



CITY OF ALGONAC MASTER PLAN

INCLUDES INTEGRATED 2024-2028 PARKS AND RECREATION PLAN

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CITY OF ALGONAC MASTER PLAN

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TABLE OF CONTENTS

ALGONAC MASTER PLAN

Chapter 1: Introduction.....	Page 1-1
Introduction	1-2
Relationship Between the Master Plan and Zoning	1-2
Reviewing and Updating the Master Plan	1-2
Purpose of the Master Plan	1-2
Parks and Recreation Plan Jurisdiction	1-3
Previous Planning Endeavors	1-3
Chapter 2: Community Profile	2-1
History of Algonac	2-2
Regional Setting	2-5
Population and Housing.....	2-5
Demographic Characteristics	2-6
Economic Influences and Trends	2-14
Existing Land Use	2-22
Geography and Environment.....	2-26
Coastal Resiliency.....	2-31
Chapter 3: Transportation and Mobility	3-1
Introduction	3-2
Regional Transportation Overview	3-2
Road Network in the City of Algonac.....	3-2

Traffic Volume	3-4
Traffic Crash Assessment	3-5
Pavement and Surface Evaluation Rating (PASER)	3-5
Planned Road Improvements	3-10
Bridges	3-10
Problem Intersections.....	3-11
Water Transit	3-11
Public Transportation.....	3-12
Complete Streets and Non-Motorized Transportation	3-12
Green Streets	3-16
Airports	3-16
Rail Transportation	3-16
Future Transportation Trends.....	3-17
Chapter 4: Parks and Recreation	4-1
Recreation Plan Jurisdiction.....	4-2
Administrative Structure.....	4-2
Parks and Recreation Budget.....	4-3
Grant History.....	4-3
Recreation Programming, Cooperation, and Volunteers	4-4
Parks and Recreation Inventory.....	4-4
Introduction.....	4-4
Local Parks and Recreation Facilities.....	4-5
Clay Township Parks and Recreation Facilities	4-8
St. Clair County Parks and Recreation Facilities	4-9
State Parks and Recreation Areas	4-12

The Blueways of St. Clair	4-13
Trails and Greenways	4-16
Needs Assessment and Facility Comparison	4-22
Chapter 5: Public Facilities and Services	5-1
Introduction	5-2
Development Patterns and Growth.....	5-2
City Hall	5-3
Algonac-Clay Library	5-3
Public Safety.....	5-4
Department of Public Works	5-4
Water and Sewer Services	5-5
Health Care	5-7
Education	5-7
Chapter 6: Future Land Use.....	6-1
Introduction	6-2
Residential Categories	6-2
Commercial Categories.....	6-4
Parks and Civics Categories.....	6-5
Development Focus Areas	6-5
Chapter 7: Zoning Plan.....	7-1
Introduction	7-2
Zoning Plan Defined	7-2
Relationship to the Algonac Master Plan	7-3
Zoning District Standards.....	7-3
Zoning and the Future Land Use Plan	7-7

Ensuring Zoning Map Amendments are Consistent with the Algonac Master Plan 7-8

Recommended Zoning Actions 7-9

Chapter 8: Planning Summary, Goals and Strategic Actions 8-1

Introduction 8-2

Overview of Public Engagement 8-2

Planning Goals and Strategic Actions 8-5

Chapter 9: Implementation..... 9-1

Introduction 9-2

Master Plan Review and Amendments..... 9-2

Master Plan Implementation Tools 9-3

Algonac Master Plan Implementation Matrix 9-8

INTRODUCTION 1





INTRODUCTION

The City of Algonac Master Plan was prepared under the provisions of the Michigan Planning Enabling Act (Public Act 33 of 2008), which gives local planning commission the authority and obligation to prepare and officially adopt a master plan. The plan is comprised of text and supporting maps, however, the most significant map is the future land use map, which shows the location and relationships of land in the City for the next twenty years.

Additionally, the master plan also serves as the City's five-year parks and recreation plan and includes all of the recreation planning elements required by the Michigan Department of Natural Resources *Guidelines for the Development of Community Parks and Recreation Plans*.

RELATIONSHIP BETWEEN THE MASTER PLAN AND ZONING

The Michigan Zoning Enabling Act (Public Act 110 of 2006) provides that "the zoning ordinance shall be based upon a plan designed to

promote the public health, safety, and general welfare, to encourage the use of lands in accordance with their character and adaptability" and "to limit the improper use of land." The plan provides a strong legal basis for the City's zoning ordinance. It describes the intent of each zoning district and the relationship between zoning designations and the future land use categories.

However, adoption of the master plan does not directly control land use. Such control is left to the zoning ordinance (including the zoning map), to land division regulations, and to other local ordinances. Implementation of the master plan is carried out through final decisions on rezonings, special land use permits, site plan and plat approvals, as well as by the expenditure of City funds on various capital improvements.

REVIEWING AND UPDATING THE MASTER PLAN

In accordance with the Michigan Planning Enabling Act (Public Act 33 of 2008), the Algonac Master Plan will be reviewed every five years and, if necessary, will be updated to remain a viable document. There is constant change in the City's economic, demographic, and social character, which warrants revising the plan to reflect the latest trends relative to long-range goals. If circumstances necessitate a change to the plan prior to the five-year review, then the plan will be amended as necessary following the MPEA process.

PURPOSE OF THE MASTER PLAN

A community master plan is a comprehensive, long-range plan intended to guide growth and redevelopment of a community. It includes analysis, recommendations, and proposals for the city's population, economy, neighborhoods, transportation, public facilities, and land use. A master plan is the result of a planning



process that includes public input, surveys, planning initiatives, existing development, environmental resources, and social and economic conditions. The master plan reflects the wishes of the community and, as such, should be implemented. Without implementation, the plan has no value to the community. In general, the master plan is:

- An expression of a long-term vision,
- A policy document that guides growth and manages change;
- A guide to improving the quality of life in Algonac,
- A risk management document,
- The basis for all other planning in the community,
- Defines existing and proposed future character,
- Reviewed and updated every five years, and
- A guide to help make policy decisions.

PARKS AND RECREATION PLAN JURISDICTION

As mentioned above, this master plan incorporates the required recreation planning elements that together serve as the 2024-2028 parks and recreation plan for the City of Algonac. The plan covers all parks and recreation facilities and programs owned and operated by the City of Algonac, spanning the entire city limits and serving both city residents and non-residents from neighboring townships.

Algonac has the responsibility to review and update the Parks and Recreation Plan every five years and to consider the conditions and trends affecting recreation. With each new update of the Algonac Master Plan, comes an opportunity to proactively improve the quality of life for Algonac citizens.

PREVIOUS PLANNING ENDEAVORS

The City of Algonac has completed comprehensive plans in its past, with the last three updates being in 1974, 2014, and in 2018. The 2014 master plan update was the first comprehensive overhaul of the document, though the future land use map from the 1974 master plan had been updated in 1994 and again in 2002.

In addition, there have been other planning initiatives undertaken in the City within the last 25 years. The *Algonac Downtown Action Agenda 2000* was developed by HyettPalma through a pilot program in partnership with the National League of Cities. This plan was intended to provide a blueprint for the revitalization of Downtown Algonac and the *Action Agenda* was defined with involvement from the City government, the local business sector, and members of the community.

In April 2002, the Algonac City Council adopted an ordinance creating a Downtown Development Authority (DDA) under Public Act 197 of 1975, and designated the boundaries of the authority district within which the authority would exercise its power. In creating the DDA, the City also developed its first *Development Plan and Tax Increment Financing Plan*. The DDA exists but is currently dormant.

COMMUNITY PROFILE 2





Algonac was home to the world famous "Chris Craft" for over fifty years.

HISTORY OF ALGONAC

Understanding the history of a community can provide citizens and leaders with insight about how the community came to look, feel, and function in today's world. The planning team turned to the Algonac-Clay Township Historical Society's award-winning "The Chronicle" on its website at www.achistory.com. The Chronicle is full of detailed historical information pertaining to Algonac, Clay Township, and the surrounding areas in southern St. Clair County.

The settlement of Clay Township in May, 1821 predates the organization of St. Clair County. Clay was organized as a township in 1822 under the name of Plainfield and remained so until 1828, when the name was changed to Clay. By 1840, the population in Clay Township (including Algonac) had reached 387.

Algonac, originally named "Pointe du Chene" and one of the oldest settlements in Michigan, was the principal village and post office in Clay Township. Its location on the banks of the St. Clair River gave the settlement ample accessibility by water from both the north and south. The original settlers of Algonac were John Martin and

Angus MacDonald, who came from New York and Canada in 1805. The post office went under the name of "Plainfield" (1826), then "Clay" (1828), then "Manchester" (1836), then changed to "Algonac" (1837), which is the name to this day. The word "Algonac" is an aboriginal name that means "land of the Algonquins."

Jacob Peer built the first house in Algonac, located at 1760 Washington Street. Algonac was incorporated by the St. Clair County Board of Supervisors in 1867 and by an Act of the Michigan Legislature in 1893.

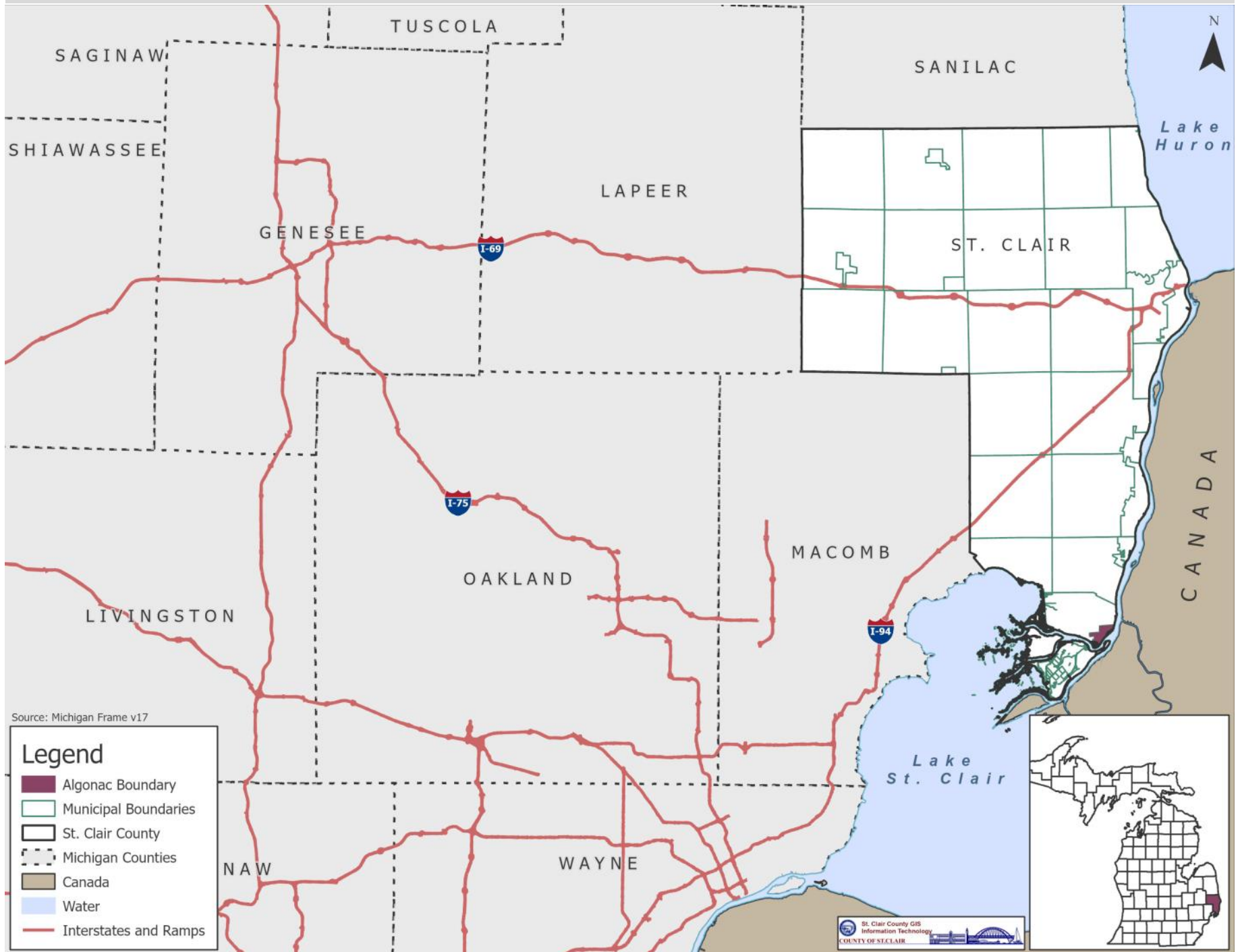
In the late 1890s, the Algonac area's popularity as a summer resort began to grow, with many hotels and boarding homes in Algonac and on Harsens Island. The Interurban railway brought visitors from the Detroit area, as did passenger excursion boats.

The City has a rich shipbuilding history, dating back to the 1820s. In the 1880s and 1890s, the ship building industry in Algonac was booming, often having as many as three vessels "on the ways" at one time. For over fifty years, Algonac was home to the Chris Smith and Sons Boat Company - more commonly known as Chris Craft. Many Algonac residents were employed at the Chris Craft plant building power boats and, to this day, the City is well-known for its many speed-boating events and fishing contests.

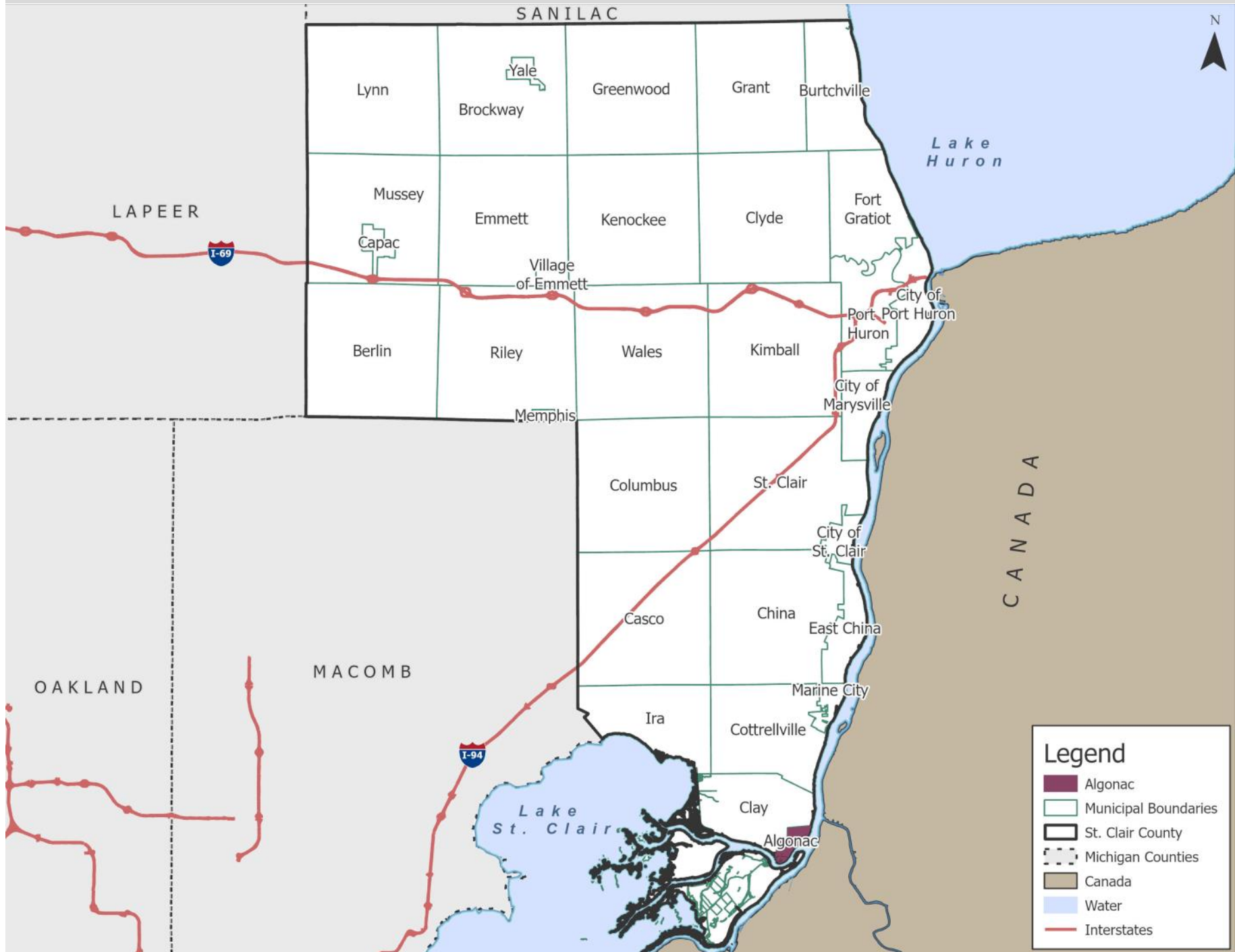
In the 1950s and 1960s, Algonac's downtown on St. Clair River Drive was changed forever at a time when urban renewal was sweeping cities across the country. The shops that lined both sides of the street were eliminated in favor of waterfront parks and the boardwalk intended to enhance the city's tourism draw.

In the following decades, Algonac's status as a bedroom community to Metropolitan Detroit continued to increase as the "Big Three" automakers (Ford, General Motors, and Chrysler)

MAP 2-1: ST. CLAIR COUNTY IN SOUTHEAST MICHIGAN



MAP 2-2: ALGONAC IN ST. CLAIR COUNTY



produced vehicles at factories throughout the region. Algonac residents could enjoy living in a small, resort-like waterfront community, while commuting to job centers in the Detroit area to earn a living for their families. Over the last 30 years, Algonac’s “downtown” has been a mix of strip commercial development, office and institutional uses.

REGIONAL SETTING

St. Clair County is one of the seven counties making up the Southeast Michigan region, which is the most populous region in the state. The City of Algonac is located in southern St. Clair County, approximately 40 miles northeast of Downtown Detroit and 20 miles south of the City of Port Huron, which is the St. Clair County Seat.

Other nearby communities are Clay Township, which surrounds Algonac to the north, west, and south, and Cottrellville Township (approximately 6 miles to the north). Further north along M-29 are the cities of Marine City (7 miles) and St. Clair (15 miles). The City of New Baltimore is located about 15 miles to the west on M-29, heading into Macomb County.

Algonac’s status as a waterfront community, combined with its proximity to regional employment centers in both Metro Detroit and Port Huron make it an attractive location.

POPULATION AND HOUSING

Understanding the history of a city, examining current conditions, as well as analyzing projections for how it will likely change in the future are each essential to consider when planning for the future of a community. Growth and change within a community and the surrounding region are directly related to population and land use patterns.

