

MASTER PLAN

City of Harbor Beach, Michigan

November 17, 2011

Prepared for:
City of Harbor Beach, MI

Prepared by:
McKenna Associates

**Harbor Beach Master Plan Adopting Resolution
City of Harbor Beach Planning Commission**

WHEREAS, Act 33, Public Acts of Michigan, 2008, as amended, provides for a Municipal Planning Commission to prepare and adopt a Master Plan for the physical development of the community; and,

WHEREAS, the Harbor Beach Planning Commission has prepared a physical development plan for the City in compliance with said Act 33, including relevant charts, maps and text; and,

WHEREAS, the Harbor Beach Planning Commission has provided opportunity for public input into the Master Planning process; and,

WHEREAS, the Harbor Beach approved and subsequently distributed a draft copy of the Master Plan to all of the bodies required by said Act 33 for review and comment; and,

WHEREAS, no person or entity submitted comments indicating that the proposed City of Harbor Beach Master Plan is substantially inconsistent with the Master Plan of any adjacent community; and,

WHEREAS, the Planning Commission held a formal public hearing on the draft Master Plan on November 17, 2011 in order to provide additional opportunity for public comment; and,

WHEREAS, the citizens of the City of Harbor Beach were afforded the opportunity to provide oral and written comments on the draft plan; and

WHEREAS, based on the consideration of public comments the City Planning Commission is satisfied that the Master Plan is ready for adoption:

NOW, THEREFORE, LET IT BE RESOLVED, that the City of Harbor Beach Planning Commission does hereby adopt the City of Harbor Beach Master Plan, said plan to be dated as adopted this day of November 17, 2011; and

FURTHER, LET IT BE RESOLVED, that the Harbor Beach Planning Commission does hereby direct the Commission Chairperson and Commission Secretary to sign this Resolution signifying the adoption of the Master Plan, and to file attested copies of the Plan with the City Clerk.

CERTIFICATE OF ADOPTION:

Offered by Commissioner Montana and supported by Commissioner Oparka.

Yeas: Duerr, Kriete, Oparka, Peterson, Montana, Kerry

Nays: none

Absent: Booms, Swartz, Polega, Mosey

DECLARED ADOPTED BY:


Chairperson

Secretary

Date of Adoption: November 17, 2011

ACKNOWLEDGEMENTS

MUCH THANKS

This document is the result of the ideas, opinions, and research shared by the citizens, business owners and stakeholders who have donated their time to participate in our workshop and design charrettes, and public meetings. Thanks to everyone who participated.

The individuals and recognized on this page have made exceptional contributions of their time and resources to make the Harbor Beach Master Plan a reality.

City Council

Gary Booms, Mayor
Al Kleinknecht
Matt Woodke
Robert Swartz
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Former City Council Members

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Gary Booms Mayor
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City Administration

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Appendix

1. INTRODUCTION

A. Uses of the Master Plan

A master plan is used for a variety of purposes. At the most basic level, a master plan is used as the basis for a community's zoning ordinance. One of the requirements that make zoning constitutionally valid is that the ordinance be based on a comprehensive plan for the development of the jurisdiction. The Michigan Zoning Enabling Act (PA 100 of 2006, as amended) requires that zoning ordinances be based on a plan.

In the context of the Michigan Zoning Enabling Act, the master plan is a study of the present and future growth of a municipality that identifies the land needed for various types of activities, including agriculture, single family and multiple family residences, commerce, and industry. After a master plan is adopted, a municipality can then adopt zoning regulations to insure that the land is available to meet the community's long-term needs.

A common use of the master plan is for reference with zoning changes and special use permits. One of the primary considerations in a rezoning is compliance with the master plan and the future land use map.

Another important function of the master plan is providing guidance to developers, landowners and potential home and business owners when making investment decisions. Consistent and reasonable application of the master plan by the City reduces risk and uncertainty in the real estate market.

The master plan provides guidance and coordination in the provision of public services. Understanding long term growth patterns is helpful in making decision for public investments such as parks, roads, and water and sewer infrastructure.

A master plan can be the basis for proactive project and programs to improve a community. A fundamental part of the master planning process is the public involvement that forms the basis for the future land use plan and indicates the community's desire for the future and its long -term vision. The goals and objectives of a master plan reflect desires for physical development.

A master plan presents the vision of a community over the coming 20 years, but also includes a number of specific, short term implementation activities intended to realize the overall vision of the plan.

B. Organization of the Master Plan

The Master Plan is organized into 5 parts – Demographics and Housing, Existing Conditions, Goals and Objectives, the Harbor Beach Plan, and Implementation.

The **Demographics and Housing** section is an analysis of the current trends that impact Harbor Beach with regards to its people and where they live. Based in numerical data, this section gives an idea of the trends in the City and surrounding areas and allows some projections about the future.

The **Existing Conditions** section is a more subjective analysis of the conditions on the ground in Harbor Beach. Including maps, pictures, and text, its purpose is to present the City as it exists today.

Goals and Objectives are the vision the citizens of Harbor Beach have for themselves in the future. They are used to craft the master plan out of the existing conditions.

The Harbor Beach Plan itself will be the guiding force for development into the future. Using the citizens stated goals, it will present the way that Harbor Beach can become the City that it wants to be over the coming decade.

The **Implementation** section will answer the “how” of the Master Plan. With specific programs, ideas, and regulations, it will guide the City along the path to shaping the Harbor Beach of the future.

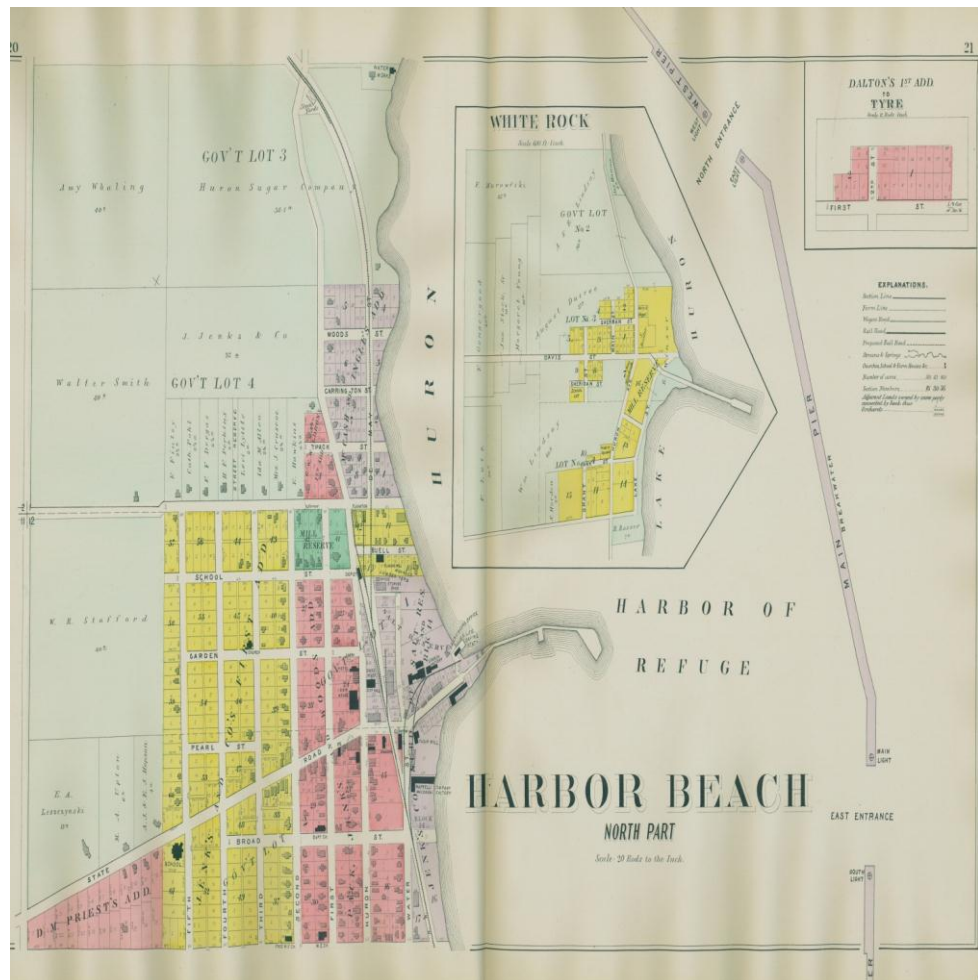
C. History of Harbor Beach

The earliest village in the area that became Harbor Beach was built in 1837. The early economy of the area was based around the lumber industry, and a large sawmill was built near what is now downtown Harbor Beach. The area went through several name changes. It was originally called Barnettsville, then Sand Beach, then finally Harbor Beach when the City incorporated in 1910.

The harbor from which Harbor Beach gets its name dates back almost as far as the earliest settlers, but the current breakwater configuration and lighthouse were built in the 1880s. The harbor has always been a point of refuge on Lake Huron, and still serves as such for the small craft that use the city's two marinas. The Coast Guard and DTE Energy also make use of the harbor.

Harbor Beach is also the birthplace of Frank Murphy, a former Michigan governor and U.S. Supreme Court Justice. In addition to being elected governor and Supreme Court Justice, he was also appointed Attorney General and served as Governor-General of the Philippine Islands.

The resort on the City's southern edge dates to 1896 and has been used continuously ever since. At the time it was built, the City of Harbor Beach did not exist and the resort saw itself as a nearby but separate entity. This distinction has caused a physical and social separation of the seasonal resort population that continues to this day.



Today, Harbor Beach is beautiful waterfront community with quality industrial, residential, cultural, educational, and medical assets that position it well for the future.

2. DEMOGRAPHIC AND HOUSING TRENDS

A. Demographics

This section of the Master Plan analyzes demographic trends. In order to plan for future growth and development, there must be a consideration of how many people will need city services, where there is pent up demand for new land uses, and who the citizens are that will shape Harbor Beach in the coming decades.

The analysis focuses on the prevailing trends in Huron County and Michigan as a whole. The county-wide trends are assumed to reflect the situation in Harbor Beach, and certainly are relevant to the planning process. Data for the City of Harbor Beach has been compiled and reviewed and can be found in Appendix A.

DATA SOURCES

All data for 1990 and 2000 comes from the US Census Bureau's Decennial Census. Taken every ten years, the Census is considered the most reliable source of demographic and housing data. Many categories of information come from 100% head counts, while others are derived from sampling.

Data from 2010 generally comes from ESRI, a private demographic and business information company. ESRI derives their data from several sources, including the Census Bureau's sampling-based American Community Survey, records kept by the US Post Office, real estate analysis data, business data, and local sources. It also uses projections based on older information. For most geographic levels, ESRI data is considered very reliable, and has consistently been within 2% of Census headcounts. Available 2010 Census data has also been used where possible.

2. Demographic and Housing Analysis

POPULATION TRENDS

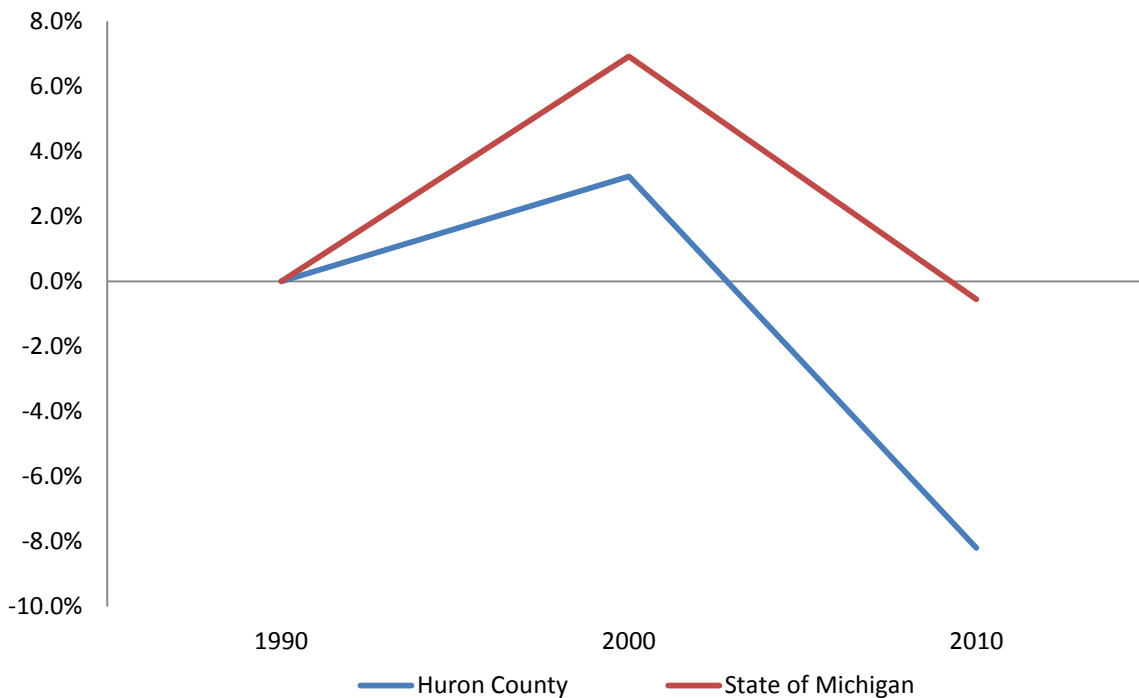
As shown in Table 2.1 and Figure 2.1 after growing for much of the 1990s, the population in the City of Harbor Beach has decreased steadily over the past ten years consistent with the trends seen in Huron County and for the State of Michigan as a whole.

Table 2.1: Population of Harbor Beach and Surrounding Communities

COMMUNITY	1990	2000	2010
Harbor Beach	1,973	1,837	1,703
Bad Axe	3,542	3,462	3,129
Sebewaing	1,955	1,974	1,759
Port Austin	693	737	664

Source: U.S. Census Bureau

Figure 2.1: Population Change



Source: U.S. Census Bureau

HOUSEHOLDS

As shown in Table 2.2, the number of households in Huron County has, along with the population, fallen steadily over the past ten years. While in Harbor Beach the number of households has remained the same, even with a decrease in population. This is generally inconsistent with the trend seen throughout the State of Michigan, where population is decreasing, but the number of households are increasing, primarily due to the shrink in average size of households.

