

MANISTEE CITY PLANNING COMMISSION

70 Maple Street, Manistee, Michigan 49660

Meeting of Thursday, February 3, 2000
7:00 p.m. - Council Chambers

AGENDA

- I Roll Call
- II Public Hearing
 - 1. None
- III Citizen Questions, Concerns and Consideration
- IV Approval of Minutes from Last Meeting (1/6/00)
- V Unfinished Business
 - 1. Lighthouse Landings
- VI New Business
 - 1. Election of Secretary
 - 2. 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

DATE: January 28, 2000

RE: Planning Commission Meeting, February 3, 2000

Our next Planning Commission Meeting will be Thursday, February 3, 2000 in the Council Chambers.

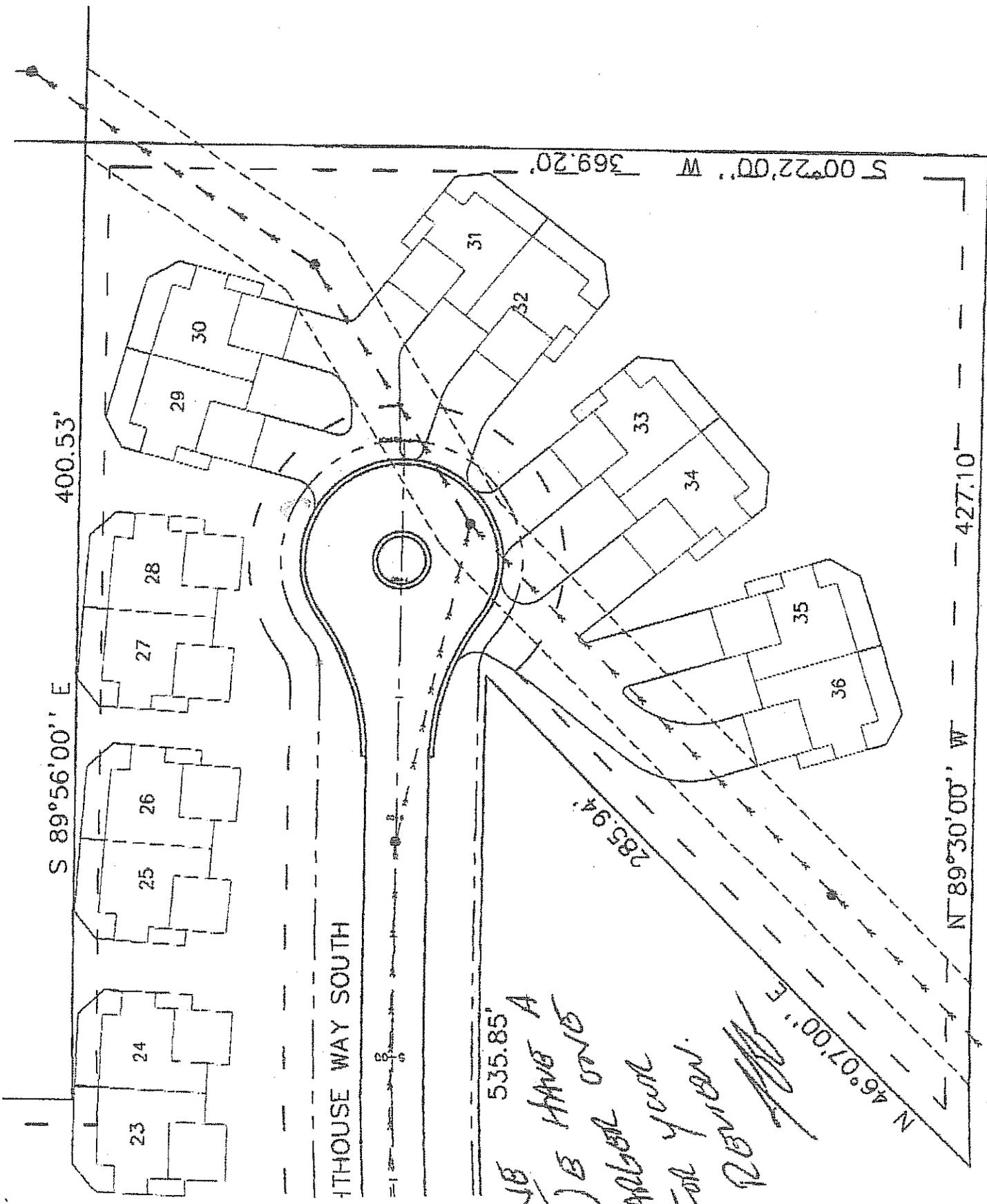
Items on the Agenda are:

1. Lighthouse Landings. Lighthouse Landings received an extension until the February meeting to the condition of the Special Use Permit issued in August 1999 regarding the encroaching decks.
2. Election of Secretary. A copy of a letter of resignation is enclosed from Tim Stefanick. We will need to Elect a Secretary at the meeting.
3. Committee Appointments. Chairman Yoder will make Committee Appointments at the meeting.
4. Section 3E, 3F, & 3G of the Master Plan. (Section 3D, The Downtown Development Plan included the Central Business District Development Plan of 1988. The remaining parts of the document is provided for your information but will not be reviewed at a worksession.)

If you are unable to make the meeting please call Denise at 723-2558. See you there!!

JRR:djm

cc: City Council



400.53'

S 89°56'00" E

THOUSE WAY SOUTH

23

24

25

26

27

28

29

30

535.85'

*DOUBLE HANG A
IN B HANG ONE
LARGER ONE
FOR YOUR
REVIEW.*

285.94'

31

32

33

34

35

36

S 00°22'00" W 369.20'

N 89°30'00" W

427.10'

NE CORNER OUT

1-19-00
MANISTEE CITY PLANNING COMMISSION
MANISTEE, MICHIGAN

DEAR COMMISSION MEMBERS,

DUE TO JOB RESPONSABILITIES
AND OTHER UNFORSEEN CIRCUMSTANCES,
I REGRETFULLY MUST RESIGN MY
SEAT ON THE COMMISSION.

YOU SEEM LIKE A GOOD GROUP
AND I HAVE ENJOYED MY BREIF
SERVICE.

PERHAPS OUR PATHS WILL CROSS
AGAIN IN THE FUTURE.

SINCERELY,
Tim Stefanick

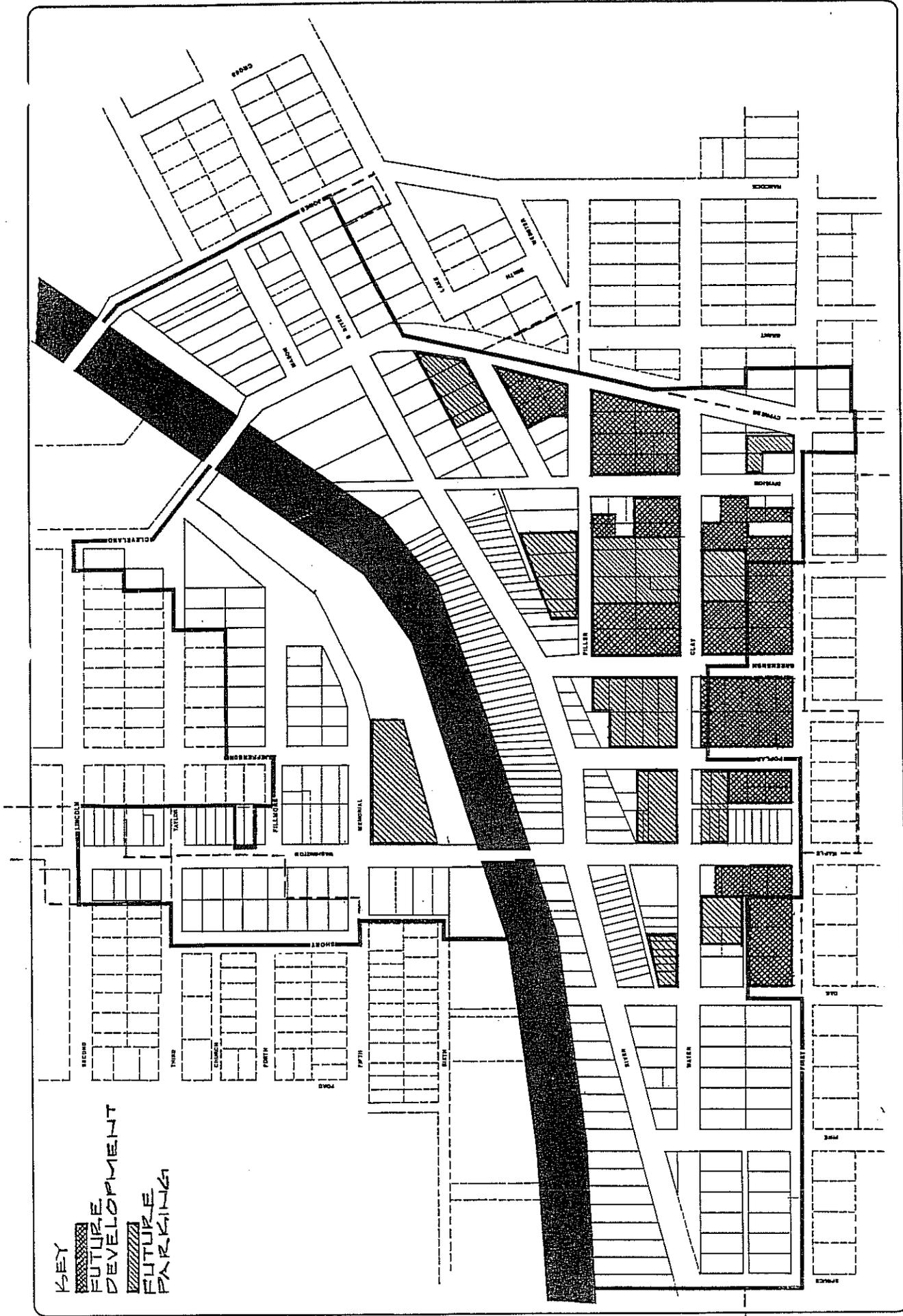
TIM STEFANICK
188 FORD STREET
MANISTEE, MICHIGAN
49660

1959 Plan:

The 1959 proposed future development plan by J. Martin Frissel is a document worthy of further study. All we now have of Mr. Frissel's study is the plan, the text of the study was never located. The plan indicates that the central business district in 1959 was facing very similar problems to the current central business district. There was a need for the infusion of additional capital for the development and there was a need for additional parking.

If more of this plan had been realized, the current problems facing the central business district would certainly be less acute. There is a remarkable similarity to the solution proposed in 1959 and the solution proposed in this study. Traffic patterns are not indicated on Mr. Frissel's plan but Water and Clay Street are aligned to facilitate better traffic circulation in the 1959 plan.

The proposed expansion of the parking facilities occurs primarily along the realigned Clay/Water Streets with new development was projected to occur primarily adjacent to the new parking facilities. All of the proposed new development is north of First Street. In these ways the new and old plan are very similar. If the 1959 plan had been adopted and fully implemented, the central business district today would be building on the foundation of a good plan instead of stepping back to reconsider some planning ideas that were proposed twenty-eight years ago. The central business district would be in much better shape to fulfill current central business district needs if the 1959 plan had been implemented. Hopefully this is a valuable lesson for the current community leaders. Progress may be slow but with a good plan and dedicated single minded people who believe in the plan, progress can be made.



KEY
 FUTURE DEVELOPMENT
 FUTURE PARKING

PLANNING TEAM:
 J. P. GRAY & ASSOCIATES



BASE MAP
 1959 DEVELOPMENT PLAN

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
 CITY OF MANISTEE
 DOWNTOWN DEVELOPMENT AUTHORITY

DDA Boundary:

The Manistee Development plan has proposed a specific area within the city be designated for "General Commercial" or Central Business District. The area selected in the development plan is slightly different than the current boundaries of the DDA. The areas selected for commercial the development plan were influenced by a computer aided analysis that was programmed to select suitable land for the central business district. One of those factors was existing land use. The DDA will face many challenges in the near future and the job will be made easier if all the properties that will benefit from the DDA's activities are contributing their fair share to the planning effort. There should be a sharper division between the general commercial district and the adjacent residential districts. The DDA should have a plan for gradually altering the boundary line to conform with the proposed boundary of the general commercial area in the Master development plan. This will eliminate the office, commercial, and public uses that are currently between the DDA boundary and the adjacent residential areas. The existing land use map that follows indicates the current land uses and also shows the current boundary of the DDA.

The proposed DDA boundary map that follows indicates the proposed general commercial district. The cross hatched areas indicate the parcels of land added to or removed from the current DDA district. The realignment of the boundary is not a high priority project and the realignment can occur as required to support future proposals for developing land on the perimeter of the Central Business District.

The parcels that are proposed to be added to the Central Business District include:

- (1) Parcels at the west end of River Street that are currently non residential.
- (2) Parcels along First Street that include existing commercial and business uses. The Ramsdell Theatre and the Methodist Church. This area also includes several single family residential units north of First Street.
- (3) Parcels north of the current DDA district on Washington Street that are currently non-residential uses.

The parcels that are proposed to be removed from the Central Business District include:

- (1) Several parcels in the area east of U.S. 31 at First Street. These parcels are better suited for the proposed neighborhood commercial district as detailed in the City Master Development Plan.

DDA Boundary

- (2) Parcels east and west of Washington Avenue that showed up on the computer analysis suitability maps as highly desirable parcels for high density residential. The DDA should be prepared to respond favorably to proposals to remove these parcels from the DDA for the purpose of building apartment units in this area.

The text and maps generated in this planning document will assume that the DDA boundary is the district proposed in the Manistee Development Plan for "General Commercial".

Long Range Expansion:

Enclosed is a portion of the Manistee Development Plan new land use map that shows the central business district and surrounding areas for the purpose of long range planning, it is important to note that there is only one direction for the central business district to expand beyond the minor adjustment in the boundary described above. On three sides the central business district (General Commercial on the map) is bounded by high density residential or neighborhood commercial. To the east however, are two special planning districts, one on the south side of the river and one on the north side. These two areas are in transition, and could support developments far different than the present uses. The central business district will have an impact on the development that takes place in these two special planning districts and its conceivable that portions of these two districts become an intricate part of the central business district. If the district expands in land area, it will be to the east.

