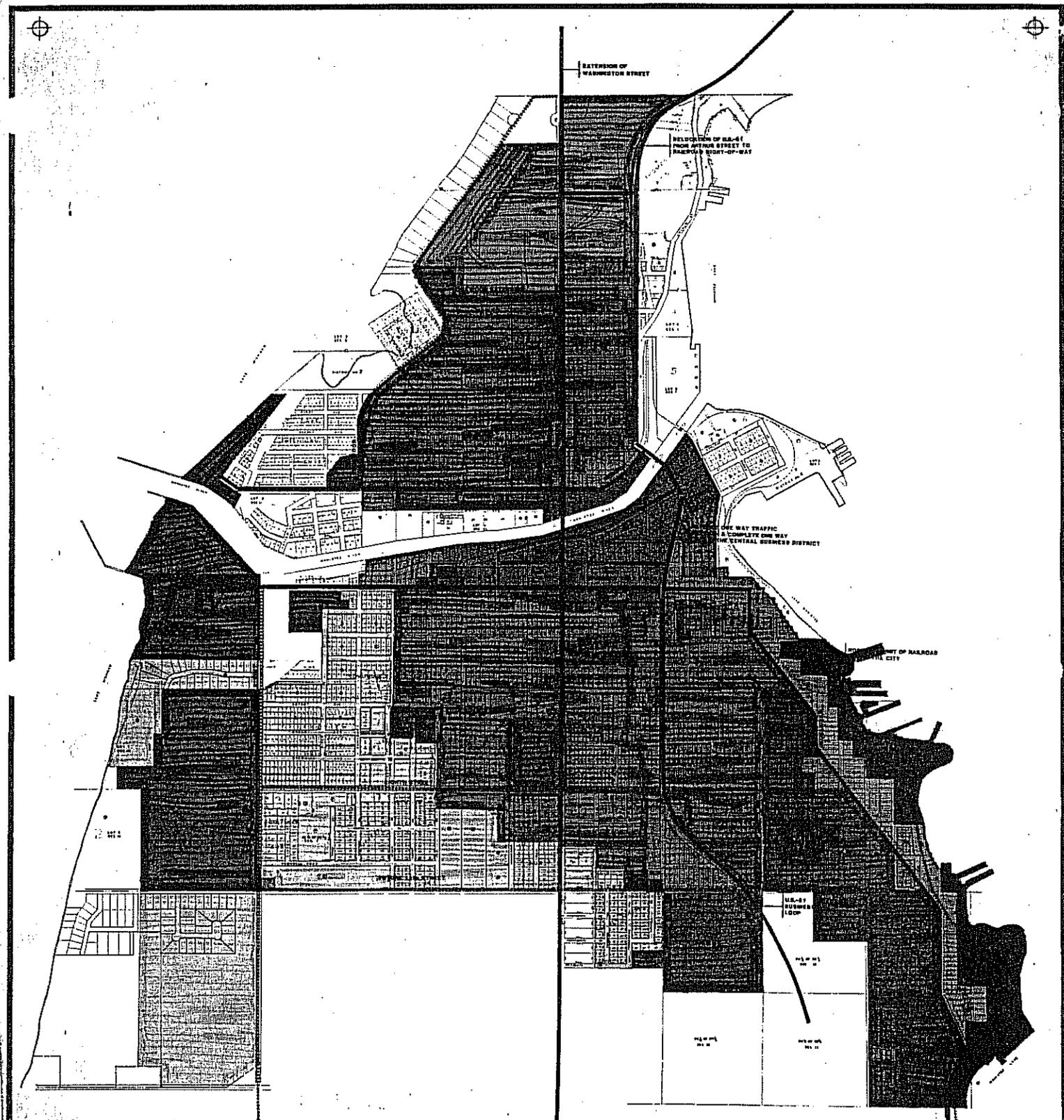
The City of Manistee has several severe transportation problems that must be addressed in the Manistee Development Plan. The solutions to transportation problems are usually expensive to achieve because the expansion or relocation of existing improvements requires land acquisitions and expensive roadway improvements. This is true of virtually all of the solutions proposed in this section. The time required to assemble the necessary land and secure the construction financing forces the transportation solutions to be medium to long range goals. The solution to transportation problems however are critical to achieving the other aspects of the Manistee Development Plan and therefore must be a high priority of the City's planning and budget efforts.