Tracking historical trends provides knowledge of the past and can offer a perspective on the status of the city as well as insight on where the community may be heading. Identifying and understanding the trends in population growth (or decline) and other demographic data influences land use decisions and provides a practical foundation when making sound land use decisions involving details such as community infrastructure and allocation and quality of community facilities and services.

Population Background

Total population is the number of people who consider the area their primary residence. It does not include persons who are here temporarily, unless they consider this area their primary residence and it does not include incarcerated individuals. From 2010 to 2020, the City of Algonac’s population increased by 86 people, according to the US Census. This represents a 2.1% gain for Algonac. While this doesn’t appear to be a huge influx, it is the largest, and the only community to experience an overall growth in population among its neighboring communities during the 2010 to 2020 time period, as depicted in Table 2-1. Within this time frame, all of the communities surrounding Algonac lost between 1.2% and 6.8% of its population. Also included in the table is St. Clair County as a whole. They too endured a decline of 2,657 people, or a 1.6% loss of its population.

Algonac’s population experienced continual growth throughout the 20th century, but began slowing in the 1990’s and climaxed right at the turn of the 21st century. The city’s population peaked in 2000, when there were 4,613 residents. Over the next decade, Algonac lost over 500 residents, nearly an 11% loss. The largest increase in population in one decade occurred from 1970 to 1980, when the city gained 728 people – an increase of nearly 20%, as presented in Table 2-2.

Table 2-1: Population of Algonac & Surrounding Region, 2010-2020				
Jurisdiction	2020 Census	2010 Census	2010-2020 Change	Growth Rate 2010-2020
City of Algonac	4,196	4,110	86	2.1%
Casco Township	3,990	4,107	-117	-2.8%
Clay Township	8,446	9,066	-620	-6.8%
China Township	3,509	3,551	-42	-1.2%
Cottrellville Township	3,406	3,559	-153	-4.3%
Ira Township	4,967	5,178	-211	-4.1%
Marine City	4,079	4,248	-169	-4.0%
St. Clair County	160,383	163,040	-2,657	-1.6%

Source: U.S. Decennial Census 2010 and 2020

Population Projections

The future land use plan is directly related to the 2050 population projections of Algonac, making these projections one of the most significant steps in the planning process. The historical growth of the city can provide a basis for future estimates. These projections should be viewed as a guide for the master plan and not as an overarching goal. Thus, as Algonac examines its total population growth, the future land use plan for the community can be accelerated or decelerated as the level of growth determines. For example, if the level of population expected in the City of Algonac in 2050, were to occur by 2030, the future land use plan must be accelerated to meet the transportation, facility and public services needs of the population.

SEMCOG Regional Forecast

The Southeast Michigan Council of Governments (SEMCOG) develops a regional forecast for 233 local communities in Southeast Michigan every five years. This forecast provides a long-range and comprehensive view of future demographic and economic changes. It provides base data for updating the long-range transportation plan and other regional planning projects.

Table 2-2: Historical Population of Algonac, 1950 to 2020			
Year	Population	Change	% Change
1950	2,639	----	----
1960	3,190	551	20.9%
1970	3,684	494	15.5%
1980	4,412	728	19.8%
1990	4,551	139	3.2%
2000	4,613	62	1.4%
2010	4,110	-503	-10.9%
2020	4,196	86	2.1%
Total Change 1950-2020		1,557	59.0%
Average Change Per Decade		222	7.4%

Source: U.S. Decennial Census 2010 and 2020

Member communities use the data in planning for infrastructure and development needs. The SEMCOG projections for the City of Algonac used in this Master Plan are based on data from SEMCOG's 2050 Regional Forecast. A summary of SEMCOG's population projections for Algonac is set forth in Table 2-3. As shown in the table, the city is expected to see a slight increase in population through 2040, but is projected to see an overall loss of 1.5% from 2020 to 2050.

DEMOGRAPHIC CHARACTERISTICS

Age and Gender

Land use is often reflective of population characteristics. The age of residents can serve as an indicator of future community needs. According to the 2021 American Community Survey (ACS) estimates, 1,972 of the residents in Algonac were male, while 2,201 were female. This is a four percent decline in the male population since 2017 while the female population increased by 10.5% during the same time. While the numerical changes to the

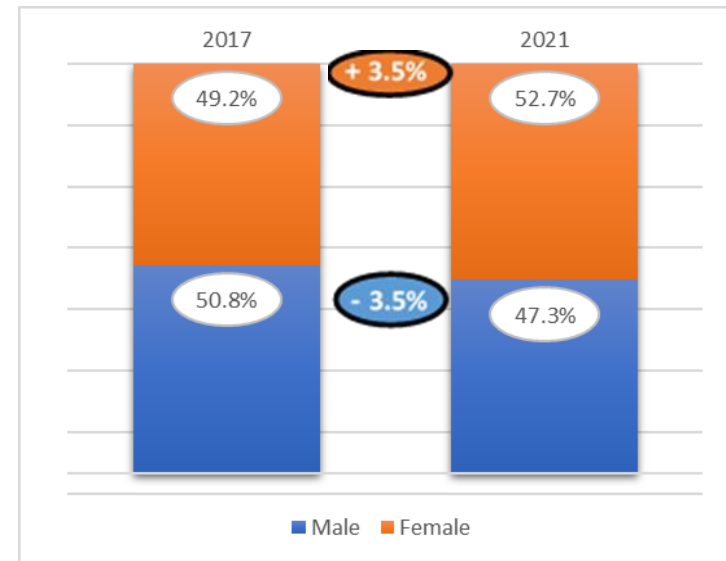
Table 2-3: Population Projections of Algonac, 2020-2050			
Year	Population	Change	% Change
2020	4,196	86	2.1%
2030	4,207	11	0.3%
2040	4,265	58	1.4%
2050	4,132	-133	-3.1%
Total Change 2020 - 2050		-64	-1.5%
Average Change Per Decade		6	0.2%

Source: SEMCOG 2050 Regional Forecast.

male and female population are not comparable, the distribution changes among each gender are. In 2017, the ACS estimated 50.8% of the residents in Algonac were male, while 49.2% were female. The proportion of males to females, also known as the sex-ratio, was about 103 men per 100 women. In 2021, 47.3% of the city's residents were reportedly male, and 52.7% were female. This results in an equivalent 3.5% change for each gender - a gain of 3.5% for the female population, and a loss of 3.5% for the males, as depicted in Figure 2-1. This also decreases Algonac's sex ratio to 89 men per 100 women and becoming female-dominant from its previously male dominant population.

An aging population is trending throughout the nation, and Algonac is not an exception. However, as their aging population grows, their younger population continues to grow unlike many of its neighboring communities. The median age of residents was 41.8 years in 2021, dropping from 45.9 years in 2017, and giving the impression the city is getting younger. The majority of Algonac residents are under the age of 50. In 2017 the under 50 population made up 56% of its population and it has grown to make up nearly 60% in 2021. In the meantime, the over 50 population has shrunk slightly from 44% in 2017 to 41.6% in 2021.

Figure 2-1: Population by Sex, 2017 and 2021

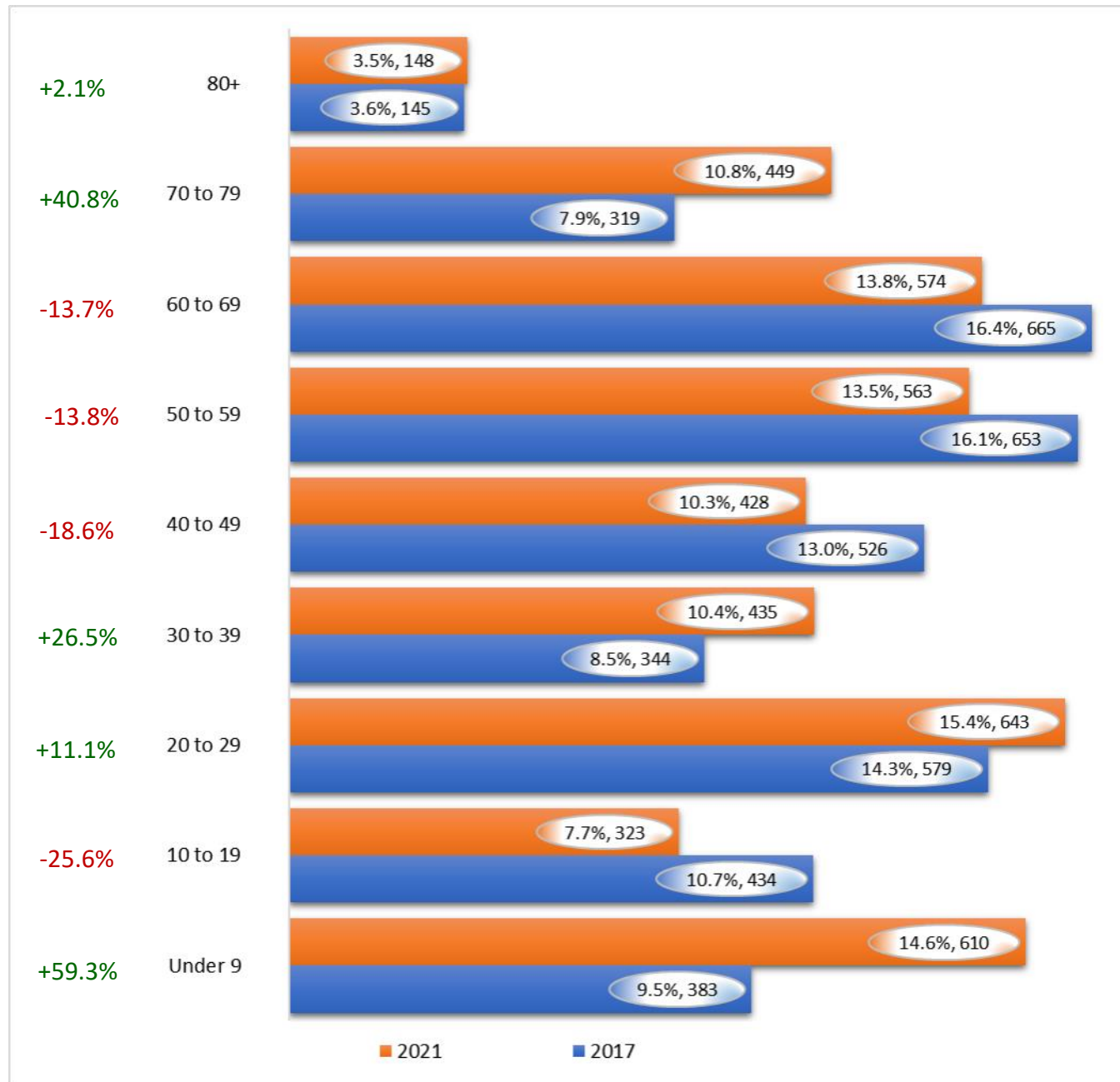


Source: U.S. Census Bureau's 2017 and 2021 ACS 5-Year Estimates: Table S0101

The 60 and over population has remained right around 28% during the past five years.

Figure 2-2 categorizes the city's population into nine, nine-year increment age brackets and compares the population of each from the ACS 2017 estimates to the 2021 estimates. In 2017, the top two populous ranges were those among the ages of 50 to 59 and those between the ages of 60 and 69. When combined, they composed 32.5% of the entire city's population. The 60 to 69 aged population had a count of 665 and the 50 to 59 aged population followed closely behind with a count of 653. Respectively, they made up 16.4% and 16.1% of Algonac's population in 2017. Within four years, they each declined by about 90 residents and by nearly 14% in terms of the city's total composition. With a count of 579, the third most populated group in 2017 were those within their 20's. This age cohort has since grown to 643 residents and become the largest group in 2021,

Figure 2-2: Age Cohorts, Percentage of Population, 2017 and 2021



Source: U.S. Census Bureau's 2017 and 2021 ACS 5-Year Estimates:

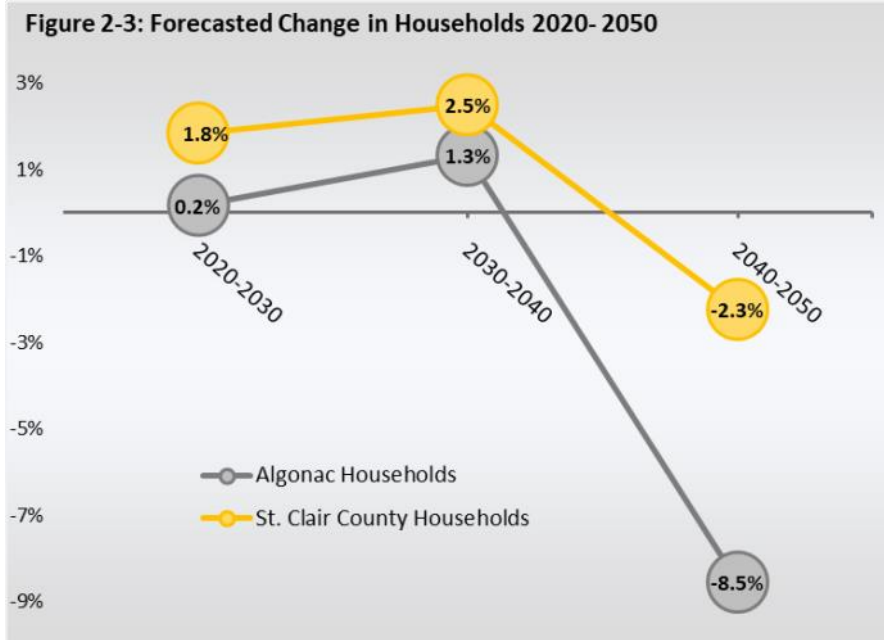
currently making up 15.4% of the city's population. Not far behind, at 14.6% of the population, the second largest age cohort in 2021 is the youngest. The most recent count for the under nine age cohort was 610 individuals in 2021.

As you can see, both the oldest and the youngest age brackets saw population gains, but the under nine population experienced the most significant expansion of all age cohorts, increasing by nearly 60% in the past four years. This group grew from 383 in 2017 to 610 in 2021 through the addition of 230 individuals. The city seems to have a healthy mix of all ages to continue see growth. In contrast to many other aging communities within the United States, Algonac appears to have and will continue to have a large pool of adults who can be tapped to ensure the well-being of Algonac's elderly.

Households Overview

Census numbers show the County of St. Clair, as a whole, added 975 new households during that time period, an increase of 1.5%. SEMCOG estimates Algonac will see some growth over the next couple of decades, but will eventually drop to 1,755 households by 2050, a decrease of 136 (-7.2%) from 2020's count of 1,891 households. For the most part, Algonac parallels the growth pattern of households in St. Clair County. However, as can be viewed in Figure 2-3, each are predicted to see slight growth during the first two decades, with Algonac expected to grow at a slower pace. The final decade forecasts a loss in households for both, but Algonac is anticipated to experience a much more drastic decline than the County.

Many factors could potentially contribute to household growth in a community, including new family formation, families splitting into two households because of divorce, people waiting until they are older to get married, and people living longer after losing a spouse. Conversely, there are also plausible factors contributing to fewer households in a community, such as increased unemployment and

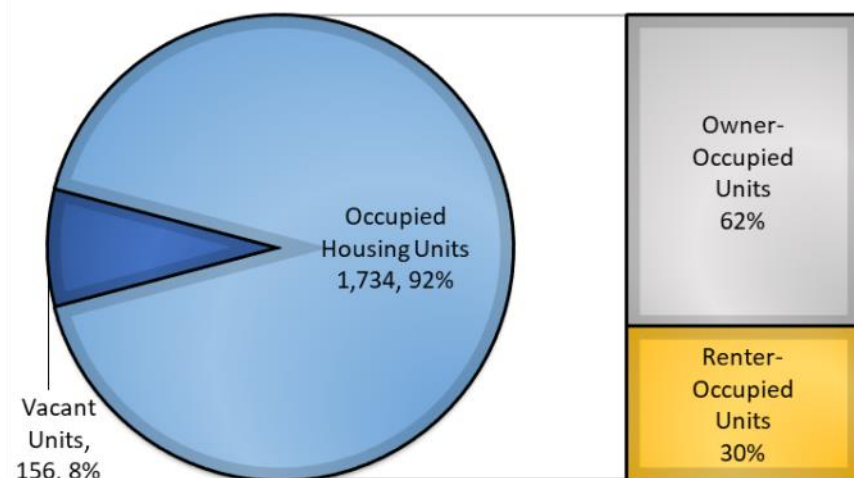


Source: SEMCOG 2050 Forecast

predatory lending practices that factor into higher foreclosure rates and deteriorating housing stock causing households to seek out new places to live.

In 2021, just under 62% of all households in the city were family households (where all members of the household are related by birth or marriage). Of those, 67% were married-couple family households, and 33% were households headed by a single, widowed, or divorced householder (12% male householder and 21% female householder). There are fewer households with children in the city than at the county level. Approximately 29% of all households in St. Clair County have a child occupant (people under 18 years), and 26.6% have a child in Algonac; however, this is up slightly from the 24% reported in 2017. Additionally, 32% of the city's householders live alone, of which 14% are age 65 or older. At 2.4 persons per household in 2021, the average household size was down slightly from the 2.6 persons reported in 2017.

Figure 2-4: Total Housing Units by Occupancy, 2021



Source: U.S. Census Bureau's 2021 ACS 5-Year Estimates: Table DP04

Table 2-4: Tenure by Number of Units in Occupied Structures, 2021				
Units	Owner Occupied		Rental Occupied	
1 Unit Detached	1,095	93.8%	266	46.9%
1 Unit Attached	60	5.1%	28	4.9%
2 Units	0	0.0%	0	0.0%
3 or 4 Units	0	0.0%	52	9.2%
5 to 9 Units	12	1.0%	24	4.2%
10 to 19 Units	0	0.0%	98	17.3%
20+ Units	0	0.0%	99	17.5%
Mobile Homes	0	0.0%	0	0.0%
Total Structures	1,167	67.3%	567	32.7%

Source: U.S. Census Bureau's 2021 ACS 5-Year Estimates, Table B25032

Housing Units

The availability and quality of housing plays an important role in land use development and goal setting for the city if there is a desire for future growth. Algonac's existing housing stock contains nearly 1,900 housing units. This is an 11.5% decline (-245 units), since 2017. Between 2017 and 2021, the number of households (occupied units) in Algonac decreased by 121 (-6.5%). Therefore, it is not surprising to see both the numbers of owner-occupied and renter-occupied homes decrease as well. Currently, the city has a 91.7% occupancy rate with about 61.7% owner-occupied and 30% renter-occupied. This leaves the remaining 8.3% homes sitting vacant.

While the number of occupied units have declined, the percentage of owner-occupied versus rental-occupied homes have remained consistent. Just as reported in 2017, approximately 60% of the occupied housing units in Algonac are still owner-occupied while about 30% are still renter-occupied in 2021. The actual numbers can be viewed in Figure 2-4.