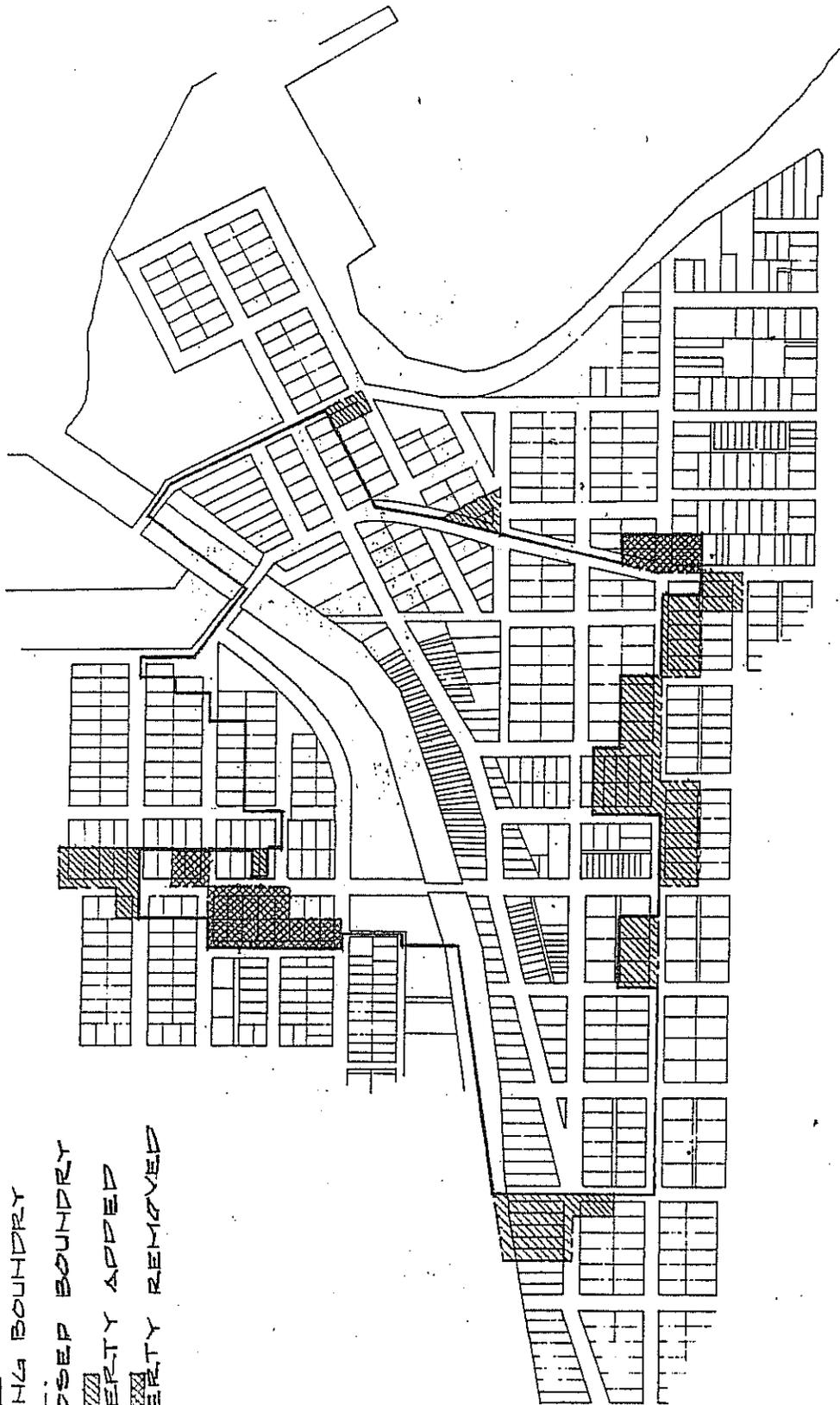
KEY

EXISTING BOUNDRY

PROPOSED BOUNDRY

PROPERTY ADDED

PROPERTY REMOVED



CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MANISTEE
DOWNTOWN DEVELOPMENT AUTHORITY

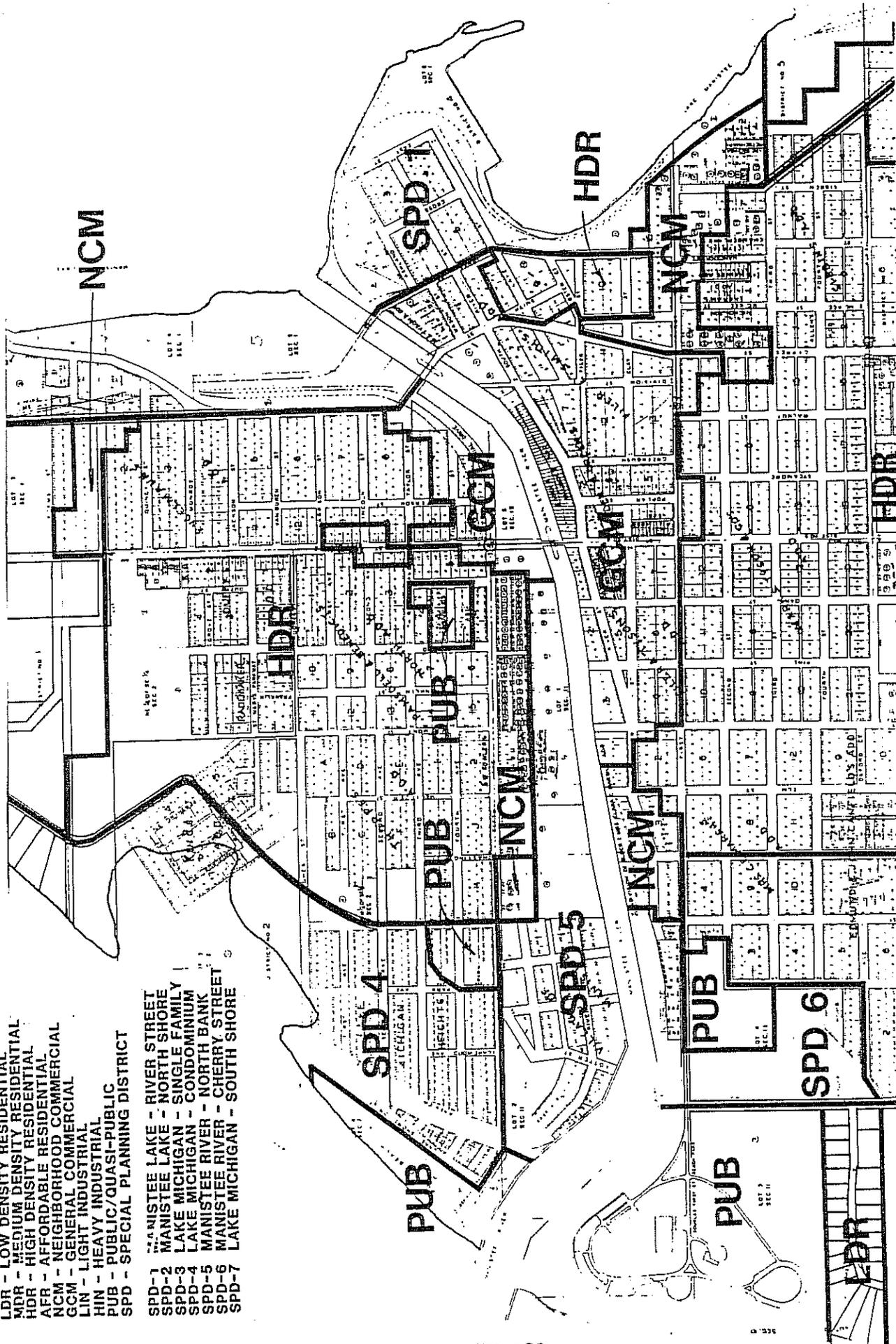
BASE MAP
PROPOSED PDA DISTRICT



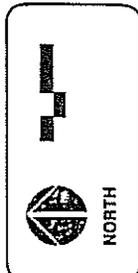
PLANNING TEAM:
J. P. GRAY & ASSOCIATES

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



PLANNING TEAM:
J. P. GRAY & ASSOCIATES



BASE MAP

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MANISTEE
DOWNTOWN DEVELOPMENT AUTHORITY

Residential Uses:

Manistee is fortunate to have residential neighborhoods adjacent to the central business district that are well developed and maintained. Even the housing that is contiguous to land uses considered not compatible to single family, is well maintained. There are no residential areas in Manistee that could be considered a slum or undesirable residential neighborhood. There is obviously a pride of ownership in the community that needs to be supported and encouraged.

Traditionally the housing adjacent to the central business district gradually declines in value as the business district expands. Manistee has had an actual decline in population over the last 80 years and the central business district has been able to keep pace with current demands for business and commercial space without expanding to far into the established residential areas. In developing a plan for the future expansion of the central business district, it will be important to give careful consideration to protecting the integrity and property values in the contiguous single family neighborhoods.

It is also important to recognize that an expanding and growing economy in Manistee will mean that the central business will also have to grow if it is to play a key role in the city's redevelopment. Any projected growth in central business district activities will mean additional occupancy of existing structures, the need for new structures, and the need for additional parking. Inevitably structures will have to be raised to provide space for this rebuilding effort. The older structures that have no historical value and private homes are obviously the primary source of the additional land that will be needed. It is important to target only private homes within the central business district for acquisition and protect the value of the single family housing that is adjacent to the district. The single family housing map locates the single family housing in and adjacent to the proposed central business district. The housing that is outside the boundary and outlined in a dark line should be protected and maintained for housing activity. The housing that is within the expanded central business district area will be the housing that will probably provide the space to support new development activity in the central business district. This housing has been identified on the map as cross hatched areas. The location of the single family housing in the central business district is important because any expansion opportunities or requirements will view the housing as the prime resource for the additional land requirements.

Residential Uses

The housing that is bounded by Maple, Division, First, and river Streets will be the prime candidate for acquisition. There should be a program developed to start the acquisition process so that the land is controlled for future development needs. This can be accomplished by purchasing the property as it is offered for sale, or taking an option to purchase. In either case, it is important to control the property before announcing any proposed development plans.

Public Facilities:

Within the proposed central business district are located several important public facilities which include:

1. Manistee City Hall.
2. U.S. Post Office.
3. Ramsdell Theatre Complex.
4. Manistee County Library.
5. Dial-A-Ride Office and Garage.
6. Historical Museum.
7. City Marina.
8. North Side River Park.

The concentration of public facilities within the central business district is not uncommon and is a mixed blessing. Obviously the employees and visitors to these facilities compete for the limited parking spaces available in the central business district. On the other hand, the pedestrian traffic generated by these facilities represent potential customers for the retail and food service outlets in the central business district. As pedestrian traffic generators, the public facilities are a desirable element in the redevelopment plans for the central business district.

The City of Manistee is fortunate to have the legacy of previous generations public facility building efforts. As pointed out in the Cities Master Development Plan, the city has few deficiencies in so far as public facilities are concerned. There are however two facilities that could be developed in the central business district that would be beneficial to both the central business district, and community, and could also be the foundation upon which a new image for the community is developed. These two facilities are a river walk and a regional cultural center.

River Walk:

The DDA has invested considerable time, energy and financial resources to develop a river walk along the south side of the river in the central business district. The City's Master Development Plan proposes that the linear park idea be expanded to include both banks of the river from Lake Michigan to Manistee Lake. Knowing the difficulty of developing a small section of the river walk, the expanded linear park idea may seem impossible. The only way that the expanded river walk can be accomplished is with broad local support. The river front development has to become a community project with broad public appeal. It has been difficult for the DDA to generate this broad public support, even within the central business district, because the development is perceived as having a primary benefit for the contiguous property owners and businesses, and very little public benefit. This is a short sited perspective that can be overcome with an expanded linear park development.

Public Facilities

The river front linear park development may be the single most important project for the redevelopment efforts of the community. Manistee needs a new image and development of both sides of the river is the type of project that has high visibility and will favorably influence that new image. Obviously one of the beneficiaries of a well designed linear park will be the central business district. The DDA needs to enthusiastically support the river walk committee, and the efforts of the committee to develop the river front. By having a city appointed committee, the DDA can avoid being perceived as the leader and champion of the effort.

Cultural Center:

The city has a unique opportunity to develop a cultural center that would be the envy of communities much larger than Manistee. Lined up on Maple Street, within the central business district are the Ramsdell Theatre complex, the County Library and the Masonic Temple. All three buildings are significant architectural structures that are worthy of preservation. In recent years the Ramsdell Theatre and the library have benefited from capital investment projects that help insure the integrity of these structures. The Masonic Temple is currently in desperate need of similar improvements. The community has a Cultural Arts Council that needs to be encouraged to look at the possibility of developing a regional cultural arts center. The three buildings are too large and the interior spaces too grand to serve the limited cultural and community center requirements of a local community. A community of 7,000 people cannot afford to support that much space for cultural and community center activities. If all three structures are used in a cooperative manner for public use, then the City of Manistee has the physical facility to support an ambitious and grand cultural center that will support the cultural requirements of the entire west Michigan region from Traverse City to Muskegon.

Public Facilities

A well managed and promoted regional cultural arts center in Manistee's central business district would draw people into the community from throughout Western Michigan. The Center could, along with the river walk, provide the community with the foundation for a brand new image. The cultural arts center will require the same type of public support facilities that will be required for the central business district including parking, accessibility, etc. The increased activity and exposure will assist in promoting Manistee throughout Western Michigan. The central business district has the potential to regain the prominence it had at the turn of the century, when Manistee was the regional center for commerce, business, and cultural activities. There exists a need for such a center and Manistee is currently the most likely candidate. In order to be accepted as the regional center, the community needs to develop an new image. A linear park along the river and a cultural/community center program that is designed to take advantage of the grand spaces in these three older structures will be a big influence in development Manistee's new image.

Vehicular Circulation:

Existing Traffic Circulation:

The current traffic pattern includes two primary north south streets (U.S. 31 and Maple/Washington) and two primary east-west streets (Memorial Drive and First Street). River Street is a primary one way street from Division to Spruce Streets. The primary access into the central business district are at First and U.S. 31, and River Street and U.S. 31. The corner of Memorial Drive and U.S. 31 is a primary entrance for traffic moving south on U.S. 31. Maple street brings traffic into the western third of the central business district and traffic circulates back to the west on either First Street or Clay Street. This traffic pattern has been established for some time and is accepted and convenient for the people familiar with Manistee. The system is not convenient for people who are not frequent visitors to the community, and may in fact be a deterrent to future growth and propriety of the central business district. There are several problems associated with the current circulation pattern.

- (1) The primary entrance (Front Door) to the central business district for the visitor to the community is the corner of U.S. 31 and River Street. This is a busy intersection and under normal circumstances would be a good choice for the primary entrance into the central business district. However, this intersection is far from normal. The approach from the south is on a hill and curve. The approach from the north is across a bridge that is not perpendicular to the intersection. A infrequent visitor approaching this intersection has to concentrate on driving and often is not aware that this is the entrance into the central business district. If a driver heading north misses the turn at River Street, there is not another convenient way to direct them back into the central business district.
- (2) River Street is the primary traffic handler within the central business district with most visitors looking for a parking space along this street before attempting to find parking opportunities up the hill to the south of the district. River Street also serves as a primary delivery artery because most properties along the street can not be served from the back sides of the buildings. The volume of traffic and the delivery requirements make it difficult to create a pedestrian atmosphere in an otherwise very beautiful and historic street scape. The traffic circulation requirements are currently dictating how River Street is used with pedestrian considerations receiving a lower priority. A successful central business district finds a way of blending traffic and pedestrian considerations so that both are well served.

Vehicular Circulation

- (3) The one way street system is not a complete loop and to the casual visitor the present system is confusing. The circulation pattern will be difficult to correct until additional properties are acquired to facilitate the alignment of Clay and Water Streets as proposed in the 1959 central business district development plan, by J. Martin Frisser. The alignment of these two streets will be a pivotal project in any circulation improvement plan.

Proposed Traffic Circulation:

The proposed traffic circulation system features a complete one way traffic loop system from U.S. 31 to Pine and back to U.S. 31. The proposed circulation pattern has several features that must be considered.

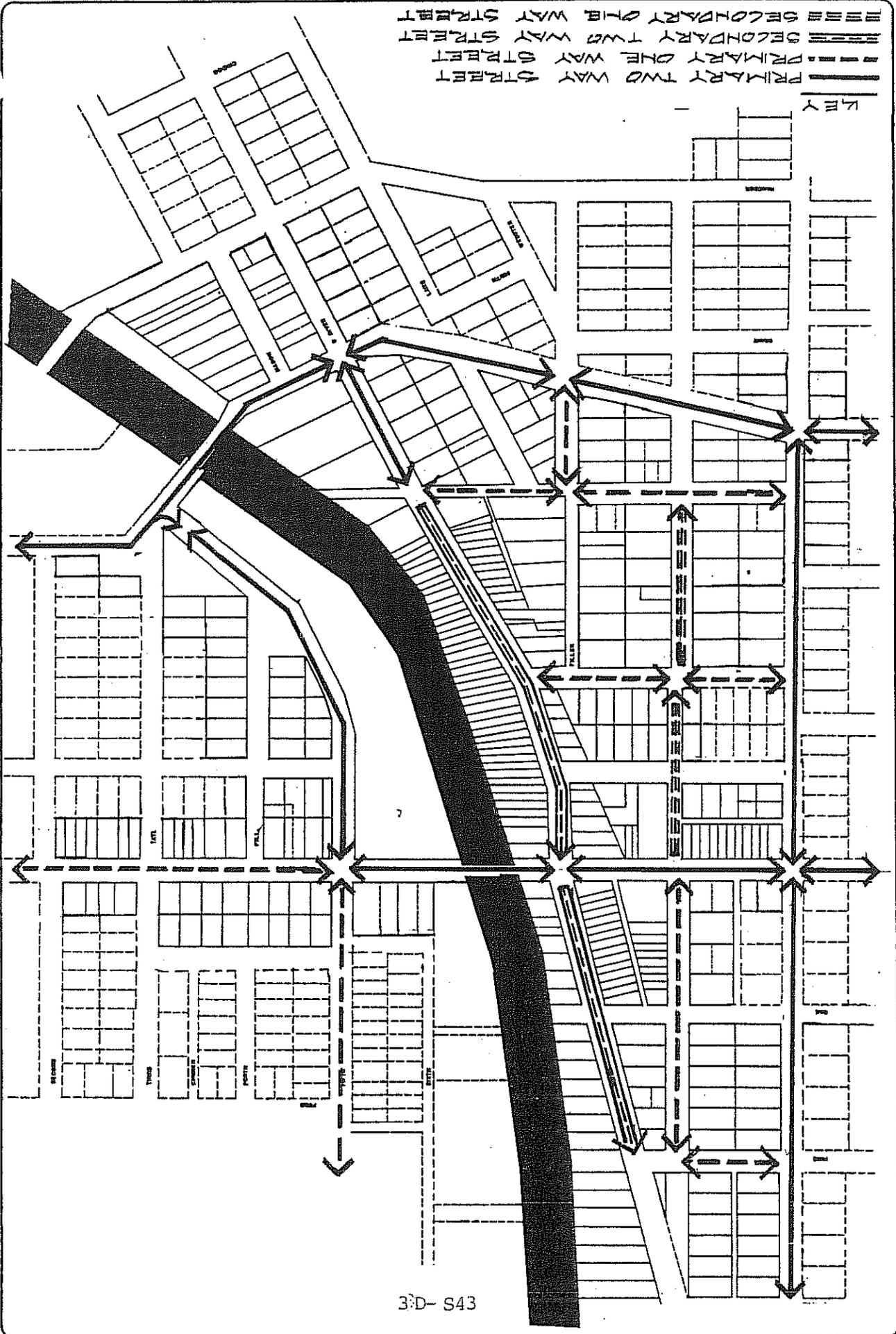
- (1) The primary entrance (Front Door) is moved to Clay and U.S. 31 and First Street and U.S. 31. Although these two corners are not perfectly ninety degree intersections, they are on level ground and the street could be designed to accommodate safe left hand turns for north bound traffic.
- (2) The one way street system is a complete one-way loop. The entrance into the loop system is at Clay and U.S. 31 or one of the secondary streets between Clay and First Street. The primary off street parking spaces can be conveniently located off Clay so that shoppers can enter the central business district, park, and leave the central business district via First Street without contributing to the traffic congestion on River Street.
- (3) It is safer to exit onto U.S. 31 at River Street with no through traffic from the east then it is currently trying to make a north bound left turn onto River with the oncoming through traffic on U.S. 31.

Vehicular Circulation

- (4) In the master development plan for the city, Washington Street will be extended north to connect with U.S. 31 north of the city. The city plan also projects substantial residential development along the north side lake frontage. These two developments will increase traffic on both Washington and Fifth Avenue. These two streets will serve the north side in the same way Maple and First now serve the south side. This means that the local traffic will find it more convenient to enter the central business district from Washington and Maple and allowing local traffic to enter the one way system at Maple and River for convenient access to the street parking in front of the stores.
- (5) If convenient parking is provided off a one way west bond Clay/Water Street, then the vehicular traffic on River Street will be reduced. With less traffic on River Street, more emphasis can be given to pedestrian amenities. The street scape along River Street should not resemble a long narrow parking lot, or circulation tube, but instead should be a space that give primary emphasis to the requirements of the pedestrian.

The new circulation pattern can not be implemented until Clay and Water Streets are aligned. This will require the acquisition of four parcels of land, the News Advocate building along with the adjacent parking lot and two private residences on Clay between Greenbush and Poplar. With these four parcels, Clay Street can be widened and move to the south to line up with Water Street. In the new location, Clay Street will be able to handle the anticipated additional traffic load of the one way loop.