The shrinking average size of a household, as shown in Tables 2.3 and 2.4 generally indicates a combination of an increase in the number of “empty nester” retirees and young people waiting longer to marry and having fewer children. Harbor Beach’s average household size is slightly less than the general trends seen throughout Michigan and Huron County at 2.14

Table 2.2: Number of Households

	1990	2000	2010
Harbor Beach	788	774	774
Huron County	13,268	14,597	14,348
State of Michigan	3,419,331	3,785,661	3,872,508

Source: U.S. Census Bureau

Table 2.3: Average Household Size Harbor Beach and Surrounding Communities, 2010

Harbor Beach	Bad Axe	Sebewaing	Port Austin
2.14	2.16	2.19	1.91

Source: U.S. Census Bureau

Table 2.4: Average Household Size

	1990	2000	2010
Huron County	2.60	2.42	2.27
State of Michigan	2.66	2.56	2.49

Source: U.S. Census Bureau

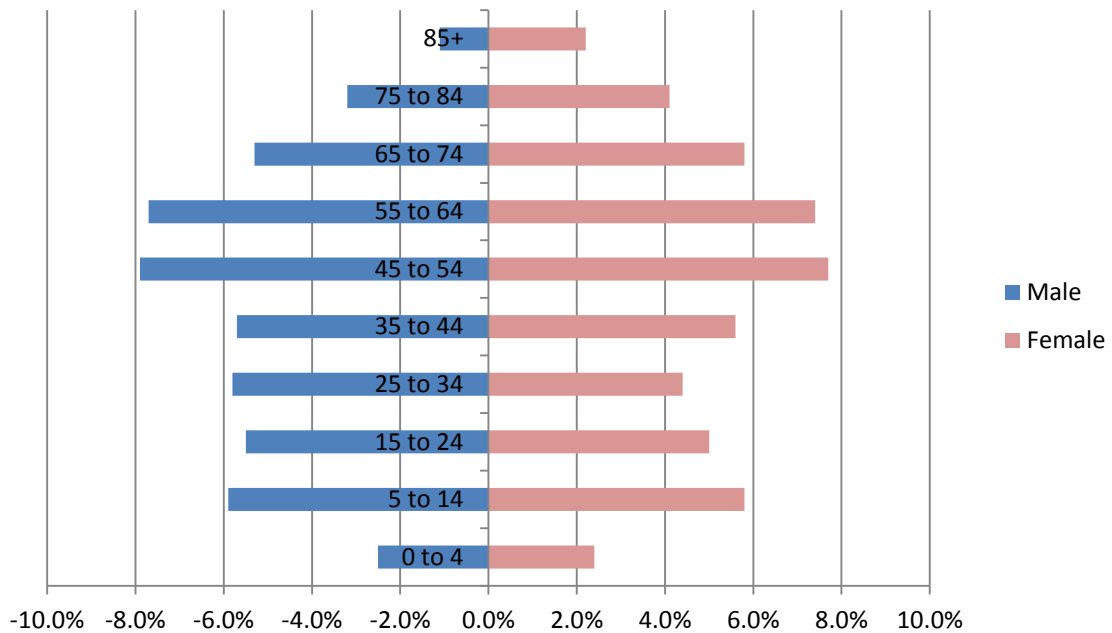
2. Demographic and Housing Analysis

AGE

As shown in Figure 2.2, Huron County's population is comprised largely of those between ages 44 and 65. This group generally has older children and is preparing for retirement. It also has a sizable proportion of 5 to 14 year olds that will be entering adulthood in the next 10 years. One of the challenges in the coming years will be to retain these young adults so that they will raise families within Huron County, more particularly, in Harbor Beach.

The age of Harbor Beach residents is generally consistent with Huron County.

Figure 2.2 Huron County Age Ranges 2010

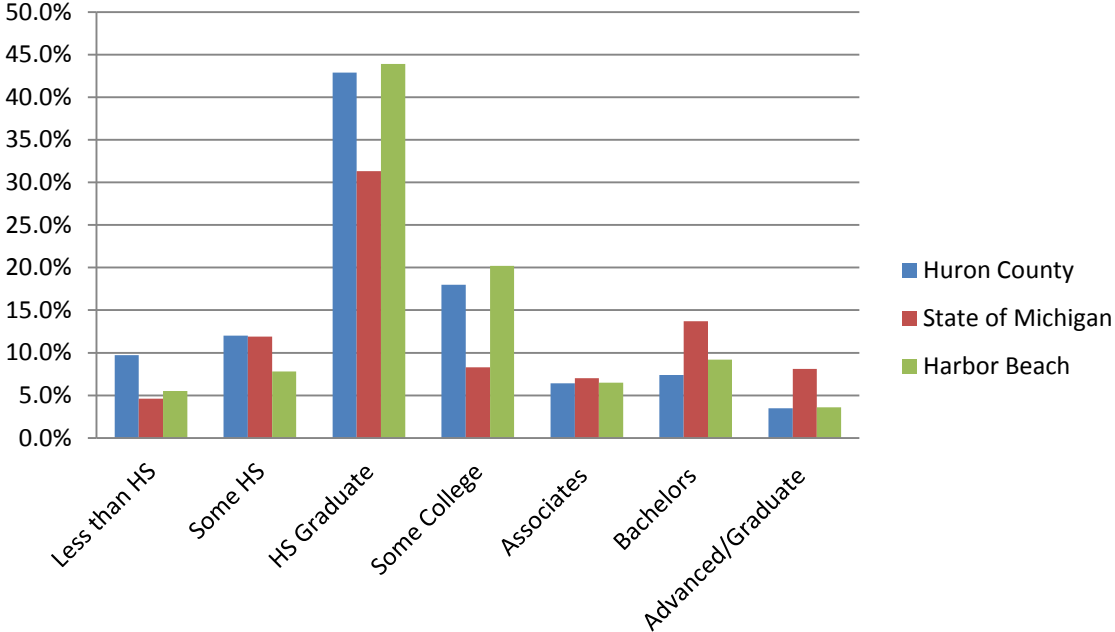


Source: U.S. Census Bureau

EDUCATIONAL ATTAINMENT

Figure 2.3 shows the educational attainment of Harbor Beach residents over the Age of 25 compared to Huron County and the State of Michigan. While the majority of residents have completed high school, the County and City lag behind the State as a whole when it comes to college degrees.

Figure 2.3 Educational Attainment, 2000



Source: U.S. Census Bureau

2. Demographic and Housing Analysis

OCCUPATION

As Table 2.5 shows, residents of Huron County are employed in a variety of fields, with the largest proportions in Retail trade, Manufacturing, and Services. The County has a high proportion of its population working in Manufacturing, while a lower percentage works in Services.

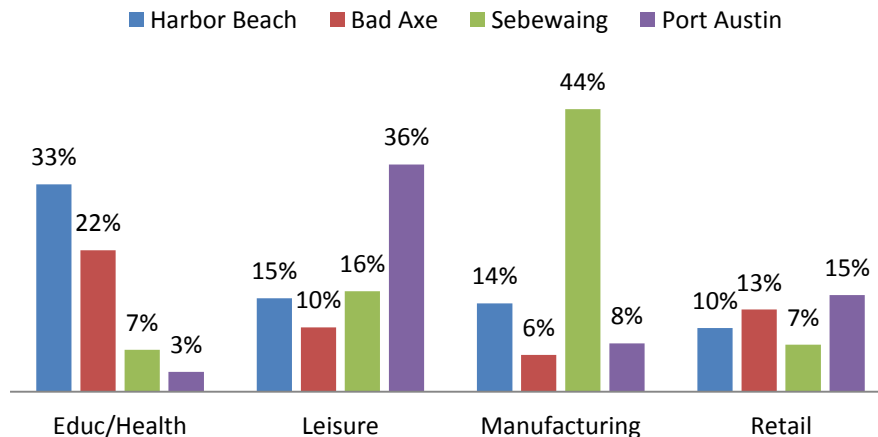
Table 2.5: Employment Sectors

Category	Huron County	State of Michigan
Agriculture and Mining	3.0%	1.3%
Construction	3.5%	3.7%
Manufacturing	22.8%	14.3%
Transportation	2.8%	2.3%
Communication	8.0%	0.5%
Utilities	0.2%	0.5%
Wholesale Trade	4.7%	5.0%
Retail Trade	20.6%	20.2%
Finance, Insurance, Real Estate	4.8%	5.7%
Services	31.2%	40.7%
Government	5.8%	5.5%
Other	0.0%	0.4%

Source: ESRI

Harbor Beach residents' transition from Manufacturing to Education and Health Care over the last 10 years is somewhat unique compared to their neighbors and the County as a whole. **Error! Reference source not found.** compares the percentage of residents employed in Harbor Beach's four largest sectors with their equivalents in the other communities.

Figure 2.4. Major Employment Sectors, 2010



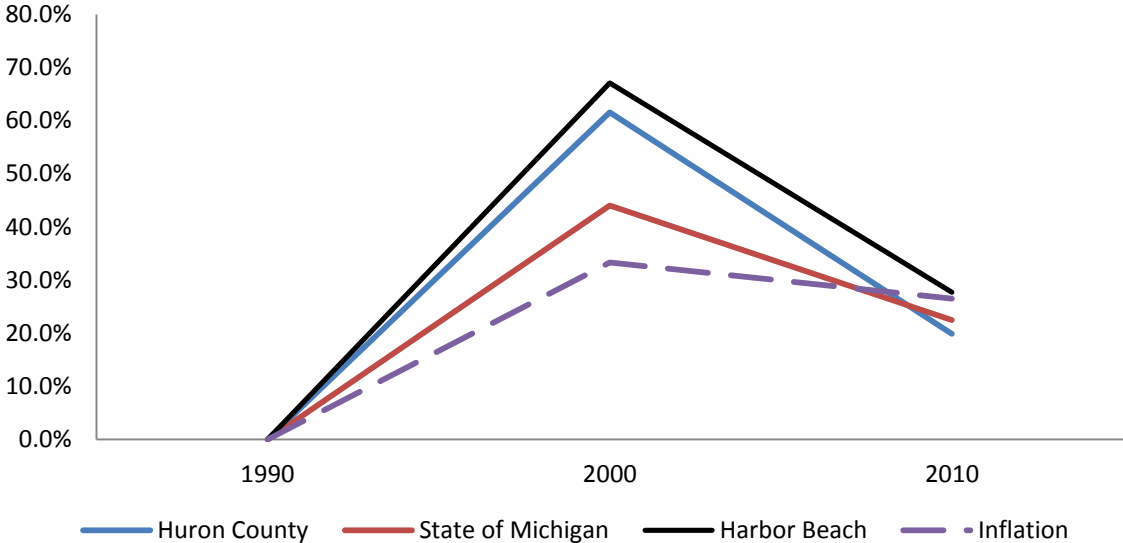
Source: ESRI, U.S. Census Bureau, Business Summary by NAICS Codes

INCOME

The Median Income for Harbor Beach is \$37,218 and Huron County's is \$42,326, both below the State of Michigan median of \$54,719. Over the past 20 years, as shown in Figure 2.5: Median Income Change, the County and City's median income grew at a generally faster pace than that of the State as a whole. However, in recent years, income growth has slowed dramatically, leaving the area lagging behind the state.

Furthermore, as the economy has declined worldwide, growth in median income in the County and State has fallen below the rate of inflation.

Figure 2.5: Median Income Change



Source: ESRI, U.S. Census Bureau, CPI from bls.gov

2. Demographics and Housing Trends

B. Housing

This section of the analysis pertains to housing stock trends. It explores the types of housing units, whether they are owner- or renter-occupied, and the median value of owner occupied homes. Analyzing trends over time and comparing the Harbor Beach area to the State as a whole gives a more comprehensive view of the social, economic, and physical nature of the Harbor Beach community.

HOUSING TYPE

Of the 21,199 housing units in Huron County, as reported by the U.S. Census Bureau, the majority of the units are single-family detached homes. This is generally consistent with the housing unit composition in Harbor Beach as shown in Table 2.7. As shown in Table 2.6, between 1990 and 2000 there was a slight increase in the proportion of this type of housing. However, between 2000 and 2009 the composition of housing has remained relatively the same.

Table 2.6: Huron County Housing Type

	1990	2000	2009
Single Family Detached	78.1%	81.9%	81.8%
Single Family Attached	0.6%	1.0%	1.0%
Small Multi-Family (2-9 units)	4.4%	4.2%	4.8%
Large Multi-Family	2.6%	2.4%	2.2%
Mobile Home	13.5%	10.0%	10.2%
Other	0.9%	0.6%	0.0%

Source: U.S. Census Bureau

Table 2.7: Harbor Beach Housing Type

	1990	2000	2009
Single Family Detached	84.1%	78.4%	80.3%
Single Family Attached	1.1%	1.2%	1.4%
Small Multi-Family (>10)	10.5%	13.2%	11.4%
Large Multi-Family (10+)	1.7%	1.6%	1.1%
Mobile Home	1.8%	5.6%	6.7%
Other	0.9%	0%	0%

Source: U.S. Census Bureau

HOUSING TENURE AND OCCUPANCY

The general housing tenure trend in State of Michigan, Huron County and in Harbor Beach is that the majority of homes are owner-occupied.

Table 2.8. Huron County Housing Tenure, 2010

	Owner	Renter
Huron County	81.8%	18.2%
State of Michigan	85.4%	22.7%

Source: U.S. Census Bureau

Table 2.9. Huron County Housing Occupancy, 2010

	Occupied	Vacant
Huron County	67.7%	32.3%
State of Michigan	85.4%	14.6%

As shown in Table 2.9, the vacancy rate in the County looks very high at 32.3% compared to the rest of the State, however, of the total vacant units 24.3% of them are used for seasonal, recreational, or occasional use, 1.7% are for sale, and 2% are for rent.

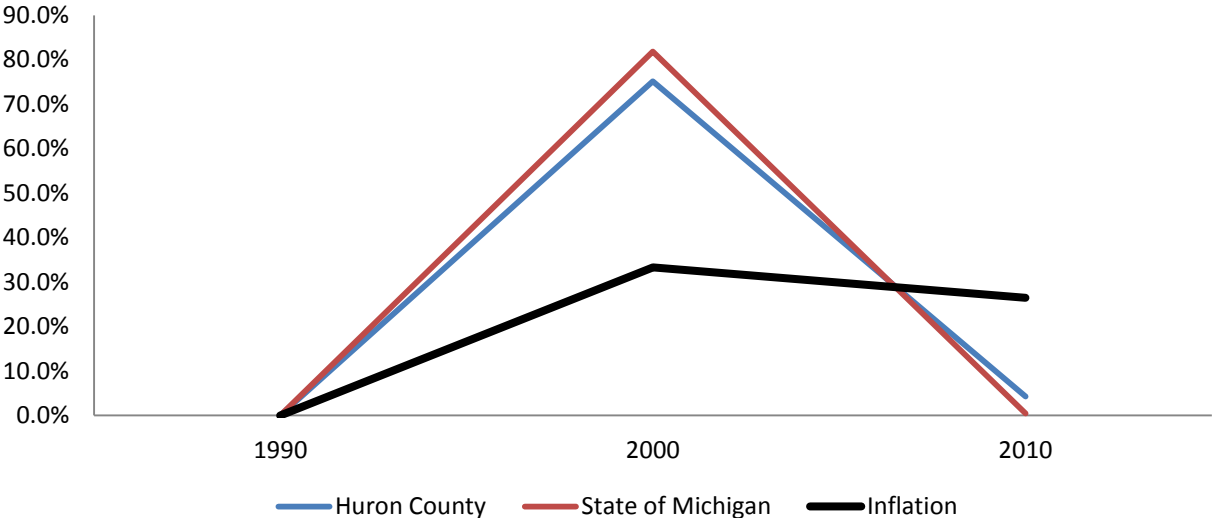
The County's housing tenure and occupancy rates is generally consistent with what is happening in the City of Harbor Beach.