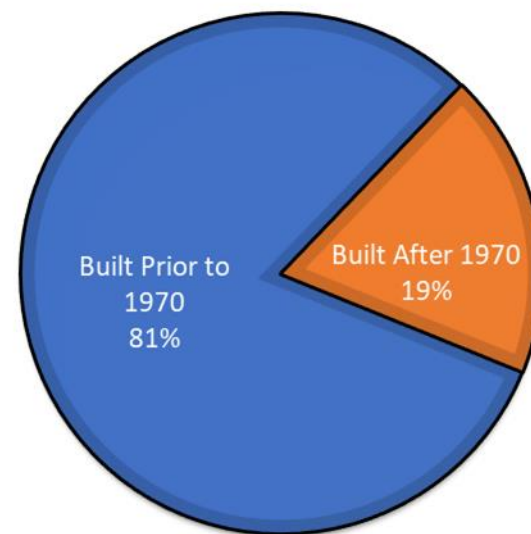
The most significant drop took place in their vacant housing units. Dropping by over 44% in number, this dip was most notable in the nearly five percent shift to the composition of occupied units verses unoccupied units. In 2017 the units were 87% occupied and 13% vacant while in 2021, 92% of their housing units were occupied and only eight percent unoccupied. This drop in vacant homes also allowed both the homeowner and rental vacancy rates to experience a decrease by around three percent each. At over 78%, the majority of housing in Algonac is single-family homes. The total count was 1,461 single-family homes in 2021. Depicted in Table 2-4 are the occupied homes identified by the number of units in each structure according to tenure. Notice, the city does not currently have any 2-unit structures or mobile homes.

Housing Age

The median year for the housing stock in the City of Algonac is 1968, making the majority of the homes at least 50 years old. Generally, the economically useful age of residential structures is approximately 50 years. Beyond that age, repairs become expensive and the ability to modernize the structure to include amenities standard for today's life-style is diminished. When a community's housing stock approaches the 50-year mark, the need for housing rehabilitation, demolition, and new construction begin to increase. Data in Figure 2-5 categorizes all occupied homes into two age groups – those 50 years and older and those less than 50 years. As you can see, the majority (81%) of the city's housing units were built prior to 1970 with the other 19% being less than 50 years old. Compared with St. Clair County, there is an approximate 22% difference between both the older homes and the newer homes. At 59%, St. Clair County has about 22% fewer homes built before 1970; and, 41% of all housing units in the county constructed after 1970 equates to 22% more than presently found in Algonac. When you factor out the 156 unoccupied homes in Algonac, 27% of the rental units are built prior to 1970 and 5.5% are built after 1970; whereas, about 54% of the owner-occupied units are built prior to 1970 and 13.4% were constructed after 1970.

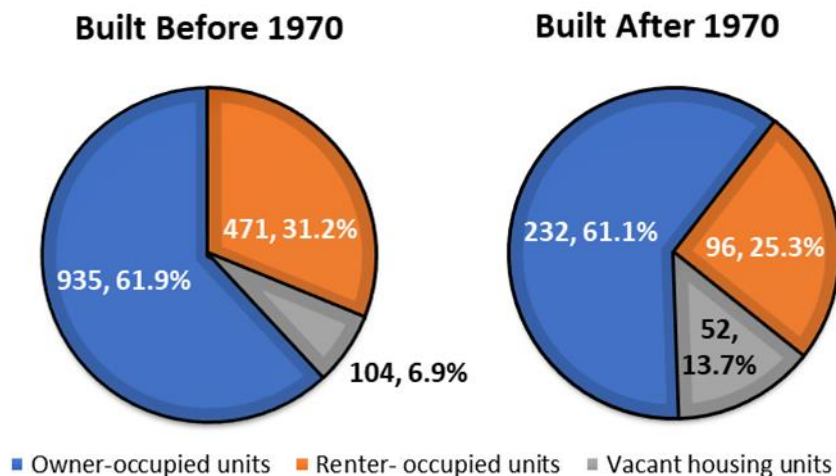
Data in Figures 2-6 and 2-7 goes on to identify the percentage of homes by tenure built for each age range. When we look at the two age ranges, we see the majority of all occupancy types are built before 1970. We can also see somewhat of an even split between the owner-occupied homes, with each roughly accounting for about 60% of both the homes built prior to and after 1970. The rental-occupied homes make up about 31% of the homes built prior to 1970 and about 25% of those built after 1970. While the majority of vacant homes are still older, of the 156 unoccupied homes, one third were built after 1970.

Figure 2-5: Percent of All Homes by Year Structure Built, 2021



Source: U.S. Census Bureau's 2021 ACS 5-Year Estimates: Table DP04

Figure 2-6 and 2-7: Occupancy by Year Structure Built, 2021



Source: U.S. Census Bureau's 2021 ACS 5-Year Estimates: Table S2504



None of the rental units in the city are less than 12 years old. The lifespan of a home depends largely on the initial construction and the investment in maintenance over time. However, the aging stock in Algonac suggests, at minimum, a need for continual maintenance to sustain the housing and possibly the need for replacement housing. Aging housing stock also provides some significant challenges for seniors. They often have fewer residential options than their own homes, which due to age and design, are not as easily converted to allow aging in place. In addition, the added cost burden of ongoing single-family home maintenance for seniors on fixed incomes can make the economics of staying in their home very difficult.

Building Permits

Data from SEMCOG indicates a total of 211 residential building permits were issued since 2000, of which 79% were for single family homes. The remaining units were two family, attached

condos, and multi-family structures. The city gained 64 new residential units during the 2017 to 2023, six-year span. Of those 64 units, 38 were single-family homes and 26 were multiple family units. However, during that same time period, there were 37 demolitions of residential units, giving the city a net growth of 25 units. See Figure 2-8 for a breakdown by year. In most St. Clair County communities, the number of residential building permits issued has been steadily declining since 2000.

Housing Values and Affordability

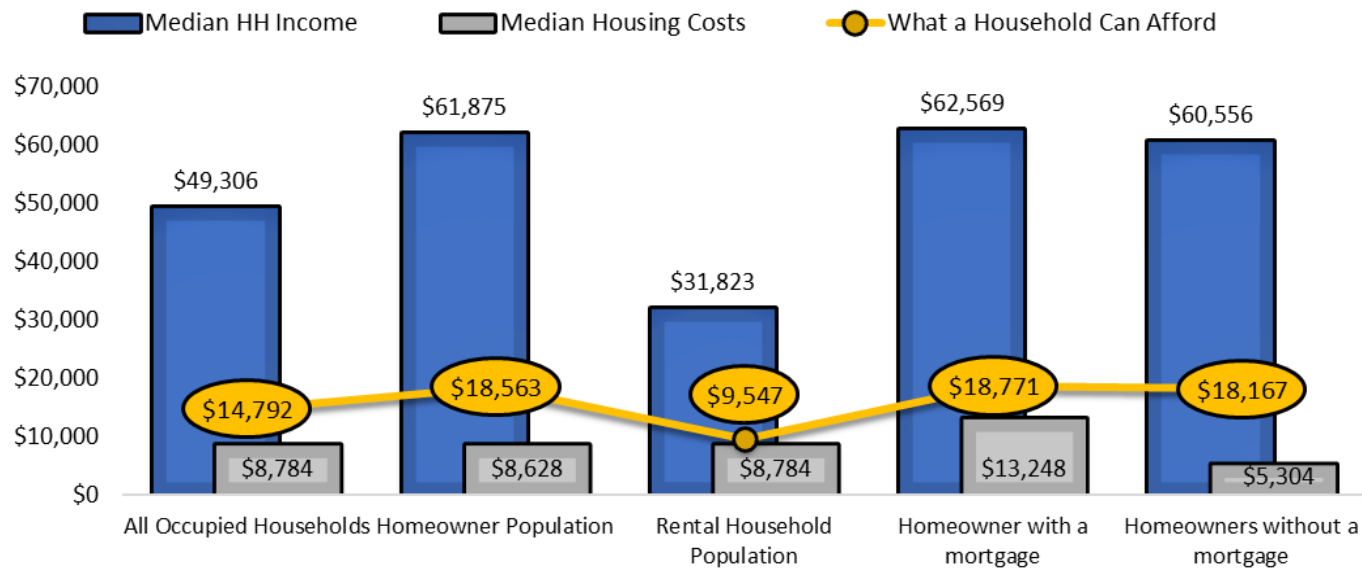
For a home to be considered affordable, housing costs should not be more than 30% of a household’s annual income. Based on the 2021 ACS, the median household income in Algonac was \$49,306 for the city's entire household population. This income would allow approximately \$14,800 to go toward housing costs. The median housing value in Algonac is \$132,600. This is quite reasonable when compared to the State of Michigan and St. Clair County whose median home values are \$172,100 and \$170,200, respectively. The median household income is slightly higher at

Figure 2-8 Building Permits, 2017-2022

Building Permits 2017 - 2022					
Year	Single Family	Multi Family	Total Units	Total Demos	Net Total
2017	14	0	14	0	14
2018	9	0	9	1	8
2019	3	0	3	0	3
2020	3	0	3	3	0
2021	3	0	3	30	-27
2022	4	26	30	3	27
2017-2022 Totals	36	26	62	37	25

Source: SEMCOG Development, Building Permits

Figure 2-9: Home Affordability, 2021



Source: U.S. Census Bureau's 2021 ACS 5-Year Survey, Table S2507 AND DP04

\$61,875, for those who are homeowners and would allow for \$18,570 to go towards housing expenditures. The estimated monthly payment on an Algonac home priced at \$132,600, at seven percent interest and three percent down, is approximately \$1,010 a month (including taxes and insurance).

This equates to approximately \$12,120 a year, and within the 30% affordability range of each median income. Additionally, the 2021 median monthly housing costs for an Algonac household are estimated at \$732 a month, the equivalent of approximately \$8,785 a year. This too is well within 30% of each of the previously listed median household incomes. It would appear the housing values are aligned with the median incomes generated by Algonac residents.

However, the prices are not quite as affordable when looking at

the rental population's income in comparison to their median housing costs. The 2021 median household income for rental households in Algonac was estimated at a much lower \$31,823 per year. This would allow approximately \$9,547 of their annual income to go towards housing expenses, or \$795 a month. According to the 2021 ACS, the median monthly housing costs for a rental household in Algonac are also \$732 a month. While the median rental household income still falls within the 30% affordability range for the housing costs, the numbers are much more cost restrictive. Figure 2-9 identifies the varying median household incomes and housing costs among different household scenarios and illustrates what is considered affordable for each. Of all the renter-occupied households paying rent, about 81.5% pay less than \$800 while the remaining 18.5% are paying more than \$800 a month in rent.

ECONOMIC INFLUENCES AND TRENDS

The economy of a community or region depends on many factors, all of which are related to:

- Population characteristics, including age, average income, and other factors.
- Business, industry, and commerce centers.
- The workforce, whether employed or unemployed, and educational and training opportunities.
- Special or unique characteristics that attract new residents, workers, and tourists.
- Trade among residents and trade with other communities, even with Canada and Mexico.

Likewise, economic activity impacts land use in a variety of ways:

- Populations move to follow employment opportunities.
- Different industries affect the type and capacity of public services and facilities.
- Industries have specific site and location requirements.
- Site development alters the physical landscape around the site.
- Businesses either fail, maintain, or grow, depending on market evolution.

Industrial development also affects land use indirectly due to the need for secondary service industries and workforce housing.

Income

Income is studied because it can help evaluate the economic health of an area by providing insights into the standard of living of various households. The median income is the income that falls in the middle of all those reported, half of the incomes are lower and

half are higher. The 2021 ACS show the median household income for Algonac to be \$49,306, less than both the State of Michigan (\$63,498) and St. Clair County (\$60,992). This is also a 2.5% decline from the \$50,569 median income reported back in 2017. Over half (51.4%) of Algonac households have an income under \$50,000. The number of households earning in the top tier incomes (\$50,000 to \$149,999) each experienced a decline from 2017 to 2021, as noted in Figure 2-10. The largest income category for Algonac households was between \$50,000-\$74,999, more households than any other income bracket, but down slightly from 2017. The \$35,000 to \$49,000 income category was one of the only few to see an increase. It increased by 54.4% to account for a little over 22% of the households.

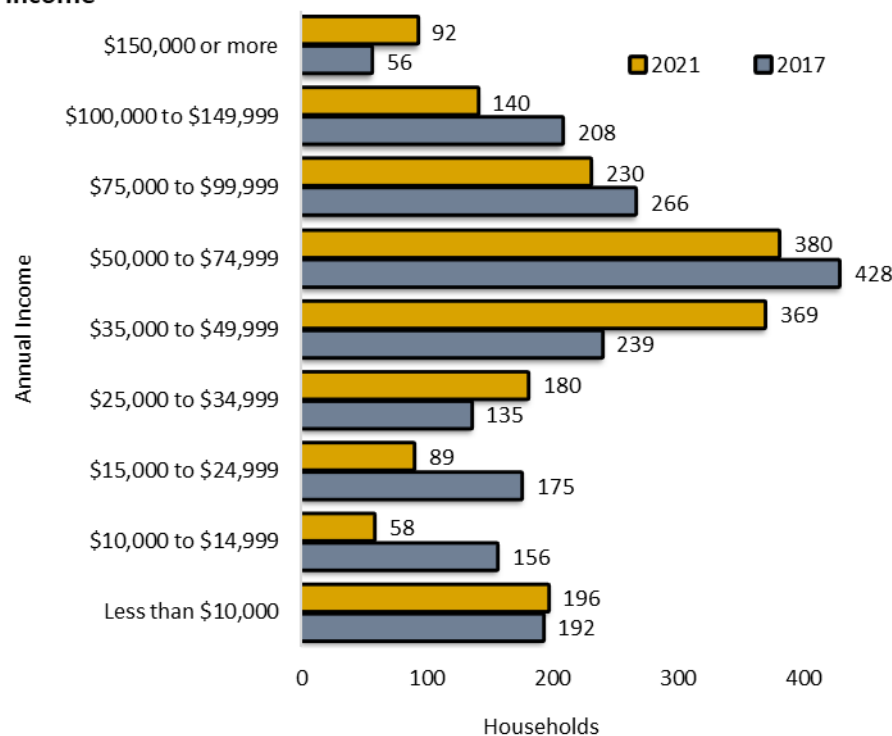
When combined, the majority of households fall among the two ranges, earning between \$35,000 and \$49,000. With the decrease in the number of households earning higher incomes, which likely brought their median income down, it's not surprising to learn Algonac's incomes lag behind most of its peer communities, ranking in the five lowest median incomes within St. Clair County.

Algonac's per capita income also experienced a decline. Per capita personal income is defined as total income divided by total population. It is a statistical measure of the potential relative cost of labor in the area. Changes in per capita income indicate trends in the city's standard of living, or the availability of resources to an individual, family, or society. Per capita income tends to follow the business cycle, rising and falling accordingly. The ACS reported Algonac's per capita income to be \$24,793 in 2021. This is nearly a \$2,500 decrease from their \$27,289 per capita income reported in 2017 and over a nine percent decline. While household incomes are decreasing, housing prices are going up.

Poverty and ALICE Data

The overall pattern of poverty in the county points to an urban

Figure 2-10: Number of Households According to Annual Household Income



Source: U.S. Census Bureau's 2021 ACS 5-Year Estimates:
Table S1901

emphasis, in that cities along the St. Clair River, like Algonac, as well as Marine City and Port Huron, have relatively high overall poverty rates. As less money is earned by residents, affordability pressures become higher, as households struggle to meet shelter costs. Housing costs continue to increase, which is problematic for households near the bottom of the income distribution. According to the 2021 ACS 5-Year Estimates, nearly 15%, or 159 of the families in Algonac were found to be living below the poverty level. This is an increase of over 71% from the 93 families (8%) living below poverty level in 2017. In addition, 743 individuals, 18.3% of the entire city's population, fell below poverty level in 2021, up

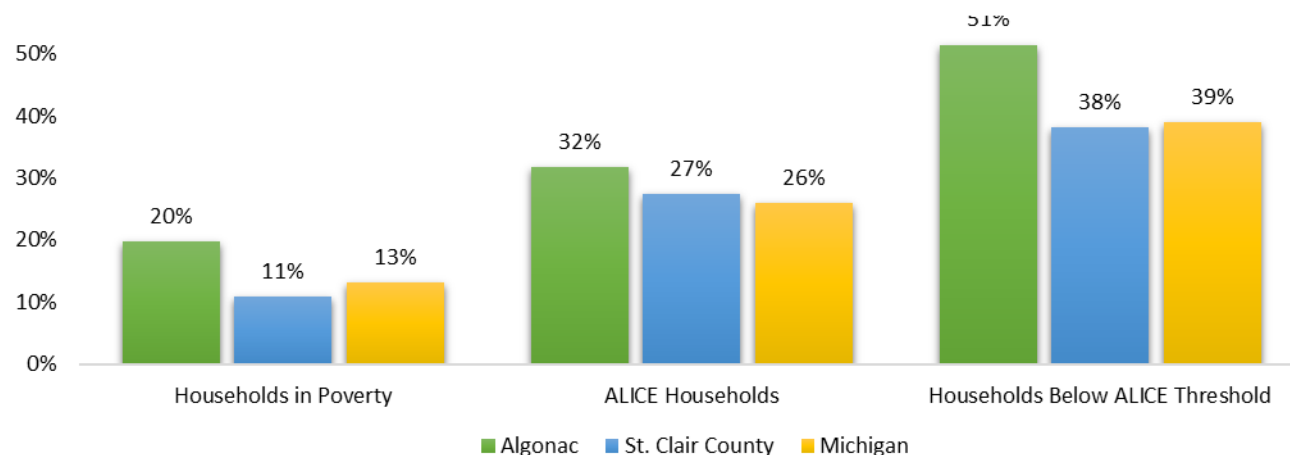
from 13.1% of their residents in 2017. Of these individuals, just over 27%, more than 200 residents, were found to be children, age 18 or younger. This is nearly three times the number of children reportedly living below the poverty level in 2017 (70 children).

The number of households in financial hardship continue to be undercounted in official measures. According to the 2021 ACS 5-Year Estimates, nearly 20% of households in Algonac (323) fell below the Federal Poverty Level (FPL). Yet, using realistic measures of the financial survival threshold for each county in Michigan, the United Way ALICE report reveals another 32% (549 households) were ALICE (Asset Limited, Income Constrained, Employed) households. ALICE households who are working and earning above the FPL, but not enough to afford the basic necessities in the communities where they live.

