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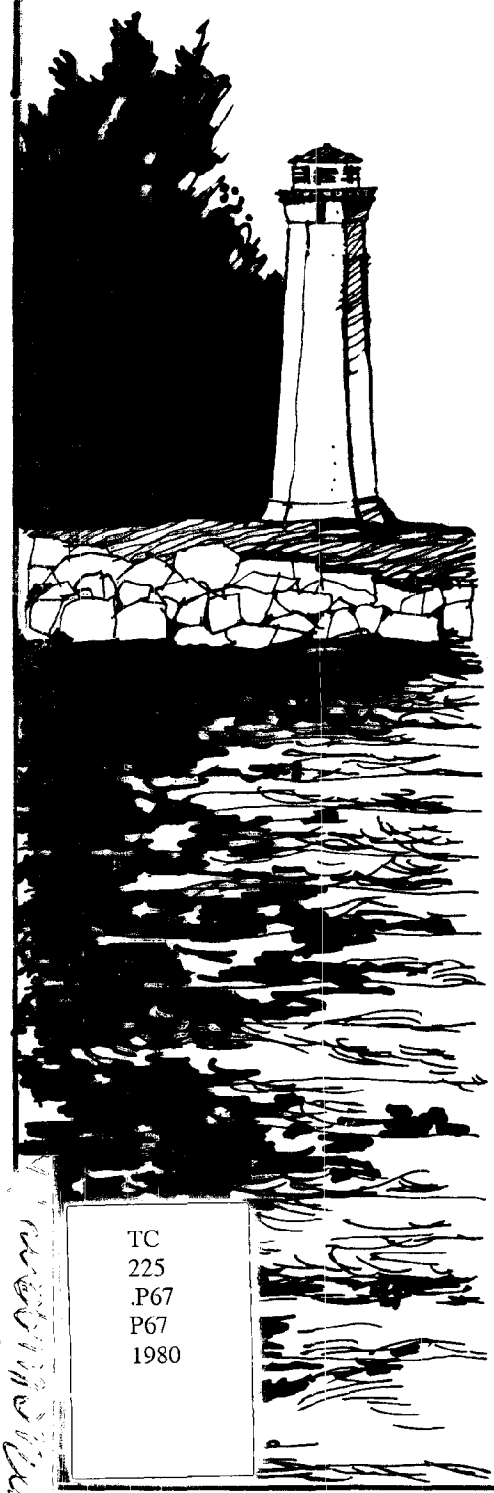

PORT SANILAC HARBOR AREA MANAGEMENT PLAN

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PORT SANILAC

HARBOR AREA MANAGEMENT PLAN

September, 1980

Prepared for

Port Sanilac Village Council
Port Sanilac Harbor Commission
Port Sanilac Planning Commission

Adopted by

Port Sanilac Village Council

September 9, 1980

This document was prepared in part
through financial assistance provided by
the Coastal Zone Management Act of 1972
administered by the Office of Coastal Zone Management
National Oceanic and Atmospheric Administration

Prepared by

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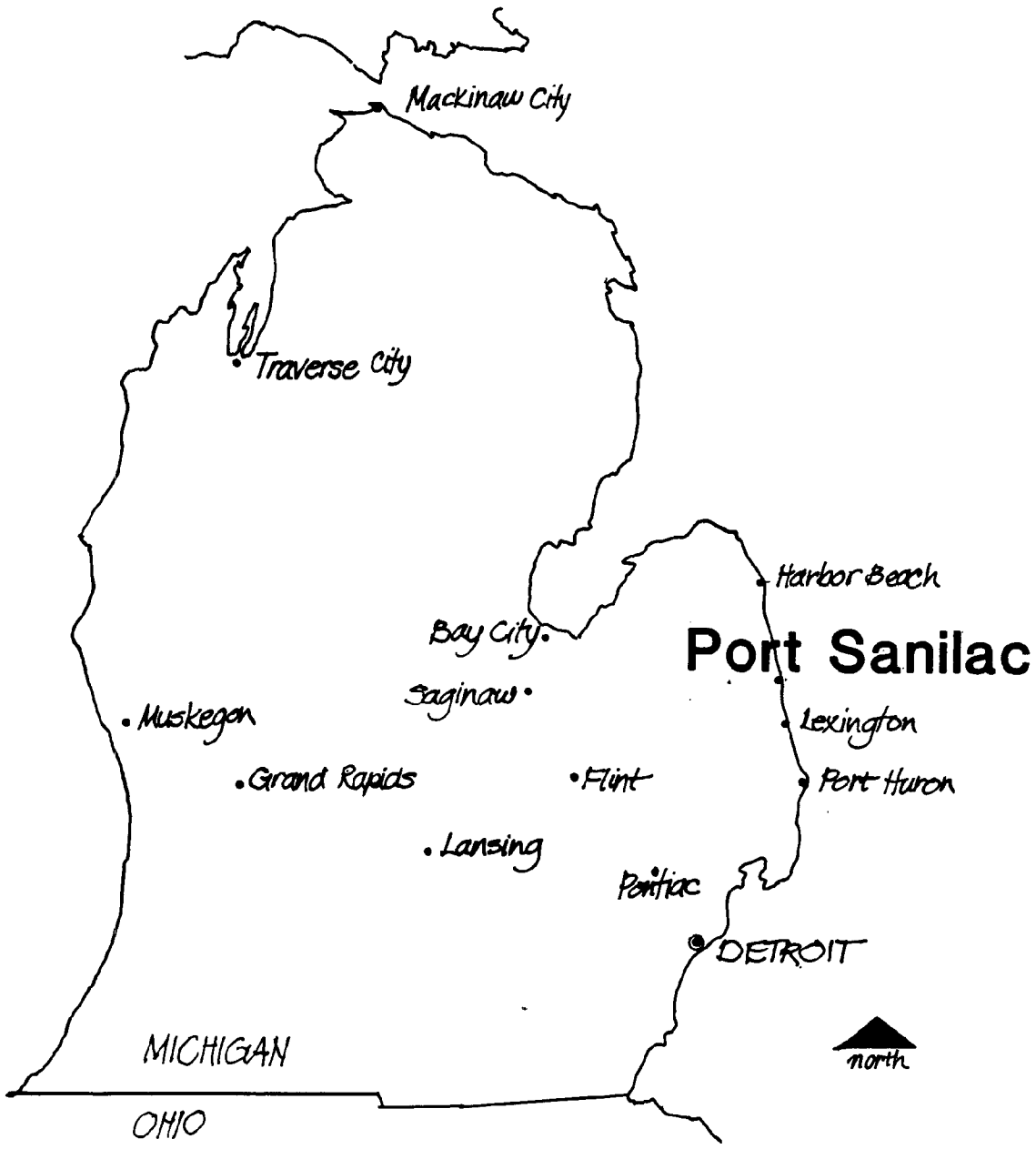
1. introduction

The Village of Port Sanilac and Port Sanilac Harbor is increasing in popularity as a destination of recreational enthusiasts from the southeastern and thumb areas of Michigan. Located on the shores of Lake Huron 90 miles north of Detroit and 70 miles east of Bay City, Port Sanilac is readily accessible by boat or automobile from the most populated region of the state.

Port Sanilac is fortunate to have one of the finest recreational harbors on Lake Huron. A public and private marina provide permanent and transient moorings for pleasure boaters. A breakwater system, built by the Corps of Engineers to create the harbor of refuge, attracts scores of fishermen testing their skills. The attractiveness of the harbor area also lures the casual sightseer.

While the harbor is a tremendous asset to Port Sanilac, increased recreational use has created many problems both for residents and visitors alike. On popular summer weekends, parking and traffic circulation are significant problems. Public sanitary facilities serving the harbor area are totally inadequate. Other support facilities such as the boat launch, are in need of improvement.



Location plan

To address the problems confronting the harbor area, the Village of Port Sanilac sought and received a grant from the Michigan Department of Natural Resources, Coastal Program Unit to prepare a Harbor Area Management Plan. The Department of Natural Resources is able to provide such financial assistance through the Federal Coastal Zone Management Act of 1972.

The purpose of the Harbor Area Management Plan is to:

1) Prepare a master site plan of the harbor area with recommended locations for parking, restrooms, and other support facilities and improvements in traffic circulation.

2) Prepare preliminary design of recommended improvements.

3) Estimate costs of recommended improvements.

4) Identify implementation strategies and sources of funding.

The Harbor Area Management Plan has been a joint effort between the Port Sanilac Harbor Commission and Planning Commission and their consultants, Ayres, Lewis, Norris & May, Inc. The effort has been actively supported by the Village Council and Village staff.

2. harbor area profile

HARBOR HISTORY

Water transportation and the harbor have been essential to Port Sanilac since its founding in the 1850s. Waterborne commerce such as shipping and commercial fishing were important components of the Port Sanilac economy in the late 1800s and early 1900s. As shipping gave way to the railroad, Port Sanilac emerged as a resort center for recreational boating and fishing.

Inclusion of Port Sanilac in a system of Federally-improved harbors of refuge along the Great Lakes was recommended by the U.S. Army Corps of Engineers in 1945. As a result of the Corps recommendation, Port Sanilac became the first harbor of refuge on the Great Lakes. The basic harbor construction consisting of two breakwaters and dredging of an entrance channel and harbor basin was completed in 1951.

Following construction of the breakwaters, development of the public marina was initiated as a joint project between the Village of Port Sanilac and Michigan State Waterways Commission. Marina construction proceeded in phases and was completed in the early 1970s. A 70-

foot extension to the north breakwater was constructed in 1975, thus narrowing the harbor entrance to 1970 feet.