The alignment of Clay and Water Street is a problem that needs to receive immediate attention. To accomplish the relocation of Clay, additional property will have to be purchased and a business relocated. The process of acquisition and relocation will be time-consuming and expensive. This is probably why the project was not completed when the realignment was first proposed in 1959. The lack of a good vehicular connection on the south side of the central business district causes a traffic bottle neck that must be elevated before other aspects of the redevelopment plan can be accomplished.



3:D- S43

PLANNING TEAM:
J. P. GRAY & ASSOCIATES



BASE MAP
EXISTING TRAFFIC
CIRCULATION

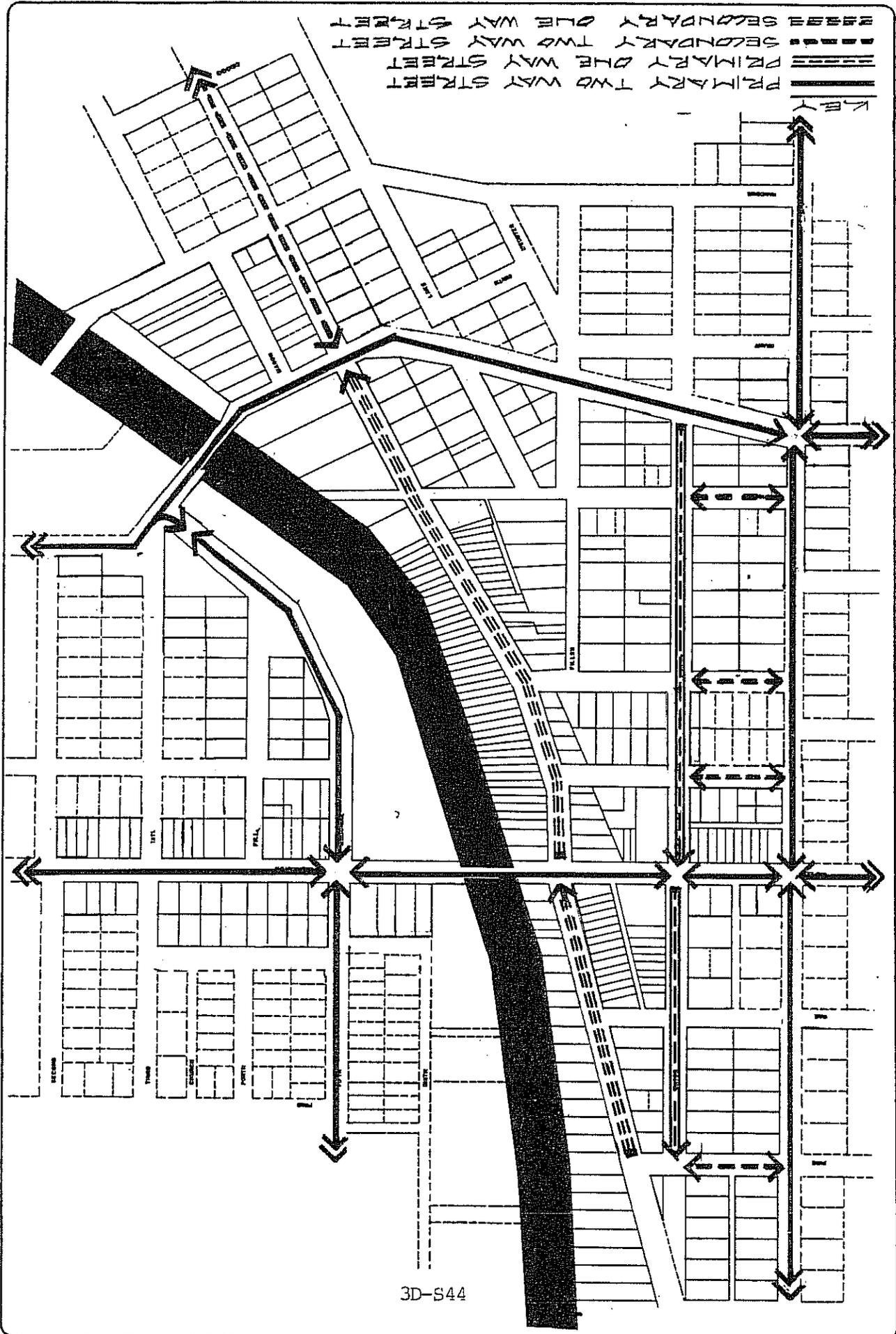
CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MANSTEE
DOWNTOWN DEVELOPMENT AUTHORITY

PLANNING TEAM:
J. P. GRAY & ASSOCIATES



BASE MAP
PROPOSED TRAFFIC
CIRCULATION

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MANISTEE
DOWNTOWN DEVELOPMENT AUTHORITY



3D-S44

Parking:

Overview:

Parking and circulation are inter-related and both are essential elements in a successful plan to encourage redevelopment of Manistee central business district. The lack of adequate and convenient parking in Manistee central business district is a serious problem that is having an adverse effect on the economic vitality of the district. There is currently less off street parking in the central business district than was proposed in the Frissel plan of 1959. In the twenty-eight years since the last plan was proposed, the parking problem in the central business district has become more critical and is probably the single biggest deterrent to attract new business and development into the area.

This is not a popular issue and some citizens have argued that current parking spaces in the existing parking lots are not used. However, the spaces available on a regular basis are the most remote parking spaces within the central business district. The prospective new business owner will quickly assess the availability of convenient parking spaces and will not be interested in the spaces that are further than five hundred feet from his front door. The existing street parking and convenient off street parking is barely adequate for the current level of activity in the central business district, and is grossly inadequate in the heavy shopping seasons between Thanksgiving and Christmas, which is a critical time for most retailers.

There is a relationship between the parking problem and the inventory of vacant and under-utilized prime retail space currently available along River Street. Until the parking problem is addressed, there will not be sufficient demand to fill the available retail space. The larger retail spaces will be the most difficult to fill because parking tends to be even more critical for larger retail outlets. The prospects for finding tenants for the available street level space will not substantially improve until the parking problem in the central business district is resolved.

Existing Parking:

The following map indicates the location of the current land within the central business district that is used for private and public parking. Comparing this map to the 1959 central business district plan it is easy to recognize that the current parking facilities fall far short of the parking facilities required for a central business district the size of Manistee's.

Parking

Potential for Expansion of Surface Parking:

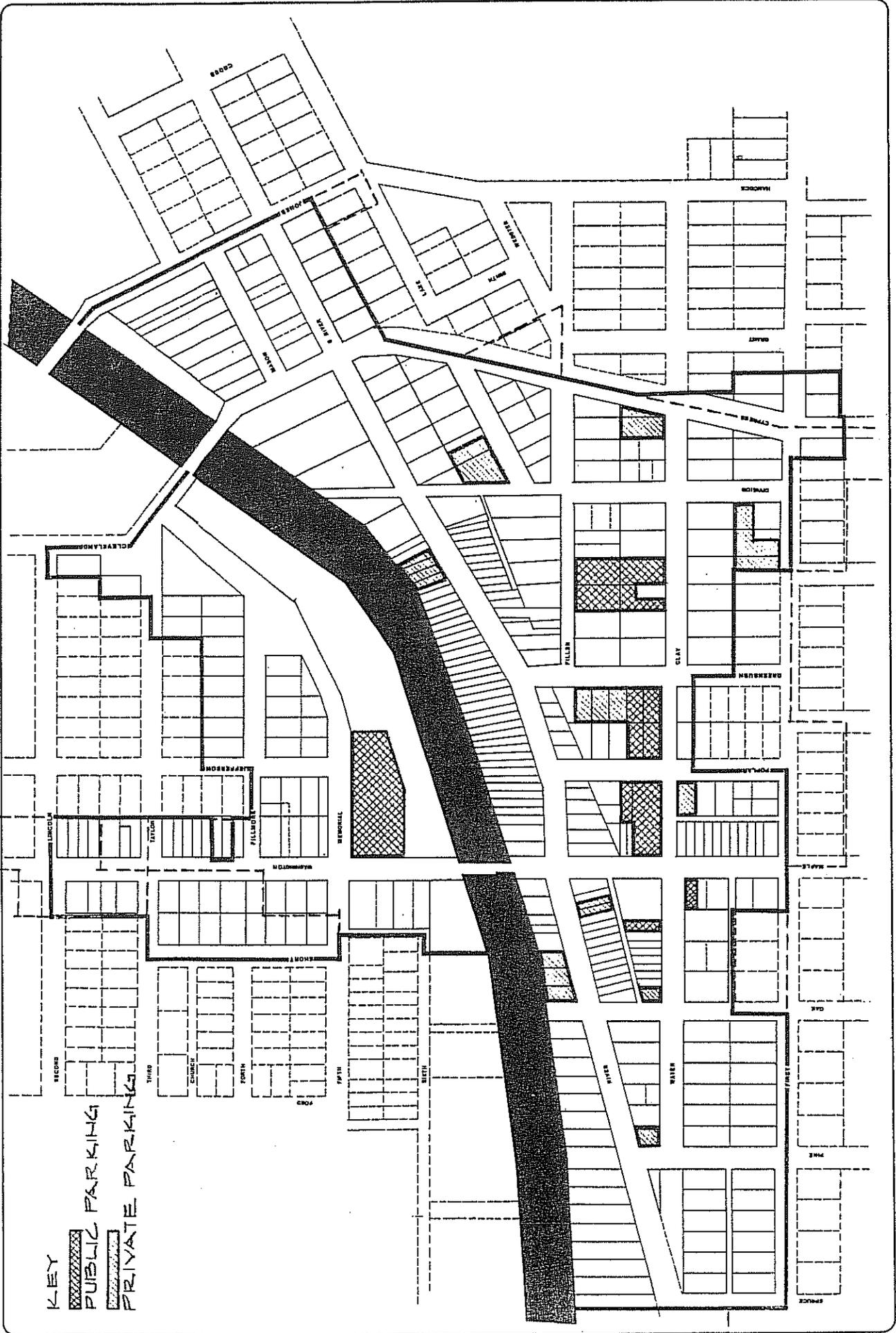
The proposed expansion of the surface parking as indicated on the second map and this space can be divided into three categories:

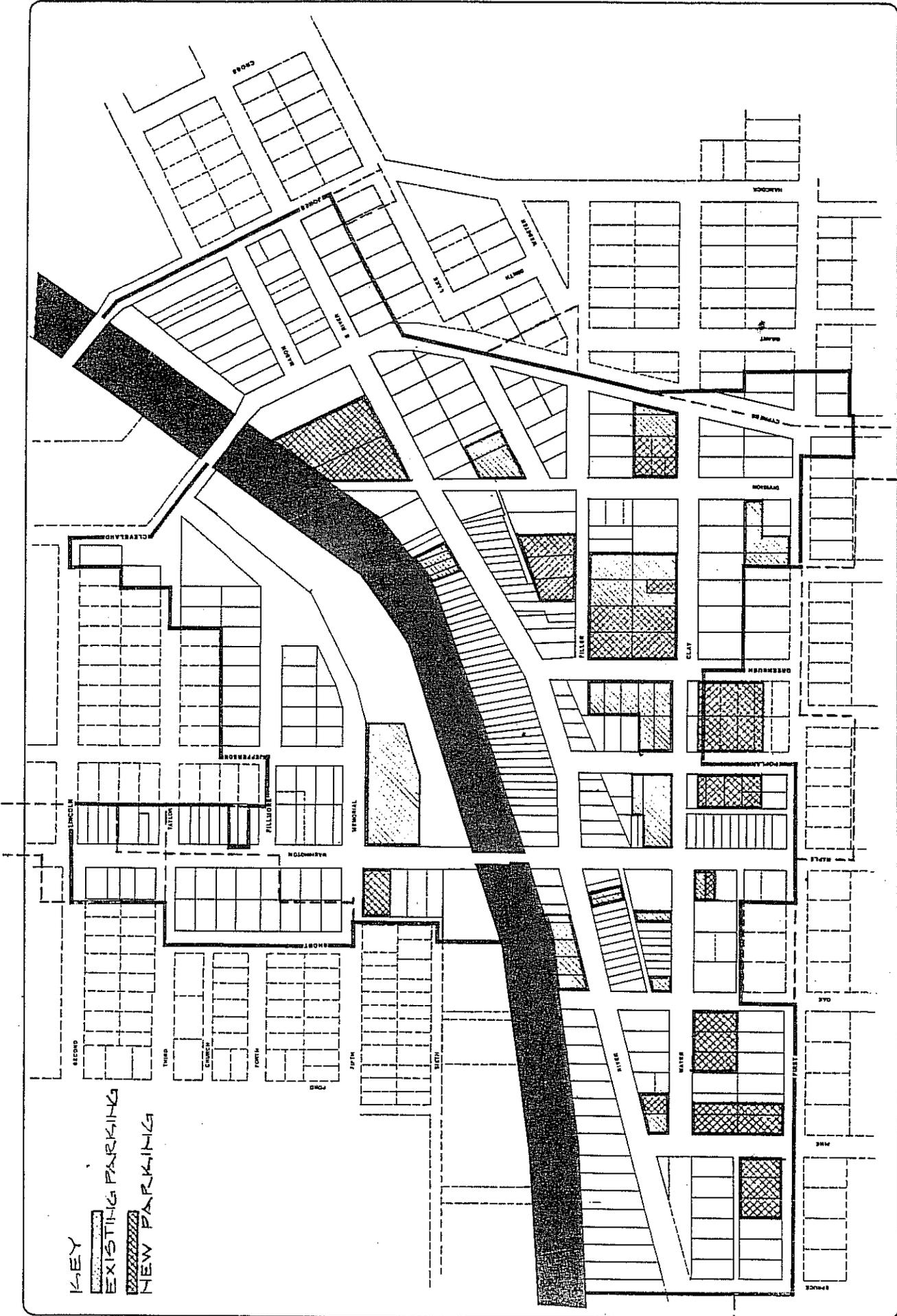
- (1) Existing vacant land.
- (2) Existing single family housing sites.
- (3) Existing sites that have buildings that are not recyclable and currently are used for a function that is not compatible with the central business district activities.

The largest potential surface parking locations will require the acquisition and demolition of single family housing.

Ultimate Parking Plan:

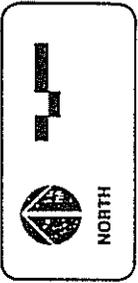
Manistee will have difficulty expanding the boundaries of the central business district beyond the limits recommended in the Master Development Plan. With limited land area to work with, the Manistee central business district will have to rely on a compact development solution. Compact solutions usually rely on multi-levels of retail and parking to solve the space requirements. Fortunately the central business district is built along a riverbank that has a prominent north facing slope. The difference in elevation from Clay Street to River Street will accommodate multi-level parking that can take advantage of this elevation change. The final parking map indicates the potential for multi-leveled parking in the central business district. Note that the majority of prime retail locations in the central business district are within 500' of the multi-leveled parking facilities.





KEY
 EXISTING PARKING
 NEW PARKING

PLANNING TEAM:
 J. P. GRAY & ASSOCIATES



BASE MAP
 POTENTIAL FOR EXPANSION
 OF SURFACE PARKING

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
 CITY OF MANISTEE
 DOWNTOWN DEVELOPMENT AUTHORITY

Potential Sites For New Development:

The City Master Development Plan includes a map that indicates the vacant land within the city limits. This study was expanded to include vacant and underutilized existing structures. The portion of this map that includes the central business district is reproduced and included in this study. The central business district has the majority of the vacant and underutilized existing floor space in the city. This is a resource that can become the cornerstone of a redevelopment plan.

This available space resource falls into one of several categories:

- (1) Existing structures that are occupied on only one story of a multi-story structure. The upper stories of the buildings south of River Street and both the upper and lower stories of the buildings north of River Street fall into this category.
- (2) Vacant buildings where even the primary first floor space is unoccupied.
- (3) Existing buildings that have an occupancy that is not compatible with the central business district functions or is a compatible occupancy that is currently located in a space that could better serve the district as retail space.

All of the vacant and underutilized space within the central business district represents a redevelopment opportunity. It is unlikely however, that new development will occur in the central business district until some of the inventory of available space is occupied. The infill projects and the development of existing vacant land will be an important second phase of the redevelopment of the central business district. The first phase will probably be limited to remodeling available space in the existing structures.

Phase One

Remodeling Existing Space

The multi-story structures along River Street are the primary resource that needs to be developed. The vacant River Street level square footage has to be occupied by successful businesses before there will be a demand for the less accessible space on upper and lower stories of the multi-story structures. The Riverwalk will help create a demand for lower story space on the north side of River Street and improved rear accesses and parking facilities behind the structures on the south side of River Street will make the upper levels of these structures more desirable.

Potential Sites For New Development

The occupancy of available space has to be the primary objective of the initial phase of redevelopment. Because there is so much available unoccupied space on the upper and lower stories of the existing structures, there will have to be multi-level solutions to develop the central business district on three distinct levels, Riverwalk level, River Street level, and Clay/Water Streets level. Developing a central business district on three levels will be a challenge but the results will be a very compact and convenient district that can offer a variety of opportunities for potential investors and business owners.

The possibilities of introducing apartments and condominiums into some of the available space should also be considered. There are upper story spaces in some of the old victorian structures that can be creatively used for luxurious living accommodations. These spaces need to be redesigned so that the living units are considered one of the most desirable apartments in town and not necessarily associated with low rent accommodations. Apartments in the central business district present a unique parking problem that must be solved before there will be a successful apartment project. Apartment tenants compete for the most convenient parking spaces. Increasing the parking opportunities in the central business district will help alleviate this problem.

Phase Two:

Potential Sites For New Construction:

New development will occur in conjunction with or will follow the development of adequate parking. The best scenario would be a joint venture between private and public interests so that the city can be assured of adequate tax revenues to pay for the required public improvements and the private developer can be assured of adequate community support facilities. Without the prospect for improvement in the parking facilities and traffic circulation within the central business district, it is going to be difficult to attract new investment capital to remodel existing space or building new structures in the central business district.