Illustrated in Figure 2-11, you can see Algonac has a higher rate of households living below the FPL (Federal Poverty Level) and below the ALICE threshold than that of both St. Clair County and the State of Michigan. In St. Clair County, 11% of households were in poverty in 2021 and 27% were ALICE households – meaning 38% of the households in the county were struggling. The State of Michigan was reported to have 11%, or 525,754 households below the FPL. Another 26% were reported having incomes above the FPL, but below the ALICE threshold, and were considered ALICE Households. This yielded 39% of the households in Michigan – 1.57 million in all – to be struggling to support themselves. A key characteristic of ALICE households is that these households are working or have worked; however, ALICE and poverty-level households only earn 39% of the income needed to reach the ALICE threshold for basic economic survival.

Over half (51.4%) of the households in Algonac had income below the ALICE threshold of financial survival in 2021. These 892 households included both households in poverty and ALICE

Figure 2-11: 2021 ALICE Households and Households Living in Poverty for Algonac, St. Clair County and Michigan



Source: United Way 2023 ALICE Report / UnitedForALICE.org

households. That means less than half (49%) of all Algonac households were found to be living above the ALICE threshold. For far too many families, the cost of living outpaces what they earn. This is noticeably higher than both the state (12% higher) and county (13% higher) levels. At 51%, Algonac ties with the City of Memphis as having the third highest percentage of ALICE and poverty households countywide, only surpassed by the City of Port Huron at 55%, and the City of Yale with 63% of their households below the ALICE threshold.

According to the Michigan ALICE Report, the prevalence of ALICE households is caused by multiple factors:

- The cost of basic household expenses exceeding what most jobs can support.
- The cost of housing, child care, transportation, food, and health care in Michigan increased by 9% during the Great Recession. The Great Recession refers to the economic

downturn from 2007 to 2009 after the bursting of the U.S. housing bubble and the global financial crisis.

- Economic conditions worsened for ALICE households in all counties during the Great Recession.
- Michigan's housing stock does not match current needs. There are not enough affordable rental units and many households cannot afford a down payment and/or cannot qualify for a mortgage on a home.

The concentration and suburbanization of poverty has serious implications for Algonac and other communities within St. Clair County, including safety, quality of education, health of residents, stability of neighborhoods, resources available for services, and overall quality of life.

Education

The level of educational attainment reached by residents reveals

insights into the capabilities of the workforce, income levels, and the overall economic vitality of the community. Education refers to formal schooling, either through private academies, public schools, colleges and universities, or technical or trade schools. Knowing the educational level of city residents helps determine the educational facilities and training required to both meet current economic conditions and desired economic growth. The U.S. Census compiles data on educational attainment for people aged 25 years and older.

In 2021, the highest level of education in the City of Algonac ranged from less than high school to advanced degrees beyond a bachelor's degree. In comparison to St. Clair County and the state of Michigan, we take a look at Table 2-5 which lists the educational attainment of each geography for the years 2017 and 2021. Overall, Algonac experienced a decline in all levels of educational attainment, with the exception of those whose highest level of educational attainment was a high school graduate. According to the 2017 and 2021 ACS, the city had a higher percentage than either the county or the state during both years. During those four years, the city underwent an 18% increase whereas the county dropped and the state minimally increased at less than one half percent. In 2021, Algonac surpassed the number of high school graduates in the county and the state by 12% and 17%, respectively.

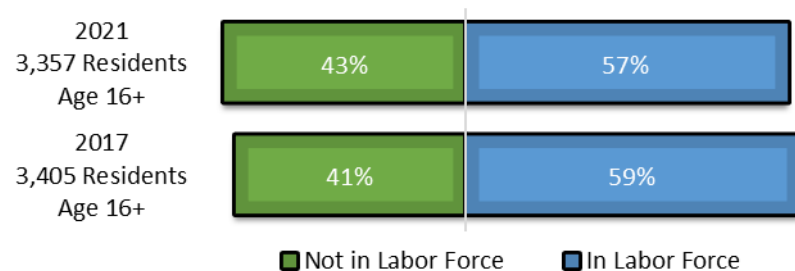
When looking at residents who obtained a high school diploma or higher, Algonac was right on par with the county and state as a whole in 2017. However, the 2021 ACS shows Algonac's number declined by slightly over one percent, dropping from 2,727 to 2,695; whereas, both the county and the state's numbers grew by 4% and 4.6%, respectively. Algonac's 25 and older population also decreased while both the state and county experienced an increase. This shift resulted in an overall increase percentage wise to the proportion of the city's 25+ population graduating with at least a high school diploma. Even with the growth the county and state experienced in their population's increased education attainment levels, Algonac's proportion of residents 25+ with at least a high school diploma is still greater than the amount in both the county and the state during the same year.

Among the city's 92.4 percent who graduated from high school, 9.7% went on to earn an associate's degree, an additional 9.7% continued on to receive a bachelor's degree and a further four percent finished with a graduate degree. The city's population with a post-secondary education lags behind St. Clair County and further behind the state of Michigan. We also notice the number of individuals with a post-secondary degree has dropped in Algonac, while it has grown at both the county and state level. Nearly three quarters of high school graduates ended their education with high

Table 2-5: Educational Attainment for Population Age 25+, 2017 and 2021												
Percent of Population Age 25+	No High School Diploma		High School Graduate		Some College		Associate Degree		Bachelor Degree		Graduate or Professional Degree	
	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021	2017	2021
Algonac	9.2%	7.6%	37.4%	45.5%	28.9%	23.6%	9.6%	9.7%	10.4%	9.7%	4.5%	4.0%
St. Clair County	9.9%	8.2%	34.6%	33.5%	26.2%	26.3%	11.3%	12.6%	11.4%	12.0%	6.6%	7.4%
Michigan	9.8%	8.4%	29.3%	28.5%	23.6%	22.8%	9.3%	9.7%	17.1%	18.6%	11.0%	12.0%

Source: U.S. Census Bureau, American Community Survey 2017 and 2021 Five-Year Estimates.

Figure 2-12: Eligible Workers in Algonac’s Labor Pool 2017, 2021



Source: U.S. Census Bureau’s 2017 and 2021 5-Year ACS Estimates: Table DP03

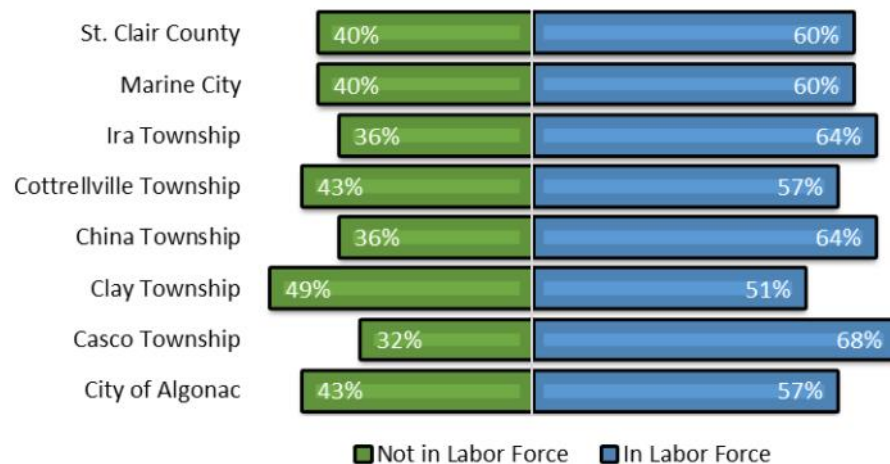
school or with only a minimal amount of college, not enough to earn a degree.

A high school diploma or college degree opens many career opportunities that are typically closed to those without these achievements. The education level of residents is evidence of the quality and diversity of the labor pool which is an important factor for businesses looking to locate or expand in the region. For Algonac workers with less than a high school education, the poverty rate is 32.6%, compared to 13.1% for those with a high school diploma or higher and 5.3% for those with a Bachelor’s degree or higher. It should be noted that a bachelor’s degree does not guarantee gainful employment, however the rates of poverty are significantly lower for those with a post-secondary degree.

Labor Force

The labor force is the total number of all people (16 years or older) living in the area who are willing and able to work. This considers the sum of both the employed (people currently working) and unemployed (people actively seeking work) estimates. Individuals who are unemployed and are no longer actively seeking work are considered discouraged workers and are not included in the labor

Figure 2-13: Eligible Workers in Labor Pool of Surrounding Communities, 2021



Source: U.S. Census Bureau’s 2017 and 2021 5-Year ACS Estimates: Table DP03

force estimates.

Although the city’s overall population has experienced a three percent growth, those who fall within what are considered the working age years, (16-64) have declined by six percent with the loss of over 160 individuals since 2017. Even though 96% of the labor force is made up of residents who fall within these working age years, only 73% of these residents are currently in the labor pool. Consequently, the labor force is shrinking while the number of individuals not in the labor force is growing. The number of eligible workers who are actively working or seeking work, verses those not in the labor force are depicted in Figure 2-14. As of the 2021 ACS, Algonac had a 57% participation rate with 1,921 residents aged 16 years or older in the workforce. This is a slight drop from the 2,012 residents or 59% of the population included in the labor force in 2017.

However, when compared to Algonac’s neighboring communities, its -4.5% decline does not appear very drastic as only three

experienced the size of their labor force grow slightly (.9% to 4.4%) while the other three experienced declines, and at higher rates (-4.7% to -10.5%) than in Algonac. You can see the percentage of residents in the labor force versus those not in the labor force for Algonac compared with its surrounding communities as well as in St. Clair County Figure 2-13.

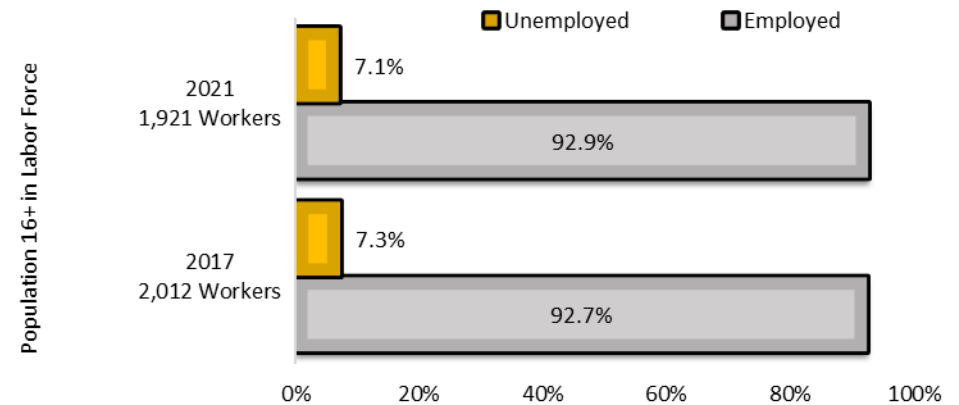
Employment

Employment is a reliable gauge of the economic situation of workers living in an area. Increasing employment means more jobs for workers, and workers have an easier time finding work. Of the 1,921 individuals in Algonac's 2021 labor force, nearly 93% (1,785 residents) were currently employed and about 136 residents or 7.1% were unemployed, but actively seeking work. Between 2017 and 2021, Algonac's total employment experienced about a 4.3% decline going from 1,865 workers in 2017 to 1,785 workers in 2021. The number of employed workers declined. Although, because the size of the labor force also shrunk, there was still an increase in the percentage of employed workers within their labor force.

Unemployment

The unemployment rate is also affected by labor force shifts. Unemployment is the estimated number of people who are actively seeking work, are not working at least one hour per week for pay, and who are not self-employed. Unemployment is another dependable measure of economic health and can also indicate a change in potentially qualified workers available in the community. As unemployment falls, employers tend to have a more difficult time attracting qualified employees at the same rates of pay. As both Algonac's workforce and employment levels experienced a reduction since 2017, the unemployment levels have also declined during this same time frame. Algonac's unemployment was approximately 147, a rate of 7.3% in 2017, as referenced in Figure 2-14.

Figure 2-14: Employed Status of Workers within Algonac's Labor Force 2017, 2021



Source: U.S. Census Bureau's 2017 and 2021 5-Year ACS Estimates: Table DP03

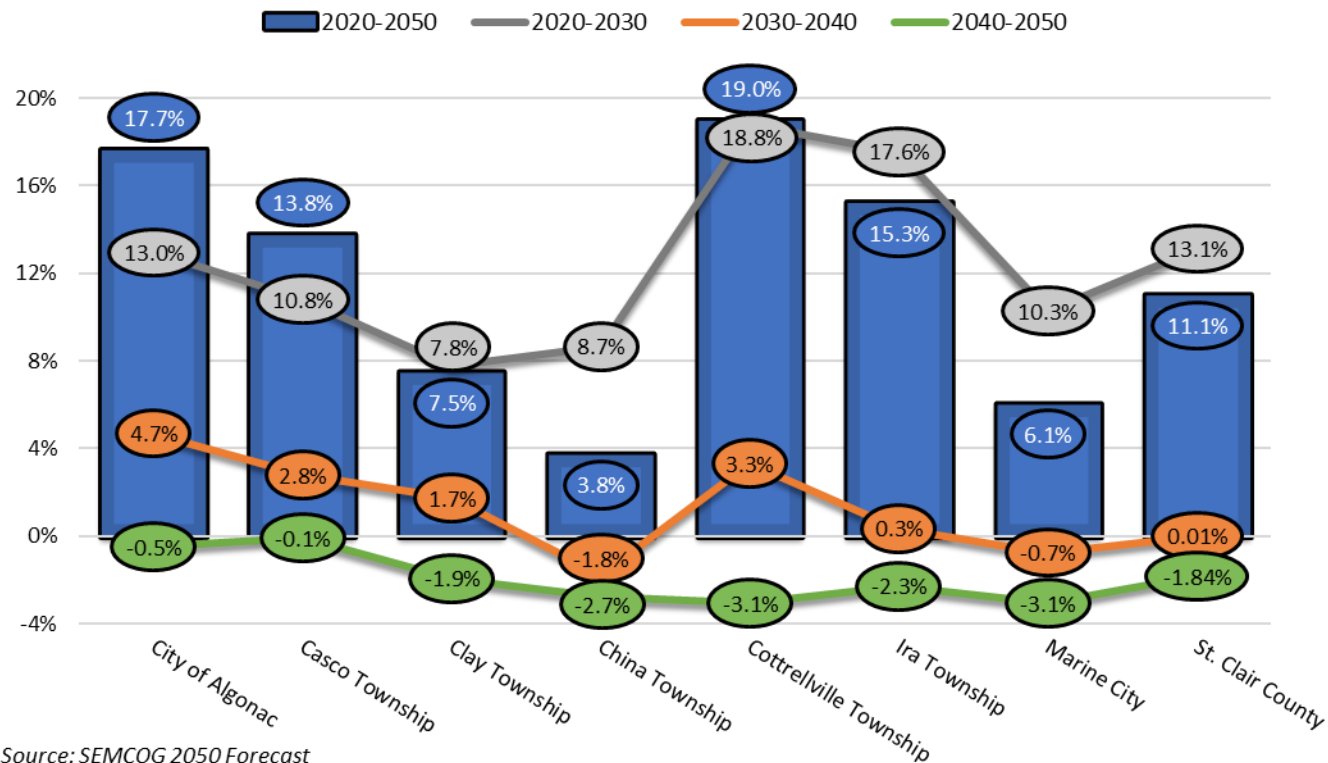
Employment Projections

The 2050 Regional Forecast developed by SEMCOG also provides a view of future employment changes. A summary of SEMCOG's employment projections for Algonac, the communities it borders, along with St. Clair County as a whole, are set forth in Figure 2-15. There is quite a bit of anticipated fluctuation for all as we see both gains and losses in employment over the entire thirty-year span in each community. We notice all jurisdictions are anticipated to see job loss in the final decade, from 2040 to 2050; however, they each are also predicted to see enough growth during the first twenty years to result in an overall net growth in jobs from the larger span of 2020 to 2050. According to the forecast, Algonac is expected to see the second most growth of all with an overall addition of about 120 jobs, or a 17.7% increase during the span from 2020 to 2050.

Employment by Industry

Algonac residents are employed in a wide range of industries. Identified in Table 2-6 are the top five leading industries ranked in

Figure 2-15: Projected Employment Changes 2020 - 2050



Source: SEMCOG 2050 Forecast

order from the industry employing the largest to the smallest percentage of workers within the city for the years 2017 and 2021. In 2017, manufacturing was the leading industry, employing over 20% of the workforce. Employment within this sector has shrunk by nearly 34% with the loss of 130 workers over the past four years. Despite the loss, the manufacturing sector is still in the top three, employing 14.3% of Algonac's workforce in 2021.

The second largest industry in 2017 was construction. It employed 14.6% of the workforce (about 275 workers), but has since dropped down to the fourth largest after shrinking by -33.5%. The industry sector with the third highest employment in 2017 was the education and health services sector, employing 12.8% of the city's

workforce. This sector shot to the top by growing 81% and now dominates the workforce with over 430 employees and 24.3% of the city's employment.

The newly positioned second leading industry in 2021 is the retail trade sector. This industry also experienced a sizable growth by more than doubling its workforce. It grew by nearly 340 employees (153%) and now employs 18.8% of the city's workers. Overall, the city's workforce has steadily decreased since 2017. Changes among most sectors, even the top performer's, follow this same pattern. Although there were only three sectors to gain employment in the past five years - Retail Trade, Transportation/Utilities, and Education Services / Health Care Services – they each gained

Table 2-6: Percentage of Workforce Employment by Industry, City of Algonac

2017 Top 5 Leading Industries

20.6%	Manufacturing
14.6%	Construction
12.8%	Education Services, Health Care and Social Assistance
10.5%	Arts/Entertainment/Recreation/Accommodation & Food Service
9.9%	Professional / Scientific/Management and Administrative Services

2021 Top 5 Leading Industries

24.3%	Education Services, Health Care and Social Assistance
18.8%	Retail Trade
14.3%	Manufacturing
10.1%	Construction
8.1%	Professional / Scientific / Management and Administrative Services

Source: U.S. Census Bureau's 2017 and 2021 ACS 5-Year Estimates: Table S2403

Table 2-7: Top Three Growing Industries, 2017-2021

Industry	2017-2021
	Percent Change
Retail Trade	161%
Transportation / Utilities	153%
Education Services / Health Care	81%

Table 2-8: Top Three Declining Industries, 2017-2021

Industry	2017-2021
	Percent Change
Agriculture / Mining	-100%
Wholesale Trade	-100%
Information	-100%

Source: U.S. Census Bureau's 2017 and 2021 ACS 5-Year Estimates: Table S2403

significantly, growing by 161%, 153% and 81%, respectively. You can view the top three growing industries, along with the top three declining industries in Table 2-7 and Table 2-8. When combined, the three leading sectors of 2021, manufacturing, educational services and health care, and retail trade, employ over 57% of the city's workforce.