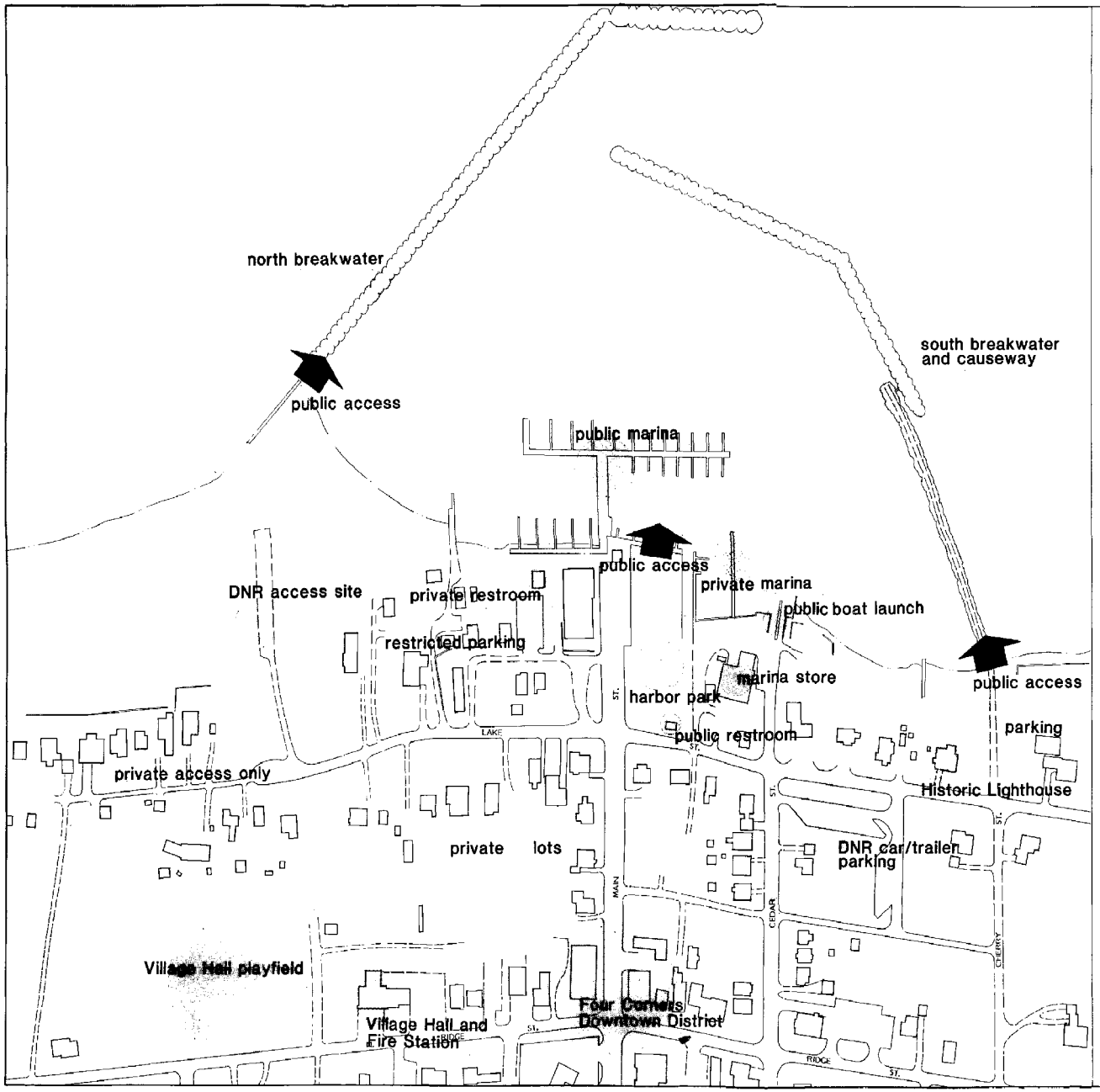
In 1977, the Corps of Engineers undertook a beach nourishment project to mitigate shore damages attributable to the Federal navigational structures (breakwaters). Approximately 110,000 tons of sand were placed near the harbor area for beach restoration and nourishment.

Maintenance dredging of the harbor by the Corps has been conducted in 1965 and 1979. The Corps estimates that maintenance will be required every five years. Associated with the 1979 dredging project, an access causeway was constructed as an extension of Cherry Street to allow service vehicles to be loaded with spoil from the dredge for off-site disposal. The access causeway extends into the harbor but was not formally connected to the south breakwater.

EXISTING FACILITIES

In addition to providing refuge, the harbor has generated a number of other water-oriented facilities. A public and private marina and public boat launch support boating activities. Parking is provided for fishermen, boaters, and sightseers. Public and private restrooms are available. Existing harbor area facilities are illustrated on the following page.

The Port Sanilac Harbor Commission operates the public marina. Docking facilities consist of 38 transient slips, 18 seasonal slips, and bridled moorage for 16 seasonal craft. The Harbor Commission operates shower and restroom facilities for the use of boaters docked at the public marina. These facilities are kept locked with keys available from dock attendents employed by the Harbor Commission. Additional services operated by the Harbor Commission include septic pump-out facilities and gasoline sales.



PORT SANILAC

HARBOR AREA MANAGEMENT PLAN

EXISTING FACILITIES

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The Harbor Commission also provides public launching facilities consisting of two ramps for trailer-drawn craft. The boat launch is located at the base of Cedar Street adjacent to the Port Sanilac Marina.

A privately owned and operated marina, Port Sanilac Marina, is also located in the harbor area. The Marina has been in existence for a number of years providing additional services for boaters. The Port Sanilac Marina operates 56 boat slips, boat hoist facilities, dry docking, and a store stocking such items as groceries, bait, and fishing tackle.

Public restroom facilities are located in the marina park owned by the Village of Port Sanilac. The public restroom consists of men's and women's bathrooms. Unfortunately, these facilities are frequently vandalized creating serious maintenance problems and discouraging public use.

Several parking areas are located within the harbor area. The Department of Natural Resources maintains a lot on Lake Street which contains 22 spaces for cars with boat trailers using the boat launch at the end of Cedar Street. The north breakwater/access site contains a number of parking spaces used primarily by fishermen. The Harbor Commission operates a parking lot adjacent to their restroom/shower facilities for the sole use of boat owners with moorings at the public marina.

RECREATIONAL USE

The Port Sanilac Harbor represents a significant recreational resource which draws many visitors from the southeastern and thumb areas of Michigan. The variety of activities offered, such as boating, fishing, and sightseeing, contributes to the attraction of visitors from beyond the local environs.

Dock logs kept by the Harbor Commission demonstrate the increased use of the harbor by recreational craft. The following graph illustrates the total number of boats, number of sail boats, and number of power boats for the period between 1974 and 1979.

The total number of boats using public docking has continued on an upward trend since 1974. A significant trend has also been the dramatic shift from power boats to sail boats. This shift has likely been the result of high energy costs and changing boater preferences.

Data regarding boat dockage as a percent of design capacity provides additional illumination as to the popularity of the harbor. July and August are the most popular months for boating.

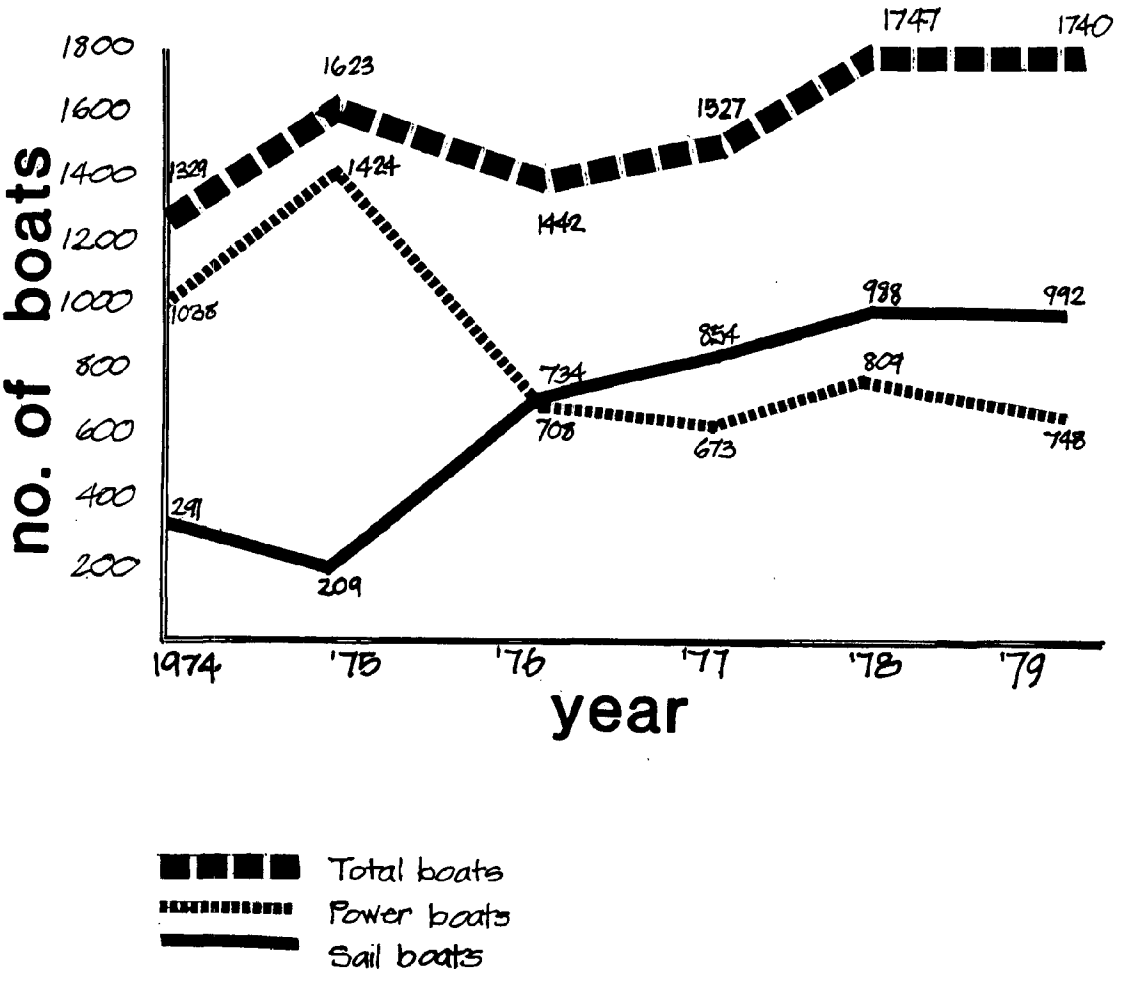
In recent years, boat dockage at the public marina has been as high as 87.5% in July and 80.6% in August.

Percent of Design Capacity

	1974	1975	1976	1977	1978	1979
July	73.9%	87.9%	81.2%	84.2%	86.3%	87.5%
August	67.6%	74.3%	70.5%	72.1%	80.6%	75.7%

Public dockage statistics do not fully reflect the total use of the harbor for boating. The privately-owned Port Sanilac Marina has been filled to capacity over the past several years. Further, the Harbor Commission has made an effort to welcome weekend outings from boat clubs from other areas. For example, the Port Huron/Sarnia Yacht Clubs and the Bayfield Yacht Club bring 75-100 boats to weekend outings annually. On popular boating weekends, slips have been filled to capacity and boats are rafted together.

Port Sanilac Dock Logs



Counts of boats launched at the public ramp have never been kept. Thus, total use of the harbor for boating can only be verified by visual observation.

Fishing has also been a popular activity in the harbor area. Anglers fish from both breakwaters as well as from boats launched from the public boat ramp. Accurate statistics regarding the number of fishermen days generated by the harbor area are not available. However, Village residents have observed between 50 and 75 fishermen lining the breakwaters at any given time on a good fishing day.

Fishing in the harbor area has been encouraged by a fish stocking program conducted over the past several years by the Department of Natural Resources. The quantity and type of fish planted depends on availability. Lake trout yearlings and fingerlings have been planted annually since 1975. In 1980, 50,000 lake trout and 100,000 chinook salmon were planted. The DNR plans to continue its stocking program in the Port Sanilac area as long as there is continued success.

Another popular harbor area activity, although not quantifiable, is sightseeing. Families and senior citizens are especially interested in the hustle and bustle generated by the harbor. Boats coming and going, fishermen boasting their catch of the day, and the clean fresh lake breeze contribute to an exciting atmosphere.

The effect of diminished and costly petroleum on the recreational use of Port Sanilac cannot be minimized. People from southeastern Michigan who once drove five hours to Northern Michigan will seek recreation closer to home. Places like Port Sanilac will be the

recipients of this new clientele. Visitors are likely to stay for a longer period of time. Sail boating and fishing will continue to replace more petroleum consuming activities such as power boating. New facilities and services will be needed to accommodate additional visitors.

3. planning areas, issues and options

The recreational use of the harbor area, as described in the previous chapter, has increased steadily over the past several years. The breakwaters, north access site, and public and private marinas have been the attractive forces drawing new visitors each year. The existence of these facilities provide many outstanding opportunities to the residents of Port Sanilac. However, many existing facilities such as the north access site and the boat launch are underdeveloped or inadequate. Further, adequate land-based support facilities are not available. The lack of parking and restrooms presents many problems for visitors and residents alike.

To facilitate planning and public discussion, the harbor area was divided into four more specific areas.