HOUSING VALUE

The median home value in Huron County, according to ESRI, \$81,724, below the State of Michigan's median of \$110,747. The trend over the past twenty years is similar for both the County and the State, as shown in Figure 2.6, below. Both saw housing values rise dramatically during the 1990s, only to fall again during the past decade.

2. Demographics and Housing Trends

Figure 2.6: Change in Housing Values



Source: ESRI, U.S. Census Bureau, CPI from bls.gov

3. EXISTING CONDITIONS

A. Existing Land Use

The existing land use analysis describes what land uses exist on the ground in Harbor Beach at this moment in time. The first step in conducting an existing land use survey is to define land use categories to fit the City's unique conditions. Traditional distinctions like "residential" and "commercial" are broken down into smaller categories to truly describe the situation on the ground.

The next step is to complete a field survey, which was done in September of 2010. The Existing Land Use map was created based on that survey.

For purposes of this analysis, vacant buildings are classified by their most recent use or the uses of their immediate neighbors.

RESIDENTIAL LAND USES

Traditional Single Family

Most of Harbor Beach's developed area fits this category, which is characterized by single family homes on the City's traditional street grid. The size, architecture, and condition of these homes varies, sometimes dramatically, and sometimes within blocks, but their common feature is their gridded, interconnected layout.

Most of the "Traditional Single Family" land use can be found in the residential blocks surrounding downtown, from Bartlett Street on the south to Lytle Avenue on the north, and from Huron Avenue on the east to Nelson Avenue on the west.

Suburban Single Family

A small but noticeable portion of Harbor Beach's housing stock falls into a different category. The Suburban Single Family district has curvilinear streets, and sizable houses on large lots. The infrastructure and housing stock were built recently, and not all the lots have been developed.

The "Suburban Single Family" land use is located in a single subdivision, off of Nelson Avenue near Garden Street on the western edge of town.

Seasonal Residential

"The Resort" on the City's southeastern edge, falls into a separate residential category. For the most part populated only seasonally, and cut off from the rest of Harbor Beach by its gate, the Resort is also unique architecturally. A row of wood cottages, built to blend in to the forested landscape, runs along the harbor.

While the Resort's golf course stretches west of Huron Avenue, the residential component is located in a thin strip along the waterfront.

Multiple-Family Residential

The City has a small number of multi-family areas. In Harbor Beach these generally take the form of complexes of 3-4 buildings. The largest multi-family complex is "Harbor House," along Schock Street south of Bartlett on the far southwest edge of town.

3. Existing Conditions

Manufactured Housing

The manufactured housing category includes those land uses often referred to as mobile home parks. The manufactured housing in the City is located north of State Street, west of Nelson.

COMMERCIAL LAND USES

Downtown Commercial

This commercial category is typified by the traditional layout of a downtown commercial district. Buildings are built right up to the sidewalk, with several storefronts per building and parking in the rear. Most, but not all, of the buildings in this district pre-date World War II.

Harbor Beach's downtown district stretches along State Street from Huron Avenue to 3rd Street, and along Huron Avenue from Trescott Street to Garden Street.

Highway Commercial

Outside of the downtown area, Harbor Beach's commercial land uses take a different form. Generally set back from the street and surrounded by parking, these businesses cater to and rely upon customers arriving by car.

Most of the "Highway Commercial" businesses in Harbor Beach are located along State Street near the intersection with Nelson Avenue/Schock Street.

INDUSTRIAL LAND USES

Waterfront Industrial

A large portion of the City's waterfront is characterized by the industrial land use. The companies in this area, including DTE, Dow, and Sensient, and represent the City's largest employers. While these industrial uses are located on the water, they do not necessarily use Lake Huron or its waters in their manufacturing activities.

General Industrial

Some smaller companies have set up industrial like uses within the City's downtown traditional street grid. Located mainly along 1st Street between State Street and Garden Street, these light industrial uses generally blend in with the surrounding neighborhood.

Industrial Park

Harbor Beach has two industrial parks on the north end of the City. Hunter Industrial Park features a few businesses, but has not filled the majority of its lots. Immediately south of there, Industrial Drive houses a variety of buildings and has few opportunities for new industrial development.

PUBLIC/QUASI PUBLIC LAND USE

Civic

One of Harbor Beach's greatest assets is its library building, on the corner of State Street and Huron Avenue. Housing a community center and movie theater in addition to the library, the building a true cornerstone of the community.

Other civic land uses include Harbor Beach City Hall, at the corner of State Street and Nelson Avenue/Schock Street, the Police and Fire Departments, the Grice House and Frank Murphy museums, the

Insert ELU Map

3. Existing Conditions

Coast Guard Headquarters on the harbor near Richie Street, and the City's Department of Public Works complex along Pierce Street on the northeast edge of town.

School

Harbor Beach Community Schools are located on a large complex on the south side of town, between Bartlett Street, 2nd Street, Trescott Street, and Schock Street. The complex includes the Elementary, Middle, and High Schools, as well as sports facilities.

Medical

Harbor Beach Community Hospital is located near downtown, with its facilities centered on the block bordered by Broad Street, Trescott Street, 1st Street, and Huron Avenue. The hospital also has additional properties in the surrounding neighborhood and makes use of the helicopter pad on the end of Industrial Drive.

Church

There are many thriving religious communities within Harbor Beach. Our Lady of Lake Huron Catholic Church and Zion Lutheran Church both operate schools, while First Presbyterian Church acts as a gateway to downtown along State Street. Other religious institutions include United Methodist, and the Harbor Beach Church of Jesus Christ of Latter Day Saints.

RECREATIONAL/GREEN SPACE

Public Park

Harbor Beach has several public parks, including Davidson Park on the south side of town, Waterworks Park on the north side of town, and the Bathing Beach, along the harbor front near downtown. All have the opportunity to take advantage of Harbor Beach's impressive natural setting.

Private Open Space

The Resort operates its own golf course and other natural recreational land on the south side of town. This area is not generally open to the public, but does provide a wooded buffer on the southern edge of the City.

Marina

Harbor Beach offers two commercial marinas, one near downtown at the end of the Lytle Street, and one at the end of Richie Street near the coast guard headquarters. Both are well used, especially because Harbor Beach's breakwater offers refuge from the open water of Lake Huron.

Vacant/Agriculture Land

Harbor Beach's City limits still include large areas of vacant land, especially the northwest and southwest corners. This land offers possibilities for development, but is also an asset in its present natural state.

3. Existing Conditions

B. Downtown

The Downtown Harbor Beach commercial district and its waterfront location provides the City with its identity. The downtown extends down Huron Avenue and State Street from their intersection near the waterfront. The downtown area has a number of quality historic buildings and thriving businesses, but it also has a significant number of vacant properties and buildings that have been had renovations inconsistent with the downtown context. One building renovation that is not in context with the historic character of the downtown is shown in Figure 3.1: .

Figure 3.2, illustrates existing downtown buildings that have been maintained consistent with the established historical character of the area.

Figure 3.1: Recent Building Addition



Source: McKenna

Figure 3.2: Historic Facades



Source: McKenna

One of the main focal points of Downtown Harbor Beach is the library building at the corner of Huron Avenue and State Street. Downtown businesses radiate out from this point. Going South on Huron Avenue, the business corridor features many of the City's local eateries, including Smalley's, Al's and the Anchorage. The Frank Murphy Museum is also located on this stretch of Huron Avenue.

Going north on Huron Avenue, transitions rather quickly into traditional single family housing, although Hunter's Bar and the Harbor Beach Fire Department are both located along this stretch.

State Street features more specialty retail and a significant number of service/office type uses. There is more or less consistent occupancy through the first two blocks, but there is a large cluster of vacancy near 2nd Street.

Despite the variety of businesses both in Downtown and to the west along State Street, Harbor Beach lacks a few important retail amenities. The most glaring is the lack of a grocery store – the nearest full service grocer is eight miles away. Other needed retail areas include clothing and household goods.

3. Existing Conditions

C. Natural Features and Recreation

Harbor Beach's greatest strength is its natural setting. Nestled along Lake Huron, with a picturesque harbor and lighthouse, in the midst of an old-growth forest, the City is ideally positioned to attract tourists and visitors from around the state and region.

However, in order to maximize this potential, Harbor Beach must care for its natural and recreational amenities, and must capitalize on its locational advantages.

WATERFRONT

Harbor Beach has diverse uses along its harbor front. On the northern edge of town is a large vacant parcel which has in the past been proposed as the site for a resort hotel. Immediately south of that lies the Coast Guard station, Waterworks Park (including the Grice House Museum), and one of the City's marinas. In this area, Lake Huron is accessible to the community and visitors, as well as those who use the marina to dock their boats.

South of Waterworks Park and continuing to the center of Harbor Beach, the waterfront is much less accessible. While there is a marina at the end of Lytle Avenue, most of the land is taken up by industrial uses such as DTE, Dow, and Sensient, as shown in Figure 3.3. While these businesses are crucial to the economy and tax base of Harbor Beach, and they do make some use of the harbor, they also serve to cut off the core of the City from Lake Huron.

Figure 3.3: DTE's Harbor Beach Generating Station



Source: McKenna

South of downtown Harbor Beach is the City's main public lakefront access – the Bathing Beach. The beach is the only sandy lakefront in the City, and also features a pier and playground equipment, as shown in Figure 3.4. A small industrial property that used to cut off the Bathing Beach from Downtown is being torn down, giving the beach the opportunity to re-establish itself as Harbor Beach's crown jewel.

Figure 3.4: Bathing Beach



Source: McKenna

South of the Bathing Beach, is the Resort, where it is easily accessible to the seasonal residents there, but cut off from the general public.

PARKS

In addition to the Bathing Beach, the City also operates several other parks. Waterworks Park, on the north side of town, offers access to Lake Huron (although it is grassy, not sandy), recreational equipment, and a connection to the marina. It is also the site of the Grice Museum. Nearby to Waterworks Park is Bruce Johnson Field, a facility for youth baseball.

Davidson Park, on the south side of town, is a community gathering place offering a pavilion and playground equipment. It is not waterfront, but it is adjacent to the Bathing Beach, which provides a seamless area of recreational space from the residential areas to Lake Huron.

Harbor Beach's parks have the opportunity to position the City as a major recreation destination.

BIKE TRAILS

Harbor Beach has invested in a non-motorized trail running near the harbor front. Well lit and smoothly paved, the trail attracts bikers, walkers, and others whenever the weather is pleasant.

The trail begins on the north side of town, near the coast guard station, and runs along an old rail right-of-way into the heart of the City. Just north of the Dow plant, the trail runs along Demay Street, takes a right on Lytle Avenue, and then returns to the rail right-of-way running parallel with Huron Avenue. South of the Sensient plant, the trail joins Water Street and then ends at the Bathing Beach. The trail is part a larger non-motorized trail system planned for Huron County.

3. Existing Conditions

VACANT LAND

There is still a sizable amount of vacant land with the Harbor Beach City limits. This land is available for future development, but it also provides a quality resource that is part of the City's identity. The majority of the vacant land is in the northwest corner of the City, although there is also some on the southwest side of town.

D. Utilities and Infrastructure

ROADS

Harbor Beach has a quality road system. The streets provide easy travel routes across the City, ample space for on-street parking, simple snow plowing in the winter, and the opportunity for bike lanes and other “complete streets” measures.

The main routes through Harbor Beach are state highways. Huron Avenue is part of M-25, which runs from Port Huron along the coast all the way around The Thumb to Bay City. State Street is part of M-142, which runs from Harbor Beach across The Thumb, through Bad Axe to Pigeon and Bay Port.

HARBOR

The harbor for which Harbor Beach was named is perhaps the City’s most important asset. With its breakwater protecting ships and boats from the open water of the Lake Huron, the harbor has made the City popular with pleasure boaters, who tie up at one of the two marinas. The DTE power plant also makes use of the Harbor, bringing in coal shipments, and the U.S. Coast Guard maintains a significant presence, especially in light of the Canadian mainland on the far side of Lake Huron.

The City of Harbor Beach recently purchased the harbor’s lighthouse, which is very picturesque and could become a tourist destination if transportation issues are solved.

SEWER AND WATER

Harbor Beach operates its own sewer/stormwater facilities, although the wastewater treatment plant is actually located in Sand Beach Township, south of the City limits. The water facility is located at the corner of Lake Shore Road and Richie Street, near Waterworks Park and the Coast Guard station.

Harbor Beach boasts one of the largest and best water facilities in this part of the State. The City provides water service to many communities in Huron County and along the Huron shoreline.

ELECTRICITY

DTE Energy, formerly known as Detroit Edison, provides electrical service to Harbor Beach. The company’s facility in the City provides electricity within Harbor Beach and across the region.

NATURAL GAS

Natural Gas Service in Harbor Beach is provided by Consumers Energy. Consumers serves much of the State of Michigan, in a swath from Kalamazoo through The Thumb. Service is somewhat limited and any extensive future non-residential development will require significant natural gas infrastructure improvements.

3. Existing Conditions

4. GOALS AND OBJECTIVES

A. Introduction

The purpose of the Master Plan is to serve as a guide for City officials, residents, and landowners in making future land use decisions. As such, an overall vision for the community must be identified. During the planning process, a series of public input initiatives were conducted to ensure that the Master Plan reflects the vision of City residents, representatives, and property owners.

Goals are general in nature and, as related to community planning, are statements of ideals toward which the City wishes to strive. Goals also express a consensus of community direction to public and private agencies, groups and individuals. Goals are long-range considerations that should guide the development of specific objectives.

Objectives are a means to achieve the overall goals of the Plan. Objectives take the form of more measurable standards, or identify the methods in which the goals of the plan may be realized. In some instances, they are specific statements which can be readily translated into detailed design proposals or action recommendations.

Together, the following goals and objectives provide the foundation of the Master Plan and a framework for future implementation strategies.

B. Goals and Objectives

The following goals and objectives provide the foundation for the Harbor Beach Plan.

DOWNTOWN

Goal

Future development in Downtown Harbor Beach should respect the historic development pattern of the City while expanding the vitality and range of services available in the downtown area.