The City of Manistee is located at the confluence of Lake Michigan, Manistee Lake and the Manistee River. The early growth and prosperity of the city was due in large measure to this magnificent water resource. These waters are today one of the city's best hopes for a bright and prosperous future. However, these water resources are also compounding the transportation problems and impeding the orderly development of the City. The City is three quarters of a mile wide at the northern city limits and over two miles wide at the south city limits. Through this small area between Manistee Lake and Lake Michigan are funneled a major national highway and virtually all of the local traffic between the City and the rest of the County which lies primarily north of the City. To further compound the transportation problems, the city straddles the Manistee River where there are only two lift bridges connecting the two (peninsulas). Finally, through the narrow north end of the City, there is only one roadway: the federal highway which is crossed twice by the railroad. In order for the City to prosper and develop to its fullest potential the transportation problems have to be addressed.

The transportation issues addressed in the Manistee Development Plan can be broken down into the following four components:

- I. THE HIGHWAY AND THROUGH TRAFFIC
- II. ACCESS AT THE NORTHERN CITY LIMITS
- III. THE RAIL ROAD
- IV. INTERNAL CIRCULATION

Descriptions of each of these components form the remainder of this section.



**MAP 3C.1**

RAILROAD SERVICE  
EXTENDED AROUND  
SOUTH END OF  
RAILROUTE LANE

1986 DEVELOPMENT PLAN  
CITY OF MANISTEE MICHIGAN  
MANISTEE PLANNING COMMISSION

LAND USE PLAN MAP  
"TRANSPORTATION OVERLAY"

SCALE 1"=400'

PLANNING TEAM  
J.P. GRAY & ASSOCIATES  
ANDREW BOWMAN - COMMUNITY PLANNER  
RANDERS ARCHITECTS & ENGINEERS  
2222 SICHUAN AVE. WASHINGTON HEIGHTS, MANISTEE, MICHIGAN 49756

## I. THE HIGHWAY AND THROUGH TRAFFIC

There are three problems that need to be addressed with the US-31 highway in Manistee:

**Through Traffic.** The traffic load on US-31 has experienced steady growth and projections indicate that this trend will continue. As the traffic load increases it becomes more difficult to safely handle the traffic through the City. US-31 is being extended to highway M-10 east of Ludington and the next extension will bring the divided highway close to Manistee. This highway will eventually have to pass east of Manistee and it is important for Manistee to take an active role in determining the highway location within Manistee County. The new highway must be located close enough to the City so there can be a short and convenient business loop through the City

There is a regional group interested in securing Federal and State funds for US-31 improvements. With recently announced budget cuts on both Federal and State levels, there are fewer dollars for highway construction and the competition for those dollars will be increasing. The new organization wants to obtain a Federal designation for US-31 as a costal interstate highway. The new designation will make this highway eligible for additional funding sources. The City of Manistee should become active in this organization.

The relocation of a highway to bypass a community is often an emotional issue with local groups opposing the loss of business associated with traffic. Ottawa County and the citizens of Holland and Grand Haven successfully fought the relocation of US-31 and today they are paying a heavy price in congestion, traffic accidents and inconvenience. All of western Michigan north of Ottawa county losing the economic benefit of the traffic that now bypasses the congestion in Ottawa County by using US-131 as a preferred route north and south. The options for solving the Ottawa County problem are limited and expensive and may involve relocating US-31 further east then would have been necessary twenty years ago. It is important that a similar mistake is not made in Manistee.