The potential sites for new construction include:

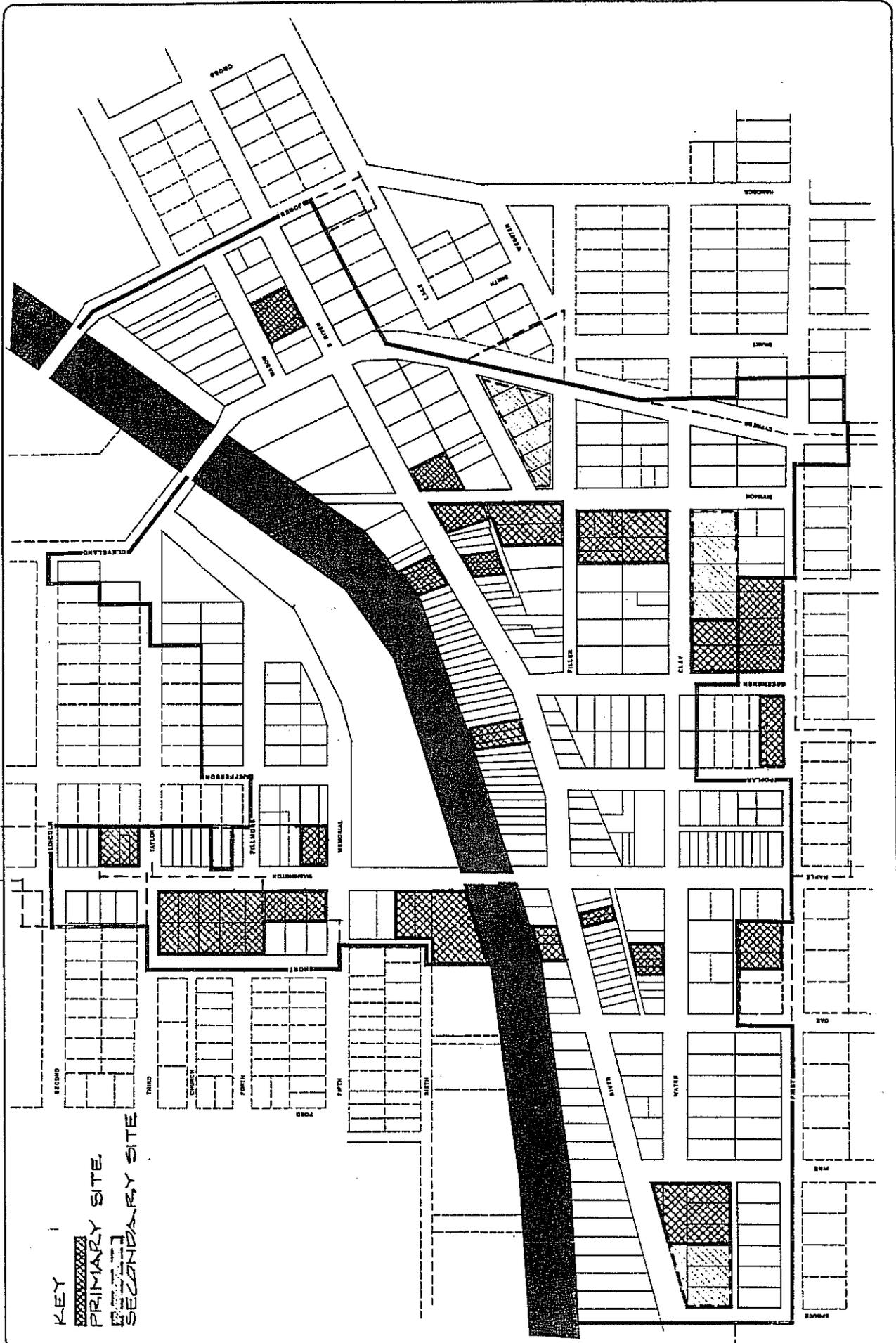
- (1) Infill projects between existing structures along River Street.
- (2) Vacant land and underutilized structures along both sides of Washington Street.

Potential Sites for New Development

- (3) Land on the north side of First Street that is currently occupied by single family housing.
- (4) The north west corner of the Maple Street Bridge, including the vacant land and existing multi-story structure.
- (5) The old hotel site, and the adjacent street right-of-way and adjacent property on River Street.
- (6) The vacant Briny Inn structure at the corner of Division and River.
- (7) Property along Division Street that is currently occupied but could become valuable redevelopment sites when the parking facilities are developed.

The Milliken's Store addition is a significant development for Manistee's central business district. The expanded store will provide 12,000 square feet of retail space on one level with forty-two (42) parking spaces on the site, twenty-eight (28) of the parking spaces will be under the store, and partially protected from the elements. Without the opportunity to expand the onsite parking facilities, the Milliken's Store expansion would not have been feasible. There are few opportunities to provide off street parking along River Street. New development will require contiguous or very close off street parking, and unlike Milliken's, will probably look for public parking facilities to satisfy all of their parking requirements. For this reason, new development in the central business district will probably occur adjacent to the proposed new and improved existing off street public parking facilities.

The infill structures along River Street will not be feasible until the existing available space at street level is occupied. The infill structures will probably be only one story at the River Street elevation, unless there is developed a strong need for second story space. It will be difficult with one story structures to meet the objectives of the Historic Overlay District to provide new store front facade that are compatible with the adjacent victorian store fronts. This will be a problem that should be resolved before attempts are made to promote the development of the infill structures.



KEY
 PRIMARY SITE
 SECONDARY SITE

PLANNING TEAM:
 J. P. GRAY & ASSOCIATES

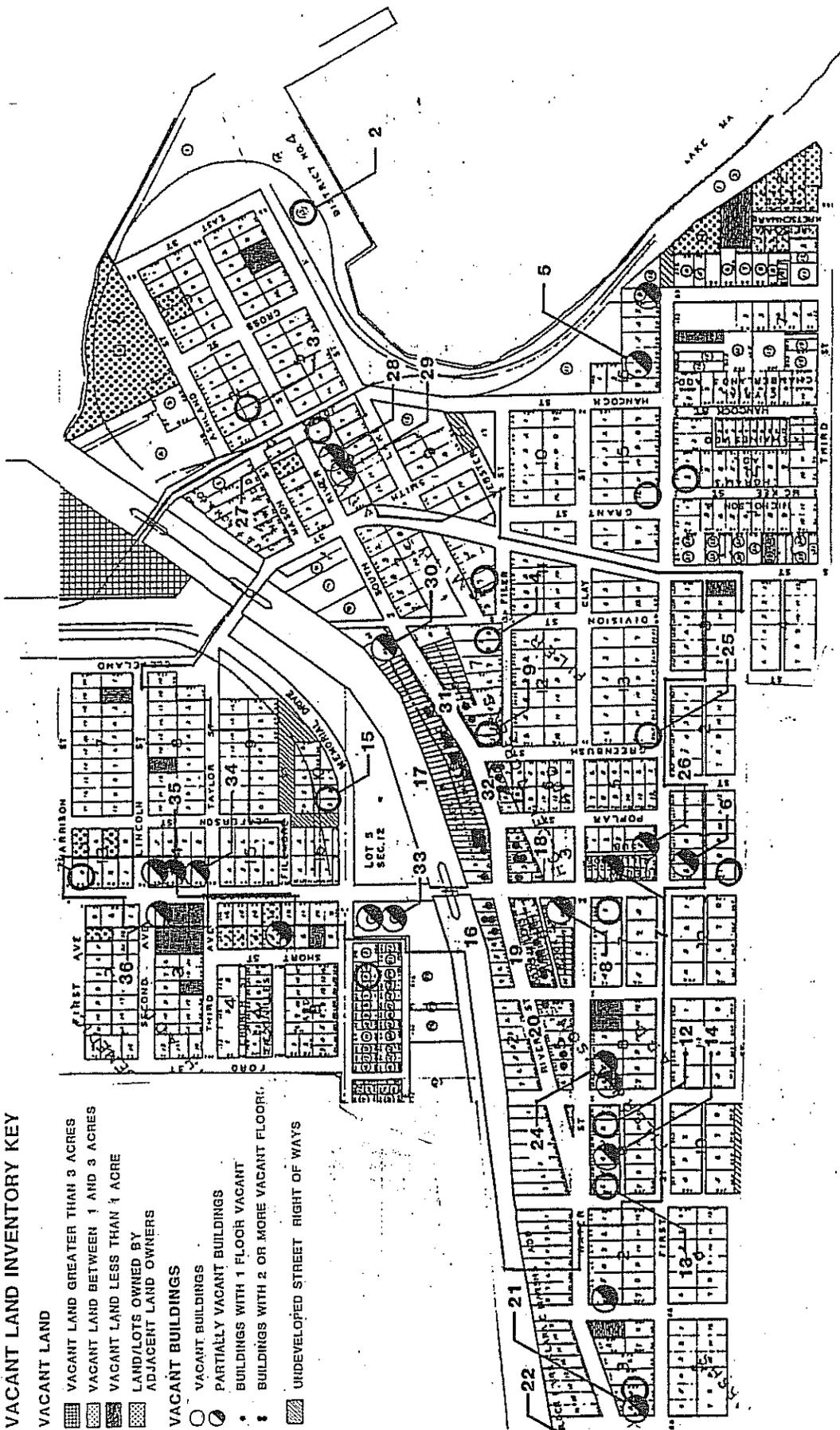


BASE MAP
 POTENTIAL SITES
 NEW DEVELOPMENT

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
 CITY OF MANISTEE
 DOWNTOWN DEVELOPMENT AUTHORITY

VACANT LAND INVENTORY KEY

- VACANT LAND**
-  VACANT LAND GREATER THAN 3 ACRES
 -  VACANT LAND BETWEEN 1 AND 3 ACRES
 -  VACANT LAND LESS THAN 1 ACRE
 -  LAND/LOTS OWNED BY ADJACENT LAND OWNERS
- VACANT BUILDINGS**
-  VACANT BUILDINGS
 -  PARTIALLY VACANT BUILDINGS
 -  BUILDINGS WITH 1 FLOOR VACANT
 -  BUILDINGS WITH 2 OR MORE VACANT FLOORS
 -  UNDEVELOPED STREET RIGHT OF WAYS

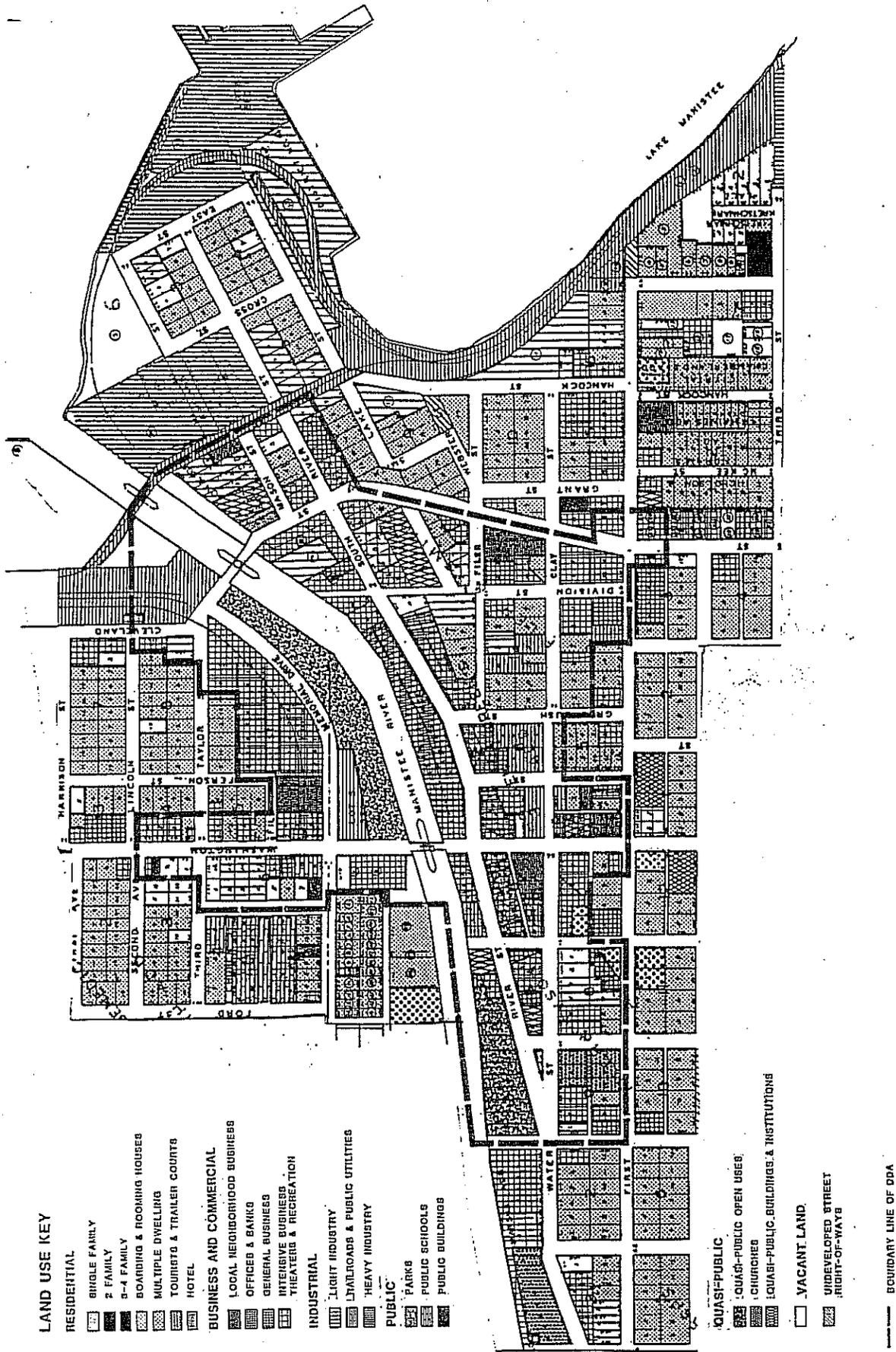


PLANNING TEAM:
J. P. GRAY & ASSOCIATES



BASE MAP

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MANISTEE
DOWNTOWN DEVELOPMENT AUTHORITY

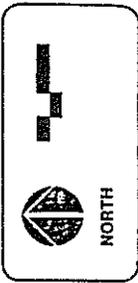


LAND USE KEY

- SINGLE FAMILY
- 2 FAMILY
- 3-4 FAMILY
- BOARDING & ROOMING HOUSES
- MULTIPLE DWELLING
- TOURISTS & TRAILER COURTS
- HOTEL
- BUSINESS AND COMMERCIAL**
- LOCAL NEIGHBORHOOD BUSINESS
- OFFICES & BANKS
- GENERAL BUSINESS
- INTENSIVE BUSINESS
- THEATERS & RECREATION
- INDUSTRIAL**
- LIGHT INDUSTRY
- LUMBERYARDS & PUBLIC UTILITIES
- HEAVY INDUSTRY
- PUBLIC**
- PARKS
- PUBLIC SCHOOLS
- PUBLIC BUILDINGS

- QUASI-PUBLIC
- QUASI-PUBLIC OPEN USES
- CHURCHES
- QUASI-PUBLIC BUILDINGS & INSTITUTIONS
- VACANT LAND
- UNDEVELOPED STREET RIGHT-OF-WAY
- BOUNDARY LINE OF DDA

PLANNING TEAM:
J. P. GRAY & ASSOCIATES



BASE MAP
EXISTING LAND USE

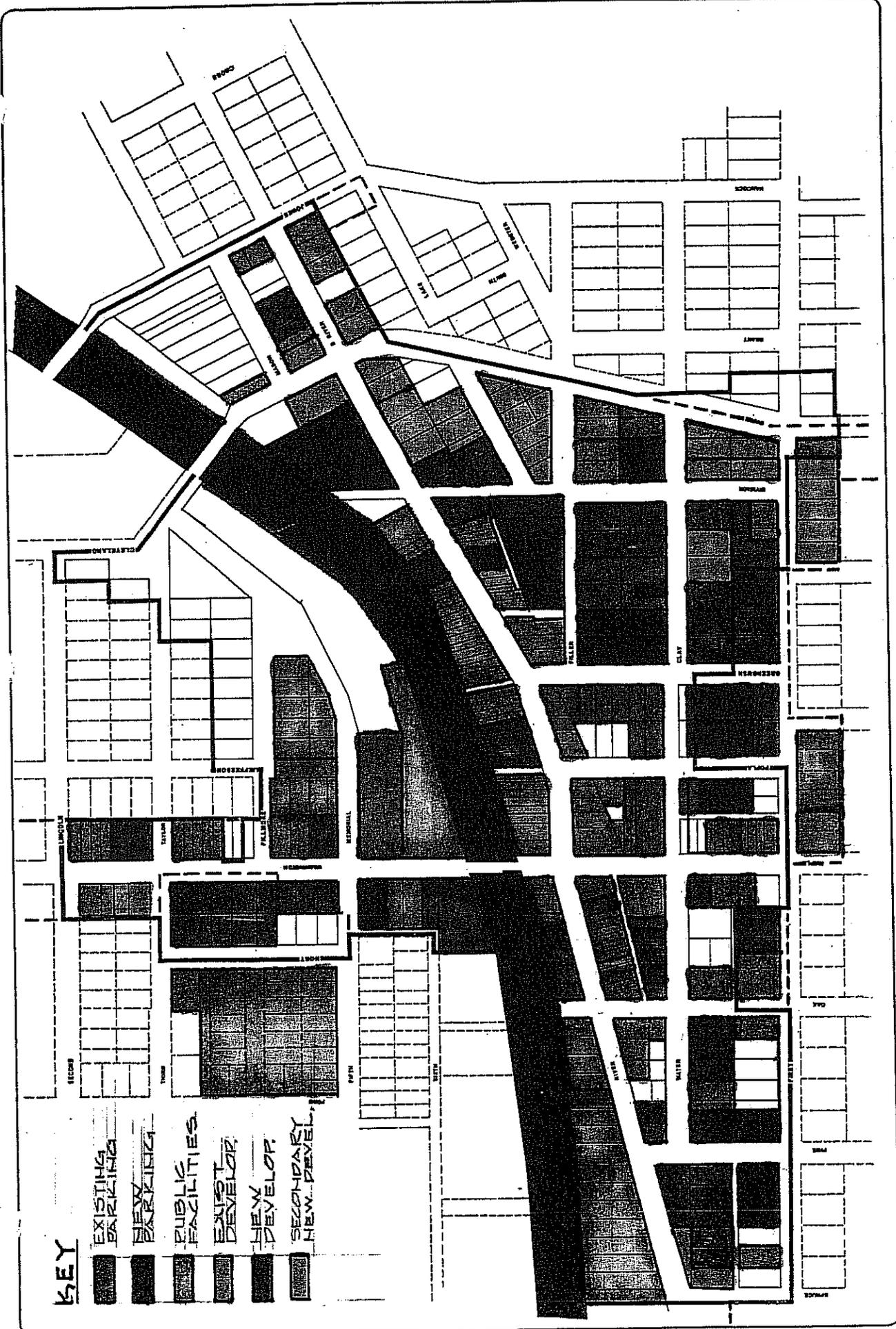
CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MANISTEE
DOWNTOWN DEVELOPMENT AUTHORITY

Recommendations

Preface:

The specific recommendation of the Master Development Plan are discussed as specific projects on the following pages. These recommendations address the goals and objectives for the Central Business District area that were stated on pages SD-S1 and SD-S2. The recommendations are listed to correspond with the order that the goals and objectives are presented.