Algonac's Tax Base

State Equalized Value (SEV) is a measure of the value of the tax base of a community. In Michigan, SEV must equal 50% of true cash value of property. An analysis of the SEV in the years 2019, 2021, and 2023 of total real property in Algonac shows that residential and commercial land values have been increasing since 2019, while industrial land values decreased by 16% in that same time frame. See Table 2-9.

Residential land represented 91% of the total SEV in 2023, which is a 2% increase from 2019. The total residential SEV increased by 39% between 2019 and 2023.

Commercial land represented 9% of the total SEV in 2023, down from almost 11% in 2019. The total commercial SEV increased by 16% between 2019 and 2023.



TABLE 2-9: CITY OF ALGONAC STATE EQUALIZED VALUE (SEV), 2019-2023					
Agricultural	2019	2021	2023	Total Change 2019-2023	% Change 2019-2023
Total	\$0	\$0	\$0	\$0	0%
As % of Total	0%	0%	0%		
Residential					
Total	\$117,711,200	\$135,069,700	\$163,570,700	\$45,859,500	39.0%
As % of Total	89.2%	90.5%	91.0%		
Commercial					
Total	\$14,130,800	\$14,195,200	\$16,377,400	\$2,246,600	15.9%
As % of Total	10.7%	10.0%	9.1%		
Industrial					
Total	\$51,600	\$43,300	\$43,300	\$8,300	-16.1%
As % of Total	< 1%	< 1%	< 1%		
Total Real Property	2019	2021	2023	Total Change 2019-2023	% Change 2019-2023
	\$131,893,600	\$149,308,400	\$179,991,400	\$48,097,800	36.5%

Source: Source: Michigan Department of Treasury, State Tax Commission 2019-2023

Industrial land has represented less than 1% of the total SEV in the city since 2019. The total industrial SEV decreased by 16% between 2019 and 2023.

EXISTING LAND USE

Single-Family Residential

Single-family home sites occupy 426.8 acres of land in Algonac, representing about 57% of the city's total area. In 1973, there were 321.5 acres of residential land in the city, meaning that over a 40 year span, the number of residential uses in Algonac has grown by 33%. As the predominate land use in the city, the majority of the

single-family residential areas are located in traditional neighborhood settings, with homes located along a grid-like street pattern in much of the central and western parts of the city.

In the far western part of the city, along Amy St. and Scout Dr. there are a number of available, serviced, undeveloped lots. New home construction is ongoing in this area. East of Michigan St. in the northeast corner of the city are several, large undeveloped parcels in areas that are predominantly single-family residential.

A new 50-home subdivision is planned in the northern part of the city near State Street and Golfview. There are also large swaths of single-family homes located along the eastern and southern

shorelines of the city, between M-29 and the St. Clair River, where the traditional grid street pattern gives way to a system of canals and stub streets. In those neighborhoods, homes and other structures are arranged in patterns that maximize the use of the land while at the same time providing access to and enjoyment of the water.

Minimum lot sizes in Algonac range from 6,000 square feet in the R-3 One and Two-family Residential zoning district, to 7,200 square feet in the R-2 One-family Residential zoning district and 9,600 square feet in the R-1 One-family Residential zoning district.

Multiple-Family Residential

There are 27 acres of multiple-family residential uses in Algonac, which accounts for 3.6% of the city's total land area. These uses are scattered throughout the city and are typically found adjacent to commercial or government/institutional uses.

In the north central part of the city, near Scout Drive, Summer Street and Fruit Street, are a number of a multiple-family developments including Summergrove Townhouses and the Algonac Manor apartment complex located at the corner of Fruit and Scout Drive, across from industrial uses in Clay Township. Further east down Fruit Street is the Rolling Brook apartment complex, which serves as a buffer between the Oaklawn Cemetery across the street and lower-density residential neighborhoods to the south.

Located along St. Clair River Drive between Fruit and Clay Streets is the Algonac Housing Commission facility consisting of the Algonquin Place apartments and townhouses, which are buffered from the interior single-family neighborhoods behind them by the former Algonac Elementary School along St. Clair Boulevard.

Another small pocket of multiple-family residential is located in the southwest part of the city near Norfolk Drive and Henrietta Street,

which includes a number of two-family duplexes and an apartment complex on Henrietta. The southern part of the city is also home to The Anchorage condominium complex, which is south of M-29 near the Algonac Harbour Club.

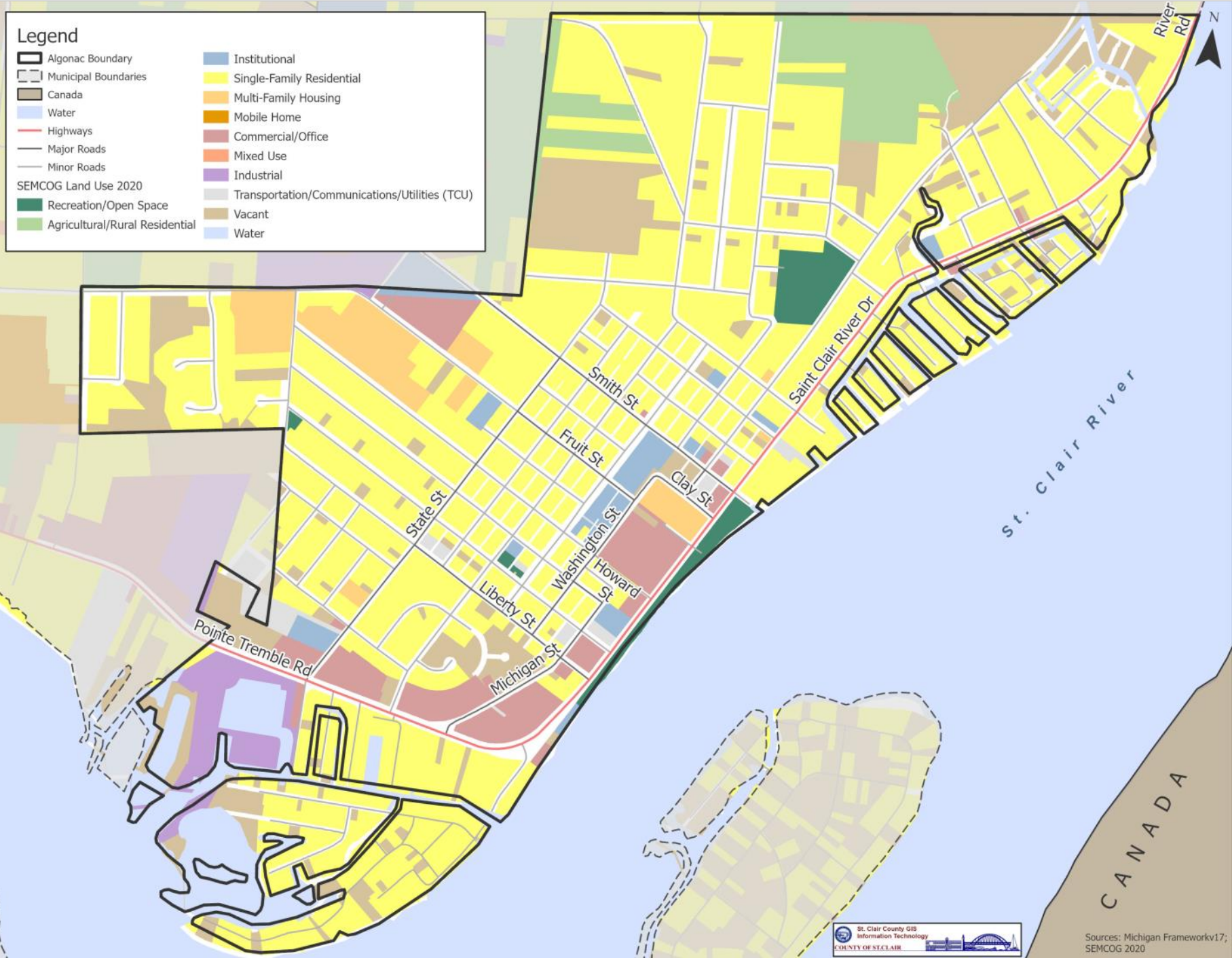
Commercial

The city's principal commercial uses are found along the M-29/St. Clair River Drive corridor, from the southern city limits to Smith Street to the north. This business area reflects a typical pattern of buildings set back from the public right-of-way with no on-street parking. The business district is vehicular in nature and is not pedestrian oriented. Commercial properties are typically part of strip developments with on-site parking lots.

Commercial uses in Algonac account for roughly 4.9% of the total land area in the city - about 36 acres in total. The commercial corridor along M-29 begins as you enter the city traveling east along Pointe Tremble from the townships to the west and the 23 Mile Road corridor in Macomb County. On the south side of Pointe Tremble Road is the Algonac Harbour Club, a large marina and restaurant facility. Across the street from the Harbour Club is a Northstar Bank branch office and a fast food restaurant. As one continues to head east along M-29 past State Street, there is additional free-standing convenience retail and fast food, a gas station, and an auto repair facility. Just east of Market Street along M-29 begins a series of strip-developments with a mix of shopping and office uses.

As M-29 bends around into St. Clair River Drive, there is a mix of commercial/office and government and institutional uses on the west side of the street. On the east side of the street is the large Russell Island Ferry parking site located just south of the Seafarers International Union (SIU) facility. The SIU represents professional merchant mariners sailing aboard U.S.-flag vessels in the deep sea, Great Lakes, and inland trades.

MAP 2-3: EXISTING LAND USE, 2020



The St. Clair River and the Riverfront Park stretch along the east side of the street. North of City Hall are more shopping plazas in a strip development pattern. These commercial developments were put in as a replacement for the traditional downtown that was eliminated during urban renewal.

There are also some commercial uses in spot locations along St. Clair River Drive in the northeast section of the city, Azar's Market and Snoopy's Dog House, which is a bar/restaurant, and Ed Minnich Boats and Bait across from the Algonac-Clay Library.

Civic/Institutional

Civic and institutional uses occupy about 13 acres in Algonac and are primarily improved land and facilities that are held in the public interest and are usually exempt from real property taxation. These include properties owned by the City of Algonac, St. Clair County, or some other governmental entity. They also include schools, churches, and Community First Health Center, a large medical clinic and social services facility located across from the Russell Island Ferry parking lot.

Over time, as the city developed based on the principles of its planned "Neighborhood Unit Concept," civic and institutional uses were commonly located within residential neighborhoods to be able to provide residents with services that are self-contained amidst living areas. As such, many of the churches, schools, and community parks are situated right across the street from homes and are within walking distance for their constituents.

There are eight churches located throughout the City of Algonac:

- Lighthouse Baptist Church - 949 Fruit Street
- Algonac Restoration Branch Church - 818 Market Street
- Algonac Baptist Church - 1003 Washington Street
- St. Catherine of Alexandria Catholic Church - 1103 Washington Street
- Trinity United Methodist Church - 424 Smith Street

- Church of Christ - 1601 St. Clair River Drive
- First Evangelical Lutheran Church - 1623 Washington Street
- Woodside Bible Church—419 Michigan Street

In the northeast section of the city, the Algonac-Clay Library - part of the St. Clair County Library System - is located on St. Clair River Drive.

Industrial

There are about 14.5 acres of Industrial land shown on the existing land use map. Additionally, there are a number of industrial uses located just cross the border in Clay Township in two primary areas:

- The area near the intersection of Scout and Fruit Streets in the north central part of the city, near Oaklawn Cemetery. Industrial uses here include tooling shops and light manufacturing facilities related to automotive and boating.
- The southwest border of Algonac and Clay Township along Dyke Road (M-29), just west of the border across from the Algonac Harbour Club, has property being used for automotive/truck/marine repair and parts storage.

These industrial areas in Clay Township are located along the Algonac border on shared roads. As such, the City of Algonac will need to consider the intensity of these uses when planning future land use in adjacent areas. At present, these areas are appropriately buffered from less intense, lower-density residential areas by multiple-family developments, commercial uses, or larger properties that have open space to help with the land use transition.

Parks, Recreation, and Open Space

There are approximately 18 acres of parks, recreation and open space uses in Algonac, including five parks:

- Smith Recreation Park - Located on Smith and Michigan

Streets.

- Riverfront Park - Located along the St. Clair River on the east side of M-29.
- Scout Drive Tot Lot - Located on Scout Drive at Columbia Street.
- Columbia Street Adventure Playground - Located at the corner of Columbia and Market Streets, near the water tower.
- Lions Field Park - Located on Michigan Street near Dixie Boulevard.

See Chapter 4 for more information about parks and recreation facilities in the city and the region.

Transportation, Communication, and Utilities

Transportation, communications and utilities (TCU) uses occupy about 76 acres in the City of Algonac when you include city roads. There has been no significant change in the location of utilities since the last survey. Uses include electrical substations and above-ground water and sewer infrastructure. TCU areas also include transportation corridors and roads. The primary transportation corridor in Algonac is M-29, which is a state trunkline. The Algonac Wastewater Treatment Plant is located in the southwest part of the city, off State Street. Further up State Street near Liberty Street is a DTE Energy electrical substation. The Algonac Water Filtration Plant is located north of the central business district on St. Clair River Drive, near Green Street.

GEOGRAPHY AND ENVIRONMENT

Because natural environmental conditions exist both within the community and beyond its borders, the information in this chapter examines Algonac's environmental resources, as well as resources that are common to our neighbors in the Great Lakes region.

More than 570 million years ago during the Precambrian Era, much of the Great Lakes region was a crater-like basin, now called the Michigan Basin. The soils derived from this bedrock are generally acidic and not agriculturally productive.

After the Precambrian Era, however, marine and near-shore sediments - limestone, dolomite, evaporates, sandstone, and shale - were deposited over the bedrock. The soils derived from these marine deposits are typically less acidic loams and clays that contain more nutrients and moisture and are better suited for agriculture.

The topographic features of the downriver area of St. Clair County are a consequence of the movement of glaciers across the region. The entire area lies within a nearly level glacial plain. There are no significant changes in elevation across southern St. Clair County. Salt, oil, and natural gas deposits are also found below the surface in southern St. Clair County. Mining these subsurface geological resources affects land use activities above the ground.

Environmental Resources Overview

The impacts of development on environmental resources can vary greatly depending on the location, intensity, type, and design of the development. Nearly every alteration to the natural landscape, whether it be farming, building, or any other activity, has an effect on the quality of environmental resources. The preservation and enhancement of the Algonac's environmental features, such as wetlands, woodlands, and other identified natural features, is essential to preserving water quality, aesthetics and wildlife habitat.

Natural features play a key role in defining the character of Algonac and deserve to be protected and enhanced. In particular, special measures should be taken to protect the quality of the city's water resources. Remaining wooded areas and natural open space should



also be preserved.

Climate

Algonac is located in the humid continental climate zone and therefore realizes four seasons - summer, fall, winter and spring. Storms from the Great Lakes region cross the area from the west and southwest. The climate of the area is characterized by frequent weather and temperature changes with an even distribution of precipitation.

The mean temperature for the area is about 48 degrees. The annual precipitation averages 30.2 inches, of which 50% occurs during the six month period from April through September.

Soils

Soil characteristics have an important influence on the ability of land to support various types of land uses, including roads, buildings, utilities, and agriculture. Four specific soil characteristics influence their ability to be used for various purposes:

- *Bearing capacity* - the ability support the weight of roads, buildings or vehicles.
- *Erodibility/Stability* - the susceptibility of the soils to erosion hazards and the ability to accept weight without causing movements such as mud flows and slides.
- *Drainage* - the capacity of soils to transmit and receive water. This characteristic is especially important for determining the ability of soils to absorb stormwater. Soil drainage characteristics are influenced by particle composition and water content.
- *Resource Value* - the economic worth of the soil for agricultural purposes, or as a fill or mined material.

The most important characteristics making soil suitable or unsuitable for development are steepness of slopes and limitations on uses for basements and septic fields. Areas that are most suitable for development include those soils with slight slopes and good drainage. Soils with severe limitations can make development difficult for a number of factors including proneness to wetness, flooding and ponding, and poor drainage and percolation.

The majority of the soils in Algonac and the surrounding area show some difficulty with drainage, although recreation opportunities should not be affected. The soils located in this area are described as follows:

Paulding-Wasepi: This association is comprised of nearly level, somewhat poorly drained and very poorly drained soils that have a clayey to loamy subsoil. These soils are located on the lake plain and glacial lake beaches.

Wainola-Deford: These soils are featured predominately on glacial lake beaches, outwash plains and deltas. This association is made up of nearly level, somewhat poorly drained and very poorly drained soils that have a sandy subsoil.

Boyer-Wasepi-Spinks: Soils in this association are nearly level to gently sloping, well-drained and somewhat poorly drained, dominantly sandy soils that have a sandy to loamy subsoil. Soils in this association are located in glacial drainageways, on glacial lake beaches, and on outwash plains.

Bach: These soils are featured predominantly in glacial drainageways and on the lake plain. This association is made up of nearly level, very poorly drained, dominantly high-lime soils that have a very loamy subsoil.

St. Clair River

Algonac is situated on what is called *"the largest fresh-water delta in the world,"* at the mouth of the St. Clair River, which forms the eastern border of Algonac and serves as an international border between the United States and Ontario, Canada. The river is 40 miles long and borders most of the eastern shoreline of St. Clair County. The St. Clair River extends from Lake Huron in the north, from which it receives water at a rate of 194,000 cubic feet per second, to Lake St. Clair to the south, where it empties at a rate of 184,000 cubic feet per second.

The St. Clair River and its shoreline offer many opportunities for recreation. The St. Clair River and Lake St. Clair hold a strong attraction for both their recreational and aesthetic value.

St. Clair River Area of Concern (AOC)

The United States-Canada Great Lakes Water Quality Agreement (Annex 2 of the 1987 Protocol) defines AOCs as "geographic areas that fail to meet the general or specific objectives of the agreement where such failure has caused or is likely to cause impairment of beneficial use of the areas ability to support aquatic life." In short, an AOC is an area that is suffering degradation of environmental resources. In 1988, the International Joint Commission identified forty-three specific locations in the Great Lakes where action was

needed to control and cleanup pollution. The St. Clair River is one of these areas, known as an Area of Concern, due to significant historical pollution problems. Over thirty years later, the St. Clair River still remains an Area of Concern.

The St. Clair River branches into several channels near its mouth at Lake St. Clair, creating a broad delta region. The Area of Concern (AOC) includes these important wetlands from St. Johns Marsh on the west (near Anchor Bay) to the north shore of Mitchell's Bay in Ontario.

Agriculture is the predominant land use within the river's watershed, but intensive development has occurred in and near the cities of Port Huron and Sarnia. The heaviest industrial concentration (including a large number of petrochemical facilities) lies along the Ontario shore near Sarnia. Several communities along the St. Clair River rely on the river as their primary source of drinking water, including Algonac. Industrial facilities such as petroleum refineries, manufacturing facilities, paper mills, and power plants need high quality water for successful operations as well.