Area 1:	South Breakwater and Causeway
Area 2:	Public Marina and Related Facilities
Area 3:	North Breakwater and Access
Area 4:	Downtown/Village Hall

Planning issues and options for each of the four areas were identified. The identification of options for each area was intended to illustrate to local officials and residents the range of opportunities provided by each area.

Public meetings were held on June 24 and July 29, 1980, to discuss and gain public input on issues and options for each area. The public meetings were attended by the Harbor Commission, Planning Commission, members of the Village Council, and interested citizens.

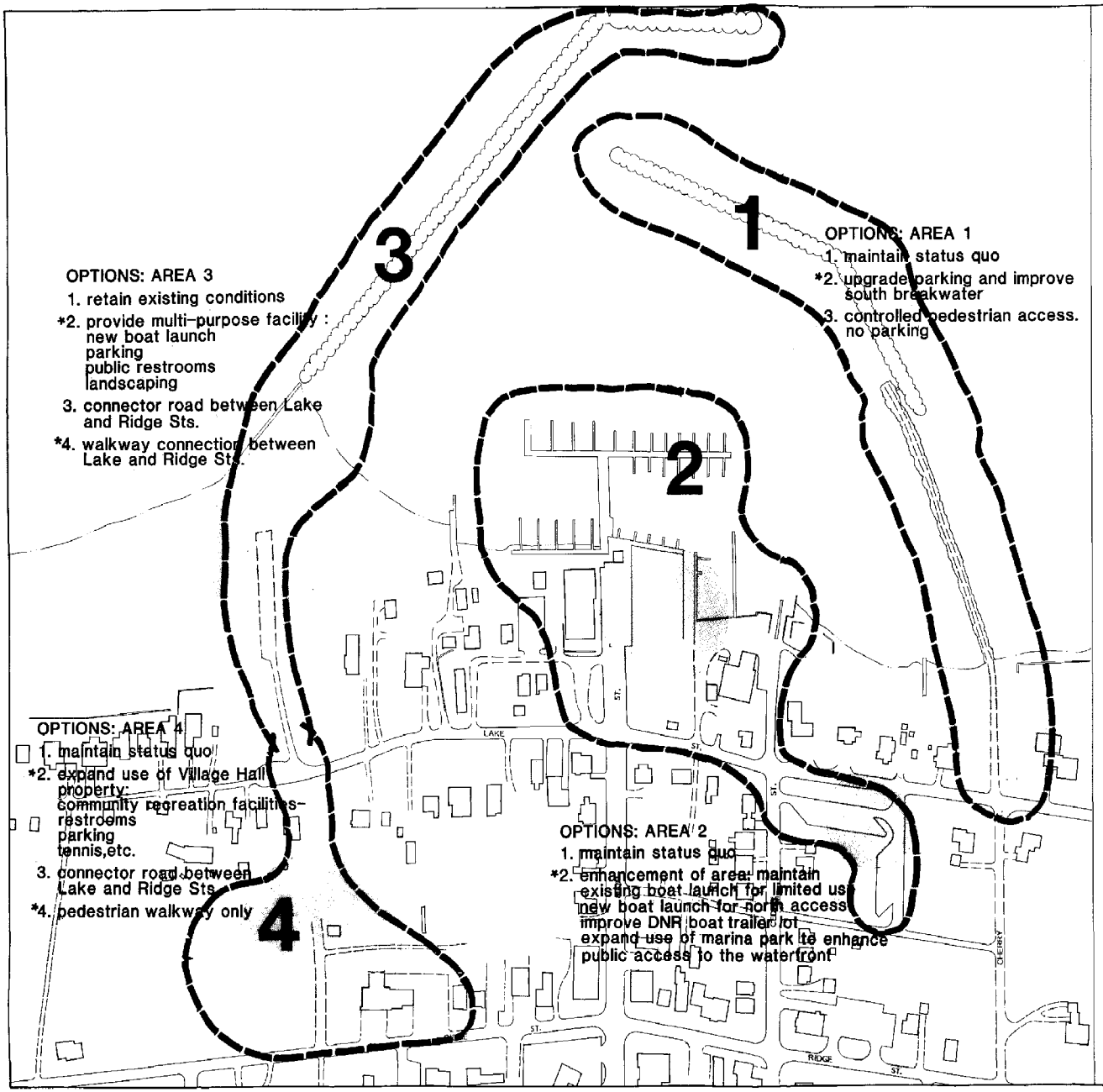
Planning issues and options for each of the four areas are illustrated graphically on the following page and discussed below. Included in the discussion is the public reaction from the public meetings.

AREA I: SOUTH BREAKWATER AND CAUSEWAY

Area I consists of the dead-end of Cherry Street which provides public access to the causeway and south breakwater. Many vehicles use Cherry Street for parking when using the south breakwater. Neighboring residents have expressed concern over noise, litter, and overnight parking of campers. The boundaries between the public right-of-way and private property are poorly defined and buffered giving rise to trespassing and creating a nuisance to private owners.

The south breakwater is becoming more popular as a fishing site. However, safety is a major concern. The south breakwater is not equipped with safety railings like the north breakwater. In addition, the access road surface and the informal connection between the causeway and the south breakwater are not considered safe.

Three options for Area I were considered and presented to the public:



PORT SANILAC

HARBOR AREA MANAGEMENT PLAN

PLANNING AREAS AND OPTIONS

*preferred option

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- Option 1 would maintain the status quo and provide no improvements to Area 1. Parking and nuisance to neighboring residences would continue. Fishing along the south breakwaters would be allowed in the present manner.

- Option 2 would provide for upgraded parking within the 66-foot Cherry Street right-of-way. The parking area would be fenced and landscaped. This option also calls for the improvement of the south breakwater with safety railings and a safer connection to the causeway.

- Option 3 would allow controlled pedestrian access to the south breakwater, but would prohibit parking along Cherry Street from Lake Street to the causeway. Access to the causeway would be provided by a fenced and landscaped pathway to the causeway.

Port Sanilac officials and residents agree that public access to the waterfront is limited. Therefore, the south breakwater should continue to be used for fishing. There was disagreement over whether Option 2 or 3 would provide the most protection to neighboring property owners. Option 3 would provide access to the breakwater but would eliminate much needed parking. Elimination of parking may force vehicles into some other undesirable area. Concern was also expressed over the security of a park-like setting. With proper fencing, low-lying landscaping, and regular policing, security problems could be minimized.

Option 2 is recommended only if additional parking does not develop elsewhere. Proper fencing, buffered landscaping controlled access, and regular policing should minimize the nuisance to the neighboring residences. If security remains a problem or alternative parking is found, Option 2 can be abandoned and Option 3 implemented.

AREA 2: PUBLIC MARINA AND RELATED FACILITIES

Area 2 contains many activities which are currently the focus of the entire harbor area. Facilities include the public and private marinas, boat launch and trailer parking, marina park, and public and restricted restrooms. A major problem exists with location of the existing boat launch due to the lack of space. Vehicles must either back all the way down Cedar Street or must encroach upon private property to negotiate the launch. Further, the DNR-operated trailer parking is poorly maintained and landscaped.

Additional traffic congestion exists at Main Street where it dead ends at the dock. What is supposed to be a continuous turn around is often ignored as vehicles stop for sightseeing. The Village-owned marina park has much unrealized potential. Accessibility and facilities for senior citizens and sightseers are limited. Public restroom facilities are inadequate and often vandalized.

The following options for Area 2 were discussed with the public:

- Option 1 would maintain the status quo and provide no improvements to Area 2. Traffic congestion at the boat launch and Main Street would not improve. Option 1 would not provide any aesthetic improvements such as landscaping at the DNR trailer parking lot. Further, the marina park would not be utilized to its maximum potential.

- Option 2 calls for extensive enhancement of Area 2. To alleviate the pressure on the existing boat launch, a new launch would be constructed at the north access site. The existing launch would be maintained for more limited use. The DNR trailer parking lot would be improved with landscaping.

  Option 2 also proposes to expand the use of marina park to enhance the public visability of and accessibility to the waterfront. Additional landscaping, a waterfront promenade, expanded restrooms and picnic areas would provide a pleasant environment for residents and tourists alike. Traffic congestion at the end of the Main Street would be abated through either a fixed island at the current location of the turn around or the construction of a cul-de-sac approximately 200 feet west of the current cul-de-sac.

  In line with the expanded use of Area 2, long-range plans call for the eventual enlargement of the public marina under Option 2. Such enlargement is tentative and would require further study as boating trends become clearer.

It is felt that maintaining the status quo under Option 1 is not acceptable, therefore Option 2 is recommended. As a key component of the community's economy and vitality, the marina area should be continually improved. The existing boat launch should not be abandoned but limited in use. Expansion of boat launch activity to Area 3: North breakwater and access would relieve Area 2 of much traffic congestion. The existing DNR trailer parking should be maintained but beautified with landscaping.

A valuable but underdeveloped community asset is the marina park. Due to its central location within Area 2, the park could be greatly improved to become a focal point of harbor activity. Improvements in landscaping, park facilities, restrooms, and traffic patterns on Main Street should be made.

AREA 3: NORTH BREAKWATER AND ACCESS

Area 3 consists of the north breakwater and the DNR-owned access lot which provides parking for primarily fishermen. The basic problem with Area 3 is underutilization. The DNR property has the potential to be developed into an excellent multi-purpose boating and fishing access site. The lack of sanitary facilities, ill-defined parking, and poor property maintenance are current liabilities of the site.

Traffic congestion within Area 3 is another problem. Lake Street dead-ends at the entrance of the north access site. Traffic must either enter the site or negotiate the undersized cul-de-sac at the end of Lake Street.

Four options for Area 3 were considered and discussed:

- Option 1 would retain existing conditions resulting in the continued underutilization of the site as merely an access site for fishing from the north breakwater.

- Option 2 calls for expansion of use in Area 3 to provide for a multi-purpose facility. Such improvements would include a new boat launch, separate parking for vehicles and vehicles with trailers, public restroom facilities and improved landscaping.

- Option 3 suggests the construction of a connector road between Lake and Ridge Streets. The road would extend from Lake Street through a vacant lot and the property next to the Village Hall to connect to Ridge Street.

- Option 4 would provide for a walkway, in lieu of a connector road, linking the north access site to the Village Hall property. Such a walkway would be landscaped and fenced to protect neighboring property owners.

A combination of Options 2 and 4 is recommended. Traffic congestion and nuisance to neighboring property owners have been mentioned as problems in Area 1 and 2 as a result of the location of certain recreational activities. Expanded use of Area 3 is specifically designed to shift the focus of many activities within the harbor area away from the more congested Areas 1 and 2. The addition of a boat launch, expanded parking, and sanitary facilities would encourage a new focus of activity in Area 3.

The construction of a connector road linking Lake Street and Ridge Street would greatly improve traffic patterns for the Village as a whole. However, the impact of a road on current residents at the end of Lake Street was felt to have greater importance. Therefore, a pedestrian walkway is recommended to link Area 3 and Area 4 providing for linkage and shared use of planned facilities in both areas.

AREA 4: DOWNTOWN/ VILLAGE

Area 4 contains the Village Hall and adjacent vacant property and downtown Port Sanilac. The Village Hall property is largely vacant but offers potential to be developed for community recreation. Some recreational development such as ice skating, shuffleboard and water

ball has taken place. The lack of parking in the downtown area as well as the remainder of the harbor area is a problem.

The following options were presented to the public:

- Option 1 would maintain the status quo.
- Option 2 suggests expanded use of the Village Hall property to provide additional community recreation. Facilities could include restrooms, parking, playfields, tennis courts, and other recreational activities.
- Option 3 would provide for a connector road linking Lake and Ridge Streets, as presented in Option 3 for Area 3.
- Option 4 would provide for a pedestrian walkway linking Areas 3 and 4, as presented in Option 4 for Area 3.