The next page is a composite of the previous maps and is reproduced in color to help explain the Master Plan graphically. The traffic circulation is not shown on this sheet however, it is important to note how the proposed parking facilities relate to the realigned Water/Clay Street. The realigned street and the circulation one way to the west on this traffic artery is an important element in several objectives of the Master Development Plan.



KEY

- EXISTING PARKING
- NEW PARKING
- PUBLIC FACILITIES
- EXIST. DEVELOP.
- NEW DEVELOP.
- SECONDARY NEW DEVELOP.

PLANNING TEAM:
J. P. GRAY & ASSOCIATES



BASE MAP
MASTER DEVELOPMENT PLAN

CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN
CITY OF MAMISTEE
DOWNTOWN DEVELOPMENT AUTHORITY

Recommendation 1: Realign Water/Clay Street and make the necessary street improvements so that this roadway can handle additional traffic.

A key to making all areas of the Central Business District easily accessible is to provide for easy and direct access to the primary off street parking facility. The parking to support the growth in the Central Business District will have to be developed along Clay and this parking can be best served by a one way traffic loop within the Central Business District. The alignment of Clay and Water is one of the major corner stones to making the Master Development Plan work.

This will be a major project requiring the acquisition of four parcels of land, and the relocation of the local newspaper. The difficulty of accomplishing this recommendation means that the DDA will have to use its best skills and resources to successfully sell and accomplish this essential street improvement.

Recommendation 2: Reverse the one-way traffic pattern and provide a complete one-way loop from US-31 through the Central Business District and back to US 31.

With the proposed extension of Washington Street north of the city, residence living north of the city will have a direct access into the center of the Central Business District without using the crowded US 31. Maple Street now serves this same function for people living south of the city. These two approaches to the Central Business District help to alleviate the traffic congestion on US 31.

Visitors to the community normally travel on US 31 and the access into the Central Business District from US 31 is difficult at best, especially for north bound traffic. The Central Business District would be better served if the north bound traffic could turn into the Central Business District at Clay Street and enter into a one way loop that will bring people into the Central Business District in a safe and convenient manner.

This recommendation can not be acted upon until the street improvements are completed as per recommendation 1.

Recommendation 3: Develop and appropriate signage and landscaping theme that announces or identifies the primary entrance into the Central Business District, unifies the Central Business District and give a sense that this is a special place.

The location of signage is especially important at the access points into the Central Business District along US 31. The primary locations are Memorial Drive on the north side of the River, and Clay Street on the south side. The theme should be uniquely distinctive and should be carried throughout the Central Business District. The overall plan should take into consideration:

- (1) Adherence to a signage system that is used uniformly throughout the Central Business District. The signage should be distinctly different then the signage used throughout the City.
- (2) Street and parking lot lighting should also be distinctly different then the lighting used throughout the City. The use of victorian lighting along River Street should be compatible with the street lighting in the other areas of the Central Business District.
- (3) The traffic signaling devices should also be different in the Central Business District.
- (4) The use of landscaping, ground cover, and earth berms should be extensively incorporated into the street scape of the Central Business District.

Recommendation 4: Purchase properties or otherwise control property in the Central Business District that has been identified as potential sites for additional parking or future development.

The property acquisition should start with property along Clay and Water Streets. Property in this area is frequently on the market and should be acquired and held for future development. It may be necessary to raise the structures on the acquired sites to avoid the liability of publicly owned property that does not meet zoning ordinances or building code requirements. Developers are easier to attract to a potential project if they do not have to shoulder the risk of putting the land package together. The DDA, Planning Commission, and City Council will play important roles in the land acquisition process, and need to cooperate in developing a strategy for acquiring the land necessary to assure growth and prosperity in the Central Business District.

Recommendation 5: Improve the existing off street parking and establish strict guidelines for developing new off street parking facilities in the Central Business District.

The existing off street parking facilities in the Central Business District are crowded and unattractive and often poorly laid out. The existing parking lots are paved too close to the streets and property lines and little or no consideration has been given to landscaping or visual screening for the parking lots. There needs to be a off street parking lot guideline established that will address the negative aspects that parking has on the Central Business District environment. The guidelines should also address safety issues related to entering, exiting, and circulating through a Central Business District parking lots.

The guidelines should address:

- (1) Setbacks from streets and property line.
- (2) Landscaping and screening.
- (3) Lighting.
- (4) Standards for approach design, circulation and isle and stall size.
- (5) Signage.
- (6) Pedestrian circulation and access.

Recommendation 6: Develop areas within the Central Business District where the people requirements are given preferential consideration.

The people that are attracted into the Central Business District are the most important elements of a successful Central Business District. It is difficult to give preferential treatment to people needs when it often seems much more important to solve the pressing circulation, utility, service, property owner, and parking requirements. However, the successful Central Business Districts have managed to intergrade all the functional requirements with the aesthetic needs of the people in a way that the functional solutions serve to support an environment that appears to be primarily designed for people. The Riverwalk is a fine example of an environment which is primarily designed for people. To a lesser extent, River Street has to be perceived as a people (not automobile) oriented space. The proposed new street lighting will be a great improvement in reorienting the street scape. However, more needs to be done including:

- (1) Necking down the street at cross walks.
- (2) Uniform landscaping.
- (3) Variations in paving material.
- (4) Street scape furnishings.

Recommendation 7: Develop a blue ribbon city wide commission dedicated to developing both river banks for public use.

The river front development is a community pride project that deserves the cities best effort. There needs to be a broad base of community support for the riverfront development. The city needs to develop a blue ribbon committee composed of the communities best leaders to formulate a plan to sell this project to the local citizens and the political powers in Lansing and Washington. The riverfront will be difficult to develop to its highest and best use without attracting outside financial assistance. A riverfront development committee needs to be established with the single purpose of making sure that this project is completed in a way that meets all the high expectations of the people who have worked on the riverfront development to date.

Recommendation 8: Regulate the delivery and service vehicles on River Street by developing strict guidelines regarding schedules and location.

The use of the Central Business District most important street as the primary delivery and pick up artery for business on both sides of the street is unavoidable. The impact of delivery and garbage trucks in this street environment could be controlled in three ways:

- (1) To the extent possible, deliveries and garbage pick-up should be scheduled before specified hours in the morning and after specified hours in the afternoon. Preferably the hours before the stores open in the morning and after stores close in the afternoon. This schedule will put an added burden on both the delivery companies and the store owners. However, without some sacrifices, the problem of trucks parked in traffic lanes on River Street can not be solved.
- (2) For those deliveries that can not be scheduled, there should be areas in the parking lanes in each block reserved for delivery truck parking. Trucks should be required to unload only from these locations and be prohibited from blocking either of the traffic lanes. These locations will not be convenient to every store, however, the inconvenience is the price they pay for the privilege of delivering during business hours.
- (3) The coordination of trash pick-up should be tightly scheduled so that the items to be picked are at the curb side for the shortest time possible. The schedule should require that the item be picked up are delivered to the curb side between 7:30 and 8:00 a.m. and be picked up by 9:00 or other appropriate schedule. Trash should not be allowed at the curb side at any other time.

Recommendation 9: In order to encourage additional development of apartment and condominium living units in the unoccupied upper levels of the Central Business District structures, provide convenient reserved parking for the living unit tenants.

In a Central Business District has a shortage of convenient parking spaces, this recommendation will not be popular with the business owners in the Central Business District. However, if residential use is going to be enticed back into the upper levels of the structures in the Central Business District, the problem of tenant parking requirements must be addressed. In most cases, the only practical solution will require the cooperation of the building owner and the city because the building owner does not have room on the building site to accommodate tenant automobiles. A cooperative public/private effort is the only way the problem can be solved. It is important to have residential units in the revitalized downtown.

Recommendation 10: Provide financial incentives to relocate those businesses located within the Central Business District that do not contribute to the fabric of the Central Business District.

There are several successful businesses located within the Central Business District that do not receive any real benefit from their Central Business District location and could be better served in other more appropriate locations within the community. These businesses should be encouraged to relocate to make their sites available for new developments or Central Business District improvements as discussed in the Master Development Plan. In many cases, these businesses are a deterrent to attracting businesses into the Central Business District that need and could benefit from a location downtown. Successful business will not be unwilling to relocate unless there is financial assistance to cover relocation cost and the proposed new location offers improved or equal benefits to the business. The businesses that fall into the non-contributing category should be identified and each business so identified studied to determine how the business could best be relocated.

AL PROJECT PLANS

Draft: 11/

There are several projects or planning concepts which require individual and intense focus of the Planning Commission, City Council and the city at large. Some are unique resource areas of the City and some are projects which must be accomplished in order to meet future plans. With ample dedication, each of the following projects can be converted into a valuable contribution to the future growth and prosperity of the community. They are:

- LAKE MICHIGAN SHORELINE
- MANISTEE LAKE AND THE LAKE FRONTAGE
- MANISTEE RIVER AND THE RIVER FRONTAGE
- THE US 31 CORRIDOR
- THE C & O RAILROAD RELOCATION

The Manistee Development Plan is recommending that all of the above projects or resources of the community receive special attention. The Planning Commission should initiate special committees with a mandate to remain informed about any activity that affects these valuable resources and to take an active role in protecting the city's interest in these resources.

Most of the lake and river frontage has been placed in special planning districts as described in other sections of this document. However, these three resources have been listed as special projects since their development depends in large part on private initiative and public control beyond the jurisdiction of the City. Also, as fragile resources which, though they seem durable and abundant, could be squandered quickly in a manner which permanently destroys them, the management of the City's water resources deserves special attention.

The US-31 and C & O Railroad were both discussed in detail in the transportation section of the Manistee Development Plan. They too, however, are assets which fall under the influence of decision-making bodies outside the community. The City of Manistee must take an active role in policy setting and decision-making for these assets whenever possible. The City needs to establish a relationship with all the boards, commissions, and committees creating policy affecting the ways these two vital transportation arteries serve the community. Manistee's future growth and prosperity are too dependent on good transportation linkages to the regional market to risk leaving such decisions entirely to competing interests.

Lake Michigan Shoreline:

The Lake Michigan beach frontage and adjacent land has special problems which need to be addressed. All of Manistee's undeveloped Lake Michigan frontage has been placed in special planning districts in hopes of causing the special treatment this asset deserves. The city owns two lake-front parks and much of

the Lake Michigan frontage on the north shore. City therefore have a dual responsibility of protecting natural resource and being a prudent land manager be mindful of the subtle difference in roles it discharging both of these duties. Treating the frontage as a special City project will help create perspective of the lake shore as a single resource new and existing uses interrelated.

SPECIAL
THEY
INCORPORATED

There are also broader concerns that are not necessarily in special district plans for these areas. Such concerns lake quality and levels, erosion problems and control, State shoreline policies and public access rights to name a few. of these factors affect the value of the lake and the City need to be involved to preserve the value and quality of the Lake Michigan shoreline.

Manistee Lake:

The County has played a active role in developing a long-range plan for the management of Manistee Lake shoreline development. The lake has been making a remarkable recovery in the last decade and this progress needs to continue. The lake frontage south of the river is supporting heavy industrial uses but this should not be a deterrent to other types of development on the lake, especially in special planning districts one and two, (see the special planning districts of this document). The City needs to take a leadership role in the ongoing effort to clean up the lake so that this valuable resource can flourish as one of two aesthetic borders in a local economy which is shifting away from it's industrial past. The use of the Manistee Lake is changing and the City must assume the primary role in defining and controlling that change.

Manistee River:

The river is a large boat channel which creates a link between Manistee Lake and Lake Michigan, and provides an aesthetic central focus for the City. The City Harbor Commission is charged with directing the city's interest in the activities of the river as it relates to navigation and harbor activities. The Commission is concerned about all aspects of the harbor activities and the Planning Commission must work in harmony with them to broaden the scope of activities on the river frontage.

Much should be done to make the river more than a navigable waterway. The city's heritage is directly linked to the river and the it can play a central role in the revitalization and redevelopment of the city. The development of a linear park on both banks of the river is one extremely important project that can build a new image for Manistee: a New Manistee that will bring the city prominence and recognition like that enjoyed at the turn of the century. The linear park will not be developed

without broad public support and a diligent effort on the part of the City to secure the necessary financial support that a project of this magnitude will require. The city needs to create a "blue ribbon" committee to start working on this project with a new sense of dedication. The committee must have broad representation to minimize the appearance of favor to particular special interests.

US-31

US-31 has received in recent months, special attention from MDOT through public hearings associated with the extension of the highway to US-10 and the new scenic designation around the lake. The City of Manistee took an active role in the MDOT proceedings, and should continue this fine effort to assure that the interest of the community are communicated with highway planners in Lansing. The City needs to have the highway extended to Manistee County as a divided limited-access highway. The City also needs to have a close and convenient access to that highway with a well designed business loop. Continued diligence with the State will help assure that the City will receive the necessary consideration in both the design and the location of the highway extension. Similar diligence must ensue to set specific funding time-tables.

C & O Railroad:

The transportation section of this document deals with ideas for relocating and consolidation of the railroad so that this vital transportation link can serve the area without physical and aesthetic degradation. The problems associated with the railroad's operation within the City will not be solved without a great deal of effort and probably an equal amount of frustration. However, the relocation and consolidation of these activities within the city is a key to realizing many important concepts in the Manistee Development Plan. Thus a special effort on the part of the Planning Commission and City Hall is required.

The railroad's likely position is that absent a direct monetary benefit to the change in location, they will be unwilling to participate financially in the effort. All long-range planning efforts, such as the proposed relocation, yield indirect benefits to the City as a whole, including the railroad company. The City must find a way to point to specific benefits, however intangible at present, in order to begin a dialog with the railroad company. Hopefully such a dialog will lead to a win-win solution that will be acceptable to both the city and railroad.

SPECIAL PLANNING DISTRICTS

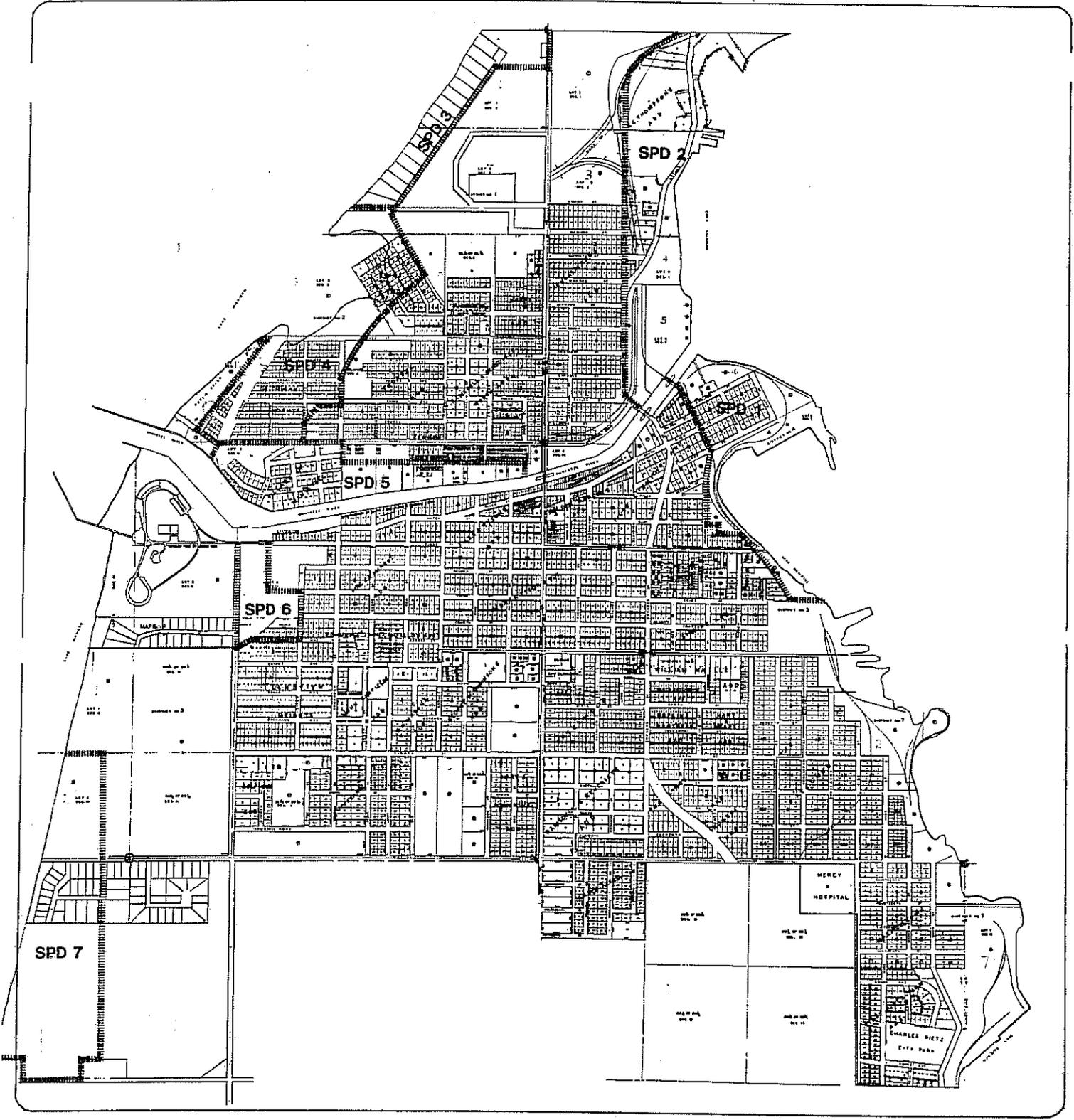
General Background:

Identified in the Manistee Development Plan are seven areas called Special Planning Districts. This designation has been used for several reasons. First, the suitability analysis described in previous sections of this document has identified certain land areas which, due to unique landforms, views, water access, or environmental sensitivity, require special attention in their development. Plans and regulations required for such special attention are usually complex and do not fit easily into more traditional land use control methods available the city. Therefore, special regulatory consideration, (ie., restrictive covenants, planned unit development, exclusive special use zoning, etc.), must be a prerequisite to development in these areas. The reader should consult the section on implementation for a more detailed description of these techniques.