Objectives

1. Establish distinct destinations within downtown Harbor Beach (retail district, civic district, medical, hospitality, etc.) and create a branding and way-finding program to identify these areas and connect them to other areas within the City.
2. Generally, non-residential development in the downtown area should be two stories or lower. Some three story buildings may be appropriate, as long as they are located at key locations within the downtown, or are used for civic and institutional purposes, and are designed to be a destination within the downtown.
3. Adopt design guidelines to ensure that new development and redevelopment of existing buildings in the downtown area are consistent with the City's existing development pattern.
4. Improve pedestrian access to and within the downtown.
5. Establish an entity that is responsible for the promotion, design and economic vitality of the downtown.

4. Goals and Objectives

6. Concentrate commercial and service use development downtown and avoid creating a strip of commercial along State Street between Nelson and 5th.

RESIDENTIAL

Goal

Maintain the existing residential character within the community while providing diverse housing choices and ensuring that residential redevelopment and new infill development complement and enhance the character of the existing neighborhood.

Objectives

1. Concentrate new residential development in the existing developed areas of the City first, followed by those undeveloped areas abutting the developed areas. This will avoid undesirable sprawl and concentrate development to avoid unnecessary expansion of infrastructure and City services.
2. Respect historic building patterns, preserving and enhancing them where feasible.
3. Integrate amenities such as neighborhood parks and open space areas into new development.
4. Provide new rental and multiple-family housing in a mixed-use setting such as on the second floor of buildings in the downtown area.
5. Locate new senior housing in close proximity to the downtown area to enable convenient access retail and service uses.
6. Consider adopting design guidelines to ensure that new development in residential areas is consistent with the City's existing development pattern.
7. Encourage reinvestment in and restoration of older homes.
8. Encourage use of green technology in residential development – both new and redevelopment.

WATERFRONT DEVELOPMENT

Goal

To shape the waterfront as the most vital element to the success of Harbor Beach as a place people want to live, work and play.

Objectives

1. Continue to improve the existing waterfront parks and lighthouse and provide year round programs for residents and visitors alike.
2. Continue to work with established waterfront industrial uses to permit their continued success, while at the same time balancing the needs of the environment, residents and visitors.
3. Promote and maintain high standards for site and building design for both public and private developments.

4. Develop synergy between the lake, residents, waterfront businesses, and the downtown through programs, physical improvements and connections.
5. Continue to expand the non-motorized pathways along the lakefront.
6. Improve lake view sheds from downtown.
7. Emphasize and promote the culture and history of the City's waterfront, including the harbor, lighthouse, industrial uses, and marinas.

NATURAL RESOURCES AND SUSTAINABILITY

Goal

Preserve intact significant natural features located in the City and integrate natural feature preservation into land use decisions.

Objectives

1. Preserve wetlands, watercourses and woodlands as development occurs.
2. Improve existing riparian, wetland, water quality, woodland and greenway protection standards, as necessary
3. Encourage energy efficient green development, and encourage that new buildings and building renovations be certified by a green building rating system such as Energy Star or an appropriate LEED standard. Consider including incentives in the Zoning Ordinance to encourage such compliance.
4. Implement site appropriate structural and non-structural storm water best management practices to prevent or minimize the impact of development on water quality.

COMPLETE STREETS

Goal

Encourage an efficient and safe multi-modal transportation network that integrates various modes of transportation that takes into consideration all network users.

Objectives

1. Pursue strategies that will require the use of accepted traffic calming and access management techniques where appropriate and necessary.
2. Require transportation infrastructure decisions that support and encourage the land use recommendations of the Master Plan.
3. Require all network users (trucks, cars, bikes, and pedestrians) be taken into consideration as transportation infrastructure decisions are made. Explore innovative traffic designs.

4. Goals and Objectives

4. Work with MDOT to provide context sensitive design solutions for state roadways. Provide flexible engineering design standards for City roads to achieve safe and appropriate road design while ensuring that community character is not compromised in order to meet strict engineering standards that may not fit the City's context.
5. Provide sidewalks and other pedestrian circulation improvements such that residents and visitors at any location in the City can reach the downtown area and waterfront recreation areas in a safe and direct manner.
6. Continue to provide non-motorized transportation linkages to recreation areas within the City and the region.
7. Attend and support meetings, sessions, and workshops and establish and maintain good relationships with adjacent communities and regional agencies to connect Harbor Beach to the regional pathway system.
8. Identify federal, state and local applications for funding of the construction of non-motorized trails, paths and sidewalks.
9. Adopt a Complete Street policy and Complete Street ordinance.

RECREATION, CULTURE, AND LEISURE

Goal

Provide, maintain, expand and improve the arts, culture, and recreation system to incorporate a broader array of opportunities that will best serve the needs of Harbor Beach residents of all ages and attract visitors year round.

Objectives

1. Utilize the City's prime recreation areas and cultural venues to attract residents and visitors.
2. Continue to seek grant funding and other financial assistance to help enhance, acquire and develop City recreational facilities and achieve the recreation goals.
3. Develop a public art plan for downtown Harbor Beach as well as other public places.
4. Continue to improve connectivity, access, and mobility between the existing and planned recreation sites throughout the community.
5. Link school sites, churches, and other civic places to the non-motorized system.
6. Continue to upgrade recreation equipment and facilities.

ECONOMIC DEVELOPMENT

Goal

Support and promote Harbor Beach as an economically viable community.

Objectives

1. Create an economic development strategy to promote the City and actively recruit and retain businesses.
2. Recognize the quality of place in Harbor Beach as an economic driver.
3. Recognize the importance of technology in the new economy and continue to invest and promote improvements to technology infrastructure.
4. Focus new development and redevelopment initiatives downtown.
5. Collaborate with local economic leaders and recognize that a diverse mixture of businesses is necessary for a healthy economy.
6. Identify emerging industries, not just current businesses, to target recruitment efforts.
7. Educate business owners about economic development initiatives and keep them informed on a regular basis.

COMMUNITY PLANNING

Goal

Ensure ongoing community planning and the implementation of the Master Plan.

Objectives

1. Review and update the Master Plan every five years to address changing conditions, redevelopment opportunities, and the changing needs of the community.
2. Cooperate with nearby communities, Huron County, the school district, and other governmental organizations through the exchange of information on development and redevelopment issues and other shared interests, such as community facilities and services, conservation developments, and development along shared boundaries.
3. Revise the zoning ordinance to be compatible with the recommendations of this plan.

4. Goals and Objectives

5. THE HARBOR BEACH PLAN

A. The Harbor Beach Plan

As required by the Michigan Planning Enabling Act and the Michigan Zoning Enabling Act, the Harbor Beach Plan is intended to encourage the use and development of lands in accordance with their character and adaptability, to ensure that uses of land are situated in appropriate locations, to ensure that new development and buildings respect and enhance the City's existing character, and to facilitate adequate provision for public services. These considerations are legitimate governmental interests bearing a substantial relationship to public health, safety and welfare. In particular, the Harbor Beach Plan advances the government's interests to acknowledge and protect, within fair and acceptable parameters, the City's character and important natural features without impacting land value.

To that end, the Harbor Beach Plan is rooted in the existing conditions of the City while recognizing and balancing realistic and reasonable future expectations of land owners. The Harbor Beach Plan confirms a commitment to a coherent and comprehensive development pattern that is both informed by and continues the established development pattern of the City, and from which proper, practical, productive, and sustainable growth and development can occur.

Recognizing that a significant portion of the City is developed, the Harbor Beach Plan encourages the concentration of land uses within the developed portions of the City and reserves those undeveloped areas until such time as an increase in population and housing demand can no longer be accommodated within the areas designated for such use.

The Harbor Beach Plan includes two components – Land Use and Character Recommendations and Building Recommendations. The Land Use and Character Recommendations describe the activities and character that are appropriate for the various areas of the City, while the Building recommendations identify specific types of buildings that are appropriate in the various Land Use areas according to which type of road they front upon.

B. Land Use Categories

A summary page for each Future Land Use Category is included beginning on page 44, including a description of the overall intent, an image of an appropriate building for that land use category, a table and illustration of recommended development standards, and a table of appropriate building types for that land use category.

For convenience, the description and character statement for each category is described below.

RESIDENTIAL

Residential Reserve

Residential Reserve is planned for those undeveloped areas of the City that should be protected from development until such time that available land within closer proximity to the established core has been built out. Reserving these areas for future use will enable the City to focus development efforts and avoid unnecessary expansion of utilities and services.

5. The Harbor Beach Plan

As identified in the Chapter 3, Existing Conditions, the land area planned for additional residential development should be sufficient to accommodate the projected demand trend for housing units for the foreseeable future.

Suburban Single Family Residential

Areas planned for Suburban Residential have the character of more recently developed single family neighborhoods, which is often referred to as a “suburban” character. These areas tend to have a more curvilinear street network, with limited access to collector roads and homes that have prominent large front entry garages. Appropriate land uses in Suburban Single Family Residential areas include detached single family units and accessory uses.

Traditional Single Family Residential

Areas planned Traditional Residential reflects the character of the historic neighborhoods generally located in the center of the City. Appropriate land uses in Traditional Residential areas include detached single family units and uses that can be compatible with single family dwellings such as schools and churches.

Seasonal Residential

Seasonal Residential has been planned for the area occupied by the Harbor Beach Resort Association located at the southeast corner of the City.

Multiple-Family Residential

Multiple Family Residential areas permit apartment-style attached dwelling units. This is the residential land use category that permits the highest density development in the City. Uses that can be compatible with residential development such as schools and churches may also be appropriate for Multiple Family Residential areas.

Manufactured Housing

Manufactured Housing areas are residential areas consisting of prefabricated housing developed in a park-like setting regulated by the Michigan Manufactured Housing Commission. This category does not include prefabricated homes developed on individual single family residential lots or parcels.

COMMERCIAL

Neighborhood Commercial

Neighborhood Commercial areas are intended to be small scale retail and service nodes in the City that provide goods and services primarily to surrounding neighborhoods and activity areas. These areas can, often times, compete with the downtown business establishments. Therefore, it is imperative that they be limited to those areas planned for such use and that further expansion, or “stripping” of commercial uses along State Street or Huron Street, be prohibited. New commercial development should be concentrated downtown.

Workplace

Workplace areas are intended to accommodate office, medical, service, low intensity commercial, residential conversion, live/work units, and similar type uses located along the State Street downtown gateway, as these uses do not generate large volumes of vehicular or pedestrian traffic. Some of the areas planned for workplace uses are currently occupied by single family homes. Future development in this area is intended to take place primarily through the conversion of existing structures in order to maintain the established character of the area.

INDUSTRIAL

Waterfront Industrial

Waterfront Industrial areas are planned to permit the continued use of the existing waterfront industrial developments. Waterfront industrial development is not planned for any areas beyond those currently used for such use. Any new industrial use within the City should be located within areas planned for industrial park.

Industrial Park

Areas planned for Industrial Park encompass the City's two industrial areas located on the north end of the City along Industrial Drive and Hunter Industrial. Much of the area planned for future Industrial Park development is currently undeveloped.

PUBLIC

Public/Quasi-Public

Public areas are suitable for municipal or governmental uses such as City buildings, libraries, schools, churches and other similarly owned and operated uses.

Recreation and Leisure

Areas planned for Recreation and Leisure include those areas of the City that provide passive and active recreation and leisure opportunities in the City. These areas include all City parks as well as cultural amenities like the Frank Murphy Museum.

Marina

Marina areas include the Harbor Beach and Off Shore marinas. The marina land use designation is intended to permit the continued operation of the existing marina's and accessory uses.

DOWNTOWN

Downtown

Downtown is the identifiable center of Harbor Beach. It has a small town character, and is a desirable walkable mixed use area designed at a pedestrian scale. New buildings in the Downtown area should be built to traditional specifications, and a mixing of residential, commercial, municipal, and civic uses. Lodging and senior housing in particular are encouraged as a new land uses in the Downtown area.

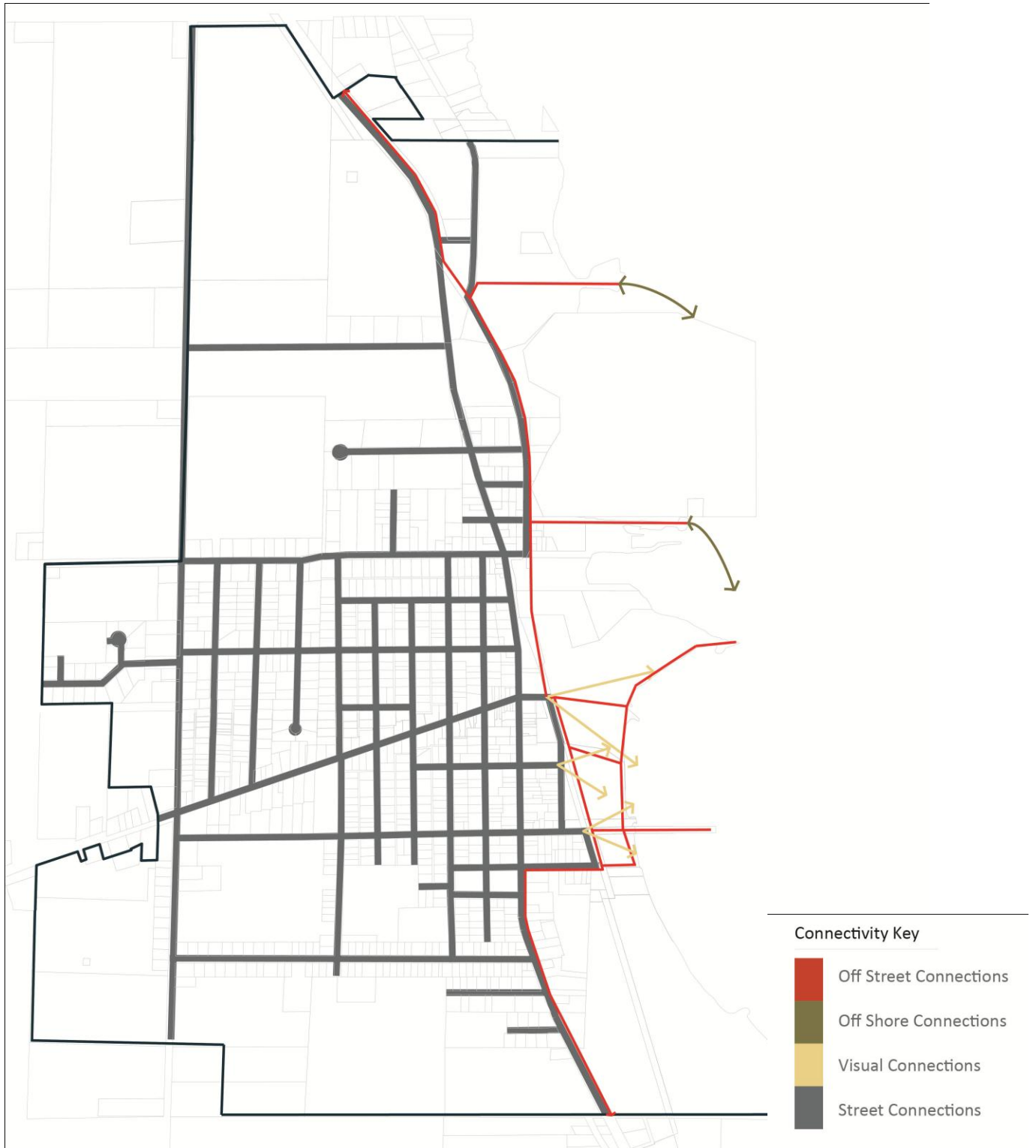
Buildings should be restricted in floor area to reflect the existing character of buildings in the Downtown and to discourage overly large buildings from destroying its close-knit fabric. Uses that have an outdoor storage component should be specifically prohibited the Downtown area and should be located in planned industrial areas.