According to the Friends of the St. Clair River, each Great Lake and their rivers have 14 protected Beneficial Uses by the U.S. and Canadian governments. The St. Clair River had ten impaired Beneficial Uses, but through almost three decades of collaborative efforts, conditions in the St. Clair River are improving.

In recent years, significant progress has been made to clean up the St. Clair River and remove beneficial use impairments. As of August 2021, only 5 BUIs remained. See the graphic from Friends of the St. Clair River on page 2-30.

Anchor Bay Watershed

The Anchor Bay Watershed is a significant natural resource and community asset. The watershed is part of the Lake St. Clair



Drainage System and provides recreation and aesthetic beauty to residents of Macomb and St. Clair Counties, as well as many visitors from throughout the United States and Canada. The watershed encompasses 171 square miles, including the Delta islands (Harsens and Dickinson islands), in Macomb and St. Clair Counties. In St. Clair County, the watershed includes all or part of Casco, China, Clay, Cottrellville, and Ira Townships, and the Cities of Algonac and Marine City. Major tributary streams within the watershed include Auvase Creek, Beaubien Creek, Crapau Creek, Marsac Creek, Swan Creek, the Marine City Drain, the Salt River, and all contributing drains. The watershed contains 473 miles of waterways, including 104 miles of drains in agricultural areas.

Many people choose to live in Algonac and other southern St. Clair County communities because the recreational opportunities afforded by Lake St. Clair and the St. Clair River have a positive impact on the overall quality of life and on property values. These important recreational opportunities include:

- Boating, swimming, fishing and ice fishing.
- Hunting (Anchor Bay is one of Southeast Michigan's premier duck hunting areas).
- Walking and bicycling along the Bridge to Bay Trail in St. Clair County and the Macomb Orchard Trail in Macomb County.
- Kayaking and canoeing on numerous Blueways of St. Clair water trails.

Anchor Bay Watershed is home to about 38,000 acres of ecologically sensitive land, including open-water wetlands, sedge wetlands, cattail wetlands, and shrub wetlands. St. Johns Marsh in Clay and Ira Townships is one of the largest coastal wetlands in the Great Lakes.

Anchor Bay is also home to roughly 117 fish species that inhabit the water permanently or enter the system from Lake Huron and Lake Erie to spawn.

Flood Hazard Areas















As shown on Maps 2-5 and 2-6, the majority of the city falls within a FEMA-designated flood zone. Much of the southern part of the city, from the St. Clair River inland toward Liberty Street falls within the 100-year flood zone. A further section beyond Liberty Street and extending just past Fruit Street falls within the 500-year flood zone.

In the northern and eastern parts of the city, including the entire eastern shoreline, much of the land falls within the 100-year flood zone. Extending to a central area between Michigan Street and Washington Street is a smaller section that falls within the 500-year flood zone. Much of that land is freshwater emergent wetland. The term "100-year flood" is used to describe the interval of floods. The 100-year recurrence interval means that a flood of that magnitude has a 1% chance of occurring in any given

St. Clair River Beneficial Use Impairment Status

This chart provides the status of Beneficial Use Impairments on both the Canadian and American side of the St. Clair River for the Area of Concern Program

St. Clair River Area of Concern Impairment Status

Beneficial Use Impairment	Status Canada	Status American
 Restrictions on Fish and Wildlife Consumption	Impaired	Impaired
 Tainting of Fish and Wildlife Flavor	Not Impaired Restored 2011	Not Impaired Restored 2010
 Degraded Fish and Wildlife Populations	Requires Further Assessment	Not Impaired
 Fish Tumours and other Deformities	Not Impaired Restored 2021	Not Impaired
 Bird or Animal Deformities or Other Reproductive Problems	Not Impaired Restored 2018	Not Impaired Restored 2017
 Degradation of Benthos	Impaired	Not Impaired Restored 2015
 Restrictions on Dredging Activities	Not Impaired Restored 2018	Not Impaired Restored 2011
 Eutrophication or Undesirable Algae	Not Impaired	Not Impaired
 Restrictions on Drinking Water Consumption or Taste and Odor Problems	Impaired Draft assessment report prepared 2021	Impaired
 Beach Closings	Not Impaired Restored 2018	Not Impaired Restored 2016
 Degradation of Aesthetics	Not Impaired Restored 2016	Not Impaired Restored 2012
 Added Costs to Agriculture or Industry	Not Impaired Restored 2012	Not Impaired Restored 2012
 Degradation of Phytoplankton and Zooplankton Populations	Not Impaired	Not Impaired
 Loss of Fish and Wildlife Habitat	Impaired	Not Impaired Restored 2017

Learn more at: <https://www.epa.gov/great-lakes-aocs/st-clair-river-aoc> and at www.scriver.org
Updated August 2021



year. A 500-year flood is based on the same principle - that there is a 1-in-500 chance (0.2%) chance a severe flood will hit a particular area.

COASTAL RESILIENCY

** The following sections are based the Coastal Resiliency Chapter of the St. Clair County Master Plan. This specific section was developed by the Land Information Access Association, in partnership with researchers from the University of Michigan, Michigan Technological University, and the Michigan Department of Environment, Great Lakes, and Energy (EGLE).*

Climate and the Great Lakes

Climate and weather are directly related, but not the same thing. Weather refers to the day-to-day conditions in a particular place, like sunny or rainy, hot or cold. Climate refers to the long-term generalized, regional patterns of weather over months, years and decades. Long term climate patterns will have more substantial effects on the Great Lakes than individual weather events.

Recent trends over the last century show warmer global temperatures, higher sea levels, and less snow cover in the Northern Hemisphere. As a result:

- The natural ups and downs in the water levels of Great Lakes will continue, but may rise and fall faster and with less predictability than in the past.
- Storms may become more frequent and more severe.
- Winter and spring precipitation may increase.
- There may be less precipitation as snow and more as rain.
- There may be less winter ice on lakes.
- The growing season may start earlier in the spring and last later into the fall.
- There may be more flooding events with risks of erosion.
- There may be increases in frequency and length of severe heat events (heat waves).



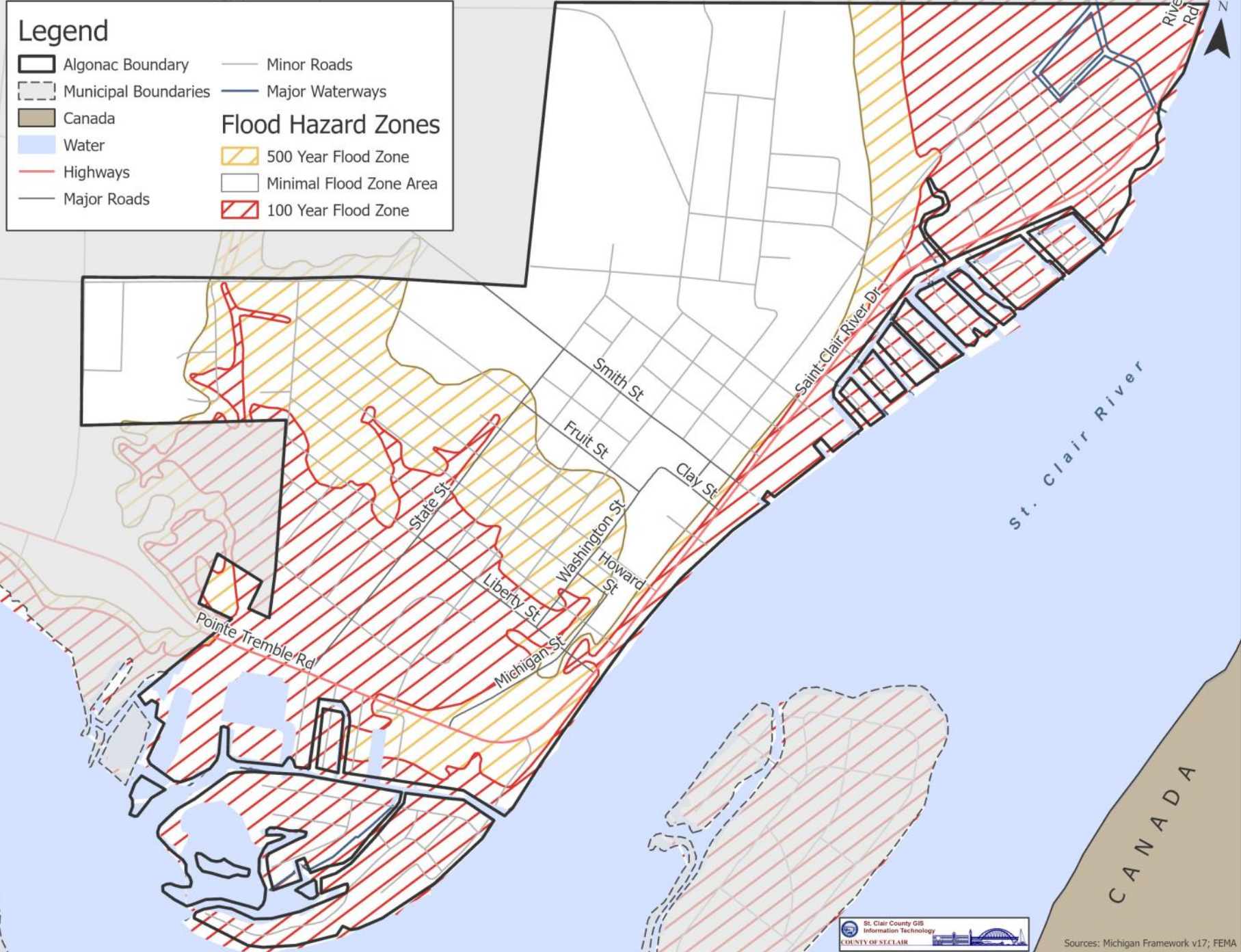
Building Community Resilience

Community resilience is the ability of a community to anticipate, accommodate and positively adapt to or thrive amidst change and enhance the quality of life, reliable systems, economic vitality and conservation of resources for present and future generations. The Rockefeller Foundation emphasizes equity as an important component of resilience, stating that community resilience is the capacity of people — particularly the poor and vulnerable — to survive and thrive no matter what stresses or shocks they encounter. Communities that are resilient are able to learn from adversity and adapt quickly to change.

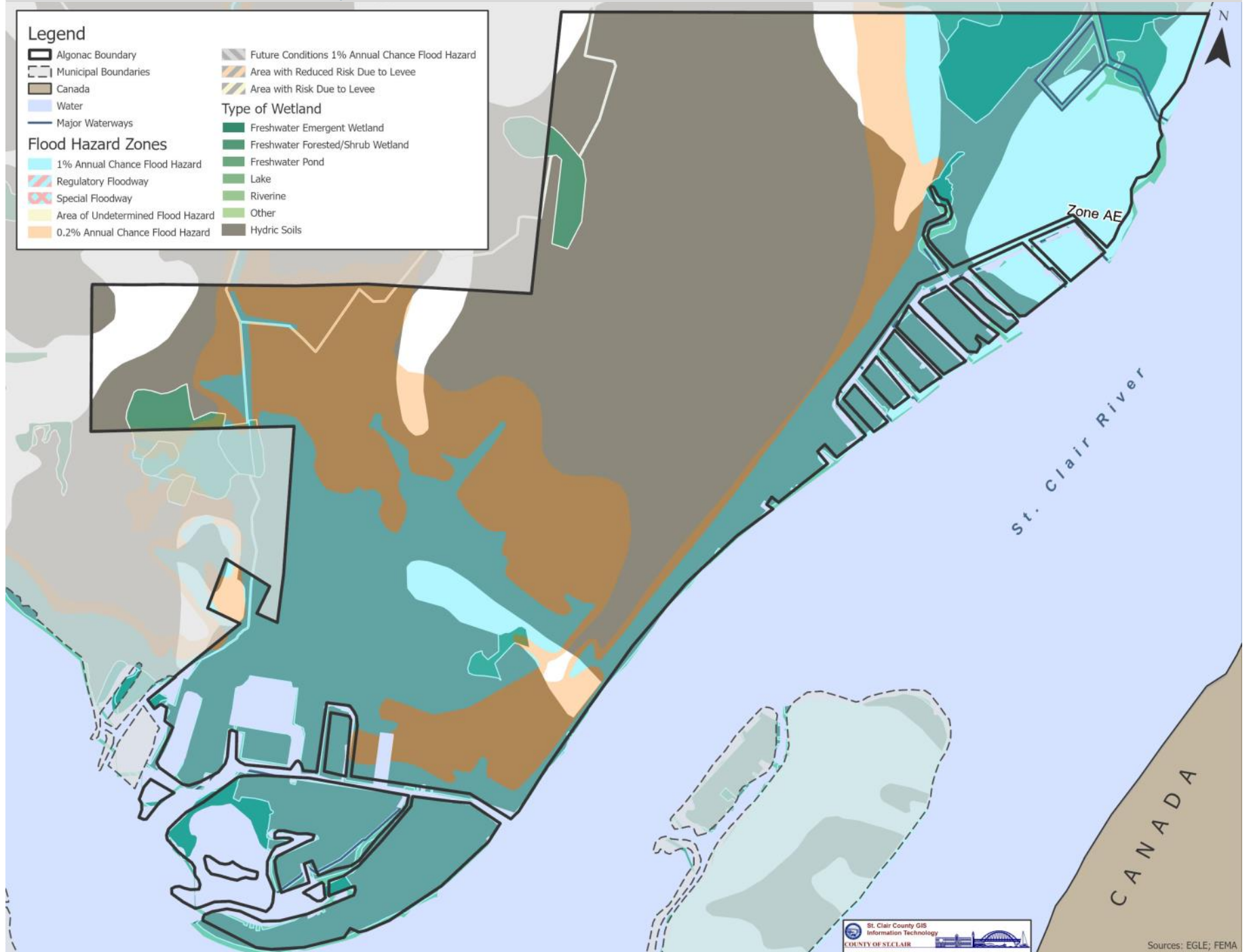
There are a number factors that the City of Algonac should take into account when considering community resiliency and assessing risk and vulnerability, including:

- Percentage of population 65 years and older;
- Percentage of households with people living alone;
- Percentage of non-white population;
- Percentage of households living below the poverty threshold;

MAP 2-5: ALGONAC FLOOD HAZARD ZONES



MAP 2-6: FLOOD HAZARD AREAS, WETLANDS & HYDRIC SOILS



- Percentage of population 25 years and older with less than a high school education;
- Relative sensitivity of populations to extreme heat events;
- Percentage of impervious surface in the city;
- Percentage of tree canopy in the city;
- Exposure of populations to extreme heat events;
- Population vulnerable to extreme heat events;
- Digital elevation models (flood areas); and
- FEMA flood zones.

The factors listed above are mapped for the City of Algonac on the pages that follow. These maps help assess the potential for exposure to a hazard and the sensitivities of specific populations. It is important to note that the vulnerability maps are limited to extreme heat waves and flooding.

Heat Vulnerability and Sensitivity

A 2012 literature review conducted by researchers at the University of Michigan indicates that children under five and persons over age 65 are highly sensitive to heat events, as are persons living in lower-income Census tracts and minority populations. Living alone, being confined to bed, having a mental illness, not leaving home daily, living on higher floors of multistory buildings, and suffering from alcoholism are additional factors that are associated with increased risk of heat-related mortality.

People who are older have greater sensitivity to extreme heat events. Another sensitivity factor is living alone, which serves as a measure of social isolation. Although living alone is not necessarily a risky thing, people who are socially isolated are at greater risk during an extreme heat event. Isolated people may not be able to recognize symptoms of heat-related illness and take proper action. Literature suggests that minorities are at greater risk during extreme heat events for various reasons, including less reliable

access to health care, transportation and other social supports needed to reduce heat exposures.

Two socioeconomic factors associated with increased heat-related morbidity and mortality are the percentage of the people living in poverty and percentage of people without a high school diploma. In general, persons living at or below the poverty line have less access to air conditioning or cooling options for their residences. This could limit a person's access to relief from an extreme heat event.

Heat Exposure

When larger communities experience heat waves, air temperatures can vary significantly from place to place both during the day and at night. Some of these differences can be attributed to the varying types of land cover found throughout the community. For example, temperatures can be significantly lower at night in locations with a heavy tree canopy and very little pavement, versus locations with little greenery and lots of pavement.

Impervious surfaces such as paved parking lots, roadways, and buildings absorb large amounts of heat from the air and from sunshine that is then radiated back into the surroundings, and this heat continues to radiate even after the sun has set. Conversely, tree canopy and other vegetation tend to help cool an area through evaporation and transpiration of water, and by providing shade. In places with a high percentage of impervious surface and little tree canopy, the immediate surroundings can be much warmer. Urban areas typically have higher heat indexes (combinations of temperature and humidity) than surrounding suburban or rural areas. This condition has been termed the Urban Heat Island Effect.



Heavy Rain and Flooding

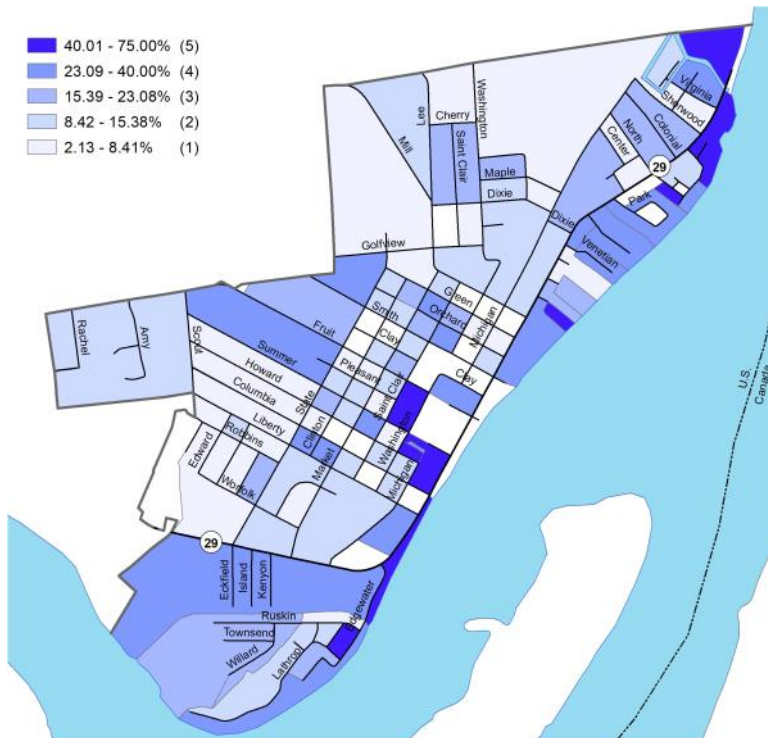
The potential for larger rain events raises concerns over the potential for harm to human health and damage to buildings and infrastructure.