The expanded use of the Village Hall site, Option 2, is the preferred option. The large tract of vacant, publicly-owned land with a central location is ideal for community recreational development. The addition of parking and restrooms could serve the Village Hall site, harbor area, and downtown. Recommended options for both Areas 3 and 4 attempt to foster a linkage of these two areas with a pedestrian walkway.

4. management plan

The Harbor Area Management Plan consists of three major components: Master Site Plan, Area Site Plans, and Implementation Recommendations. The Master Site Plan provides an overview of proposed improvements within the Harbor Area. Following the Master Site Plan, more detailed Area Site Plans are presented for each of the four planning areas described in the previous chapter. The final component, Implementation Recommendations, outlines development costs, priorities, funding, and implementation responsibilities required to implement the Management Plan. The development of the Management Plan is based to a large part on the input and direction provided by local citizens and officials.

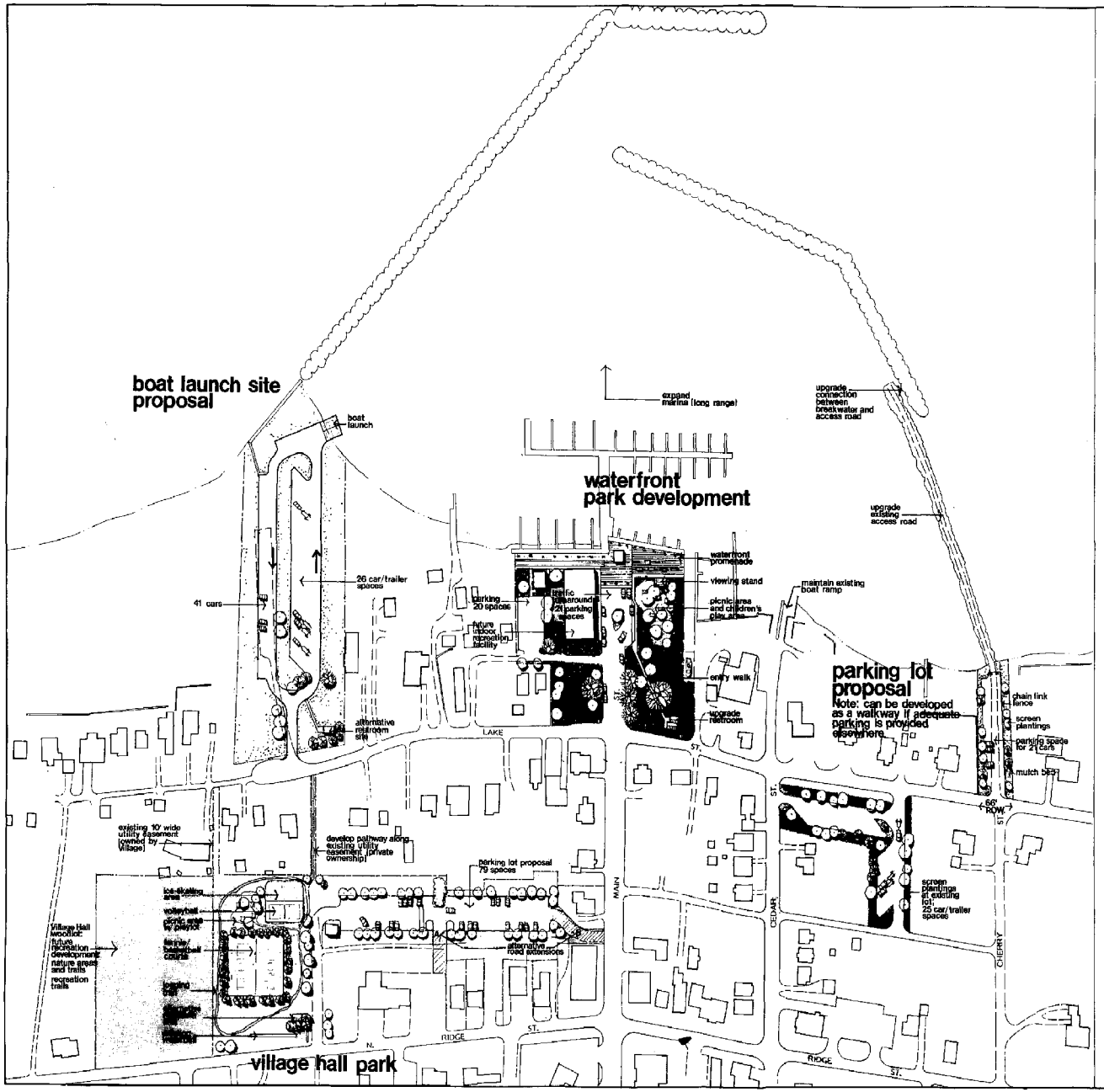
MASTER SITE PLAN

The Master Site Plan presented on the following page suggests a series of improvements to all four areas of the entire Harbor Area. These improvements are intended to beautify and enhance the Harbor Area while solving the specific problems of parking, sanitary facilities, and traffic congestion. A more detailed discussion of proposed improvements is presented for each Area Site Plan.

PORT SANILAC

HARBOR AREA MANAGEMENT PLAN

MASTER PLAN



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Ann Arbor, Michigan

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The Master Site Plan incorporates five general principles in the design of the Harbor Area. These policies are to:

- recognize the Harbor Area as a significant resource to the Village;
- divert activities from congested areas;
- focus and intensify activities in areas capable of sustaining expanded development;
- landscape and beautify specific areas;
- expand restroom and parking facilities.

The Harbor Area is an important economic as well as recreational resource to the Village of Port Sanilac. Few Michigan communities can match the attributes of Port Sanilac's harbor. However, to maintain its attractiveness and meet current and future demand, the Harbor Area needs additional improvements. The Master Plan attempts to enhance the valuable harbor resource. At the same time, the rights of current residents must be respected.

To provide additional recreational opportunities for residents of, and visitors to, Port Sanilac, improved park facilities are recommended at the existing marina park and Village Hall. The marina park should be utilized for more passive activities such as sight-seeing and picnicking. The Village Hall site can provide more active recreation such as tennis, jogging, and volley ball. Both parks can be gathering places for fairs, special community gatherings, and outdoor concerts.

The Master Site Plan recommends a major shift in the focus of Harbor Area activities to Area 3: North Breakwater and Access Site. Supplementing this shift is the expanded development of Area 4:

Village Hall/Downtown Site. The addition of a boat launch, parking, restrooms, and other recreational facilities in these two areas is designed to divert attention away from Areas 1 and 2.

The plan provides parking for 166 cars and 51 cars with trailers. New and upgraded restrooms are planned in strategic locations to be served with utilities and to service the greatest number of people.

Landscaping and beautification are key considerations to the improvement of the Harbor Area. All new and existing parking areas are shown to be landscaped to improve their visual quality. Landscaping can also buffer neighboring properties from parking areas.

A priority in the Master Site Plan is to utilize land already in the public ownership, thereby minimizing land acquisition costs. In addition, the proximity of the four planning areas allows facilities at one site to support those of another.

The Port Sanilac Harbor Area Management Plan presents an opportunity to solve the problems of the Harbor Area through providing additional parking, recreation and pedestrian walkway facilities. These facilities can be shared with the downtown to provide additional benefit to the community. Further aesthetic improvements through landscaping will enhance the visual image of the Harbor Area.

More detailed Area Site Plans are presented on the following pages.

AREA 1 SITE PLAN

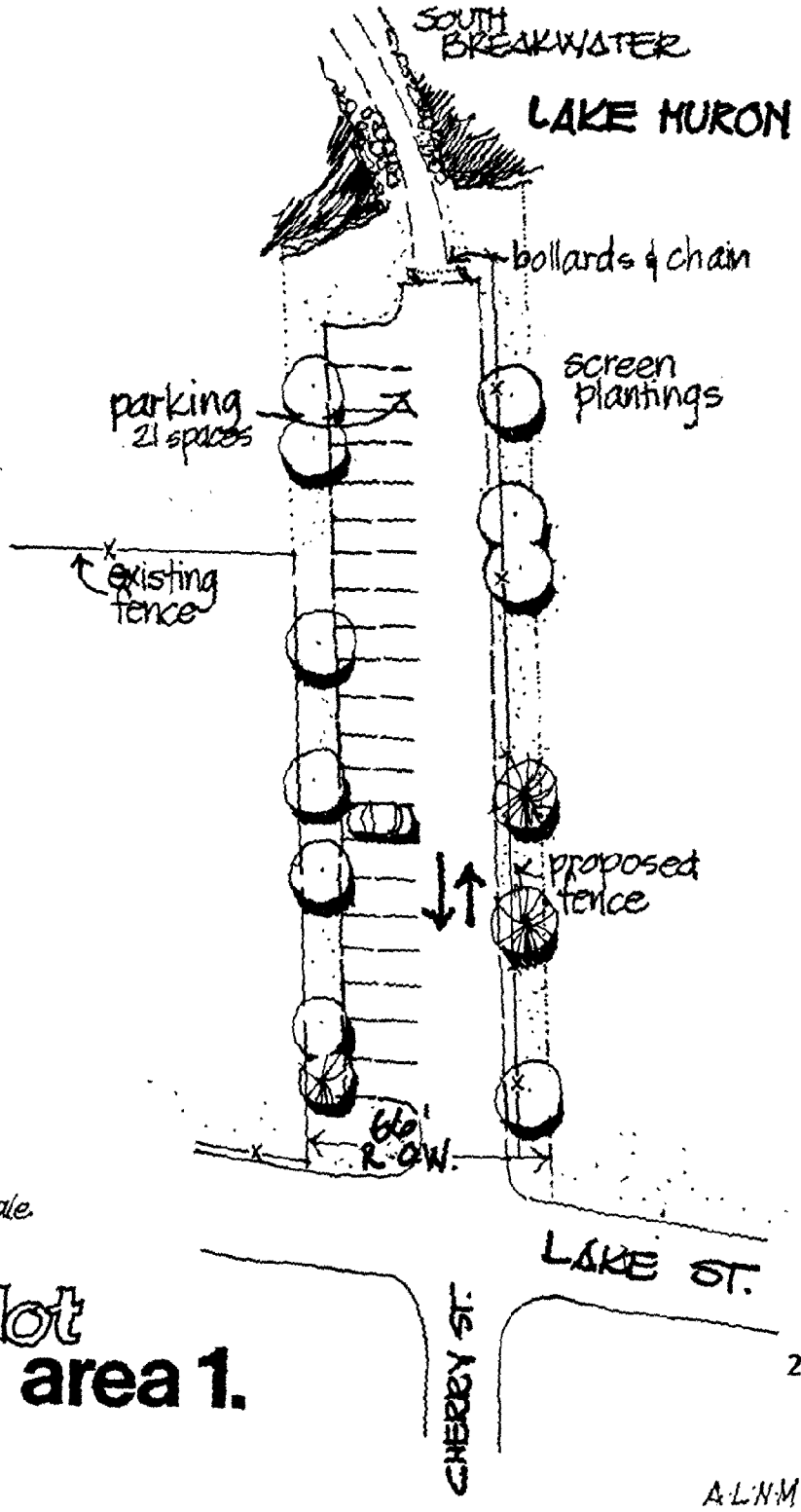
Fishing on the south breakwater and causeway is frequent and there is a need for continued public access to this area. At the same time, the right to privacy of neighboring residents must be protected. The recommended option for Area 1 calls for parking until such time as additional parking is found elsewhere. The proposed development at Area 1, illustrated on the following page, shall be confined to the boundaries of the existing 66-foot right-of-way at the dead-end of Cherry Street. An alternative site plan showing a walkway in lieu of parking is also presented. A cross-section view of the parking area providing more detailed illustration follows the Area 1 Site Plan.