C. Street Types

In addition to describing what kind of land uses are appropriate in each land use category, the Harbor Beach Plan also presents recommendations for how buildings should be designed and how they should function. These recommendations are based on not only the land use, but also on the character of the street upon which the building fronts.

Figure 5.1 identifies the locations of the different street types in the City of Harbor Beach. The design characteristics of each road will, in large part, determine the character of that road. It is important that all roads are designed to be consistent with their function in order to ensure that roads are not over or under built, and also to ensure that each street is a “Complete Street”, that is that each street meet the needs of all persons and abilities who will use it, including pedestrians, bicyclists, and motorists.

Figure 5.1 Street Types



5. The Harbor Beach Plan

In general, roads can be divided into two primary areas – the travelway and the roadside. The travelway accommodates travel lanes, turn lanes, parking lanes, and bicycle lanes. The roadside accommodates landscape areas; street trees (planted either in a tree lawn or in tree grates); pedestrian facilities such as sidewalks or non-motorized pathways; streetscape improvements such as decorative lighting or street furniture; and uses associated with nearby buildings such as outdoor cafés.

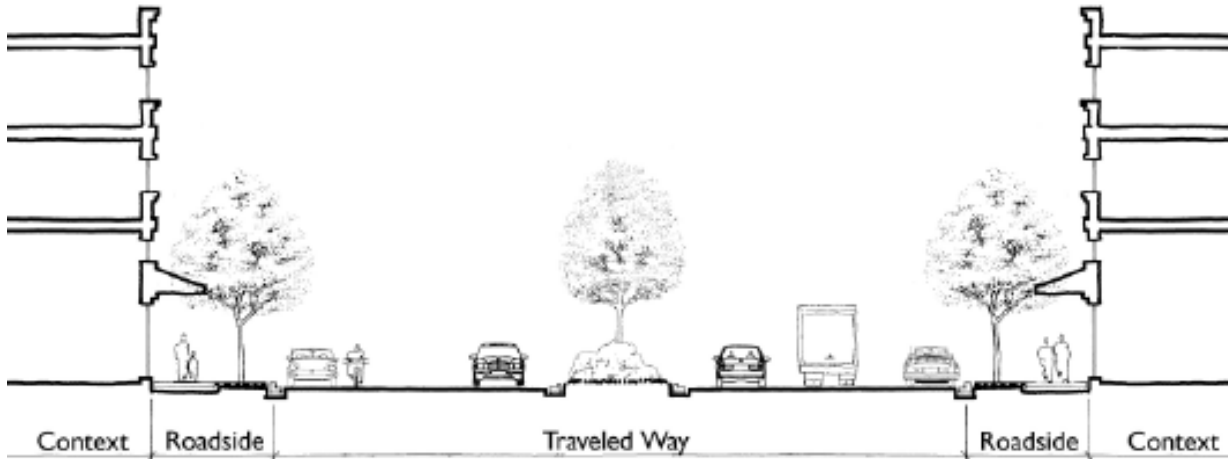


Illustration of Road Design Areas

Source: *Context Sensitive Solutions in Designing Major Urban Thoroughfares*, Institute of Traffic Engineers

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5. The Harbor Beach Plan

General road design guidelines are provided in the following table. The table should be used as a guide for future road improvement plans to ensure each street is “complete” and roadways are not over or underbuilt.

Table 5.1 Street Type Descriptions

	STREET TYPE	LANES	ROADSIDE AREA WIDTH	ROADSIDE AREA IMPROVEMENTS	BICYCLE LANE	ON-STREET PARKING
ROAD DESIGN GUIDELINES	Corridor	2-3	16 ft. min.	Sidewalk or non-motorized trail, landscape area	Yes	No
	Downtown Main	2	12 ft. min.	Sidewalk, street tree plantings, street furniture	Permitted	Yes
	Downtown Side	2	12 ft. min.	Sidewalk, street tree plantings, street furniture	Permitted	Yes
	Industrial	2	16 ft. min.	Sidewalk or non-motorized trail optional, landscaped area	No	No
	Road	2	16 ft. min.	Sidewalk or non-motorized trail, landscape area	Permitted	No
	Neighborhood Street	2	12 ft. min.	Sidewalk, landscape area	No	Yes





D. Building Types





Historically, the City’s land use plan and zoning ordinance have regulated setbacks but did not elaborate or provide further guidance or regulation as to how the buildings should look or function. This meant that new buildings would often be out of character with their surroundings. In a community with as much existing history and character as Harbor Beach, it is important to make sure that new buildings are compatible with old ones to preserve and enhance the community’s irreplaceable character.

The different types of building will fit in with the particular setback and lot coverage requirements for each district, and the types of building that are appropriate in each land use area will contribute to the character of the neighborhood.

Refer to Page 42 for a summary of the different building types that are part of this plan.

5. The Harbor Beach Plan

	BUILDING TYPE	DESCRIPTION	ACCESS and ENTRY	OFF-STREET PARKING	GARAGES	EXPOSURE TO LIGHT and AIR
RESIDENTIAL BUILDING TYPES	<p>Single Family</p> 	<p>A building containing one dwelling unit.</p>	<p>The principal entrance to each dwelling should face the street.</p>	<p>No guidelines.</p>	<p>Garages should be set back a minimum of 10 feet from the front building wall, and garages should be located in side or rear yards.</p>	<p>Each building should have all four sides exposed to the outdoors.</p>
	<p>Multiple Unit Single Family</p> 	<p>A building containing two to four dwelling units with the appearance and character of a single family building.</p>	<p>A maximum of one exterior entrance should be located on the front façade of the building.</p>	<p>Parking should be located behind or next to the building.</p>	<p>Garages should be located in rear yards.</p>	<p>Each unit should have at least two sides exposed to the outdoors.</p>
	<p>Townhouse</p> 	<p>A group of attached dwelling units where units are located next to each other (not above or below each other) and divided from each other by common vertical walls.</p>	<p>Each unit should have its own separate entrance leading directly outdoors at ground level. Primary entrances should face the street.</p>	<p>Parking should be located behind the building.</p>	<p>Garages on the front building façade should not account for more than 20% of the building width, and should not protrude beyond the front building wall of the unit.</p>	<p>Each unit should have at least two sides exposed to the outdoors.</p>
	<p>Apartment</p> 	<p>A building containing multiple dwelling units arranged as flats.</p>	<p>Individual units may have entrances directly to the outside or onto an interior hallway.</p>	<p>Parking should be located in side or rear yards, although up to 50% of the front yard may be used for parking.</p>	<p>Garage doors should not account for more than 25% of the width of any façade facing a street.</p>	<p>Each unit should have at least one side exposed to the outdoors.</p>

	BUILDING TYPE	DESCRIPTION	ACCESS and ENTRY	OFF-STREET PARKING	GARAGES	EXPOSURE TO LIGHT and AIR
NONRESIDENTIAL and MIXED USE BUILDING TYPES	<p>Live/Work</p> 	<p>A building that can be used for residential, retail, office, or service uses. A live/work building can be used for any configuration of uses, including live/live, live/work, or work/work purposes. Residential units can be located above the ground floor, or attached to the side or rear of a storefront.</p>	<p>Direct access should be provided from the street to the principal entrance of the work portion of the building.</p>	<p>Off-street parking should be located in a side or rear yard. On-street parking for live/work units is strongly encouraged to accommodate customer parking.</p>	<p>Garages should be accessed from the rear of the building.</p>	<p>Each dwelling unit should have at least two sides exposed to the outdoors.</p>
	<p>Downtown Mixed Use</p> 	<p>A building that can be used for nearly any purpose. The ground floor should be used for commercial purposes, while upper floors can be used for commercial or residential uses.</p> <p>Automotive service and truck-oriented wholesale uses are not appropriate in a Downtown Mixed Use building, nor are overhead vehicle bay doors on the front façade.</p>	<p>Each building should have a ground floor access on the front façade. Entrances for dwelling units may be accessed from other facades.</p>	<p>Off street parking should be located in the side or rear yard or off-site at a nearby location.</p>	<p>Garages, if present, may only be accessed from a side or rear yard.</p>	<p>Dwelling units should have at least one side exposed to the outdoors.</p>
	<p>Office/Retail</p> 	<p>A standalone building for highway-oriented business and service uses.</p>	<p>No guidelines.</p>	<p>No guidelines.</p>	<p>No guidelines.</p>	<p>No guidelines.</p>
	<p>Civic/Institutional</p> 	<p>Buildings intended to house arts, culture, education, government, public assembly, recreation, and religious uses. These buildings can be located in nearly any land use area.</p>	<p>Each building should have at least one street-facing entrance, and the street-facing entrance should be located within 30 feet of the street.</p>	<p>Parking should be located behind the building, although up to 30% of the front yard may be used for parking in some instances.</p>	<p>No guidelines.</p>	<p>No guidelines.</p>

RESIDENTIAL RESERVE



DESCRIPTION

Residential Reserve is planned for those undeveloped areas of the City that should be reserved for future development. Undeveloped land in areas planned for Suburban Single Family and Traditional Single Family should be built out before areas planned for Residential Reserve. Once it can be demonstrated that building in of these areas is warranted, future development may be consistent with the standards for Traditional Single Family development, or another land use that is consistent with Harbor Beach Plan. Until such time, any development of these sites should comply with the standards below.

DEVELOPMENT STANDARDS

Minimum Lot Width: 150 feet

Minimum Lot Area: 43,560 sq. ft.

Maximum Building Coverage: 20%

Building Height: 25 feet

Parking: Garages should not protrude beyond the front façade of the building, and should be located in rear or side yards.

Front Porches: Unenclosed front porches should be allowed to encroach up to 10 feet into the front yard setback area.

Uses: Large lot single family residential developments. Units clustered on smaller lots to preserve natural features or important vistas and viewsheds may also be permitted.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	▪
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office Retail	
Civic/Institutional	▪

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	▪
Downtown Main	
Downtown Side	
Industrial	
Road	▪
Neighborhood Street	

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	50 feet	None
Side (Street)	50 feet	None
Side	20 feet	None
Rear	50 feet	None

SUBURBAN SINGLE FAMILY



DESCRIPTION

Areas planned for Suburban Single Family Residential have the character of more recently developed single family neighborhoods. These districts tend to have larger lot sizes than other parts of the City. Appropriate land uses include detached single family units along with accessory buildings and uses.

DEVELOPMENT STANDARDS

Minimum Lot Width: 80 feet

Minimum Lot Area: 10,000 sq. ft.

Maximum Building Coverage: 30%

Building Height: 25 feet

Parking: Generally, garages should not protrude beyond the front façade of the building, and should be located in rear or side yards.

Front Porches: Unenclosed front porches should be allowed to encroach up to 10 feet into the front yard setback area.

Uses: Single family residential uses are permitted throughout this area. Civic or institutional uses may be permitted in areas, but should be located only on corner site.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	▪
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office Retail	
Civic/Institutional	▪

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial	
Road	
Neighborhood Street	▪

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	30 feet	None
Side (Street)	30 feet	None
Side	8 feet (total 12 feet both sides)	None
Rear	35 feet	None

TRADITIONAL SINGLE FAMILY



DESCRIPTION

Areas planned Traditional Single Family reflect the character of the established neighborhoods surrounding the Downtown area. Appropriate land uses in these areas include detached single family units and accessory uses that can be compatible with single family dwellings.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	▪
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office Retail	
Civic/Institutional	▪

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial Road	
Neighborhood Street	▪

*See page 41 for a description of street types

DEVELOPMENT STANDARDS

Minimum Lot Area: 7,200 sq. ft.

Maximum Building Coverage: 30%

Building Height: 25 feet

Parking: Garages should not protrude beyond the front façade of the building, and should be located in side or rear yards.

Front Porches: Unenclosed front porches should be allowed to encroach 10 feet into the front yard setback area.

Uses: Single family residential uses are permitted throughout Traditional Single Family Residential areas. Civic or institutional uses may be permitted in these areas, but should be located only on corner sites.

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	25 feet	None
Side (Street)	25 feet	None
Side	6 feet (total 16 feet both sides)	None
Rear	35 feet	None

SEASONAL RESIDENTIAL



DEVELOPMENT STANDARDS

- Maximum Density:** n/a
- Minimum Lot Width:** n/a
- Minimum Lot Area:** n/a
- Maximum Building Coverage:** n/a
- Maximum Building Height:** 25 feet
- Parking:** n/a

Uses: Residential uses are permitted throughout Seasonal Residential area. Complimentary accessory uses such as outdoor recreation areas, dining halls, and lodges may also be permitted.

DESCRIPTION

Seasonal Residential has been planned for the area occupied by the Harbor Beach Resort Association located at the southeast corner of the City.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS

Single Family	▪
Multiple-Unit Single Family	
Townhouse	
Apartment	

NONRESIDENTIAL and MIXED USE BUILDINGS

Live/Work	
Downtown Mixed-Use	
Office Retail	
Civic/Institutional	

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial	
Road	
Neighborhood Street	▪

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	Existing	None
Side (Street)	Existing	None
Side	Existing	None
Rear	Existing	None

MULTIPLE FAMILY RESIDENTIAL



DESCRIPTION

Multiple Family Residential areas permit apartment-style attached dwelling units. This is the residential land use category that permits the highest density development in the City.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	▪
Multiple-Unit Single Family	▪
Townhouse	▪
Apartment	▪
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office Retail	
Civic/Institutional	▪

*See page 42 for a description of building types

DEVELOPMENT STANDARDS

Maximum Density: 10 units/acre

Minimum Lot Width: 100 feet

Minimum Lot Area: none

Maximum Building Coverage: 30%

Building Height: 30 feet

Parking: Generally parking should be located behind the building, when such building faces a public street. Garages should not protrude beyond the front façade of the building.