In assessing vulnerability to flooding, community planners evaluate potential exposures as well as sensitivity. Buildings, roads, bridges, sewer lines and other infrastructure located in a flood zone are exposed to greater risks. Where flowing floodwaters have the greatest energy, structures may be undercut, collapse or move, and soils will erode.

MAPS 2-7 TO 2-20: ALGONAC VULNERABILITY ASSESSMENT MAPS

Map 2-7

Percent of Population 65 Years and Older
(male and female)

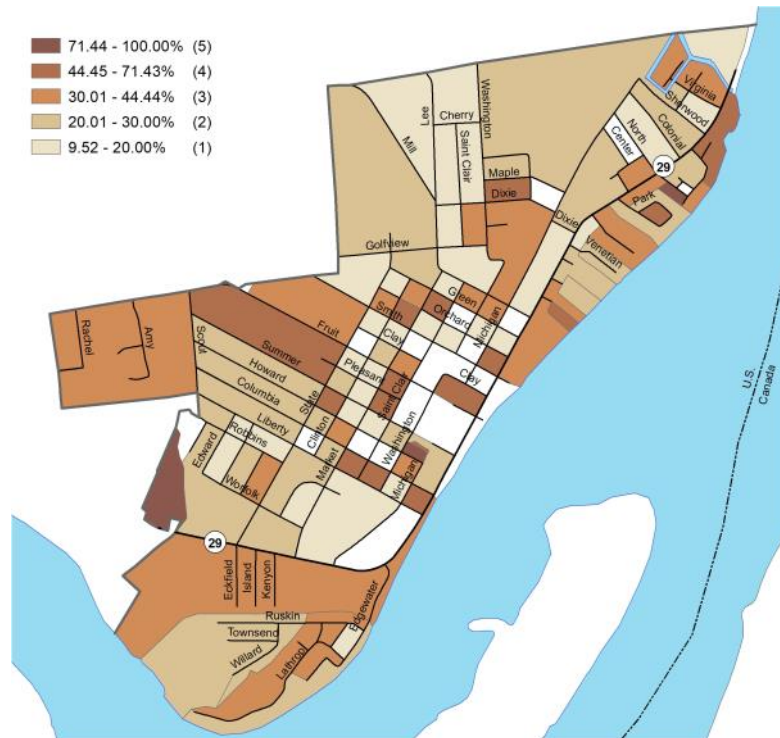


Data Sources:
St. Clair County,
U.S. Census Bureau (2010), ACS (2013-2017),
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

Map 2-8

Percent of Households with
People Living Alone

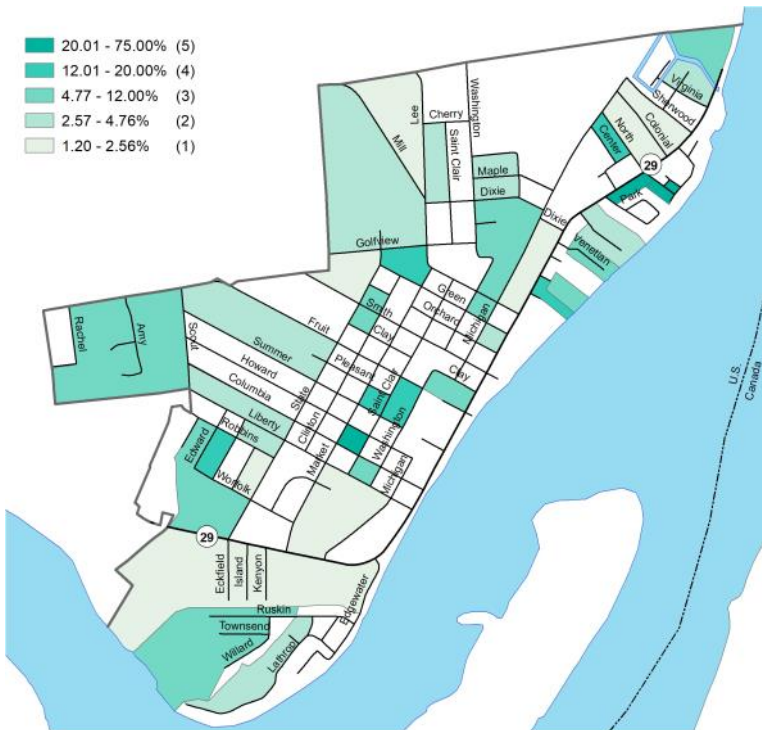


Data Sources:
St. Clair County,
U.S. Census Bureau (2010), ACS (2013-2017),
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

Map 2-9

Percent of Non-white Population

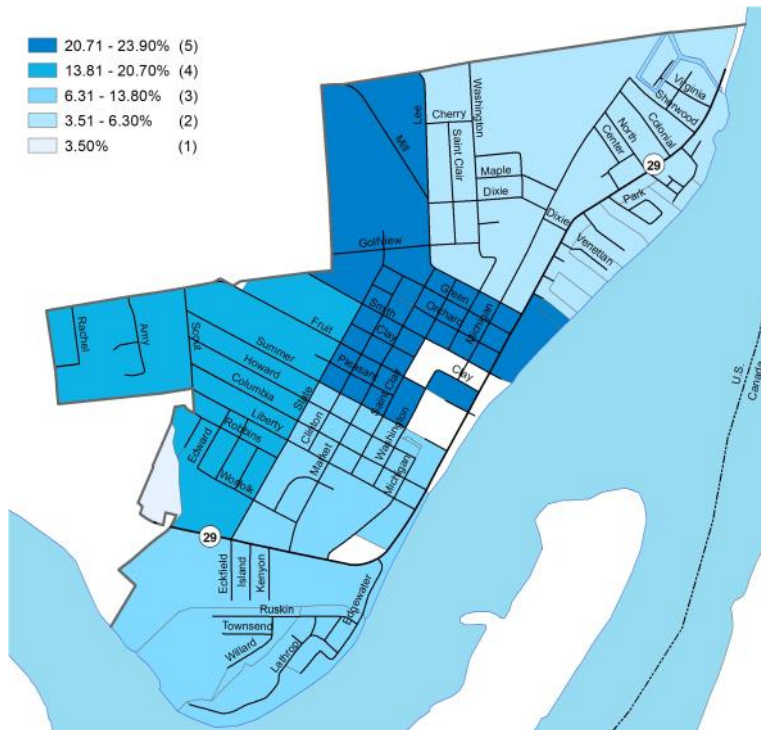


Data Sources:
St. Clair County,
U.S. Census Bureau (2010), ACS (2013-2017),
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

Map 2-10

Percent of Households Living Below the Poverty Threshold

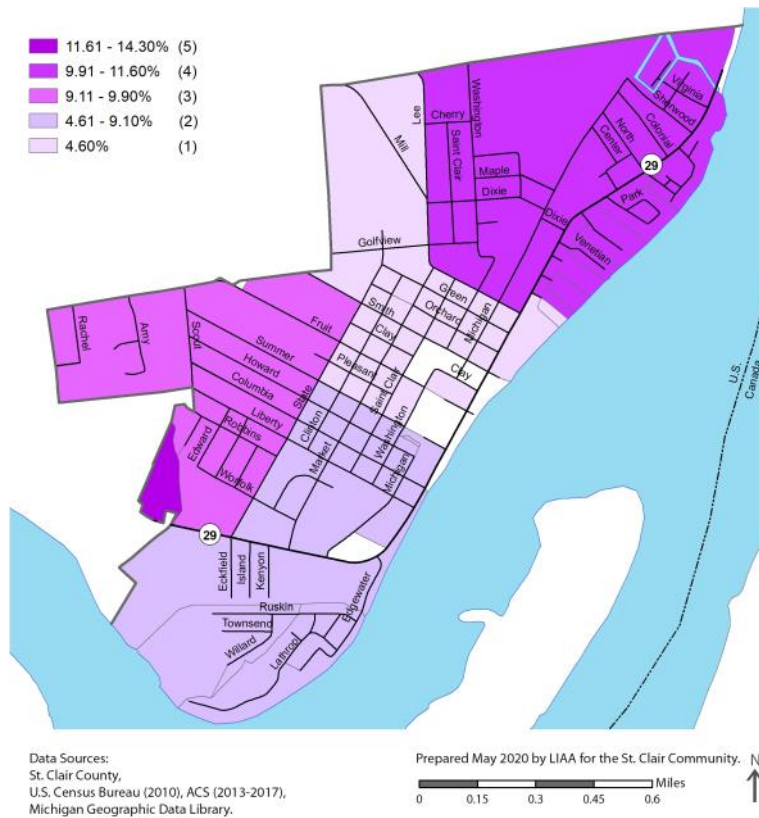


Data Sources:
St. Clair County,
U.S. Census Bureau (2010), ACS (2013-2017),
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
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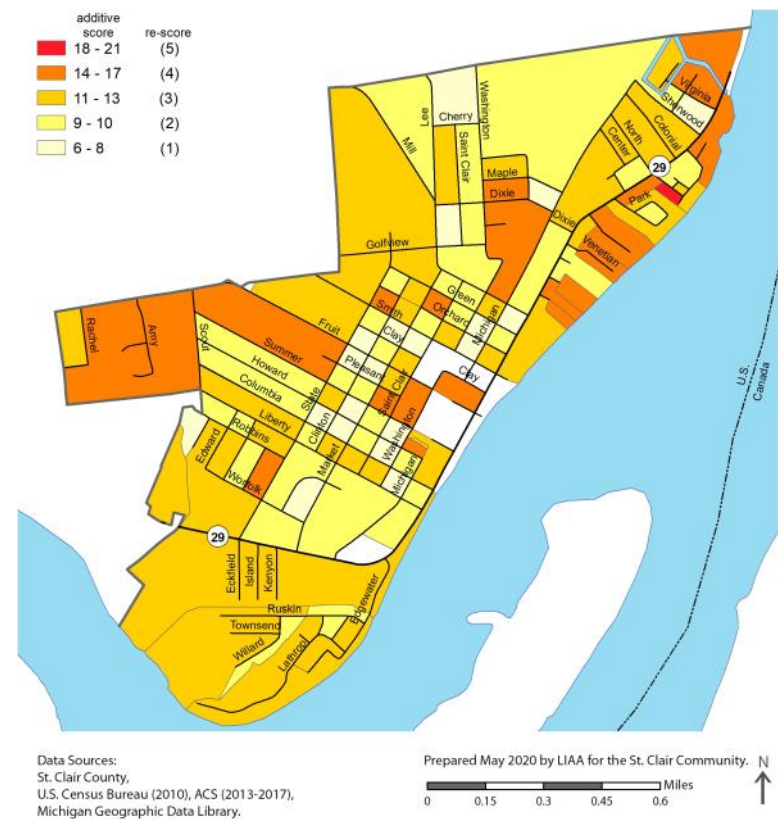
Map 2-11

Percent of Population 25 Years and Older
with Less than a High School Education

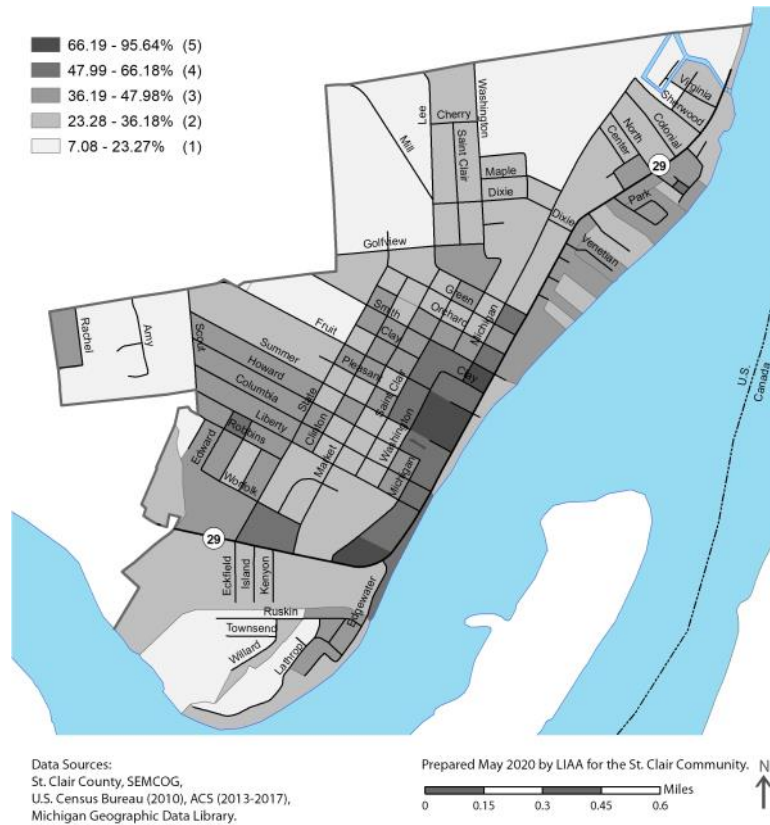


Map 2-12

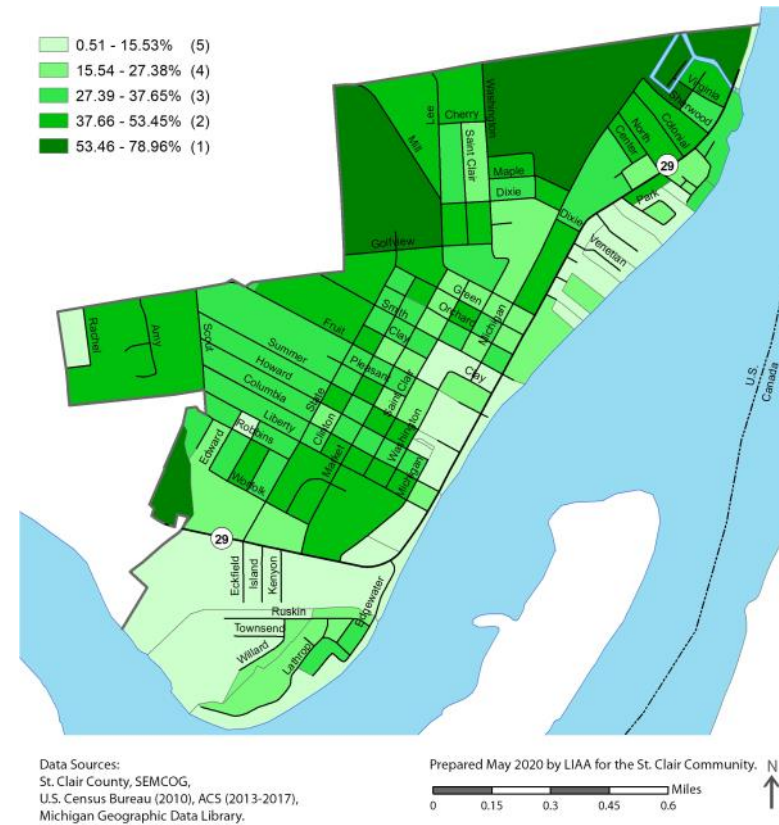
Relative Sensitivity of Populations
to Extreme Heat Events



Map 2-13
Percent Impervious Surface



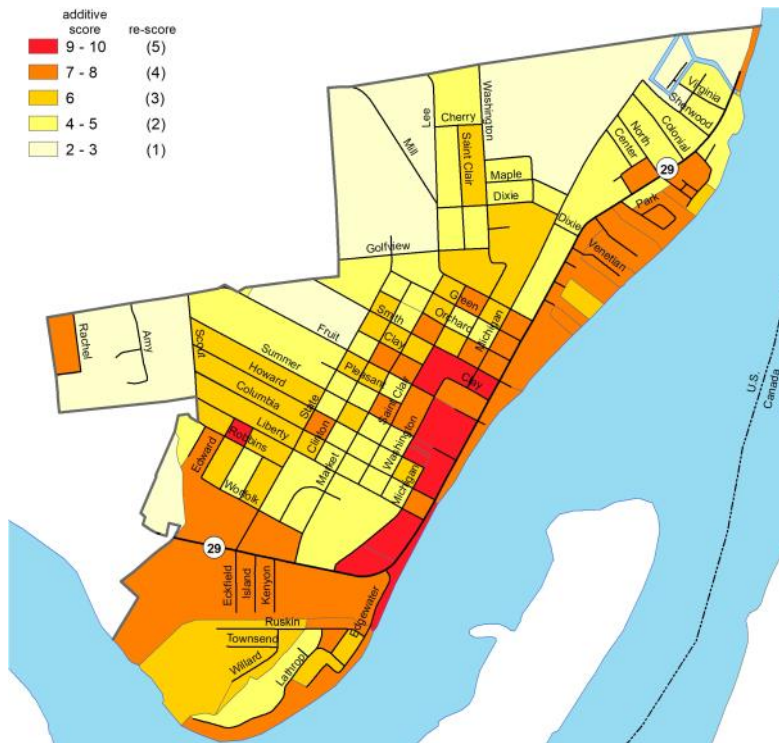
Map 2-14
Percent Tree Canopy



MAPS 2-7 TO 2-20: ALGONAC VULNERABILITY ASSESSMENT MAPS

Map 2-15

Relative Exposure of Populations to
Extreme Heat Events

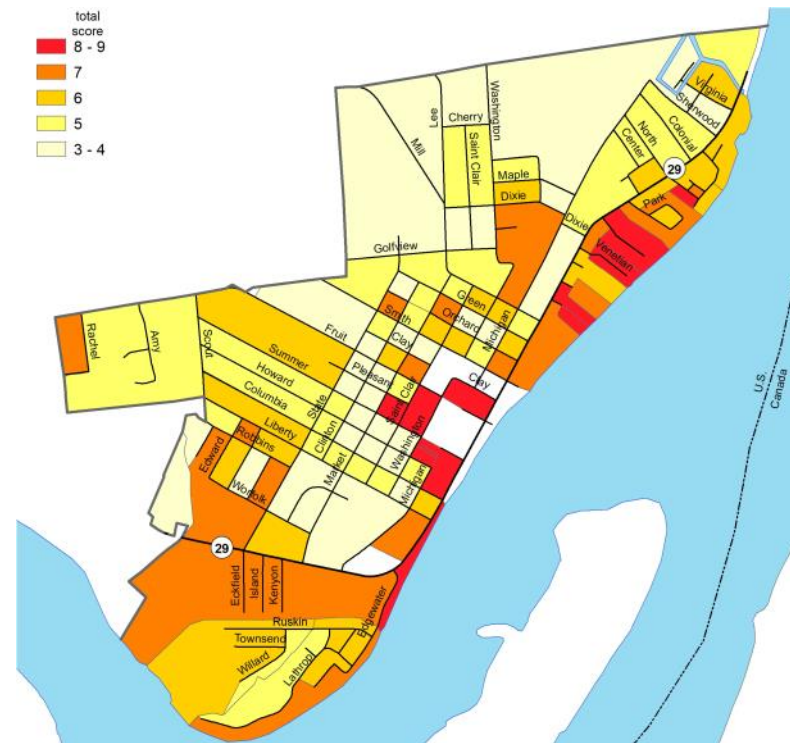


Data Sources:
St. Clair County, SEMCOG,
U.S. Census Bureau (2010), ACS (2013-2017),
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