The great variety of "special districts" or planning areas occurred only after much discussion with the Manistee Planning Commission and other concerned public officials. The original scope of the suitability analysis did not anticipate the desire to implement creative land use mixes within these areas, nor did it recognize the need to amortize current non-residential facilities under some kind of "phase-out" concept. It was therefore decided that mixing and phasing could best be expressed by creating distinct special land areas and devising a set of specific descriptions for each.

The special classification was also given to certain parcels which the Planning Commission felt should be preserved for the benefit of the public and should be slated to receive special land use controls to ensure they are not developed for reasons contrary to, or which could destroy, their desirability to the public.

Despite the variety and unique qualities of each of the seven Special Planning Areas, they do have one important element in common: they are all located along valuable water frontage. This gives all the sites water access, view and development potential, thus making them the most valuable component in the redevelopment of the City. Manistee has over 9-1/2 miles of water frontage and, as seen in the Land Use Plan (Map 3A.1), 5-1/2 miles are located in Special Planning Districts. This frontage comprises the following: 1-2/3 miles of Lake Michigan frontage, 2 miles of Manistee river frontage, and 2 miles of Manistee Lake frontage.



1986 MANISTEE MASTER PLAN
 MANISTEE CITY PLANNING COMMISSION

SPECIAL PLANNING DISTRICT

PLANNING TEAM:
 J. P. GRAY & ASSOCIATES
 ANDREW BOWMAN - COMMUNITY PLANNER
 RANDERS ENGINEERING
 3355 MERRIAM AVE. MUSKEGON HEIGHTS, MI 48444

MAP 3F.1

It is also instructive to note that water frontage not included Special Planning Districts falls into one of three categories: (1) Lake Michigan property which is city owned and used for City parks or property that is currently developed for single family housing; (2) Manistee River frontage located in the Central Business District where the river frontage has received considerable attention as an primary component of downtown improvement plans (see city's Downtown Plan) and (3) Manistee Lake frontage which is currently zoned and used for heavy industry. Of these, it is the Manistee Lake industrial frontage which will remain relatively unchanged and not experience great change in its character during the planning period. With the intent to keep this lake shore industrial area a healthy part of the City's future economy, it becomes clear that all of Manistee's abundant water frontage will play a significant role in future city growth.

The Districts:

For the purpose of outlining the range of development opportunities in each of the seven districts, the Planning Commission developed a list for each district of the land uses which should be considered. The list is not intended to exclude other land uses, nor should all the uses listed necessarily be included in the final development of the districts. The planning team has developed schematic use plans for each of the Special Planning Districts (see Map 3F.1 for base map of Special Districts). However, these plans (Map 3F.2 thru 3F.8) are intended for illustrative purposes and originated from the need for use acreage assignments necessary for projections and evaluations in other portions of this study. As such, they should be used only as interpretive guides for further and more detailed study.

The remainder of this section is devoted to a discussion on each of the Special Planning Districts, (SPDs).

SPD 1

MANISTEE LAKE SOUTH SHORE:

Location: This planning district includes all the land east of Jones and Hancock Streets from the Manistee River channel to the Hardy Salt property.

Recommended Uses:

- A. Waterfront Housing, Condominium, Medium and High Density.
- B. Deep Water Port Facilities.
- C. Mixed Use Commercial.
- D. Retail (Recycled Foundry Buildings).
- E. Linear Park (along water frontage and RR Property).
- F. Hotel / Motel.
- G. Light Industrial and Incubator Structure (as short term

transitional uses).

General Discussion:

Before discussing the Manistee Lake South Shore SPD, it should again be noted that both of the SPDs on Manistee Lake are the most difficult to plan. This is due to existing land use, as well as existing structures, some of which are relatively new, occupying much of the area in this district. Plans for these districts will be very significant and will require more forethought and imagination than the vacant land that comprises much of the other districts.

"Excello Property". Within this district is located the Excello property which includes vacant industrial structures that are currently used to some extent for warehousing. This site has ten and one half acres with 1350 feet of water frontage on the Manistee River. The site is in transition and it's current status, (a vacant heavy industrial facility available for purchase), presents a unique opportunity to change the way we envision future use for this property, (and for the entire SPD 1 area). There is a national trend to move heavy industry out of the center of the cities and especially away from valuable water frontage. In most cases this relocation is at great expense to the community and the relocated industry. In this case however, the transition does not involve the expense of relocating an industry.

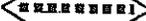
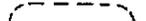
There are many examples throughout the country of old manufacturing facilities in central cities that have been successfully renovated to accommodate commercial and business enterprises. The Chocolate Factory in San Francisco, The Waterfront Place in Baltimore, The Torpedo Factory in Arlington Va., Lumbertown in Muskegon, and Harbor Place in Grand Haven are but a few examples of industrial buildings that have been successfully adapted for commercial use. All of these manufacturing facilities are located in the commercial center of the community adjacent to the communities waterfront. The Excello structure has just such a potential for this kind of adaptive reuse renovation.

Railroad. The railroad runs along the western edge of this SPD and occupies the water frontage on Manistee Lake in the southern portion. The railroad should not be an immediate deterrent to redevelopment of most of this district, however when the railroad is relocated as recommended elsewhere in this development plan, there will be an opportunity to develop new uses for the narrow strip of land along Manistee Lake.

SPD 1



LEGEND

-  DISTRICT BOUNDARY
-  MAJOR VEHICULAR TRAFFIC ROUTE
-  LINEAR PARK-PUBLIC ACCESS
-  VIEW
-  BOAT SLIPS
-  PARK / RECREATION AREA
- C** COMMERCIAL
- P** PORT FACILITY
- M** MARINA
- H** HOTEL / MOTEL
- R** RESIDENTIAL (MULTI-FAMILY)
- S** SINGLE FAMILY RESIDENTIAL
- E** RESTAURANT

DISTRICT NO. 5

Page 3F-5

MAP 3F.2

Linear Park. The Downtown Development Authority's river-walk plans should be expanded to include the river frontage on the Excello property. This linear park idea should also include the railroad right-of-way described above so that the park system can extend to the Manistee Lake frontage west of the proposed marina on the old Bel-Mar property. This linear park should be extended south along the lake frontage to First Street.

Marina. The marina currently being developed on the Bel-Mar property by Mr. Bill Seng should be encouraged by the City. This cove is ideally located for a marina operation and has natural protection from both the northwest and southwest prevailing winds. Having a major marina operation this close to the central business district is a critical action which will encourage boaters and fisherman to frequent the Manistee harbor. A linear park from the marina to the central business district will help to encourage the use of the marina as a seasonal location for non-residential boat owners who are looking for a convenient and safe place to keep the boat during the season.

Existing Industrial. The location of the concrete batching plant and the bulk storage of coal and gravel along the Manistee Lake frontage should not be viewed as a deterrent to changing the industrial character of this district. Ideally, industrial activity in what could be prime residential or commercial real estate is not preferred. However, the need to retain a deep-water port and to maintain an adequate flow of goods and materials therefrom, (a major street linkage to US 31), creates the need to blend industrial and non-industrial uses along this waterfront property. Such a coexistence has been maintained in other places, the most dramatic example of which can be seen in Detroit's redevelopment efforts along the Detroit River waterfront. The Planning Commission and planning team are therefore committed to creating a special planning district which includes the exploiting the unique residential/commercial opportunities as well as maintaining a deep water port operation with adequate vehicular circulation to US 31.

SPD 2

MANISTEE LAKE NORTH SHORE:

Location: This district includes all the land north of the Manistee River and east of the railroad tracks and includes all the Manistee Lake frontage north of the river.

Recommended Uses:

- A. Commercial
- B. Hotel / Motel (Holiday Inn or Marriott Inn Type)
- C. Sport and Charter Fishing Industry
- D. Bait Shops
- E. Restaurants (fine dining and quality fast food)
- F. Public Lake Access
- G. Multi-Family Housing / Condominiums (similar to SPD 4)

Other Recommendations:

- A. Plan For Relocation of Consumers Power Facilities
- B. Plan For Relocation of Rail Road and Rail Yard
- C. Plan For Relocation of US 31 to Rail Road right-of-way
- D. Plan For Existing US 31 to Become a Service Road

General Discussion:

As in the case of SPD 1, Manistee Lake special districts cannot be developed to a highest and best use until the existing rail road is relocated. The railroad and U.S. 31 relocation are covered in the Transportation Plan, which includes recommendations for rerouting the railroad around the south end of Manistee Lake and elimination of all rail traffic north of the Manistee River. At the time the railroad right-of-way is vacated U.S. 31 would be relocated onto the existing railroad property. Once these two relocations are accomplished, the property along Manistee Lake would become directly accessible and create valuable development sites. Obviously the relocation of two major transportation arteries is an ambitious undertaking and will have to be part of the long range goals for city redevelopment. For the purpose of developing a schematic plan for this district it is assumed that both major transportation relocations are a future part of the plans for Manistee.

Street Access. Circulation within the SPD 2 will be accomplished by using the existing U.S. 31 as a service loop road connected at both ends to the relocated U.S. 31. Development along this secondary artery should include highway type of commercial developments which now exist in the area (i.e., fast food outlets, motels, restaurants, convenience stores etc.) Access to such enterprises would be limited to the service loop road with no direct access onto the relocated US 31. This kind of marginal access of a secondary loop will help ease the need for curb-cuts along a major traffic moving facility and allow better traffic flow in and out of the various businesses.

Consumers Power. Consumers Power Company currently occupies valuable water frontage property within SPD 2; property which would be better suited for other uses. Consumers Power might become a link in Manistee's redevelopment efforts if they chose another, more suitable site in the north side industrial park for their operations. This would no doubt be an expensive relocation effort, the expense of which must be offset by a valuable

alternative use of the existing Consumers site.

Lake Shore Development. Assuming the railroad, highway, and Consumers Power Co are relocated, and that the land east of the highway from the river to Consumers Power Co. were made available in a package, the City would have the possibility for a major development along the Manistee Lake front. The site has lake and river frontage, access to a major highway, a beautiful long view across the lake to the Manistee River wetlands, and has easy and convenient access to the central business district. Within this SPD, this is the site that can best accommodate the hotel/motel, restaurant, condominiums, and charter fishing facilities. As with other special districts though, a willing developer and well established planning process is the key to realizing this kind of necessary creative development. This land package has the potential for bringing about a significant change in the image and economic vitality of the community but will require intense additional study in order to get to the point where such development is possible.

Hotel/Motel. Motels and hotels are listed as possible uses in three Special Planning Districts and are also included as an appropriate use for the old Chippewa Hotel site in the Central Business District. However, the Manistee Lake site in this district offers the best access to the highway, is the most visible from the highway and is probably the best site for a major hotel development within the City.

It is obvious by the above recommendations for SPD 2 that portions of the redevelopment plans will be long-range and dependent upon a large scale, cooperative efforts by several parties. There must be a diligent effort to design, obtain support for and implement a specific, long range development plan for this, as well as the other Manistee Lake special district (SPD 1).

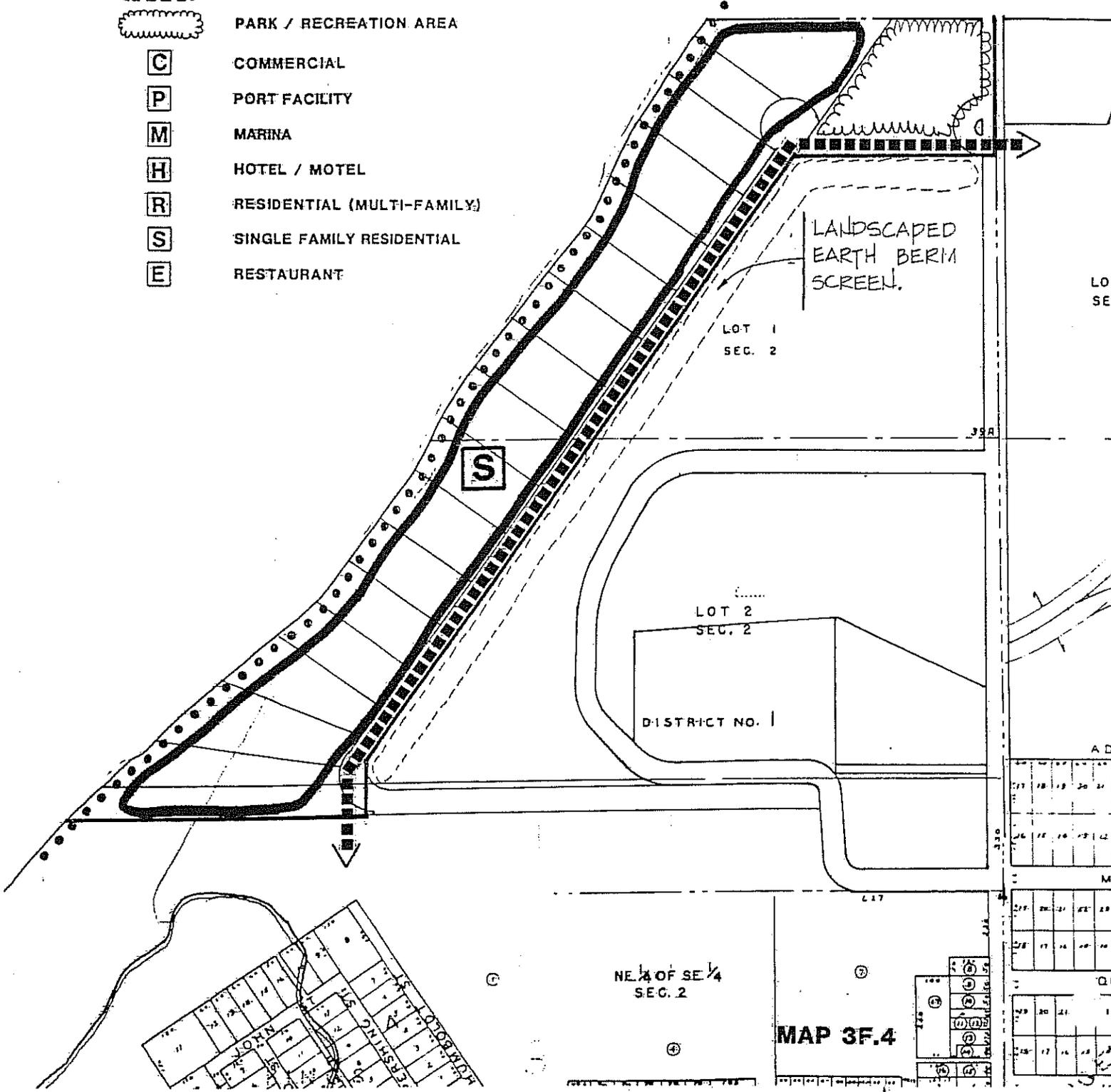
SPD 3 LAKE MICHIGAN NORTH SINGLE FAMILY

Location: This Special Planning District includes the land along Lake Michigan west of the industrial park.

SPD 3

LEGEND

-  DISTRICT BOUNDARY
-  MAJOR VEHICULAR TRAFFIC ROUTE
-  LINEAR PARK-PUBLIC ACCESS
-  VIEW
-  BOAT SLIPS
-  PARK / RECREATION AREA
- C** COMMERCIAL
- P** PORT FACILITY
- M** MARINA
- H** HOTEL / MOTEL
- R** RESIDENTIAL (MULTI-FAMILY)
- S** SINGLE FAMILY RESIDENTIAL
- E** RESTAURANT



Recommended Uses:

- A. Low Density Single Family with deed restrictions
- B. Dune Preserve Environment
- C. New intermediate street out to Washington and Oakwood

General Discussion:

The Planning Commission has developed a conceptual plan for subdividing this parcel into seventeen individual residential lots and The Manistee Development Plan endorses that plan.

It is further recommended that the traffic pattern within the proposed subdivision be revised to include access out to the north end of Washington street and the City's north boundary. The south end of the proposed street should be extended south to connect to the extension of Oakwood. By extending the proposed road at both ends access can be gained to prime single family home sites without traveling through the north side industrial park.