Front Porches. Unenclosed front porches should be allowed to encroach up to 10 feet into the front yard setback area.

Uses: All types of residential uses are permitted throughout Multiple Family Residential areas. Civic or institutional uses may be permitted in Multiple Family Residential areas, but should be located only on corner sites.

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial	
Road	
Neighborhood Street	▪

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	40 feet	None
Side (Street)	40 feet	None
Side	40 feet	None
Rear	40 feet	None

MANUFACTURED HOUSING



DESCRIPTION

Manufactured Housing areas are residential areas consisting of prefabricated housing located in a park setting.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS

Single Family	▪
Multiple-Unit Single Family	
Townhouse	
Apartment	

NONRESIDENTIAL and MIXED USE BUILDINGS

Live/Work	
Downtown Mixed-Use	
Office Retail	
Civic/Institutional	

*See page 42 for a description of building types

DEVELOPMENT STANDARDS

Minimum Development Area: 10 acres

Minimum Lot Area: 5,500 sq. ft.

Maximum Building Height: 15 feet

Parking: Should be located in parking strips adjacent to the dwelling unit or on-street.

Uses: Residential uses are permitted throughout areas planned for Manufactured Housing. Complimentary accessory uses such as outdoor recreation areas and community centers may also be permitted.

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial Road	
Neighborhood Street	▪

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	50 feet	None
Side (Street)	50 feet	None
Side	10 feet	None
Rear	30 feet	None

DOWNTOWN



DESCRIPTION

The Downtown is the visual center of Harbor Beach. It has a small town character, and is a walkable mixed use area designed at a pedestrian scale. New buildings in the Downtown area should be built to traditional specifications, and a mixing of residential, commercial and office, municipal, and civic uses is appropriate and encouraged. Senior housing and lodging in particular are encouraged as a new uses in the Downtown area.

Buildings should be restricted in floor area to reflect the existing character of buildings in the Downtown, and to discourage overly large buildings from destroying the close-knit fabric of Downtown. Uses that have an outdoor storage component are specifically discouraged in the Downtown area.

DEVELOPMENT STANDARDS

- Minimum Lot Width:** None
- Minimum Lot Area:** None
- Minimum Building Width:** Buildings should be at least 90% of the width of the lot.
- Maximum Building Coverage:** 90%
- Maximum Building Height:** 35 feet
- Parking:** Parking must be located behind the building, on-street or in off-site lots.
- Uses:** Residential, commercial, office, municipal, medical, resort, and civic uses are appropriate.
- Additional Standards.** Refer to Page 54 for a detailed Downtown Plan, including more detailed building design recommendations.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	▪
Downtown Mixed-Use	▪
Office Retail	
Civic/Institutional	▪

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	▪
Downtown Side	▪
Industrial Road	
Neighborhood Street	

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	0 feet	5 feet
Side (Street)	0 feet	10 feet
Side	0 feet	None
Rear	5 feet	None

NEIGHBORHOOD COMMERCIAL



DEVELOPMENT STANDARDS

Minimum Lot Width: None

Minimum Lot Area: None

Maximum Building Coverage: 50%

Maximum Building Height: 30 feet

Parking: Parking may be located anywhere on the lot, although parking lots located where they will be visible from adjacent public streets should be buffered with low level landscaping or a low decorative masonry wall.

Uses: Commercial and office uses are appropriate. Municipal, civic and institutional uses may also be permitted in these areas.

DESCRIPTION

The Neighborhood Commercial areas include those commercial areas outside of the traditional downtown. Commercial and office uses are appropriate in the Neighborhood Commercial areas, excluding uses that have drive-through facilities. Outdoor storage and sales should also be prohibited in these areas.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office/Retail	▪
Industrial	
Civic/Institutional	▪

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	▪
Downtown Main	
Downtown Side	
Industrial Road	
Neighborhood Street	

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	25 feet	None
Side (Street)	25 feet	None
Side	0 feet	None
Rear	20 feet	None

WORKPLACE

(insert photo of existing home in area)

DESCRIPTION

Workplace areas are intended to accommodate the conversion of existing buildings to commercial, office, and service uses that do not depend on or generate large volumes of vehicular or customer traffic.

DEVELOPMENT STANDARDS

- Minimum Lot Width:** None
- Minimum Lot Area:** None
- Maximum Building Coverage:** 50%
- Maximum Building Height:** 30 feet
- Parking:** Parking should be located in the side or rear yard.
- Uses:** Commercial, office and service uses that do not rely upon or generate large volumes of customer traffic are appropriate.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office Retail	▪
Civic/Institutional	▪

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	▪
Downtown Main	
Downtown Side	
Industrial Road	
Neighborhood Street	

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	25 feet	None
Side (Street)	25 feet	None
Side	10 feet	None
Rear	35 feet	None

WATERFRONT INDUSTRIAL



DESCRIPTION

Areas planned for Waterfront Industrial uses include those areas along the waterfront currently used for industrial activity. This land use category is intended to permit the continued use of the waterfront in these restricted areas for industrial use.

DEVELOPMENT STANDARDS

Minimum Lot Width: None

Minimum Lot Area: None

Maximum Building Coverage: 30%

Maximum Building Height: 60 feet

Parking: Parking should be located on site in the side or rear yard. Although parking located in view of adjacent streets, from the waterfront, or adjacent recreational uses must landscaped and screened from view.

Uses: Manufacturing, research and technology, and heating and electrical generating plants and similar uses are planned for Waterfront industrial areas. Outdoor storage could be permitted provided such storage is adequately screened from adjacent non-industrial uses and roadways.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS

Single Family	
Multiple-Unit Single Family	
Townhouse	
Apartment	

NONRESIDENTIAL and MIXED USE BUILDINGS

Live/Work	
Downtown Mixed-Use	
Office/Retail	
Industrial	▪
Civic/Institutional	

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial	▪
Road	
Neighborhood Street	

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	60 feet	None
Side (Street)	60 feet	None
Side	30 feet	None
Rear	30 feet	None

INDUSTRIAL PARK



DESCRIPTION

Areas planned for Industrial Park are planned to accommodate industrial land uses in a planned, park like setting.

DEVELOPMENT STANDARDS

Minimum Lot Width: none

Minimum Lot Area: none

Maximum Building Coverage: 30%

Maximum Building Height: 40 feet

Parking: Parking should be located on site in the side or rear yard. Although parking may be permitted to occupy a portion of the front yard provided such parking is screened from view of adjacent roadways.

Uses: Warehousing, manufacturing, research and technology, and similar uses are planned for industrial park areas. Outdoor storage could be permitted provided such storage is adequately screened from adjacent non-industrial uses and roadways.

APPROPRIATE BUILDING TYPES*

RESIDENTIAL BUILDINGS	
Single Family	
Multiple-Unit Single Family	
Townhouse	
Apartment	
NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office/Retail	
Industrial	▪
Civic/Institutional	

*See page 42 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	
Downtown Main	
Downtown Side	
Industrial	▪
Road	
Neighborhood Street	

*See page 41 for a description of street types

RECOMMENDED BUILDING SETBACKS

SETBACK	MINIMUM	MAXIMUM
Front	40 feet	None
Side (Street)	40 feet	None
Side	20 feet	None
Rear	20 feet	None

PUBLIC/QUASI PUBLIC



DESCRIPTION

Areas planned for public uses are suitable for municipal or other civic uses such as City buildings, libraries, museums, schools, and other similar publicly owned and operated uses.

APPROPRIATE BUILDING TYPES

RESIDENTIAL BUILDINGS
Single Family
Multiple-Unit Single Family
Townhouse
Apartment

NONRESIDENTIAL and MIXED USE BUILDINGS
Live/Work
Downtown Mixed-Use
Office/Retail
Civic/Institutional

*See page 39 for a description of building types

APPROPRIATE STREET TYPES*

Corridor	▪
Downtown Main	▪
Downtown Side	▪
Industrial Road	▪
Neighborhood Street	

*See page 41 for a description of street types

RECREATION AND LEISURE



DESCRIPTION

Recreation and Leisure areas are those areas that provide passive and active recreation amenities for residents and visitors of Harbor Beach.

Appropriate uses for Recreation and Leisure areas include parks and conservation uses, museums, and golf courses. Buildings or structures related to a parks or conservation use such as gazebos, boardwalks, or trail systems are appropriate in these areas.

MARINA



DESCRIPTION

Areas planned for marina are suitable for marina related activities and accessory uses. These areas are planned for the existing marina facilities in the City.

APPROPRIATE BUILDING TYPES

RESIDENTIAL BUILDINGS	
Single Family	
Multiple-Unit Single Family	
Townhouse	
Apartment	

NONRESIDENTIAL and MIXED USE BUILDINGS	
Live/Work	
Downtown Mixed-Use	
Office/Retail	▪
Civic/Institutional	

*See page 42 for a description of building type

E. Downtown Plan

CREATING A VISION

The strength and uniqueness of Downtown Harbor Beach is its quaint historic character and waterfront location. Realizing this and having a long tradition of sound planning, City leaders realized the need to comprehensively plan for the future of the City and pay particular attention to its downtown core. The City knew that the success of this vision needed community and stakeholder feedback and support in order to stand the test of time and that an innovative approach to planning was necessary. Therefore, a public participation process was created based on the following beliefs:

- Planning must involve stakeholders in a non-threatening, inclusionary process;
- The process must be designed to be information rich, in which decisions are based on a foundation of research and analysis; and
- The future of the City and its downtown must be collaboratively defined and designed by both the public and private sectors.

An all-day design workshop was the main means of obtaining input, developing ideas, and reaching consensus on the future of the City. The workshop included collaboration among City leaders, stakeholders, and residents. It was a democratic process in which all voices and viewpoints were aired and considered. When stakeholders participated and understood each other's issues they were able to compile set of solutions that best fits the needs of all involved parties. Informed consensus among participants and the City is key to implementing the recommendations of the Harbor Beach Plan.

Downtown Harbor Beach is no longer the retail and commercial center it once was. Retail in the core has been replaced with service oriented uses and shopping dollars have migrated to the western edge of town along State Street and to the regional commercial center of Bad Axe. Retailers, especially grocery stores, can take advantage of higher traffic volumes and population in regional centers. Harbor Beach cannot directly compete with these types of centers, so it must create its own unique retail mixture of uses to maintain and enhance the Downtown. Downtown Harbor Beach is the district that defines the character of the City.

Downtown creates the unique sense of place for the community and presents the opportunity to create a decisive competitive advantage for the City. Downtown is not, and should not try to be a contemporary retail hub for everyday life like Bad Axe. Serving that function in the competitive retail marketplace would require compromising the City's historic character to meet contemporary retail models. Because of the City's historic character and critical mass of historic buildings, Downtown is better suited to serve niche markets and position itself as a destination downtown.

Smaller historic downtowns become destinations for a number of reasons including location, amenities, historic resources, and activities. Destination downtowns can succeed because they can cater to patrons that are looking not for a particular good or service at the lowest price possible, but rather for an experience. A well-maintained and vibrant traditional downtown can offer what a modern highway oriented shopping center cannot – an experience.

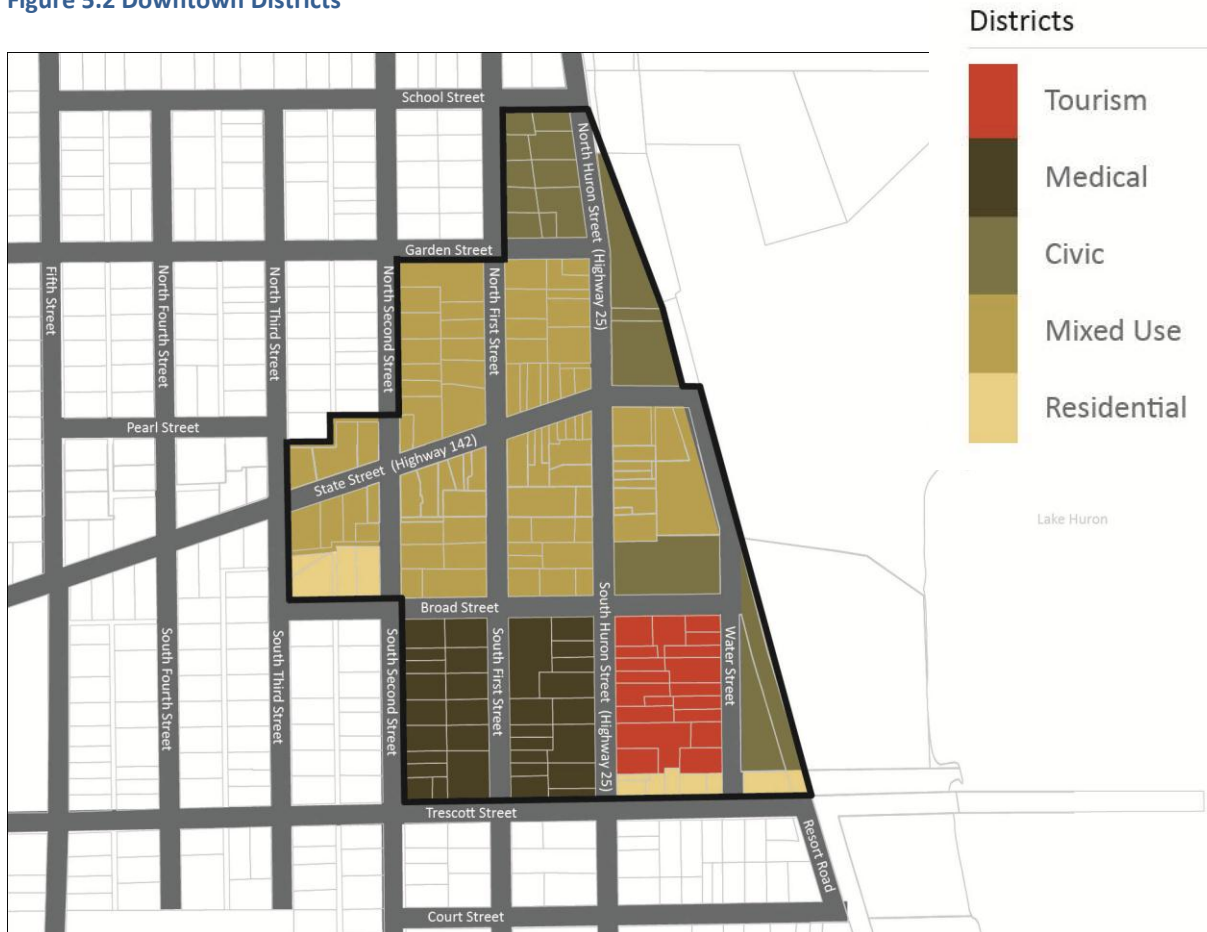
Harbor Beach has all of the ingredients necessary to become a destination downtown, most particularly the historic resources, waterfront location and activities. The next step is to create the right physical environment and tenant mixture in the downtown area to support Harbor Beach as a destination. Destination downtowns tend to be supported by niche retail establishments, restaurants, recreation, and entertainment venues.