**Business Loop.** Assuming that a new divided Interstate (costal) highway is located conveniently close to Manistee, it would be important to develop a safe and attractive business loop through the community for both traveler and local use. The current configuration on the highway north of the river is a narrow winding stretch of highway in dire need of improvement. If recommendations of the Manistee Development Plan regarding the relocation of the railroad north of the river cause a new southern approach to the city, then the property north of the river creates possibilities for new development, (see discussion concerning Special Planning District 2 in this Chapter). One of those possibilities is the relocation of US-31 to the present location of the rail road right-of-way. This new location of the

highway would straighten out the highway and move it further away from the Manistee Lake frontage. This new section of highway should have limited access to the property fronting the highway in order to avoid strip development along the highway. Possibly, the new section would have only two curb cuts, one for direct access to the north side industrial park and one onto the Carriage Inn property on the opposite side of the new roadway. The present roadway can be connected to the new section of highway at both ends and serve as a secondary street to service existing and anticipated new development along the lake frontage. [For more detailed discussion concerning development potential along Lake Manistee, see the Special Planning Districts section of this chapter].

Street-scape. When the Michigan Highway Department relocated US-31 through Manistee they did not purchase enough land to allow for adequate isolation of the highway from the adjacent properties. This lack of space, along both sides of the highway, presents snow removal problems, pedestrian safety concerns when adjacent sidewalks are impassable, and attractive landscaping is virtually impossible. Thus, the US-31 highway is an unattractive scar through the middle of the community which, though functional, does nothing to contribute to the quality of life evident elsewhere in the community. Highway travelers through the City of Manistee are not given a favorable first impression and often continue on through the community without stopping to discover Manistee's charm and uniqueness.

It is therefore important for the future growth and development of the community that the highway be improved to encourage a favorable first impression and to foster community pride. Due to the limited space available to accomplish a street-scape program, it will be necessary to solicit the cooperation of the contiguous property owners in this effort. The street-scape program should include the introduction of landscaping, the elimination of billboards and strict control of all signage along this roadway. It is important to de-emphasize the highway aspects of the street-scape and emphasize the quality of life aspects of a small and prosperous community. The highway should take on more the scale and atmosphere of Maple Street which is more the character of Manistee than the present highway. The highway needs to function as a highway but it does not have to look like a blighted area of a large city.

The two townships, Manistee to the north and Filer to the south, have commercial districts that have developed along the highway frontage. For the most part this strip type of development does not enhance the image of the area. Obviously, the City cannot control development in the townships. However, the City can and should get involved with the townships in developing a joint corridor plan for US-31 as well as area. Other shared planning issues of County or regional scope can also be the subject of joint planning studies. The City can ill afford to become parochial with respect to such planning concerns and will have to get involved with the Townships regarding US-31 issues and the

aesthetic and image question thus raised.

## II. ACCESS AT THE NORTH CITY LIMITS:

The movement of traffic through the northern narrow end of the city is accomplished by only one roadway, US-31. This is a bottle neck traffic problem needing a solution. Even the relocation of US-31 to the railroad property, as proposed above, does not provide an additional access north since both the new and old roadways will intersect at the city limits. There is a need for a second roadway connecting the central business district with the population and considerable development north of the city.

The Hospital and other medical services are located north of the city and the second means of access to the north will also provide an alternate route to these facilities in an emergency. The only viable possibility for solving such a problem is building an extension onto Washington Street. The extension of this roadway will take the cooperative planning efforts of the City of Manistee, Manistee Township, and the County Road Commission. The county has already developed preliminary studies for extending Washington Street and the City needs to become actively involved in this planning effort.

## III. THE RAILROAD:

The tonnage local industry ships by rail exceeds the tonnage shipped from the rest of the State of Michigan north of a line from Muskegon to Saginaw. There is no question that the rail service is an important link between local industry and their markets. The fact that the community has rail service keeps alive the possibility of attracting other industries to the community that rely on this service. This important and vital transportation service however currently has a "strangle hold" on the community's ability to develop to it's full potential. The City would be far better served if the railroad were relocated.