A 21-car parking lot has been planned within Cherry Street right-of-way. Neighboring properties are to be protected from trespassing by a chain link fence running the length of the lot from Lake Street to the water. Vehicle access to the causeway will be prohibited by the installation of posts. To ensure visual quality, the boundaries of the parking area will be landscaped with screen plantings. When parking becomes available elsewhere, Area 1 should be restricted to pedestrian traffic only. A walkway with low-lying landscaping would provide for access to the south breakwater.

AREA 2 SITE PLAN

The existing harbor and public marina area is an exciting attraction in terms of commerce, recreation, and sight-seeing for visitors and residents alike. The development of Area 2, illustrated by the Area Site Plan on the following page, is designed to enhance these activities through improving the existing marina park. A cross-section view of the park is provided on the previous page.

Planned at the edge of the harbor extending from the existing park to the Harbor Commission restroom facility is a paved promenade for



parking lot proposal area 1.

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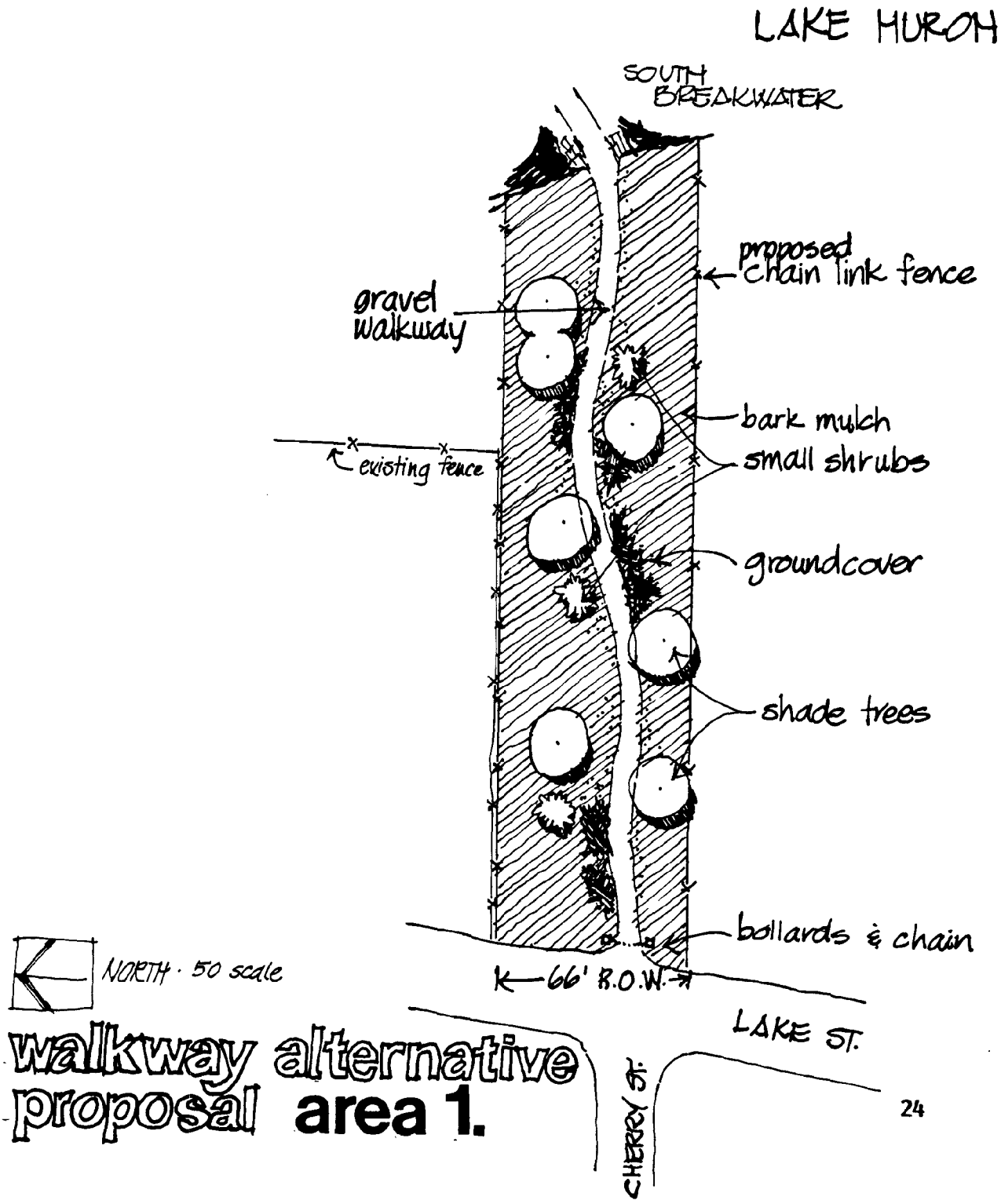


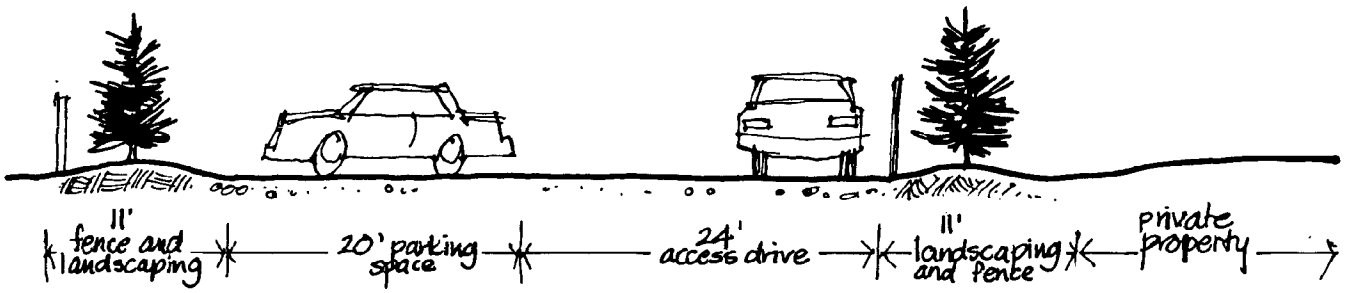
walkway alternative proposal area 1.

A·LN·M·'80

parking lot proposal

cross-section at 1" = 10'-0"

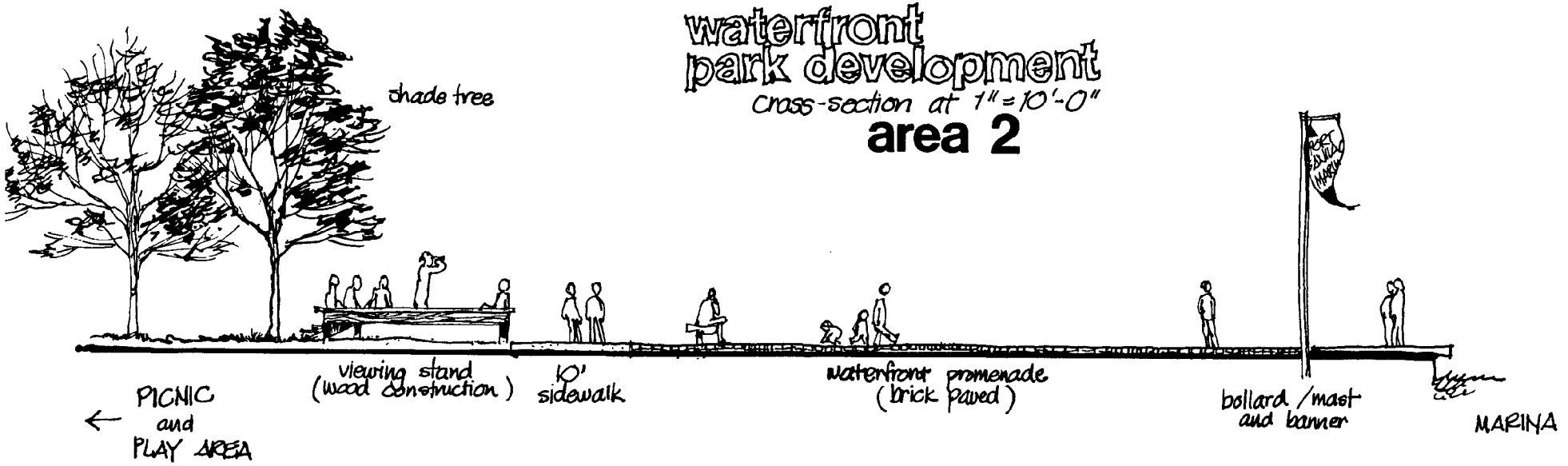
area 1



waterfront park development

cross-section at 1" = 10'-0"