DOWNTOWN LAND USES

The land uses planned for the downtown are intended to create “mini-destinations” or districts within the downtown area. These are illustrated in Figure 5.2, Downtown Districts, and can be categorized as follows:

- Medical District
- Civic District
- Mixed Use District
- Tourism District

Figure 5.2 Downtown Districts



5. The Harbor Beach Plan

Each of these districts is dependent upon one another to create a destination downtown. These districts are also dependent on the connectivity to, and quality and success of the City's residential and recreation and leisure areas.

Medical District

This area has been planned to encourage the continued use and expansion of the Harbor Beach hospital within the downtown core. The hospital is the City's largest employer and attracts daily visitors that support downtown businesses. It is a key anchor. If the hospital were to move outside of the downtown core it would leave not only a large land void, but daily population void too.

Civic District

Historically many civic uses have been built along the northern edge of downtown, south of School and north of State. These civic uses include the fire station, library, and post office. Civic buildings and spaces contribute to a City's identity. Without great civic buildings and spaces there would be no great cities.

Mixed Use District

Mixed use has been planned for the majority of the downtown. Mixed use areas should include a cluster of residential, commercial and office uses. Senior housing in particular is encouraged as a residential land use in the Downtown area.

Tourism District

Harbor Beach offers many cultural, recreation, and leisure opportunities for residents and visitor alike. These opportunities are part of the foundation necessary to continue to make Harbor Beach a place where people want to visit and play. However, at this time there is limited lodging available for people to make this area a place to visit for more than one day. The Tourism District has been planned to provide an opportunity to assemble land to be developed for lodging and entertainment uses.

CONNECTIVITY-COMplete STREETS

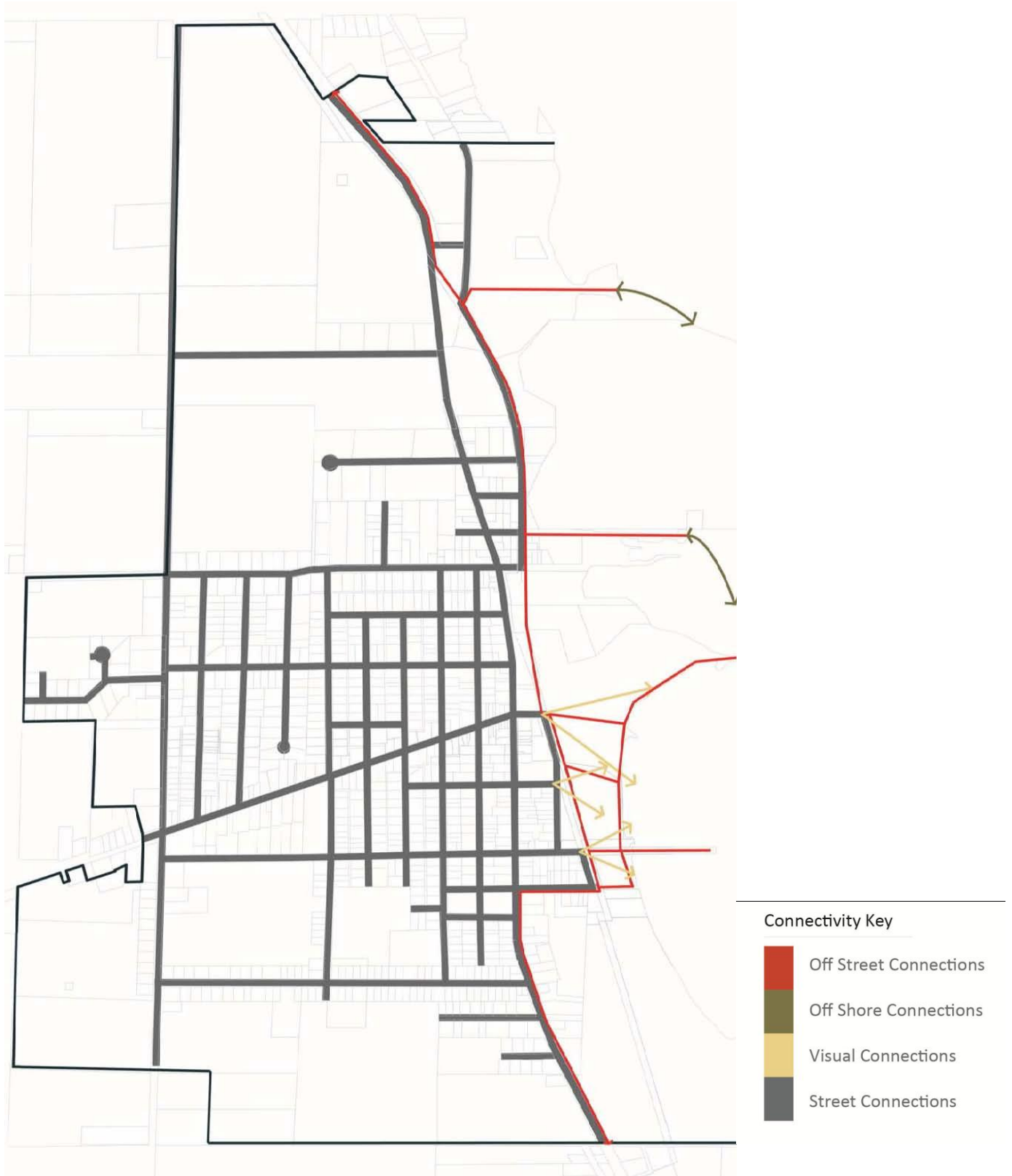
While all components and recommendations of the Harbor Beach Plan are important, connectivity between land uses may have the most significant impact as the City continues to evolve. The convenience of accessing different amenities within the City is directly related to fostering a community where residents and visitors can quickly and easily travel to school, work, downtown, parks, and other destinations within the City and the region.

As Harbor Beach looks to the future, it is important to design our land uses in such a way to help attract and support activities and businesses to the City. A coherent multi-modal "Complete Street" network is imperative to the success of the City's businesses, the quality of life for residents, and the City's overall image.

While the City has made great strides to improve non-motorized transportation connectivity there are many key destinations that could benefit from improved accessibility.

Figure 5.3 illustrates the location of major connections planned for the downtown area. These connections are both physical and perceived in nature.

Figure 5.3 Planned Connections



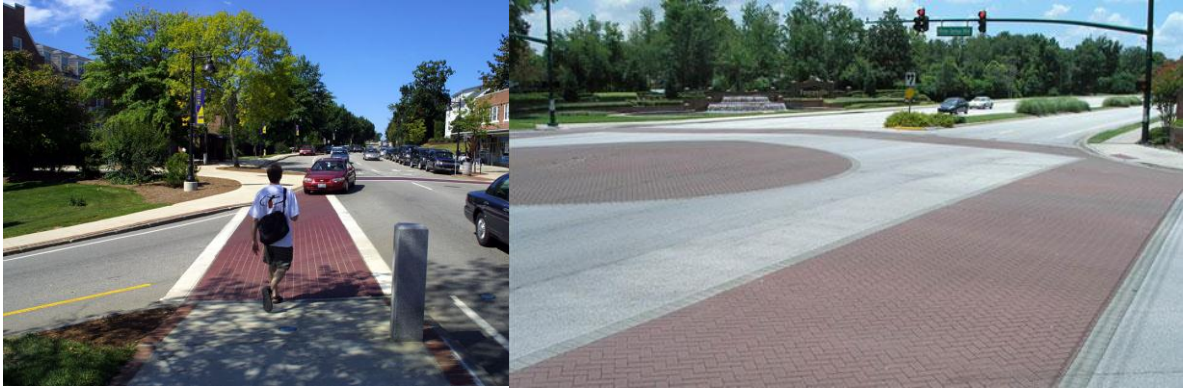
5. The Harbor Beach Plan

The following connectivity amenities are planned for Downtown Harbor Beach.

Crosswalks

When trails or sidewalks are integrated into the City's street network, safety of pedestrians must be considered. Therefore, it is imperative that clearly identifiable crosswalks be incorporated. Crosswalks can also be used to not only improve pedestrian safety, but to improve the appearance of City streets. The following are examples of pedestrian crosswalk improvements appropriate for Harbor Beach.

Crosswalk Examples

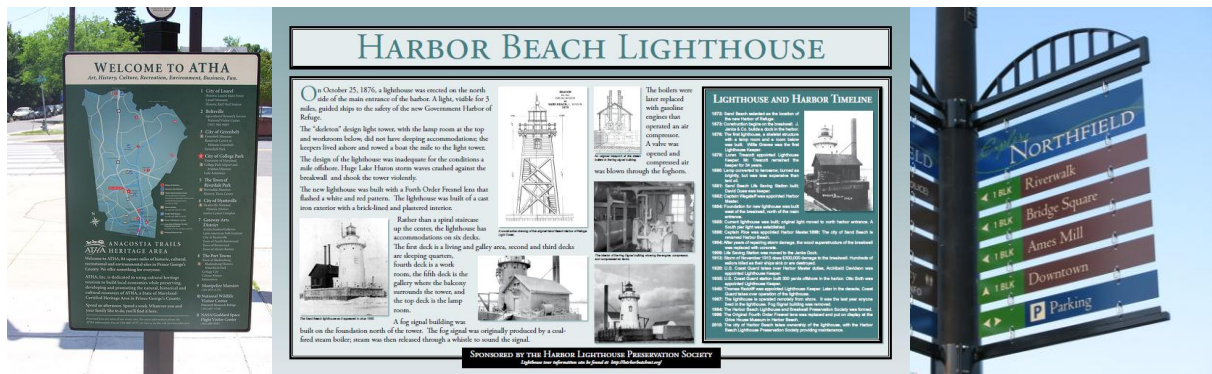


Wayfinding

People identify Harbor Beach with its waterfront and recreation amenities. Many downtown businesses rely on the people to visit the City for these amenities. Therefore, it is important to create a comprehensive wayfinding system for the Downtown. This wayfinding system should also include information and directions to other destinations (marinas, parks, museums) within the City. Wayfinding is another tool for the City to use to connect the community.

The following pictures illustrate the types of wayfinding appropriate for Harbor Beach.

Examples of Wayfinding Signage



Off-street Connections

Pedestrian connections linking the Downtown to adjacent recreation and leisure areas that are not located within a public right-of-way are considered off-street connections. Off-street connections planned for the Downtown have the benefit of providing a non-traditional walking experience for a resident or visitor traveling from one area to the other. Figure 5.3, above, illustrates the location of potential off-street connections in the Downtown.

If designed correctly, these connections have the potential to be a destination themselves. The following pictures illustrate potential off-street connection designs:

Examples of Off-Street Connections



Source: www.pedbikeimages.org



Visual Connections

While physical connectivity between the downtown and other City destinations, in particular the waterfront, is important, the importance of providing visual connections cannot be overlooked. Visual connections, often referred to as view-sheds, must be considered as new land uses as development occurs within the downtown and adjacent Waterfront Industrial areas. Figure 5.3 illustrates the important visual connections that must be preserved, created, and enhanced in the City.

5. The Harbor Beach Plan

BUILDING DESIGN GUIDELINES

The physical structures in the Downtown establish much of the community's character to visitors and residents. Therefore, it becomes critical to establish acceptable parameters for new construction and renovation. These design guidelines will help to ensure that Harbor Beach's character is maintained and enhanced as new development occurs. These design guidelines are intended to require that new development and improvements to existing structures adopt the design principles that are characteristic of traditional downtowns. These regulations will define acceptable building materials, lot coverage, parking requirements, building height and placement, signage, lighting and public space improvements.

BUILDING PLACEMENT and ENTRANCES

- Zero lot lines – i.e. lot line to lot line construction
- There should be a door every 30 feet so that pedestrians have access to merchandise at a comfortable pace.
- Entrances should be at grade to allow pedestrians easy access (raised plinths along a sloping street are not desirable).



Example of zero lot line construction

BUILDING HEIGHT and DETAILING

- Buildings should be two stories.
- The exterior of all buildings should have a clearly defined base, separated from the upper floors with a cornice, awning, or other three-dimensional element.
- The roof line of the building should also be defined with a cornice or 3-dimensional element of some type. This will give the building a top, middle and bottom, as opposed to the suburban model of the monolithic façade.



Use of architectural features to create a distinct top, middle, and bottom

BUILDING MATERIALS

- It is important to use materials that have a long life (brick, stone, steel).
- Dryvit (EIFS – exterior insulation systems in general), vinyl and aluminum siding, all have a 20- year life and should not be used downtown.
- Material should be brick, stone or steel.
- Any changes to buildings over 50 yrs. old should restore original materials and design.
- First floor should:
 - Have 70% clear glass (reflective glass, tinted glass, glass block cannot be used).
 - Be built of stone, brick or steel with wood storefronts.
- Second floor should:
 - Have windows with a vertical proportion (taller than wide).
 - Be constructed out of durable, natural materials such as brick, stone or steel.



Proper use of materials and window proportion

BUILDING USE

- Commercial, entertainment, medical, office and residential uses permitted

SIGNAGE

- Signage should be designed to complement the building façade.
- Signs should not overhang or cover windows or other architectural details.
- Signage should be designed at a pedestrian scale.
- Interior illuminated signage should be avoided.
- Non-commercial message murals are encouraged on blank building walls.



Sign designed at a pedestrian scale to complement building

PARKING

- No ground-level parking between the building and the street – parking areas should be in the rear of the building.
- Common public parking in surface lots and on-street parking are encouraged.

5. The Harbor Beach Plan

6. IMPLEMENTATION

The Master Plan represents a vision for the future of Harbor Beach – a vision to preserve and enhance the best characteristics of the City while making the most of opportunities that come with new development. The Plan in itself is a vision and provides goals and objectives that should be considered in daily decision-making. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, City staff, public sector agencies, and private citizens and organizations.

Finally, this chapter concludes with a chart summarizing the recommended actions or strategies, and the entities primarily responsible for implementing each action or strategy.

A. Summary of Recommendations

This chapter identifies and describes actions and tools available to implement the vision created in this Master Plan. Broadly stated, the Plan will be implemented through:

Planning and Zoning: Evaluation of the City’s Zoning Ordinance and amendments to City regulations will be necessary to implement the recommendations of this Plan. Continuous evaluation of the recommendations of this Plan must occur at regular intervals to ensure that the overall vision for the future development of the City remains relevant.

Civic Improvements: Improvements such as parks, public spaces, and utility systems fall into this category. Civic improvements are generally funded through public funds and are tangible “bricks and mortar” projects.