SPD 4

LAKE MICHIGAN NORTH CONDOMINIUM AND MARINA

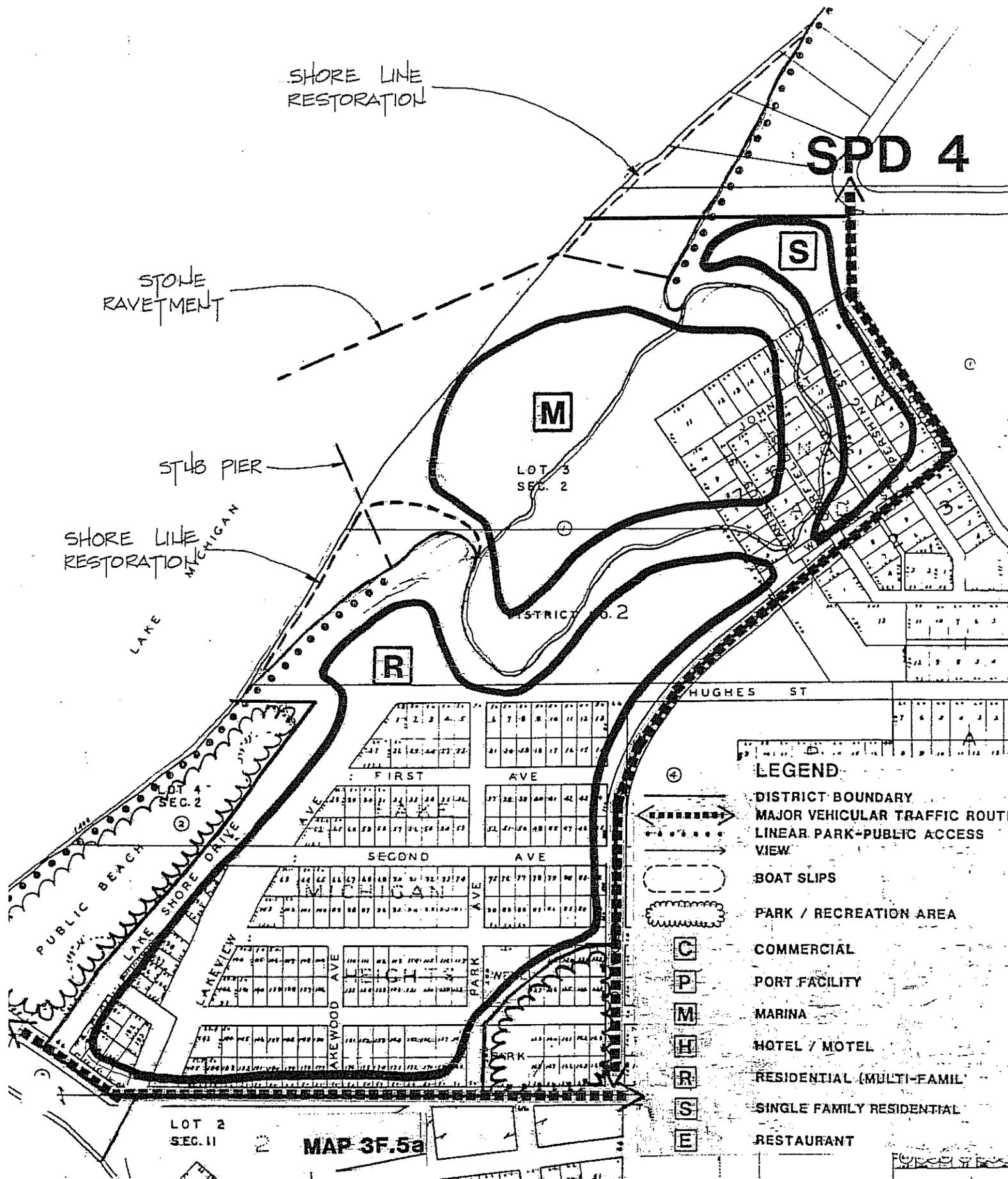
Location: This Special Planning District includes the Lake Michigan land that lies south of the industrial park, north of Fifth Avenue and west of Oakwood excluding the city parks and platted land west of Lakeview Ave.

Recommended Uses:

- A. Townhouse Condominiums
- B. Marina in Man Made Lake (w/o storage and maintenance)
- C. Channels for Condominium Boat Slips
- D. Higher Density Housing along Fifth Ave.

General Discussion:

With the exception of the land just north of Man Made lake, this SPD has been extensively studied and the Manistee Planning Commission has endorsed a plan for it's development. The existing plan was developed before the high water in Lake Michigan broke through the sand bar between Lake Michigan and Man Made Lake. High water and the erosion problems along Lake Michigan have recently been quite severe and has delayed the implementation of the existing plan.



SHORE LINE RESTORATION

SPD 4

STONE RAVEMENT

S

M

LOT 3 SEC. 2

STUB PIER

SHORE LINE RESTORATION

MICHIGAN

LAKE

DISTRICT No. 2

R

HUGHES ST

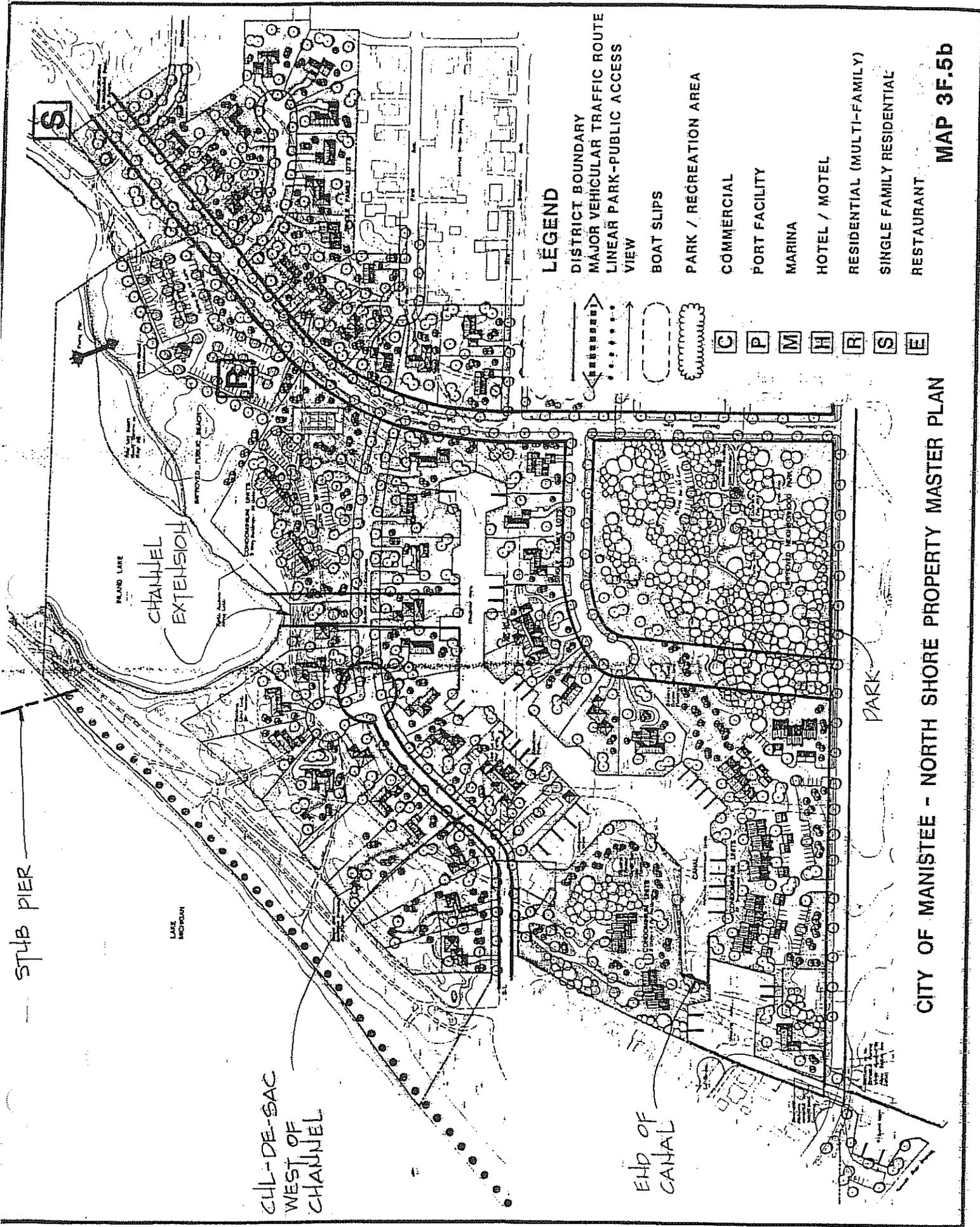
LEGEND

- DISTRICT BOUNDARY
- MAJOR VEHICULAR TRAFFIC ROUTE
- LINEAR PARK-PUBLIC ACCESS VIEW
- BOAT SLIPS
- PARK / RECREATION AREA
- COMMERCIAL
- PORT FACILITY
- MARINA
- HOTEL / MOTEL
- RESIDENTIAL (MULTI-FAMIL)
- SINGLE FAMILY RESIDENTIAL
- RESTAURANT

LOT 2 SEC. II

MAP 3F.5a

3F-12



LEGEND

- DISTRICT BOUNDARY
- MAJOR VEHICULAR TRAFFIC ROUTE
- LINEAR PARK-PUBLIC ACCESS
- VIEW
- BOAT SLIPS
- PARK / RECREATION AREA
- COMMERCIAL
- PORT FACILITY
- MARINA
- HOTEL / MOTEL
- RESIDENTIAL (MULTI-FAMILY)
- SINGLE FAMILY RESIDENTIAL
- RESTAURANT

C P M H R S E

MAP 3F.5b

CITY OF MANISTEE - NORTH SHORE PROPERTY MASTER PLAN

However, the altered shoreline also presents an opportunity for improving upon the existing plan. When Man Made Lake was isolated from Lake Michigan, it was classified as an inland lake and any development that would effect the water quality of the lake was controlled by the Michigan Department of Natural Resources. The MDNR would not approve extending the proposed boat channel into Man Made Lake due to possible pollution to a closed lake environment. When Man Made Lake became a part of Lake Michigan, it lost its classification as an inland lake, is now under control of the Army Corp of Engineers and is no longer a closed small lake environment.

This change of status is significant for the development of the SPD 4 site. The present plan calls for building a channel that extends to the revetment at the Manistee River. This proposed channel would cut across Fifth Avenue which means closing this street at the channel or building an operable grating across the channel. However, with Man Made Lake open to Lake Michigan this man made basin can now become a marina with direct access to Lake Michigan and the boat channels developed from the marina basin. This eliminates the need for a channel to the Manistee River and the associated problems with Fifth Avenue. The new scheme requires that a structure be built into Lake Michigan to protect the new marina entrance and would also help control the erosion of the adjacent shore line. The existing plans adopted by the Planning Commission should be revised to accommodate the marina in "Man Made Cove" and the development plan can be expanded to include the remaining land to the north.

SPD 5

MANISTEE RIVER NORTH BANK

Location: This Special Planning District includes the land along the north river bank from the Maple Street Bridge to the Coast Guard Station and south of Fifth and Sixth Avenues.

Recommended Uses:

- A. Linear Park at Riverfront
- B. Boat Slips at River Edge
- C. Housing, Condominiums along River Frontage
- D. Housing, Rental Apartments along 5th Ave
- E. Destination Restaurant with Harbor View
- F. High Rise Apartment/Condos (Height Not to Exceed Century Terrace)

General Discussion:

High Rise Development. Manistee has two high rise elderly housing projects and one townhouse condominium project and all three are located along the north bank of the river in this Special Planning District. This planning district would be an appropriate area in which to relax the city's height restrictions to accommodate additional high rise apartments. A high rise apartment near the west end of Fifth Ave would have beautiful views of Lake Michigan.

Townhouse Development. The new townhouse condominium project with dock facilities located along the river is an appropriate use of the river frontage in this district and additional such projects should be encouraged.

Geriatrics Center. The industrial enterprise located between the two elderly apartment complexes will eventually have to be relocated. This site would make an ideal location for a geriatrics center to serve the elderly of the area.

Linear Park. The river frontage should be made accessible to the public by expanding the linear park idea to include the north riverbank. The park should be continuous from Lake Michigan to Manistee Lake constituting a large, integrated walking loop through the center of Manistee.

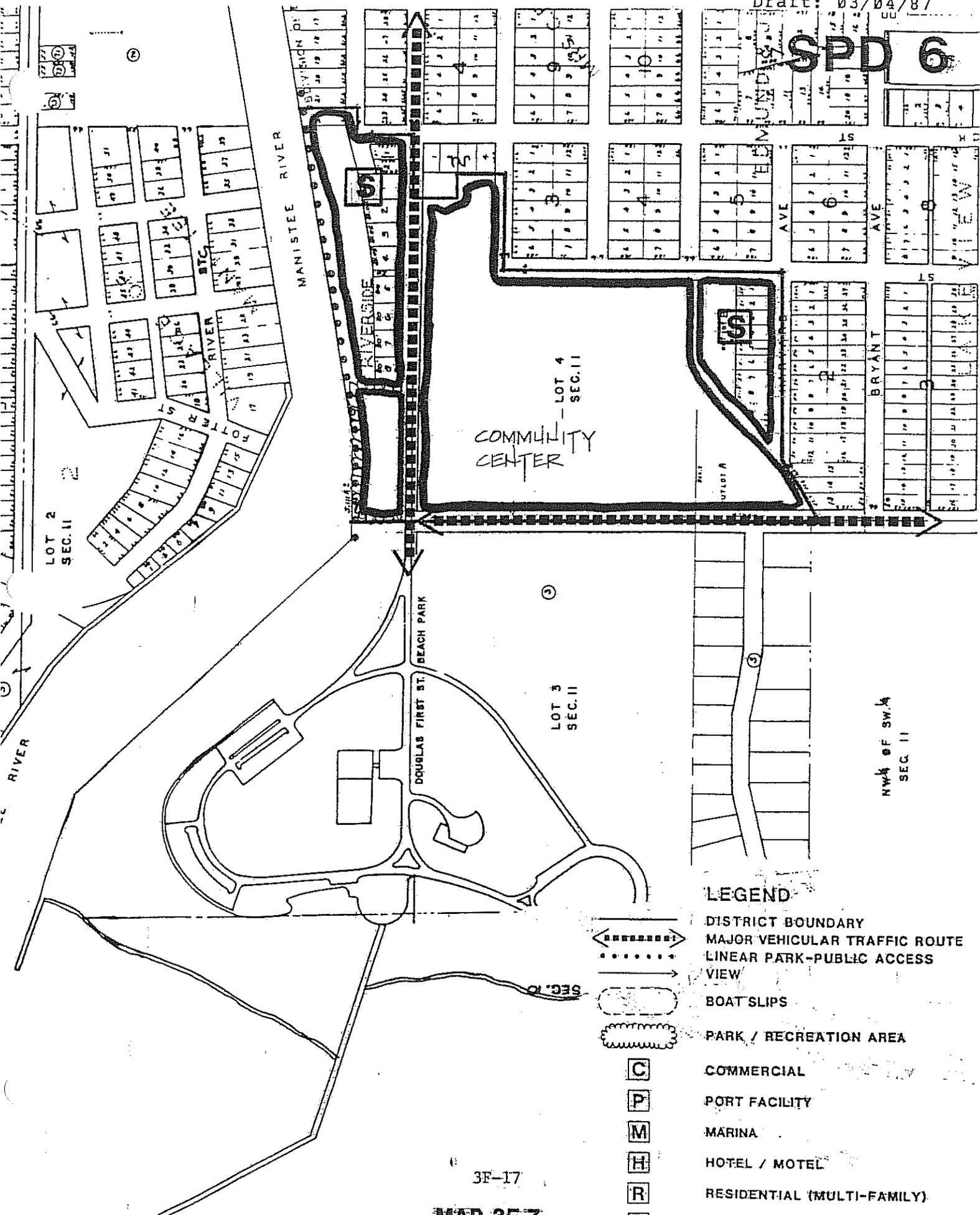
Large Land Development. The property between the river and Fifth Avenue, (at the west end of this district), is a large vacant undeveloped parcel of land that needs to be studied in detail. The site can support a major development effort that could include most of the land uses listed above.

Restaurant. Since one primary focus of the Manistee Development Plan is to bring about a revitalized economy through tourism and second home development, there should be a good future market for a fine destination restaurant in the community. The river frontage near the harbor entrance would be an ideal location for such a restaurant.

SPD 6
MANISTEE RIVER SOUTH BANK

Location: This district is roughly described as the land between Cherry and from Harvard to the river. The Michigan National Guard Armory can be either included or excluded from this district and a decision on how to treat the Armory property may hinge on the plans that are developed for the adjacent property.

SPD 6



3F-17

MAP 3F.7

- C
- P
- M
- H
- R
- S

- LEGEND**
- DISTRICT BOUNDARY
 - MAJOR VEHICULAR TRAFFIC ROUTE
 - LINEAR PARK-PUBLIC ACCESS
 - VIEW
 - BOAT SLIPS
 - PARK / RECREATION AREA
 - COMMERCIAL
 - PORT FACILITY
 - MARINA
 - HOTEL / MOTEL
 - RESIDENTIAL (MULTI-FAMILY)
 - SINGLE FAMILY-RESIDENTIAL

Recommended Uses:

- A. Existing Housing to Remain
- B. Linear Park at Rivers Edge
- C. East of 1st Street: Recreation Center
 - * Fitness/Nature Trails
 - * Community Pool Facility
 - * Play/Sports Fields
- D. YMCA Type Facility associated with Armory

General Discussion:

This district was established in order to express an interest on the part of the Planning Commission to study the potential of the undeveloped area of this district in more detail than the Master Development Plan allows.

This district has river frontage but for the most part the frontage is in private ownership with single family housing. The river frontage in this district is experiencing severe river bank erosion. This area could benefit by a linear park development at the riverfront that would address the erosion problem.

Unlike the other SPD's the water frontage was not the primary concern when the decision was made to establish this district. The vacant undeveloped land in this district appeared as a desirable site on the Special Planned Residential Map developed through the suitability analysis described in previous sections of this document.

There have been proposed developments for this site which most recently included multi-family housing. However, the necessary zoning of the property was not granted and the project was abandoned.