area 2



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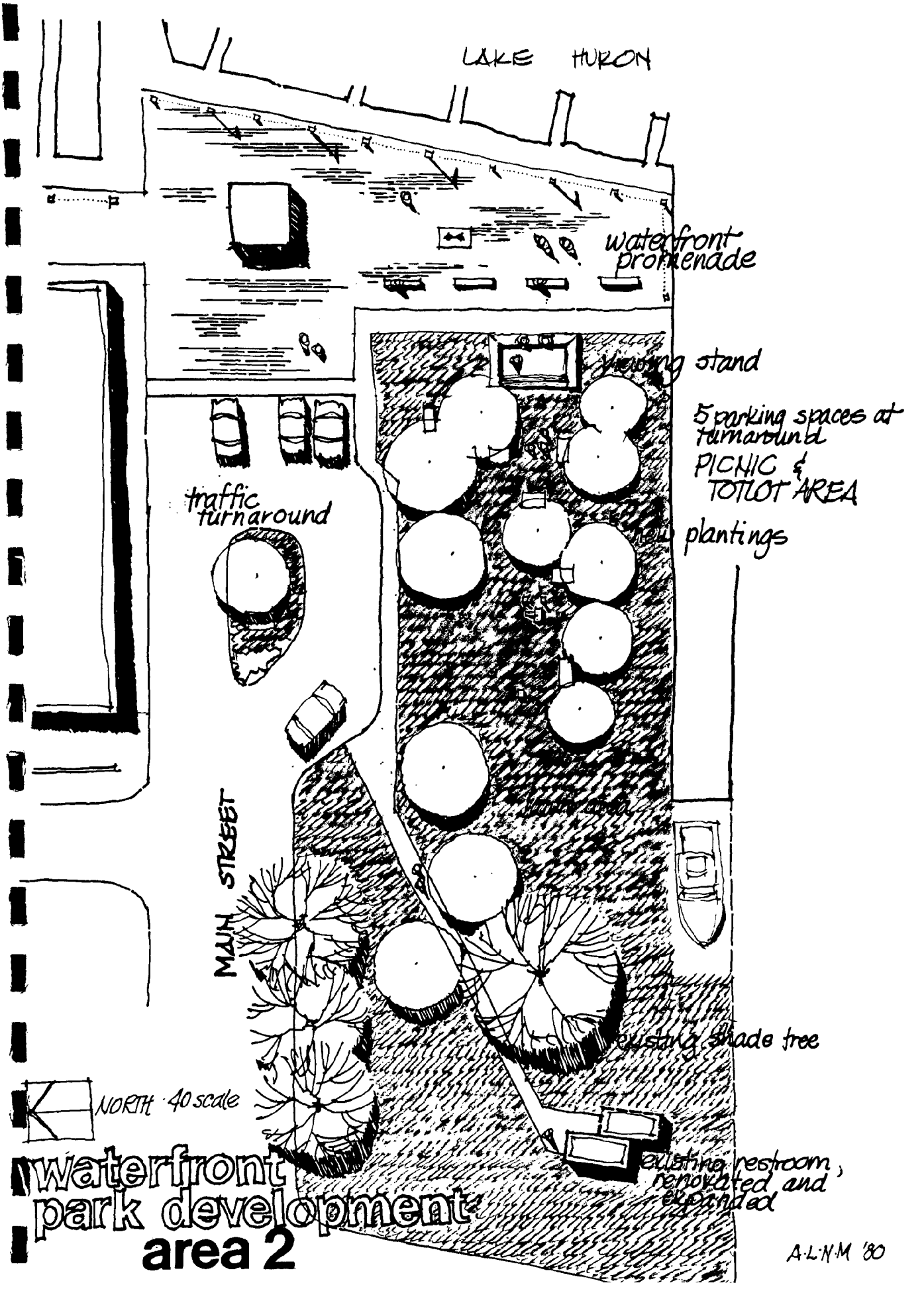
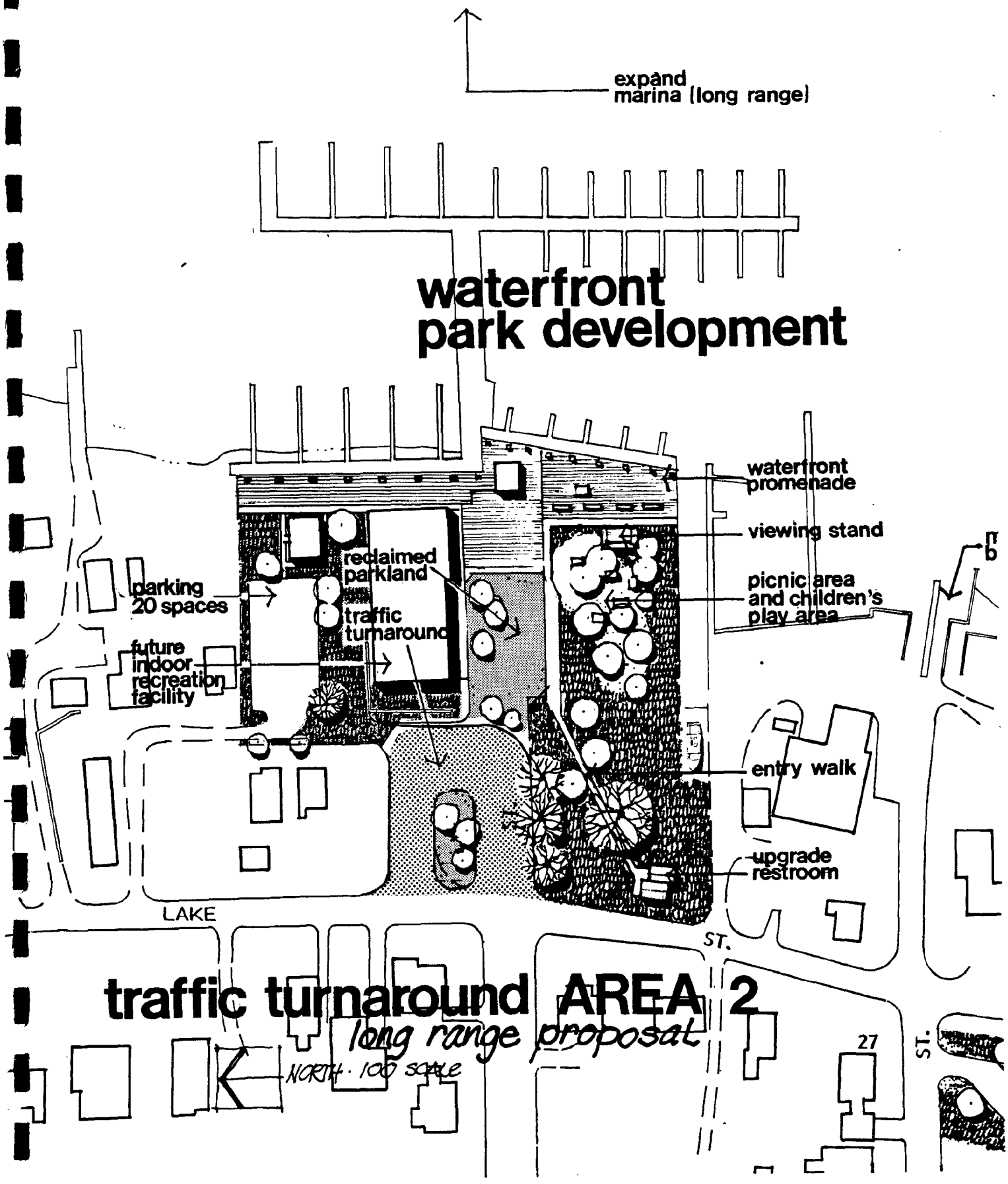


waterfront park development area 2

A·L·N·M '80


expand
marina (long range)
waterfront
park development
waterfront
promenade
viewing stand
picnic area
and children's
play area
reclaimed
parkland
traffic
turnaround
parking
20 spaces
future
indoor
recreation
facility
entry walk
upgrade
restroom
LAKE
ST.
traffic turnaround AREA 2
long range proposal
NORTH · 100 SCALE
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walking, sitting, and viewing the waterfront. The paved promenade is handicap accessible. It should be noted that any repair work to the existing harbor sea wall should be coordinated with the intent of the design proposals outlined in this plan.

A 36' x 40' wooden viewing platform is placed behind the promenade space. The platform is raised by steps and can be used for broader views of the harbor or a small stage. The stage and promenade would provide an ideal setting for concerts and community gatherings.

In response to its harbor backdrop, the park can take on a nautical theme; flag masts at the water's edge and a large mounted anchor are shown on the plan. To alleviate the lack of public restroom facilities in the Harbor Area, an expansion and renovation of the existing facility at the park is recommended.

Under present conditions, the dead-end of Main Street is meant to be used as a traffic turnaround. Unfortunately, the turnaround becomes a parking lot. Sightseers, catching their first glimpse of the harbor, often stop or abandon their cars directly in the roadway while traffic congests behind them. A possible cause of this problem is the weakly defined traffic circulation pattern and the large paved area that is present at Main Street. To solve this problem, an island has been created to define circulation and reduce the amount of paved surface. A more long-range proposal (also illustrated) would provide for a more extensive traffic turnaround to be constructed at Lake Street. Until such time as this long-range proposal is implemented, the existing vacant lot at the corner of Main and Lake Streets should be purchased and held in reserve.

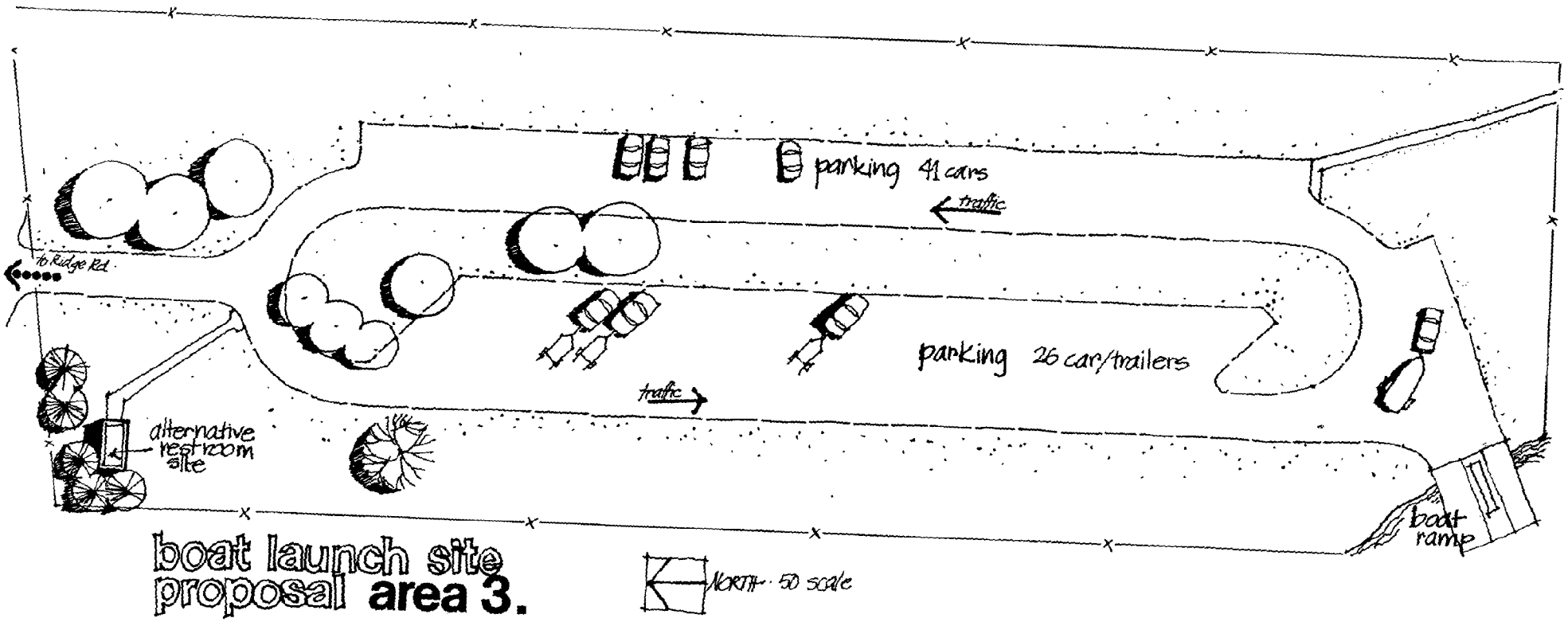
Although not included with the Site Plan for Area 2, landscaping the existing DNR trailer parking lot is also recommended. The addition of shade trees, conifers, and flower beds will serve to beautify the area, provide shade for visitors, and screen the lot from nearby properties.

AREA 3: SITE PLAN

In an attempt to divert activities from congested areas of the harbor, more intense development is proposed for Area 3. The Area Site Plan for the North Breakwater and Access Site is presented on the following page. A new boat launch, parking, and public restrooms would make Area 3 a focal point for boat launching and fishing with the Harbor Area.

Traffic circulation is provided by a one-way loop with angled parking for cars with trailer and 90° parking for cars. Boaters will enter the site, launch their boats at the ramp, and pull their empty trailers around the circulation loop to park in the designated area. Parking for fishermen is located close to the breakwater and connected by a walkway.

Because of the proposed intensity of use, Area 3 is considered suitable for the development of a restroom facility, either of the vault or flush type system. Local preference appears to favor a flush-type system at this location. Such a system is certainly more aesthetically pleasing, but is more costly and must either be heated or closed in the winter. A vault system was previously located at the site and raised community objection because of odor and violation of the Village sewer connection ordinance. A vault system, if properly operated and maintained, does not have to be unpleasant. This type of system is less than one-fifth the cost of a flush system. A vault



boat launch site proposal area 3.