Circulation Improvements: Improvements to the City’s motorized and non-motorized circulation system fall into this category.

Economic Development: This category includes the economic and physical development of the City. These improvements include a wide range of activities from physical development activity to promotion and marketing, and may be completed by public or private entities, or some combination thereof.

B. Implementation Program

The chart on the following page presents a detailed summary of all of the recommended implementation activities, who is responsible for completing the activity, and available funding resources for each activity.

6. Implementation

KEY

Priority		Timeframe		Responsibility (Color)	
A	Most Important	1	W/in one year		Project Lead
B	Very Important	2	1-3 years		Key Participant
C	Important	3	3+ years		Contributor
		4	As Available		
		5	Ongoing		

Responsibility (Abbreviation)

HBPZ	Huron County Building, Planning and Zoning http://www.co.huron.mi.us/building_zoning.asp	HEDC	Huron County Economic Development Corp. http://www.co.huron.mi.us/departments_edc.asp
CoC	Chamber of Commerce www.harborbeachchamber.com	PC	Planning Commission
CC	City Council	PO	Property Owners
BA	Brownfield Authority	RC	Recreation Commission
MDOT	Michigan Department of Transportation www.michigan.gov/mdot	CM	City Manager/Administration

Funding

Public	Includes public funds from the City operating budget, County, and State funding. May also include local government bonds.
Private	Includes funds from private sources such as grant monies, corporate funding, or property owners.
DDA/TIF	Tax increment financing provided by an authorized body. Please refer to the summary of economic development tools on page 67.

CIRCULATION IMPROVEMENTS

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			City	Other Gov't	Private	Public	Private	TIF
Crosswalk enhancements downtown	B	4	CC	MDOT		●	●	●
Connect to the Huron County Trail System	B	5	RC	CC	PO	●	●	
Create off-street, off-shore and visual connections consistent with this Plan	B	5	PC RC	CC	PO	●	●	●
Ensure that road improvement projects are designed consistent with the recommendations of this Plan	B	5	CC	MDOT CM		●	●	

PLANNING and ZONING								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			City	Other Gov't	Private	Public	Private	TIF
Revise the Zoning Ordinance to be consistent with this Plan	A	1	PC CC			●		
Create architectural design standards to be consistent with this Plan	A	1	PC CC			●		
Update street design standards to be consistent with complete street recommendations of this Plan	B	2	PC	MDOT		●		
Rezone properties according to the Plan and new Zoning Ordinance	B	2	PC CC		PO			
Update sign standards	B	2	PC		PO			
Establish planning and economic development benchmarks and report progress annually to the public	B	2	PC CC	CM	PO EDC CoC	●	●	
Create a community branding plan for City and Downtown destination areas	B	2	PC CC		PO CoC PR	●	●	
Create CIP consistent with this Plan	B	2	PC	CM PR		●		
Raise awareness of the benefits of green building standards	C	5	PC			●	●	
Update Parks and Recreation Plan every 5 years.	C	5	RC	PC CC		●		
Review this Master Plan every 5 years	C	5	PC			●		
Encourage LEED/Energy Star certification for new or renovated buildings	C	5	PC			●	●	

CIVIC IMPROVEMENTS								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			City	Other Gov't	Private	Public	Private	TIF
Continue to improve park amenities	A	5	RC CC	CM		●	●	
Work with waterfront businesses to improve access to and visibility of waterfront	B	5	CC	EDC		●	●	
Develop a public art program for public spaces	B	4	PC	CM		●	●	●
Develop wayfinding program for City destination areas	B	4	PC	CM RC	CoC	●		●
Develop a public gathering space in Bathing Beach Park	B	4	RC	CM		●	●	●
Continue to improve and maintain Downtown's streetscape	A	5	CC	CM	MDOT	●	●	●

6. Implementation

ECONOMIC DEVELOPMENT								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			City	Other Gov't	Private	Public	Private	TIF
Determine what TIF tool (if any) is beneficial to implementing this Plan	A	1	PC CC CM	EDC		●		
Develop a business recruitment strategy to attract new businesses	A	5		EDC CM		●	●	●
Develop and promote Downtown activities	A	5	CM		CoC	●	●	●
Create a façade program to fund building façade improvements to Downtown buildings	C	5	PC CC		PO	●		●
Become a Michigan Main Street Community	C	2	CC	CM	PO	●		
Develop a marketing and branding campaign to promote the City as a tourist destination	C	5	CC	CM		●		●
Actively recruit hospitality and tourist related businesses for downtown	C	5	CC	CM		●		●

C. Economic Development Tools

Tax Increment Financing is a funding method that authorized bodies may use for public purposes. When a TIF district is established, the total state equalized value for property in the district is recorded. Every year thereafter, the property tax revenue generated by increases in the total state equalized value is captured by the TIF. In this manner, the TIF is funded only by increases in property values and the City's general fund is not affected by the tax capture of the TIF.

The following is a summary of bodies that can use tax increment financing and other funding resources:

- **Downtown Development Authority** (Public Act 197 of 1975). A Downtown Development Authority (DDA) is a non-profit development corporation which exists for the purpose of promoting a desirable environment for businesses and residents, and implementing economic development projects. A variety of financing techniques are available to DDAs, including bond issues, Tax Increment Financing (TIF), and public and private contributions.

In order to establish a DDA, the City must demonstrate evidence of stagnant or declining property values within the boundary of the proposed DDA. The City had previously had a DDA which was dissolved in 2009. This tool is still available to the City.

- **Corridor Improvement Authority** (Public Act 280 of 2005). This legislation establishes a new method of improving older commercial corridors without establishing a DDA. The Corridor Improvement Authority Act allows local governments to create one or more Corridor Improvement Authorities (CIA) to address established, deteriorating commercial corridors located outside their downtown areas. The primary benefit of this tool is to provide local governments with the option of using TIF for improvements in the district(s), and to undertake a wide range of activities to promote economic development and redevelopment in commercial areas.

In order to be eligible to create a CIA, the development area must have a minimum size of 5 acres, consist of at least 50% commercial property, and be zoned to allow mixed-uses, including "high-density" residential use. A municipality must also expedite the local permitted and inspection process in the development area and promote walkable non-motorized interconnections throughout the development area.

An advantage of this act is that it allows more than one CIA to be established in a community, in addition to the one DDA that a community is typically permitted to establish.

- **Brownfield Redevelopment Authority** (Public Acts 381, 382, and 383 of 1996). Communities are authorized to create one or more Brownfield Redevelopment Authorities (BRA) in the community. BRAs may be used to finance the cleanup and reuse of contaminated property. Costs that can be funded by a BRA include the demolition of buildings necessary to remove hazardous substances and new construction if needed to protect against exposure to hazardous substances that are to remain.

A BRA may use a TIF to pay back a developer for activities needed to facilitate the redevelopment of the site. Once the developer has been paid back for initial site remediation, the additional captured property taxes may go into a local site remediation fund to pay for cleanup and rehabilitation activities on other brownfield sites in the community.

An important feature of a BRA is the ability to capture state and local school taxes, but only from the taxes paid by the user of the redeveloped contaminated site. BRAs may also issue revenue and TIF bonds and notes or borrow from the MDEQ's Revitalization Loan Fund.

6. Implementation

Harbor Beach has an established BRA and it is a tool that may be appropriate again in the future.

- **Principal Shopping District/Business Improvement District** (Public Act 120 of 1961). This Act provides for the establishment of principal shopping districts and for the undertaking of certain activities within these districts. Municipalities are permitted to complete street and pedestrian improvements, acquire property for and construct parking facilities, along with other facilities that “serve the public interest.”

The municipality may also create a board for the management of certain ongoing activities, including various initiatives to promote economic development (i.e. market studies, public relations campaigns, and retail and institutional promotions). In addition, the maintenance, security, and operation of the principal shopping district may be carried out through this board. For ease of description, this board is often referred to as a Downtown Management Board (DMB) and the area it represents as the Principal Shopping District (PSD).

The DMB is composed of a number of members determined by the City at the time of authorization with a majority of the members being nominees of individual businesses within the PSD. One member is a representative of the adjoining residential neighborhoods and one member is a representative of City government. All board members are appointed by the Mayor the City with the concurrence of the City Council.

The DMB may be funded through grants and contributions and may also use the proceeds of special assessment levied by the City Council on property within the PSD specifically for maintenance, security, and operation purposes. All assessments are levied in accordance with the City’s special assessment policies and procedures.

PSDs are a useful tool for addressing issues such as parking lot construction and operation by shifting responsibility and accountability to a single organization. The organization is business driven, yet closely linked to the City through the appointment process and funding arrangements. It is therefore an organizational expression of the partnership between the City and business interests. Its powers to conduct cooperative advertising and promotion, public relations, maintenance, and general operations are broad enough to address many of the previous strategies.

PSD’s do not, however, possess the authority to conduct broad redevelopment or public infrastructure development activities. It also does not have access to a dedicated property tax millage or the ability to undertake TIF.

- **Commercial Rehabilitation Act** (Public Act 210 of 2005). The Commercial Rehabilitation Act enables local units of government to create one or more rehabilitation districts in which rehabilitated commercial property may receive property tax reductions for one to 10 years from the municipality (excluding personal property and the land upon which the rehabilitated facility is located).

These tax reductions or abatements may be used to encourage redevelopment in the community; however, they do reduce the amount of tax revenues collected by the City. Therefore, this tool should be used judiciously.

- **Local Development Financing Authority** (Public Act 281 of 1986). A Local Development Financing Authority (LDFA) is intended to assist industrial development, to promote economic growth, and prevent unemployment. Eligible activities include the support of business investment in districts where the primary activity is the manufacture of goods or materials, agricultural processing, or high-tech activities such as product development, engineering, product testing, or research and development.

A LDFA may use TIF, and only one LDFA may be created in the community. The industrial area encompassing the area planned for Industrial Park on the Harbor Beach Plan would be the most natural locations in Harbor Beach to create a LDFA to assist in economic development.

- **Main Street Program** The Michigan Main Street Program supports downtowns and traditional commercial neighborhood districts by promoting and implementing the Main Street Four-Point Approach® in communities across the state. This approach helps build partnerships and collaboration among stakeholders and encourages historic preservation. It promotes environmentally-sustainable redevelopment, integrates communities' cultural assets and fosters entrepreneurial development and downtown living.

The Main Street Four-Point Approach® is a community-driven, comprehensive strategy that encourages economic development through historic preservation in ways that are appropriate for today's marketplace. The four points include:

- **Design** Enhancing the downtown's physical environment by capitalizing on its best assets including historic buildings, and creating an inviting atmosphere through attractive window displays, parking areas, building improvements, streetscapes and landscaping. The Main Street Program also focuses on instilling good maintenance practices in the commercial district, enhancing the physical appearance of the district by rehabilitating historic buildings, encouraging appropriate new construction, developing sensitive design management systems and integrating long-term planning.
- **Economic Restructuring** Strengthening a community's existing economic base while also expanding and diversifying it. By helping existing businesses expand and recruiting new businesses to respond to today's market, the Main Street program helps convert unused spaces into productive properties and sharpens the competitiveness of business enterprises.
- **Promotion** Marketing a downtown's unique characteristics to residents, visitors, investors and business owners. The Main Street program develops a positive, promotional strategy through advertising, retail activities, special events and marketing campaigns to encourage commercial activity and investment in the area.
- **Organization** Involving all of the community's stakeholders, getting everyone working toward a common goal and driving the volunteer-based Main Street Program. The fundamental organizational structure consists of a governing board and four standing committees. Volunteers are coordinated and supported by a paid program director or Main Street manager. This structure not only divides the workload and clearly delineates responsibilities, it builds consensus and cooperation among the various stakeholders.

6. Implementation

D. Zoning Plan

The structure and recommendations of Harbor Beach Plan are a departure from past planning practice. In the past, master plans had a strong focus on land use and only an incidental focus on character or physical development form. This plan focuses as much on character and physical form as it does on land use.

The City's existing Zoning Ordinance is also representative of a land use first approach to planning as can be seen by the numerous zoning districts that have been created over the years to try and adapt to evolving land use patterns. Because we have adopted a new approach to community planning with this plan, the recommendations herein are not consistent with existing zoning districts in some cases and the need for some of districts has been eliminated.

HARBOR BEACH PLAN CORRELATION TO EXISTING ZONING DISTRICTS

The following Table 6.1 summarizes the zoning districts that correspond with each of the land use categories in this plan.

Table 6.1 Plan Correlation to Zoning Districts

Land Use Area	Corresponding Zoning Districts
Residential	
Residential Reserve	-
Suburban Single Family	R-1
Traditional Single Family	R-2
Seasonal Residential	-
Multiple Family Residential	RM-1
Manufactured Housing	MHP
Commercial	
Neighborhood Commercial	B-2
Work Place	OS-1
Industrial	
Waterfront Industrial	M-2
Industrial Park	M-1
Public/Quasi Public	
Public/Quasi Public	-
Recreation and Leisure	-
Marina	WM
Downtown Plan	
Medical District	CBD
Civic District	CBD
Mixed Use	CBD

It should be noted that while many of the land use areas identified in the Harbor Beach Plan have a corresponding zoning district, these zoning districts may need to be amended to ensure that the composition of land uses and building design guidelines for each area are consistent with the Plan.

AREAS WITH NO CORRESPONDING ZONING DISTRICT

Implementation of this plan will require a decision on the part of the City regarding the best way to address the Land Use Areas in the above Table 6.1 that do not have a corresponding zoning district. The City can address these areas in one of three ways:

- **PUD.** Implement the Harbor Beach Plan recommendations through the PUD process. This choice will not require the City to adopt new zoning districts, as it can use an existing tool. However, if the City chooses this route it may result in piecemeal development because PUD's are optional. Some landowners may elect to develop or redevelop their property using the current standards. Also, the PUD process itself can be a disincentive to property owners and developers because it can be a lengthy, difficult, and uncertain process. It is likely that most property owners will choose the easy route and continue to develop using the conventional standards.
- **Overlay Districts.** Adopting overlay districts would allow the City to more easily permit development that is consistent with the Harbor Beach Plan recommendations by eliminating the PUD negotiation process.
- **Adopt New Zoning Districts and Zoning Map.** This option for implementing the Harbor Beach Plan would be the most costly and difficult up-front, but it will provide the most certainty in the future. Adopting new zoning districts for these areas will ensure that development and redevelopment is consistent throughout the area and will provide a greater level of certainty to the City about what kind of development it will achieve.

ZONING DISTRICTS WITH NO CORRESPONDING DEVELOPMENT AREAS

There are three existing zoning districts, the P-1 Vehicular Parking District, B-2 General Commercial District, and B-3 Planned Resort-Waterfront Business District, that due to the need to create new districts or alternative implementation tools (PUD or overlay) are no longer necessary.

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