Small But Challenging. The vacant property in SPD 5 presents a sensitive planning problem for which a solution could prove to be an interesting challenge considering the various concerns involved. There are too many diverse and potentially conflicting land uses converging on one area and any proposal for developing the vacant land will therefore be controversial to one or more of the persons associated with those uses. To the west is a low density single family area which is itself wedged between two recreational areas; the golf course and the City beach front park. The City park is an active recreational area with beaches, boat ramp, tennis courts, and lighted soft ball diamonds, (which create traffic and noise typical to that of such recreational developments). To the north is the single family area on the riverfront with river-bank erosion problems. To the south and east is additional single family housing on a bluff with some of the best long views of Lake Michigan within the City. In the middle is located the armory and the intersection of two major streets, First and Cherry, (in retrospect, the decision to locate the Armory in this area way probably ill advised and would not

occurred if planned today since the State of Michigan started selecting sites for new armories in rural settings which are more appropriate for this type of structure).

The Planning Commission and planning team took up the challenge of SPD 5 by attempting to assign a specific land use to the vacant land that would not further complicate the conflict that already exists in the area. The number of recommended uses above is indicative of the difficulty of dealing with this vacant land and points up the necessity of additional planning work.

Developing a successful plan for this area must revolve around a use which will take advantage of the current developments in the area. Integrating the Armory and active recreational activities into a comprehensive recreational and health fitness center similar to a YMCA may be the most successfully way to develop the vacant land.

SPD 7

LAKE MICHIGAN SOUTH HIGH BANKS

Location: This district includes the high clay bluff on Lake Michigan from the golf course to the south city limits.

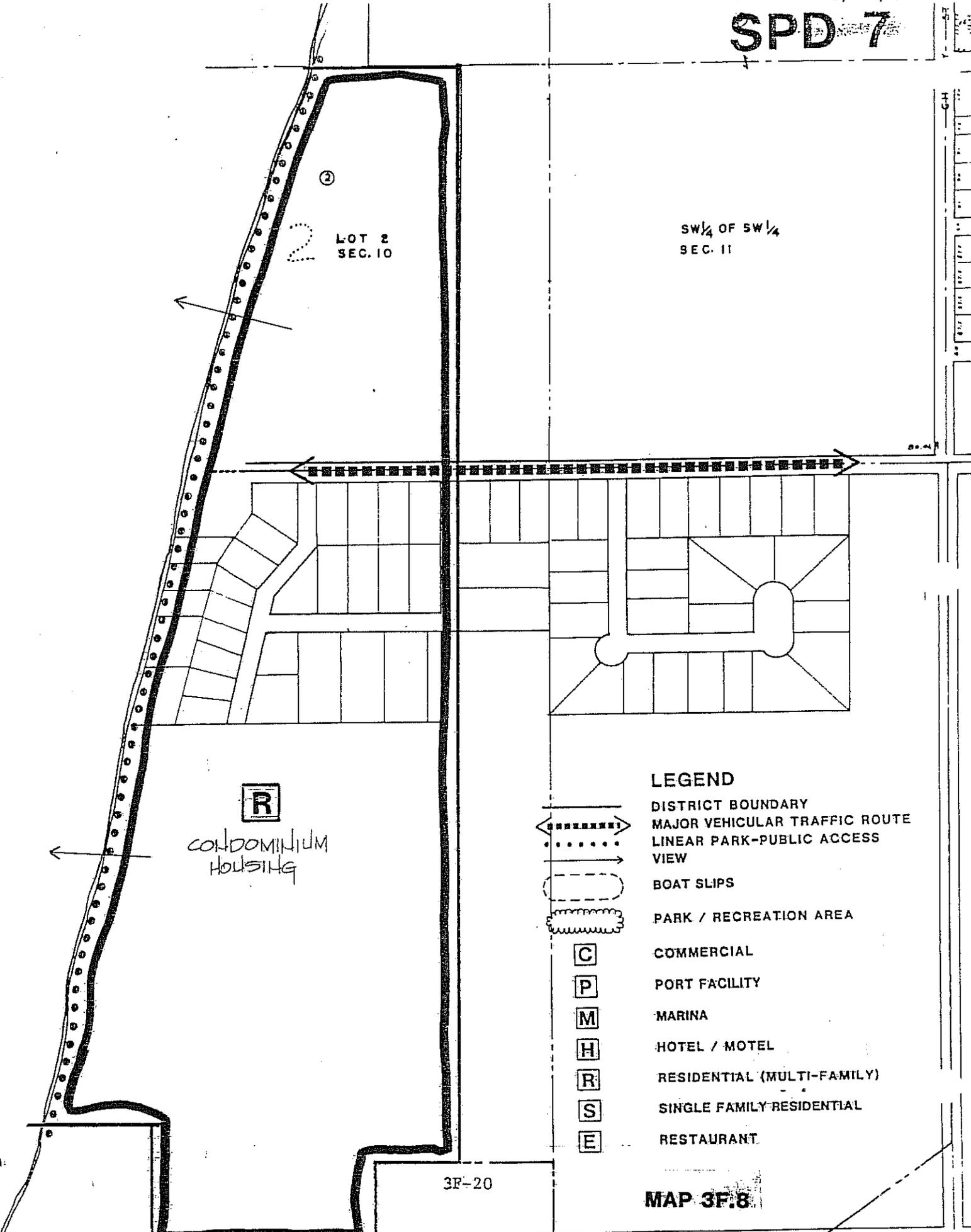
Recommended Uses:

- A. Estate Type Attached Housing with Lake View
- B. Middle Range Low Density Housing without View

General Discussion:

The land in this district is well suited for low density single family and could have been so designated on the land use map. However, the Lake Michigan frontage which is abundant in the City of Manistee, is a scarce commodity in Western Michigan communities and requires the special planning consideration contemplated for these areas.

Condominiums. This undeveloped land is ideal for a high-end condominium development which is distinctly different than the other condominium sites discussed in this section. There is demand in Western Michigan for second home and retirement home developments. The problem for Manistee is to become the in place to be; the new undiscovered opportunity for which buyers of the new and unique are looking. When this market is attracted to Manistee it will be necessary to offer a variety of housing opportunities.



②
LOT 2
SEC. 10

SW 1/4 OF SW 1/4
SEC. 11

R
CONDOMINIUM
HOUSING

3F-20

LEGEND

- DISTRICT BOUNDARY
- MAJOR VEHICULAR TRAFFIC ROUTE
- LINEAR PARK-PUBLIC ACCESS VIEW
- BOAT SLIPS
- PARK / RECREATION AREA
- C** COMMERCIAL
- P** PORT FACILITY
- M** MARINA
- H** HOTEL / MOTEL
- R** RESIDENTIAL (MULTI-FAMILY)
- S** SINGLE FAMILY RESIDENTIAL
- E** RESTAURANT

This site has the potential of attracting the higher-end condominium buyer who does not want to be in the center of water front activities. This site is well suited for a development that offers privacy and security. These buyers want to have a view of the big lake and be in close proximity to the more relaxed atmosphere of a fine golf course. There is a unique opportunity to provide this type of housing in this SPD.

The market place will dictate the kind of housing that will be required to satisfy buyers in the high-end market and the master plan for this site needs to be sensitive to these market requirements. For that reason, planning of this district needs special consideration. Also, adjacent land has been designated as Low Density Housing which offers the best buffer for the more valuable Lake Michigan frontage.

SUMMARY:

Each of the seven Special Planning Districts presented above have inherent distinct planning problems which often equal the magnitude their special amenity. It is therefore strongly advised that agreement on specific plans for these areas must be part of the overall design process and should be made only through careful study and detailed site analysis. It is only through this kind of care and attention that environmental constraints be overcome in manner which optimizes the value of Manistee's greatest assets. In following sections of this document, there are procedures and methods for considering amendments to the Manistee Development Plan. These steps should be considered in approving all contemplated special district land uses.

CITY POLICIES PLAN

As stated in the introduction of this document, the Manistee Development Plan will function as the forum for city policy with regards to development. For each of the goals expressed previously in this document, a set of city policies or "statements of intended action" are recommended. Such policies answer in advance what one can expect of the city in the pursuit of each such goal. Since it can create a consensus among divergent players in the development of the city, and it combines idealistic plan components with the reality of public action, the Policies Plan can become a more important component than any of the preceding graphic formats presented in this section.

Of course, to be effective these policies must be reviewed, adopted and adhered to by more than the Manistee Planning Commission. The Manistee City Council is the single-most important governing body to adopt these policies for it is they who most directly affect public action. Accordingly, the City Council may wish to amend some of the policies written below, and such amendments should be strongly encouraged by the Planning Commission prior to plan adoption. If timing constraints do not permit an agreement on policies with the City Council prior to plan adoption, then this set of policy recommendations should be adopted and considered for amendment at the earliest possible date through the procedures outlined in the implementation section of this document. Other agencies such as the Downtown Development Authority, the Manistee County Planning Commission, various neighborhood organizations and other area planning commissions may wish to propose amendments to these policies and they should be encouraged to submit such changes to the Planning Commission for consideration in future updates of this section of the Manistee Development Plan.

QUALITY OF LIFE:

Goal:

To preserve the unique amenities which contribute to the quality of life in Manistee including the abundant water frontage, the public parks and facilities, the small town character and the historic uniqueness that contribute to the desirable living environment of the community.

Recommended Policies:

The City shall:

Cooperate with Federal, State, County and other local governmental agencies concerned with the preservation and protection of the City's lake shores and riverbank.

The City shall:

Continue preserving, maintaining and enhancing Manistee's parklands.

The City shall:

Endorse efforts of the Recreation and Parks Committee in receiving federal and state assistance to expand the recreational potential for City residents and visitors.

The City shall:

Promote the preservation of old historically significant structures surrounding the Manistee business district, offer incentives for new commercial and business developments downtown to maintain tasteful building designs which reflect the small-town "Main St." atmosphere, and to encourage new, higher density housing complexes to develop in shoreline areas outside of the central city.

The City shall:

Continue existing efforts to provide adequate sewage treatment facilities and closely monitor the quality of our surface and groundwater to ensure timely applications of the best available water protection or clean-up techniques.

POPULATION GROWTH:

Goal:

To implement programs and policies that will stimulate and encourage population growth within the City to reverse the eighty year trend of population decline that has adversely impacted on the economic vitality of the community.

Recommended Policies:

The City shall:

Promote the development of new residential living complexes at various locations just outside the central city which take best advantage of Manistee's unique water resources and encourage designs which are likely to attract new residents looking for high quality vacation or retirement units.

The City shall:

Support the existence of a quality "affordable housing" area in the City to encourage new residents who cannot afford higher cost lake shore residential units.

The City shall:

Encourage the development of larger well established businesses and industries in suitable locations so as to attract employment transfers.

ECONOMY:

Goal:

To support existing industrial and commercial enterprises that are making a valuable contribution to the community's economy; to promote incentives that will encourage expansion of these existing businesses; and to provide programs and incentives that will encourage the relocation of industrial and commercial enterprises which will expand and diversify the existing economic base.

Recommended Policies:

The City shall:

Encourage the development of the Northside Industrial Park with environmentally appropriate "light" industries, especially those industries of a "high-tech" nature which are capital intensive, research oriented and require far less need for major routes of material and employee transport.

The City shall:

Create incentives through zoning, taxation and public works projects to encourage the development of industrial facilities which rely heavily on lake, rail and road transport in the Manistee Lake shoreline industrial area.

The City shall:

Remain committed to the continuation of the Downtown Development Authority and to support the plans and programs for revitalizing the central business district of Manistee.

The City shall:

Offer the services of an Economic Development Officer to aid in the location, relocation and retention of industries and businesses in the City of Manistee.

TRANSPORTATION:

Goal:

To ensure that the transportation network of the Manistee area is improved and maintained to better serve the current and future needs of the community without adversely affecting the development of its limited land resource to its highest and best use.

Recommended Policies:

The City shall:

Promote and encourage the relocation and improvement of US-31 and the C&O railroad as indicated on the Manistee Development Plan.

The City shall:

Develop plans for solving current deficiencies in the street layout and traffic patterns in the central business district.

The City shall:

Maintain the existing deep-water port and main street connector as part of any new planning and land use changes in Special Planning District 1: Manistee Lake South Shore.

WATERFRONTAGE:

Goal:

To develop plans and programs for the orderly and appropriate development of the valuable and abundant lake and river frontage so that these unique community assets become the trademark of the New Manistee.

Recommended Policies:

The City shall:

Promote the development of a river-walk system which serves both to protect the river banks of the Manistee River and to allow better access to the river amenity for residents and visitors.

The City shall:

Actively participate in, and encourage the responsible planning and development of the Manistee Development Plan Special Planning Districts 1, 2, 3, 4, 5, and 7. Proposed development in these districts must recognize that these areas are not only the most desirable, but are also the most environmentally sensitive areas in the City.

CENTRAL BUSINESS DISTRICT:

Goal:

To encourage private and public investment in the Central Business District and develop this area into a regional shopping/business center with convenient vehicular and pedestrian access.

Recommended Policies:

The City shall:

Encourage new development and redevelopment in the central business district, using positive incentives such as tax deferments only to the extent deemed necessary by the Downtown Development Authority.

The City shall:

Act together with the Downtown Development Authority and the Manistee Chamber of Commerce to create a positive image of Manistee's shopping district and initiate efforts to promote the Manistee's "Main Street" charm on a region-wide basis.

The City shall:

Support the use of public funds, and encourage the contribution of private funds, to improve pedestrian walkways, increase the parking supply, follow the vehicular circulation plan in the downtown area as proposed by the Manistee Development Plan, and support the goals and objectives established by the Downtown Development Authority

AESTHETICS:

Goal:

To initiate programs, policies and ordinances that will address the aesthetic issues of signage, landscaping, street-scape, maintenance, and other issues that affect the overall appearance of the community and play important role in establishing the community's new image.

Recommended Policies:

The City shall:

Support the creation of regulations designed to ensure that the erection of obvious structures, such as signs, building facades, and front yard ornaments, are erected in a tasteful manner acknowledging the need for an aesthetically pleasing Manistee City image.

The City shall:

Offer assistance to any private property owners in the development of restrictive covenants designed to preserve the uniquely "Manistee" characteristics of their property.

The City shall:

Work together with the Planning Commission to enact and enforce deed restrictions which specifically detail the aesthetic, construction, and maintenance requirements for all City-owned property offered for development.

HISTORIC PRESERVATION:

Goal:

To support the community's continuing interest in preserving the historically significant structures in the city and assist both public and private efforts toward this end.

Recommended Policies:

The City shall:

Work with the Manistee County Historical Museum, Inc., the Manistee Planning Commission and other governmental agencies maintaining historical registries, to document all structures and places of historical significance in the city and to promote the creation of a Heritage District Association to assist in the creation and implementation of special regulations and procedures to protect and promote the City's historic resources.

The City shall:

Further promote the City's historic resources as a reason to visit Manistee and as means to attract summer resort and retirement visitors.

The City shall:

Continue efforts to obtain grants and other outside funding for the restoration and preservation of historically significant structures within the city.

TOURISM:

Goal:

To respond to the needs of Michigan's second largest industry, tourism, by developing programs, activities and facilities that will attract a larger share of this growing industry to the Manistee area.

Recommended Policies:

The City shall:

Enhance the access to and from the City's various lake front places, primarily Lake Michigan and Manistee Lake on the north side of the river, to allow for safe use by residents and visitors alike.

The City shall:

Support the continued maintenance of the City's cultural attractions.

The City shall:

Offer City-owned property to promote development which takes advantage of new forms of vacation and retirement home ownership (ie., condominiums, share-time dwellings, etc.)

The City shall:

Endorse the creation of a Tourism Board with membership from the City Council, the Planning Commission, the Chamber of Commerce, the Downtown Development Authority, the Manistee Recreation Association, and other interested parties, to oversee and implement a positive campaign to promote the City of Manistee as

the newest and most unique resort community on the Lake Michigan shoreline.

HOUSING:

Goal:

To develop portions of the City's vacant land resource for second home and retirement home opportunities to stimulate population growth and to provide a broader selection of housing opportunities within the City.

Recommended Policies:

The City shall:

Support the development of new housing types such as condominiums, zero-lot line and manufactured housing in suitable, planned locations.

The City shall:

Encourage the tasteful, well-designed conversion of large single-family homes in the central city area to provide smaller units within each building for multi-family living or "bed-and-breakfast" establishments.

The City shall:

Encourage the restoration and upkeep of existing housing units by establishing a home repair advice and assistance program to be administered through the Office of Economic Development or a new Office of Planning and Development.

CULTURAL:

Goal:

To maintain existing cultural facilities and to promote the expansion of cultural opportunity and activities in an effort to encourage artist, writers and performers to settle in Manistee or use the area as a base of operation.

Recommended Policies:

The City shall:

Support the use of public and private funds to maintain the City's library, museum, and theater.

The City shall:

Support the Arts Council in their efforts to develop the Ramsdell Theater/Hall as a regional cultural/community center.

SERVICES:

Goal:

To improve the delivery of City services and functions in an effort to make Manistee a model city with a community pride that is obvious to even the casual and infrequent visitor.

Recommended Policies:

The City shall:

Study the coordination of police and fire services to ensure that both are functioning in the most efficient manner possible while still offering exemplary levels of performance.

The City shall:

Study the need for an Office of Planning and Development to function as staff for the City of Manistee Planning Commission and as a lead agency in City Hall for those requiring land use changes, site plan reviews and seeking to invest in the City of Manistee.

The City shall:

Continue efforts at modernizing and expanding it's wastewater treatment facility and monitor it's surface and groundwater supplies to ensure the maintenance of healthy and safe drinking and recreational waters.

RESOURCE MANAGEMENT:

Goal:

To ensure that the cities land and capital resources are used wisely and in a manner which makes Manistee economically viable and an attractive place to live for present and future generations.

Recommended Policies:

The City shall:

Invest the City's oil revenues in prudent investments that will ensure the integrity of the funds while also providing a stimulus for achieving City goals and objectives.

The City shall:

Convert the City's abundant vacant land inventory into investments and development opportunities that will support the City's new image and economic objectives.