NORTH · 50 scale

ALNM '80

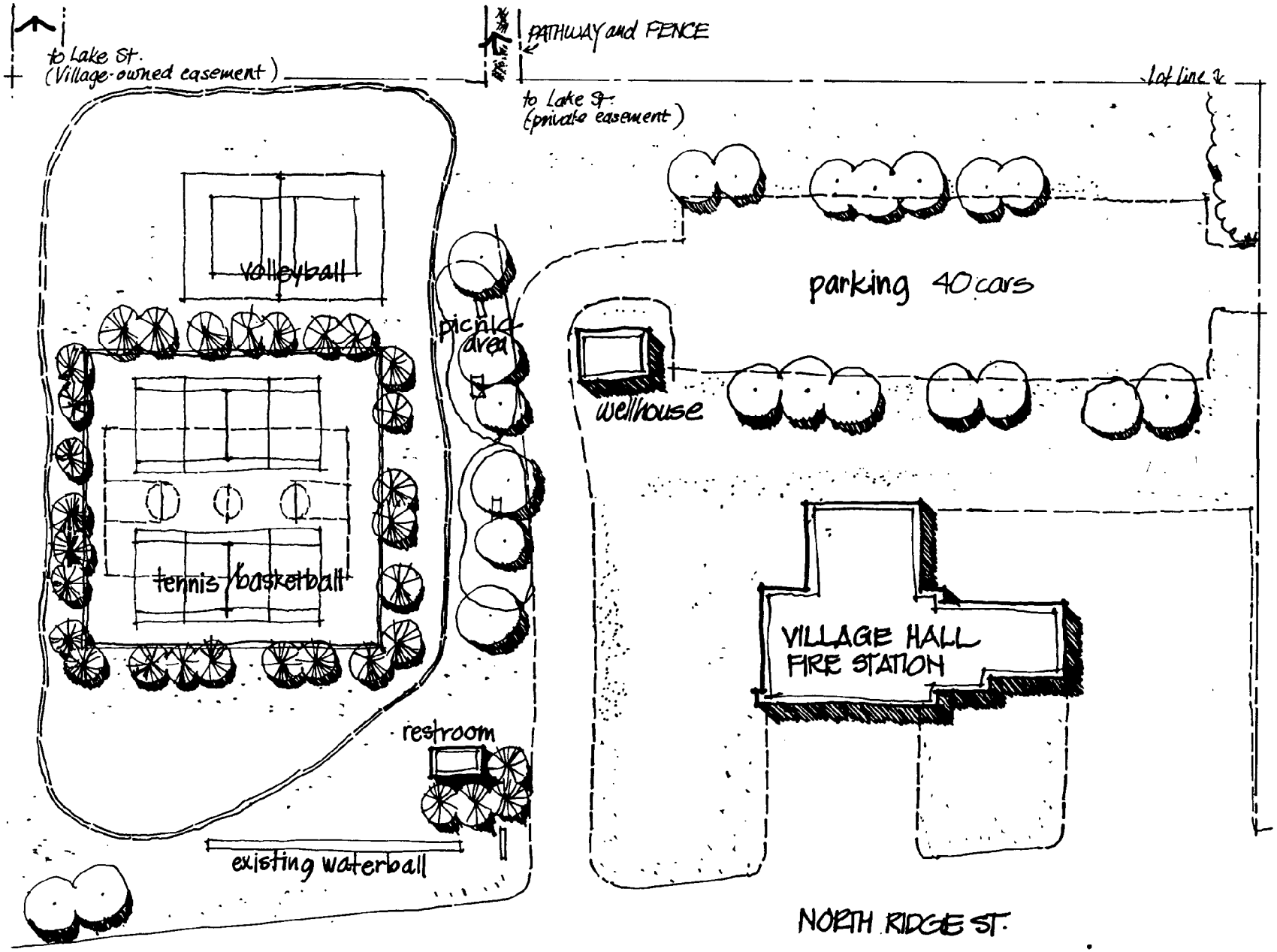
system is recommended at this site, but local preference may require a flush-type system. Continued expanded use of the site will likely justify the construction of a more permanent flush-type system. Relative costs are presented in a later section of this report.

Area 3 is to be connected to Area 4 through a pedestrian walkway. Such a linkage will permit joint use of the facilities planned for both areas. To solve traffic circulation problems caused by the dead-end of Lake Street, the ultimate long-range solution is to connect Lake and Ridge Streets with a street through Village Hall Park and private property. A connector street would provide for an efficient traffic pattern through the Harbor Area and would also benefit congestion in the downtown area. However, public opinion does not favor this option currently.

AREA 4: SITE PLAN

Lack of parking and public sanitary facilities in the downtown as well as Harbor Area is a problem for residents and visitors to Port Sanilac alike. However, publicly-owned property at the Village Hall could be developed to mitigate these problems, as illustrated by the Site Plan for Area 4 presented on the following page.

The proposed development at Village Hall Park features a selection of recreational facilities, with combination tennis/basketball courts, the existing ice-skating area, an unpaved volley ball court within that, and a jogging trail. A picnic area/tot lot, the existing waterball play area and a proposed restroom facility area are located on the outer edges.

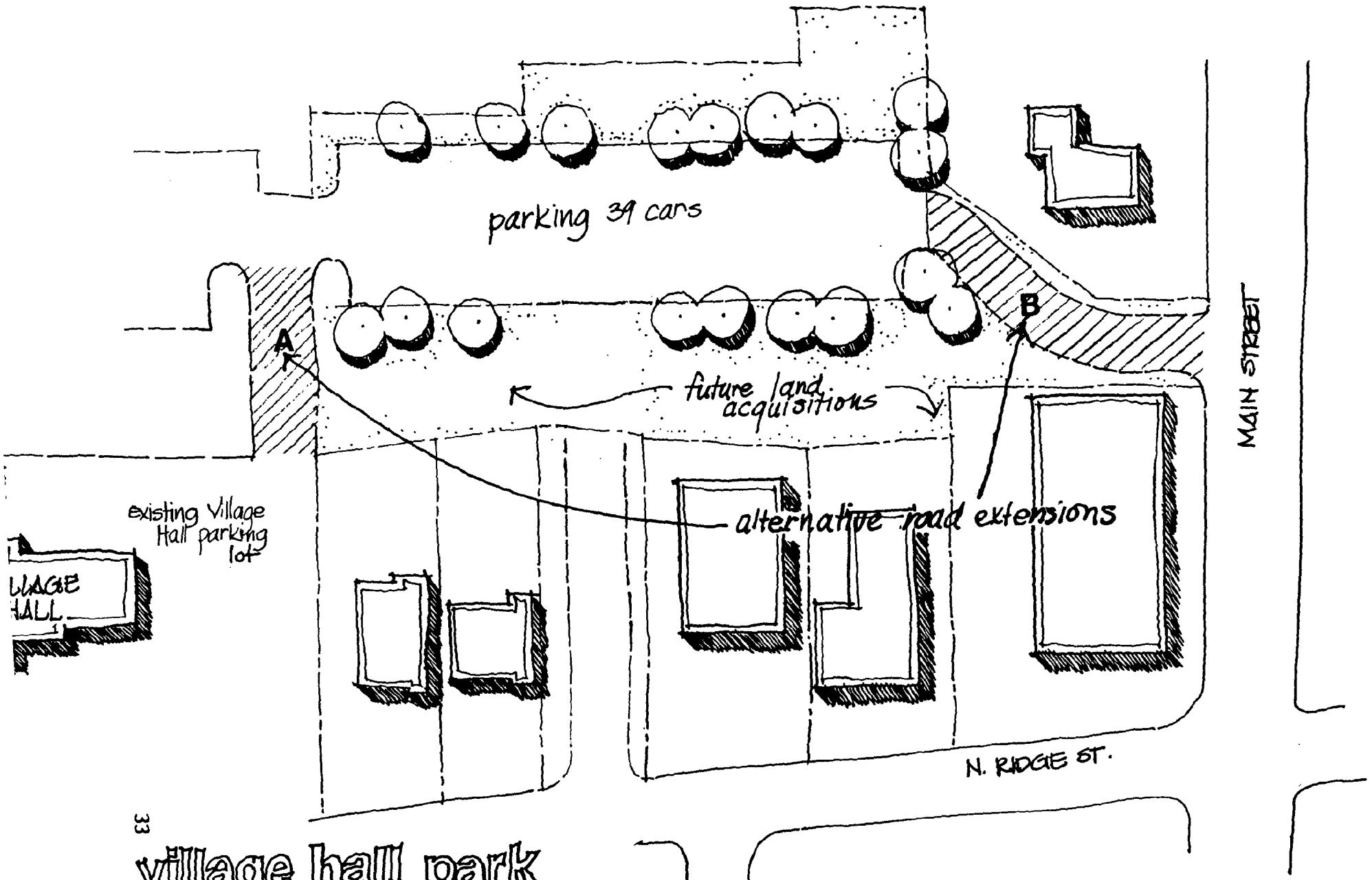


village hall park

PORT SANILAC, MICHIGAN

NORTH · 50 scale

area 4.



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village hall park

NORTH · 50 scale

parking and access road extensions (future)

area 4.

The proposed pedestrian walkway that joins Lake and N. Ridge Streets will be an important link between the harbor and downtown areas as it will provide the only public access point between the two sites. Development of this walkway will permit an either/or option of the development of a restroom facility in either the proposed Boat Access Site or Village Hall Park, since restroom development at either site will be accessible to the other.

To alleviate the parking problem in the harbor and downtown areas an initial 40-space parking lot development is proposed, located off of the existing unpaved access road. Additional land acquisitions are recommended for the development of future parking spaces, for a projected total of 79 spaces (see plan illustration). Eventual loop access onto Main or Ridge Streets is also proposed.

IMPLEMENTATION PROGRAM

The Master Site Plan and Area Site Plans provide graphic illustrations of development proposals for the Harbor Area. However, an implementation Program, summarized by the chart on the following pages, translates the site plans into specific projects, costs, priorities, funding sources, and responsible agencies. The Implementation Program is designed to provide the Village with the proper direction for the full implementation of the Harbor Area Management Plan. The following discussion describes the Implementation Program summarized in the chart.

Projects and Estimated Costs

Specific construction projects associated with the Master Site Plan and Area Site Plans are listed in Column 2 by the four planning areas. Those projects thought to be essential to the overall integrity of the site design are listed. Many projects are capable of being

HARBOR AREA MANAGEMENT PLAN
IMPLEMENTATION PROGRAM

Planning Area	Projects	Quantity/Dimension	Estimated Cost	Implementation Priority	Funding Sources	Responsible Agency for Implementation
1. South Breakwater and Causeway	1. Construction of gravel parking lot	11,440 sq ft, 8" depth	$ 2,600	medium	Local, CZM	Local
	2. Chain link fence installation along property boundaries	520 lft, 6 ft high	$ 5,200	high	Local	Local
	3. Wheel stops	21	$ 450	medium	Local	Local
	4. Bollards and chain at causeway entrance	N/A	$ 150	medium	Local	Local
	5. Landscape plantings	14 trees, misc. planting	$ 4,000	medium	Local, CZM	Local
	6. Metal catwalk connecting causeway with south breakwater	1	$ 1,000	low	COE, DNR	COE, DNR
	7. Protective railings along south breakwater	900 lft	$ 15,750	low	COE, DNR	COE, DNR
		(Area 1 Subtotal –	$ 29,150)			
2. Public Marina and Related Facilities	1. Promenade construction at waterfront	12,000 sq ft		high	CZM, LAWCON, Local	Local
	Brick-paved surface or Concrete-paved surface		$ 48,000 or $ 21,000			
	2. Wooden platform and stage	540 sq ft	$ 8,500	medium	CZM, LAWCON, Local	Local
	3. Sidewalk traversing park composed of bituminous asphalt	2,840 sq ft	$ 3,500	low	Local	Local
	4. Restroom renovation and addition, maintain existing for one sex, add addition for other sex	200 sq ft addition with 2 stalls and 1 sink, renovate existing	$ 17,000	high	LAWCON, Local	Local
	5. Miscellaneous park improvements	15 trees 4 wooden benches 6 picnic tables Timberform slide/climb/tire swing unit	$ 3,900 $ 600 $ 600 $ 3,000	medium	LAWCON, Local	Local
	6. Traffic island/circulation improvements	5000 sq ft asphalt paving 4 bollards and chain 1 tree	$ 4,500 $ 350 $ 260	medium	Local	Local
	7. Landscaping to DNR trailer park	10 trees, misc. plantings	$ 3,500	high	DNR	DNR
		(Area 2 Subtotal – $66,710 -	$ 93,710)			