The following recommendation needs to be thoroughly studied to assure that rail service to the community is retained and that this service is provided in a way that best serves the long range interests of the City as well as the railroad and its customers. A relocation of this magnitude will obviously take time and money and probably considerable patience and fortitude. The benefit to the city however, will be so profound that the investment of time and capital will be unquestionably worthwhile.

The plan would require a new rail line be installed around the south end of Manistee Lake to link up with the existing rail service in Filer City at the paper mill of the Packaging Corporation of America. The industrial clients on the west side of the lake would be served from this new rail line. The existing rail line north of Morton Salt around the north end of

the lake to East Lake would then be abandoned. In addition, the existing rail yards which are strung out along the west shore of Manistee Lake would be replaced with a new railroad yard built south of the Lake along the existing railroad right of way.

The following chart points out the advantages of such a plan:  
ADVANTAGES FOR THE RAILROAD:

Stock Consolidation. Their yard operations will be consolidated and the rolling stock will be stored in one yard instead of being strung out along the entire length of the City.

Lower Maintenance Cost. The railroad will be able to abandon three bridges across the Manistee River and save on the cost of repairing and maintaining these three structures.

Diminished Switching. The cost and inconvenience of conducting switching operations across a federal highway will be eliminated.

ADVANTAGES FOR THE CITY OF MANISTEE:

New City Image. The railroad will no longer be on the City's front door step enabling a new image for Manistee. This would make easier the ability to develop high quality, people-oriented environments in this area. Railroad operations are most needed in our heavy industrial areas which are to be consolidated along the west shore of the Lake south of Morton Salt.

Better Traffic Control. The two railroad crossings will be eliminated on US-31 which will not only improve traffic movement in this area, but will also eliminate the potential of being cut off from emergency services north of the City. The railroad currently conducts switching operations across one of the crossings which is blocking the only route north out of the City.

New Highway Crossing. The existing railroad property would be freed up to accommodate the relocation of US-31 north of the river as discussed in detail above.

New Lakefront Development. The Manistee Lake water frontage north of the river would become accessible and could be made available for development as discussed in the Special Planning Districts section of this chapter. Also, the land along the shore of Manistee Lake west and south of the new marina would be made available for development.

Additional Commercial Development. The east end of River Street would not have rail lines along the eastern edge of the Central Business District which would encourage expansion of this district in that direction

Additional Industrial Development. The railroad property in the heavy industry area along the lake that is currently used for railroad yard can be made available for industrial expansion.

#### IV. INTERNAL CIRCULATION:

The existing City street system functions reasonably well despite the lack of adequate off street parking in many area of the City. This lack of parking in residential areas has forced the City to adopt an alternate-side-parking in the winter months to facilitate snow removal. This is a problem that can only be solved long term by gradually providing for additional parking in the residential areas so that cars are not parked on city streets in winter months. The following recommendations for city street expansion or improvements are made to improve existing traffic patterns or to accommodate future needs of the City. The Manistee Development Plan recommends the following five city street improvement projects.

**Oakwood Extension.** On the north side, only Washington street functions as a north-south collector street. With the anticipated development of the Lake Michigan frontage for residential use, it will be necessary to provide an additional north-south collector street on the north side. The best possibility for providing this collector street is Oakwood Avenue.

The Plan indicates Oakwood extended from Fifth Avenue to the north end of Washington Ave. The proposed route will connect Oakwood to the residential street west of the industrial park. The last leg of the new street will run across the north end of the industrial park and connect to Washington Avenue near the Cities water tower. This new street will be a collector for residential traffic and will need an intermediate connector to Washington, possibly just south of the industrial park. The new intermediate street should not be designed handle any of the industrial park traffic. This new collector street will handle the anticipated additional traffic load of the new developments along the Lake and provide a second means of travel for the established north side residential areas.

**Industrial Park Connector.** Currently the industrial park traffic runs north and south on Washington Ave and connects to US-31 via Monroe or one of the other residential streets that runs between Washington and the highway. The industrial park needs to connect directly to the highway so that traffic on Washington can be minimized and industrial park traffic through residential neighborhoods can be eliminated. The Transportation Map, (see Map???) , indicates a new road from the center of the industrial park to the new US-31 located on the railroad right of way.

**Central Business District.** The traffic pattern in the central business district can be improved by completing a one-way looping system that is only partially completed. The traffic pattern can also be improved by reversing the existing one-way system. The

recommendations concerning traffic patterns in the central business district are covered in more detail in the Downtown Development Plan section of this chapter.

East-West Collector. South of the river, First and Eighth are only two collector streets that run east and west across the entire width of the city. With increased traffic load, First Street way soon have to be improved. The initial improvement may be the elimination of parking on this street during the high traffic months. As the City develops to the south it will be necessary to establish another east-west collector street. This new street is shown as twelfth street on the Transportation Map, (see Map ???)

Old US-31. The old US-31 roadway "saw teeth" up the eastern edge of the City roughly dividing residential and heavy industrial land uses. From a land use planning perspective, it would have been better for the State Highway Department to use the roadway as a buffer between conflicting uses instead of building the present highway right through the center of the City and splitting similar land uses. The City is now saddled with a problem that could have been addressed when the new highway location was proposed. The "saw tooth" roadway system along the edge of the heavy industry land does not function well as a collector street due to the numerous ninety degree turns.

It is important to have a good collector street for this area due to the amount of truck traffic and auto traffic created by the local industries. This traffic is now filtering to US-31 through the residential streets in the area and adversely affecting the value of these properties for residential use. Heavy industry and single family housing are not compatible land uses and where possible, they need to be buffered from each other with transitional land uses that are more compatible with both use types. However, heavy industry currently occupies such a long narrow strip of land (it stretches for over a mile and a half along the old highway roadway), that it is nearly impossible to provide an adequate land use buffer between the heavy industry and adjacent residential uses. The conflict between these two land uses is evident along the old highway route with declining property values leading to deterioration of the neighborhoods. Only the fierce pride of ownership which is evident throughout this community, and which is very evident in the neighborhoods along the old highway, has prevented the area from deteriorating into blighted neighborhoods with no hope for recovery.

A new collector street is necessary in this area could help solve these problems if it has a wide enough right-of-way to accommodate earth berms and landscaping. Such a collector would provide a modest buffer between the industrial shoreline and adjacent residential neighborhoods. The new road would thus provide two functions, first it would provide the industrial uses adequate access to the highway and secondly, the new road would provide the neighborhoods with protection against further

deterioration due to encroachment by heavy industry.

The Manistee Development Plan recommends that a new roadway be built that will connect Main Street to the south with Sibben Street to the north. This new roadway would replace the old "saw tooth" roadway and provide easy access to US-31 at First Street to the north and south of the City. Truck traffic would be prohibited from using residential streets and the new street would serve as a collector for both industrial and residential traffic. The new road will provide an good alternate route into the central business district for east side residences and provide them with a clear and distinct separation from the heavy industrial uses.

The new roadway should be as straight as possible with wide sweeping curves where straight alignment is not possible. The exact location of the roadway should be determined by a careful study of the area. Such a study must include a projection of the long-term expansion needs of the present industries. The study committee should include representatives from the property owners in the area affected, including industrial, commercial, and residential owners. While the Manistee Planning Commission should be the steering agency in this effort, the City Council as well as Manistee County staff should have a seat. The relocation of a roadway is seldom easy or inexpensive and this project will be no exception. It will take a great deal of cooperation to accomplish the objective of a better relationship between the two conflicting land uses and solving the vehicular circulation needs of the area.