(continued on next page)

HARBOR AREA MANAGEMENT PLAN
IMPLEMENTATION PROGRAM (continued)

Planning Area	Projects	Quantity/Dimension	Estimated Cost	Implementation Priority	Funding Sources	Responsible Agency for Implementation
3. North Breakwater and Access	1. Construction of gravel parking lot	47,000 sq ft, 8" depth	$ 10,700	high	DNR, Local	DNR
	2. Wheel stops	50	$ 1,000	high	DNR, Local	DNR
	3. Concrete boat ramps	1440 sq ft slab, 6" depth	$ 6,400	high	DNR, Local	DNR
	4. Restroom facility			high	DNR, LAWCON, Local	DNR
	Flush-type system	2 stalls, 1 sink per sex	$ 26,800			
	or	or	or			
	Vault system	2 stalls per sex, no sinks	$ 5,000			
	5. Sidewalk connecting parking and breakwater composed of bituminous asphalt		$ 3,700	medium	DNR, LAWCON, Local	DNR
	6. Landscape plantings	14 trees, misc. plantings	$ 3,500	medium	DNR, LAWCON, Local	DNR
		(Area 3 Subtotal - $30,300 -	$ 51,800)			
4. Village Hall/ Downtown	1. Construction of gravel parking lot behind Village Hall	26,00 sq ft, 8" depth	$ 5,900	high	Local	Local
	2. Construction of gravel parking lot extension south of #1 above plus access drives (land acquisition excluded)	30,500 sq ft, 8" depth	$ 6,800	medium	Local	Local
	3. Restroom construction, flush-type system, heated	2 stalls, 1 sink per sex	$ 26,500	medium	Local,	Local
	4. Tennis courts	2	$ 19,000	medium	LAWCON, Local	Local
	5. Miscellaneous park improvements	42 trees	$ 10,900	medium	Local	Local
		3 picnic tables	$ 300			
		Timberform climbing unit	$ 1,700			
	6. Bark chip pathway connecting Area 4 and Area 3	200 lft	$ 600	high	Local	Local
		(Area 4 Subtotal -	$ 71,700)			

Explanation of Terms:

Quantities

sq ft = square feet
lft = lineal feet
N/A = Not Applicable
CZM = Coastal Zone Management

Priorities

high = implement within 1 year
medium = implement within 3 years
low = implement within 5 years

Funding and Responsible Agencies

LAWCON = Land and Water Conservation Fund
COE = Corps of Engineers
DNR = Department of Natural Resources

Summary of Project Costs:

Total = $197,810 - $246,310
High Priority Costs = $76,300 - $124,800
Medium Priority Costs = $101,310
Low Priority Costs = $20,250

implemented immediately with local labor. Other projects will require detailed engineering design, development of construction plans and specifications, by a professional contractor. It should be noted that final engineering and construction are eligible activities under most grant programs, discussed in the later section.

To estimate project costs, the quantities associated with the project were summarized in Column 3. For example, the construction of a gravel parking lot in Area I would involve a gravel surface of 11,440 square feet to an 8-inch depth for a total project cost of $2,600. These dimensions and quantities may change upon more detailed site engineering. Further, land acquisition costs have not been included. However, cost estimates in Column 4 provide an idea of the total financial package required to implement the plan. It is estimated that between $197,800 and $246,310 will be needed to implement the plan.

Priorities

In terms of overall importance, Area 3: North Breakwater and Access Site should receive the priority attention of all parties concerned. The full development of Area 3 would relieve much of the congestion now evident in Areas I and 2. Project priorities within each Planning Area are presented in Column 5. The Village should consider these priorities to be guidelines. Should funding opportunities arise or public sentiments change, priorities can be modified to reflect the current situation.

Although total project costs are substantial, it is reasonable to consider full implementation of the Harbor Area Management Plan within a five-year time span. However, all projects cannot be constructed within the first year. Therefore, priorities broken down by high, medium, and low are proposed.

High priority items costing between $76,300 and $124,800 should be implemented within one year. The majority of high priority projects are found in Area 3: North Breakwater and Access Site. These projects include construction of the parking area, boat ramp, and restroom facility. Another project, the construction of a parking area behind the Village Hall in Area 4, should also receive high priority because of its complementary nature to improvements in Area 3.

The construction of the waterfront promenade in Area 2 should be a high priority item because of the improved visual access to the waterfront it provides. Due to increased use, the improvement to the existing restroom is a necessity. Another high priority project is the installation of a chain link fence in Area 1 to protect neighboring properties from trespassers.

Medium priority items costing $101,310 should be implemented within three years. The construction of the gravel parking lot in Area 1 is listed as a medium priority item, providing sufficient time for alternative parking sites to be constructed. Should additional parking areas become available within three years, the walkway alternative at Area 1 should be implemented.

Medium priority projects in Area 2 include construction of a wooden platform and stage, miscellaneous park improvements, and development of the traffic island. It is felt that the implementation of these projects will substantially complete improvement of the waterfront park.

Completion of improvements in Areas 3 and 4 are also suggested as medium priorities. In Area 4, construction of a flush-type heated

restroom would be able to service the year-round recreational facilities provided. Other site improvements to be implemented within three years include tennis courts, miscellaneous park improvements, and construction of the parking lot extension. In Area 4, improved landscape plantings and the sidewalk connecting parking with the breakwater would complete improvements at this site.

Low priority items costing $20,250 should be implemented within five years. Three projects are considered low priority. In Area 1, improvement to the south breakwater consisting of railings and a metal catwalk should not be considered until the long-term status of the causeway is determined. Another low priority project consists of an asphalt sidewalk traversing the waterfront park in Area 2.

Funding Sources

Given the total cost of the Management Plan, it is unrealistic to think that the entire program can be funded locally. It is equally unrealistic to think that some local funds will not have to be raised. Full implementation of the Plan will require a partnership between both public and private local groups, and State and Federal agencies. Since the Harbor Area is a regional recreational resource, the prospect of securing State and Federal funds is excellent.

The following funding sources are available and potentially applicable to the projects identified in the Implementation Program chart:

Coastal Zone Management Program (CZM) – The Michigan Department of Natural Resources administers the federally-funded CZM program and provides grants to worthwhile projects located in a coastal area. Project grants are available for site design and preliminary engineering, detailed engineering (only

those projects which involve urban waterfront development), and low-cost construction. The request for funding should generally not exceed $50,000.

Contact: Coastal Management Program Unit
Department of Natural Resources
Box 30028
Lansing, Michigan 48909

Land and Water Conservation Fund (LAWCON) – The Michigan Department also distributes federal funds under the Land and Water Conservation Fund. LAWCON funds are presented on a fifty percent matching basis and can be used for land acquisition and park development.

Contact: Grants in Aid Section
Administrative Services Division
Department of Natural Resources
Box 30028
Lansing, Michigan 48909

Department of Natural Resources (DNR) – In addition to the programs named above, the DNR operates certain programs designed to meet specific recreational objectives. These programs may be especially applicable for certain projects identified in the Management Plan. The two divisions which are the most likely to be interested in assisting are the Waterways Division and the Fisheries Division. These agencies should be contacted regarding boating and fishing projects.

Contact: Fisheries Division
Michigan Department of Natural Resources
Box 30028
Lansing, Michigan 48909

Waterways Division - DNR
7150 Harris Drive
G.O.B. - 3rd Floor
Diamondale, Michigan 48821

Corps of Engineers (COE) – The COE has been responsible for improvements to the Port Sanilac harbor of refuge and would likely consider additional improvements if requested. Any improvements to the south breakwater will have to be approved and may be constructed by the COE.

Contact: Engineering Division
Department of the Army
Detroit District, Corps of Engineers
Box 1027
Detroit, Michigan 48231

Local – The availability of federal and state funds would not preclude the need to raise funds locally. The various methods of local funding are discussed in the Port Sanilac Community Plan, recently adopted by the Village Council and Planning Commission.

Other Sources of Funding – Although land acquisition costs were not detailed in the Plan, a source of funding for recreational lands is the Kammer Land Trust Fund also administered by the Department of Natural Resources, Office of Budget and Federal Aid. Competition for these funds is keen but a community with a well conceived plan is likely to have an advantage.

The Village working alone and through its consultants should always keep abreast of new programs that become available. Frequently, special purpose programs are enacted by Congress or

the State legislature. The Village should keep in contact with the offices of their representatives regarding potential funding sources.

Responsible Agency

The key to the successful implementation of any community improvement program is leadership. Although the Village Council has the ultimate responsibility of the Harbor Area, the full implementation will require a cooperative effort between the Council, existing Commission, and community organizations. In addition to the Village Council, the following groups have potential involvement in the Harbor Area:

Planning Commission
Harbor Commission
Recreation Commission (formation under consideration)
Jaycees
Lions and Lionesses
Great Port Sanilac Businessmens Association
Firemen and Flamettes

To ensure that the proper attention can be devoted to the coordination and implementation of the Plan, the Village Council should designate one group with the responsibility of overseeing the Plan. The Village Council should consider one of the following alternatives for designating responsibility for the Plan:

1) Delegate responsibility to either the Planning, Harbor, or Recreation Commission.

2) Create a new joint Harbor-Recreation Commission and eliminate the existing Harbor and Recreation Commission.

3) Create a Harbor Area Development Commission with representatives from each existing Commission, the Village Council, and community organizations.

Alternative I proposes designation of an existing Commission. While the Planning, Recreation, and Harbor Commissions all have legitimate interests in the Harbor Area, none have designated areas of responsibility broad enough to encompass the entire scope of implementing the Harbor Area Management Plan. Creation of a new body, as proposed by Alternative 2 or 3, would provide a more broadly based organization to implement the Plan.

Immediate Action: What Next?

Although the Harbor Area Management Plan represents some long-term solutions to harbor area problems, the implementation of the Plan over the next five years is a fairly short period. Therefore, it is necessary for the Village to mobilize for action --- action intended to implement the Plan. It is important that action be initiated soon while interest in the Plan remains high.

For the most part, the implementation of the Plan will be a step-by-step process. Action will lead to more action. To initiate the implementation process, the following steps should be taken:

1) The Village Commission, in consultation with others, should designate a "lead agency" with responsibility for implementing the Plan. This should be done as soon as possible.

2) The advice and aid of civic groups should be sought immediately. Many small park and landscaping projects have been identified which could be achieved by one of the many energetic civic groups located in Port Sanilac.

3) Discussions should be initiated with the DNR Waterways Division regarding the full development of Area 3: North Breakwater and Access site. The development of this site is a key component of the entire Plan. Alternative sources of funding for site development such as LAWCON and CZM should also be explored.

4) A grant application should be submitted to the CZM program for the waterfront promenade and park improvements at Area 2: Public Marina and Related Facilities. Funding application for fiscal year 1981-1982 are due in early 1981.

5) A grant application should be submitted to DNR for LAWCON funding for improvements to Area 4: Village Hall/Downtown.

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

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