Map 2-16

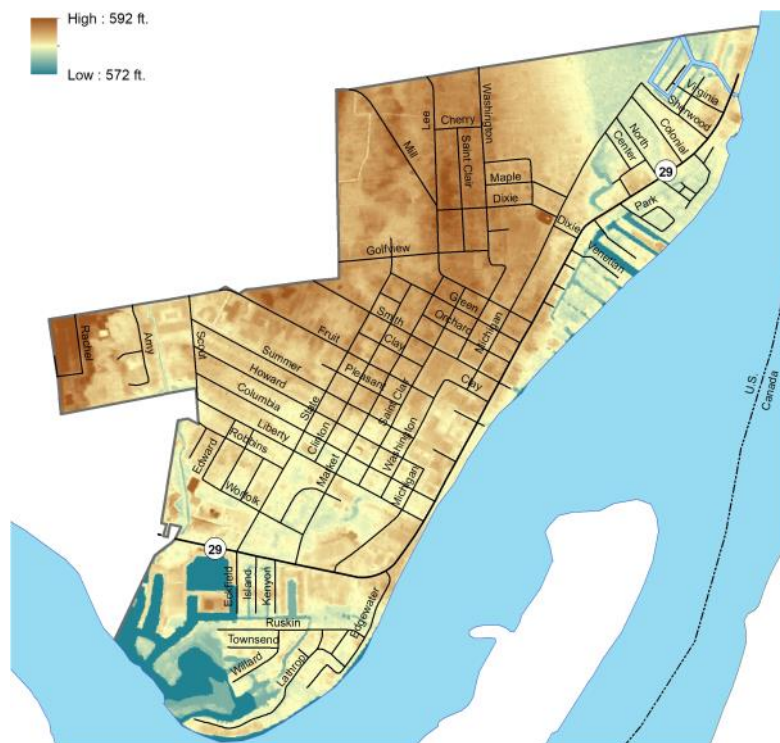
Population Vulnerable to Extreme
Heat Events



Data Sources:
St. Clair County, SEMCOG,
U.S. Census Bureau (2010), ACS (2013-2017),
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

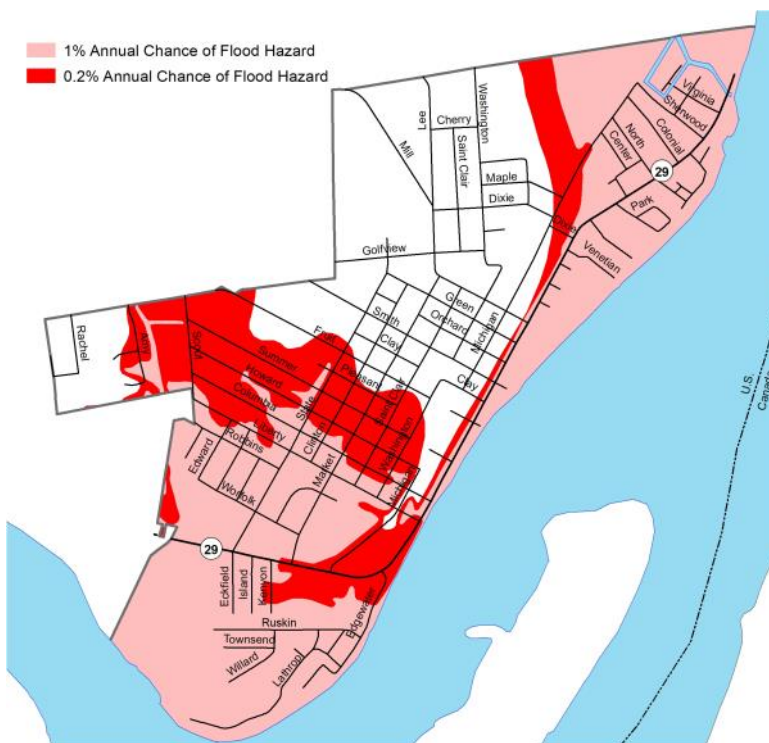
Map 2-17
Digital Elevation Model



Data Sources:
St. Clair County, USDA Geospatial Data Gateway,
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

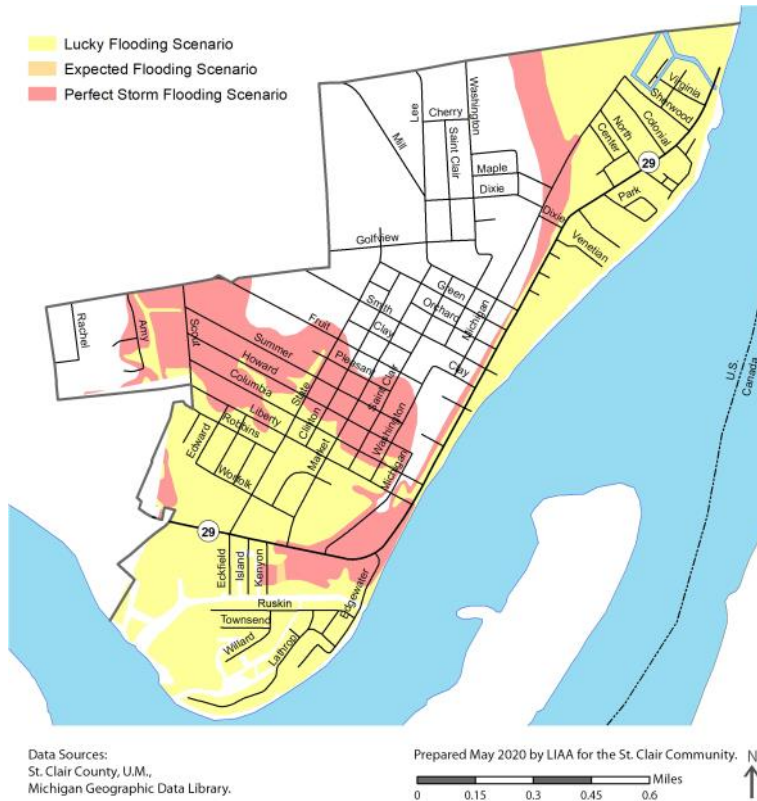
Map 2-18
FEMA Flood Zones



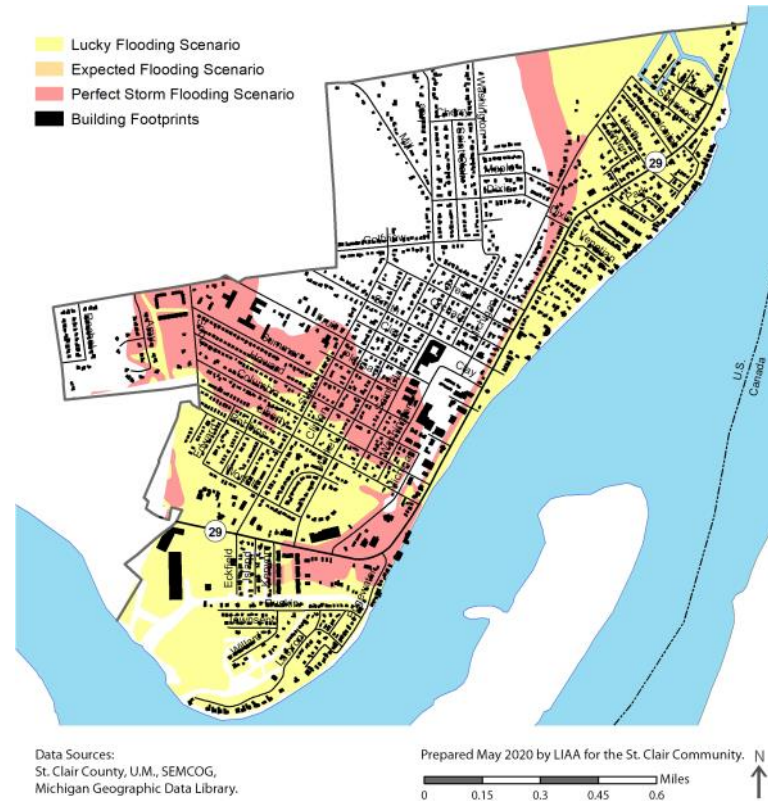
Data Sources:
St. Clair County, FEMA,
Michigan Geographic Data Library.

Prepared May 2020 by LIAA for the St. Clair Community. N
0 0.15 0.3 0.45 0.6 Miles

Map 2-19
Future Flooding Scenarios



Map 2-20
Future Flooding Scenarios with Building Footprints



TRANSPORTATION & MOBILITY3



INTRODUCTION

A transportation system is made up of a network of roads, highways, rail lines, waterways, airports, bikeways, and pedestrian ways. The purpose of a transportation network is to move goods and people from one location to another. Different land uses and the intensity of those uses will influence the performance and stability of that network. In much the same way, the type and size of the transportation network will affect the rate, pattern, and intensity of growth in a community.

This chapter provides an overview of local and regional circulation patterns on roads within the city. Traffic counts, crashes, and other transportation studies were studied to identify necessary future road improvements. Multi-modal transportation, public transit, and non-motorized transportation issues are also examined.

The transportation component of this plan has a number of critical functions:

- It serves as a reference guide regarding the transportation system within the city;
- It sets a vision for future motorized and non-motorized transportation needs within the city; and
- It promotes a better understanding of the land use/transportation interface and how comprehensive planning can be better integrated.

REGIONAL TRANSPORTATION OVERVIEW

St. Clair County is one of seven counties surrounding the Detroit metropolitan area. The county encompasses an area of 724 square miles. The Port Huron Urbanized Area stretches from the Village of

Lexington in Sanilac County, south along the shores of Lake Huron and the St. Clair River, ending just north of the City of Algonac.

The St. Clair County road network is comprised of 2,200 miles of roads. Of that total, 1,130 miles are paved and 1,070 miles are unpaved. There are 366 bridges in the county – the majority of which are owned and maintained by the St. Clair County Road Commission. More than 300 bridges cross lakes, rivers, and streams with one-to-two lanes.

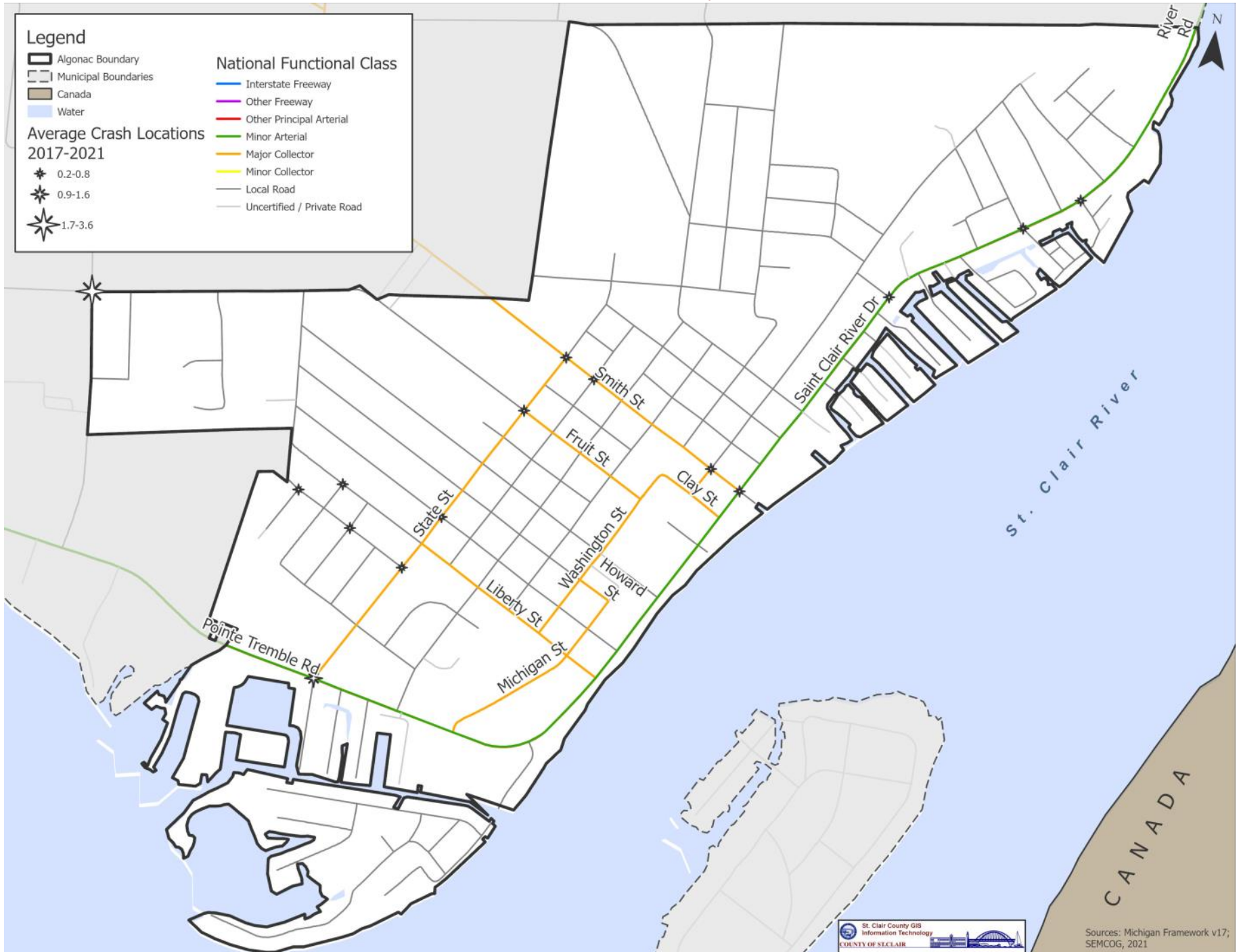
A significant amount of traffic travels through Algonac on M-29 along the St. Clair River as it is a main corridor in the southern portion of the county. Harsens Island, Lake St. Clair, and the St. Clair River are big points of interest to people in all parts of Southeast Michigan and many take M-29 to get there.

ROAD NETWORK IN THE CITY OF ALGONAC

Administrative jurisdictions identify roads in terms of governmental responsibility for construction and maintenance. The two classifying jurisdictions that affect the Algonac street system include the Michigan Department of Transportation (MDOT) Act 51 fund allotment and the federal government's National Functional Classification (NFC) system. These classifications determine eligibility for state funding and federal aid. Each classification system is used for a different purpose.

Public Act 51 of 1951 is a main source of funding for street repairs. Act 51 is administered by the state and serves as a funding tool for projects involving allocation of state taxes. It creates a depository fund for specific transportation taxes as placed on fuel and license plates. It prescribes the purpose for how revenues are to be distributed. It also establishes jurisdictional road networks including state/county roads and city/village streets, sets priorities for the

MAP 3-1: ALGONAC ROAD NETWORK AND HIGH CRASH INTERSECTIONS, 2017-2021





St. Clair River Drive winds along the edge of the city along the St. Clair River.

use of transportation revenues and can guarantee repayment of bonding debt.

The NFC system is set by the federal government and is used for federal agency funding. The Federal Highway Administration (FHWA) developed the NFC system of classifying all streets, roads, and highways according to their function in the late 1960's. As shown on Map 3-1, road classifications in Algonac include:

- **Principal Arterials:** These roads generally carry long distance, through-travel movements and provide access to important traffic generators, such as major airports or regional shopping centers. There are no principal arterials in Algonac.
- **Minor Arterial:** These roads are similar in function to principal arterials but carry trips of shorter distance and of lesser traffic generation. The only minor arterial in Algonac

is State Highway M-29, known locally as St. Clair River Rd or Pointe Tremble near the south side of the city.

- **Major Collectors:** Major collector streets connect traffic from residential areas to arterials. These streets often provide more access to property. Algonac's collector streets are as follows:
 - ⇒ Smith from M-29 to city limits
 - ⇒ Clay from M-29 to Washington
 - ⇒ Fruit from Washington to State
 - ⇒ Howard from Michigan to Washington
 - ⇒ Liberty from M-29 to State
 - ⇒ Michigan from Smith to Clay and Howard to M-29
 - ⇒ Washington from Clay to Liberty
 - ⇒ State from Smith to M-29
- **Local Streets:** These streets prove access to property. Streets not previously mentioned are classified as local roads for Algonac.

MDOT is responsible for the maintenance and improvements to M-29, St. Clair River Road/Pointe Tremble. The balance of the roads are controlled and maintained by the City of Algonac or are private roads or lanes.

TRAFFIC VOLUME

Existing traffic volumes for roadways throughout the City of Algonac vary, depending upon the location of the segment studied or the date the study was conducted. It is critical to consider existing traffic volumes when considering future development within the city, planning for roadway improvements, or projecting future capacity.

The City should work with the St. Clair County Transportation Study (SCCOTS) and the St. Clair County Metropolitan Planning

Commission (MPC) to evaluate existing conditions and establish an action plan for review of specific traffic management issues.

Under optimum conditions, a two-lane road has a capacity for up to 12,000 vehicles per day. The majority of the roads in Algonac have two lanes and carry less than 10,000 vehicles per day, aside from a stretch of M-29 throughout downtown which is five lanes and carries between 6,500 and 12,000 cars per day. See Map 3-2 for an overview of Annual Average Daily Traffic (AADT) on city streets.

TRAFFIC CRASH ASSESSMENT

Traffic crash frequency is commonly used as a measure in identifying existing traffic safety issues. As shown in Table 3-1, there were 97 traffic crashes in the City of Algonac between 2017 and 2021. Of that total, approximately 78% of those crashes resulted in property damage only. During that time period, there was one fatal crash. See Map 3-1 and Tables 3-1, 3-2, and 3-3 for crash information.

PAVEMENT AND SURFACE EVALUATION RATING (PASER)

Each year, the St. Clair County Metropolitan Planning Commission (MPC) performs a visual inspection to evaluate pavement surface conditions on 50% of the federal-aid roads in St. Clair County. The next year, the same pavement evaluation is performed for the other 50% of the county that was not done the previous year. Typically, PASER evaluates pavement distress in asphalt and concrete roads. For asphalt roads, the rating team looks at surface defects, surface deformation, cracks, patches, and potholes. For concrete roads, the rating team evaluates joints, pavement cracks, pavement deformation (such as settlement or heave, utility repairs, patching, etc.), and surface defects (such as polishing, spalling,



M-29 is classified as a minor arterial road, which generally carries through-travel movements and provides access to important traffic generators, such as commercial businesses.

MAP 3-2: ANNUAL AVERAGE DAILY TRAFFIC (AADT) IN ALGONAC

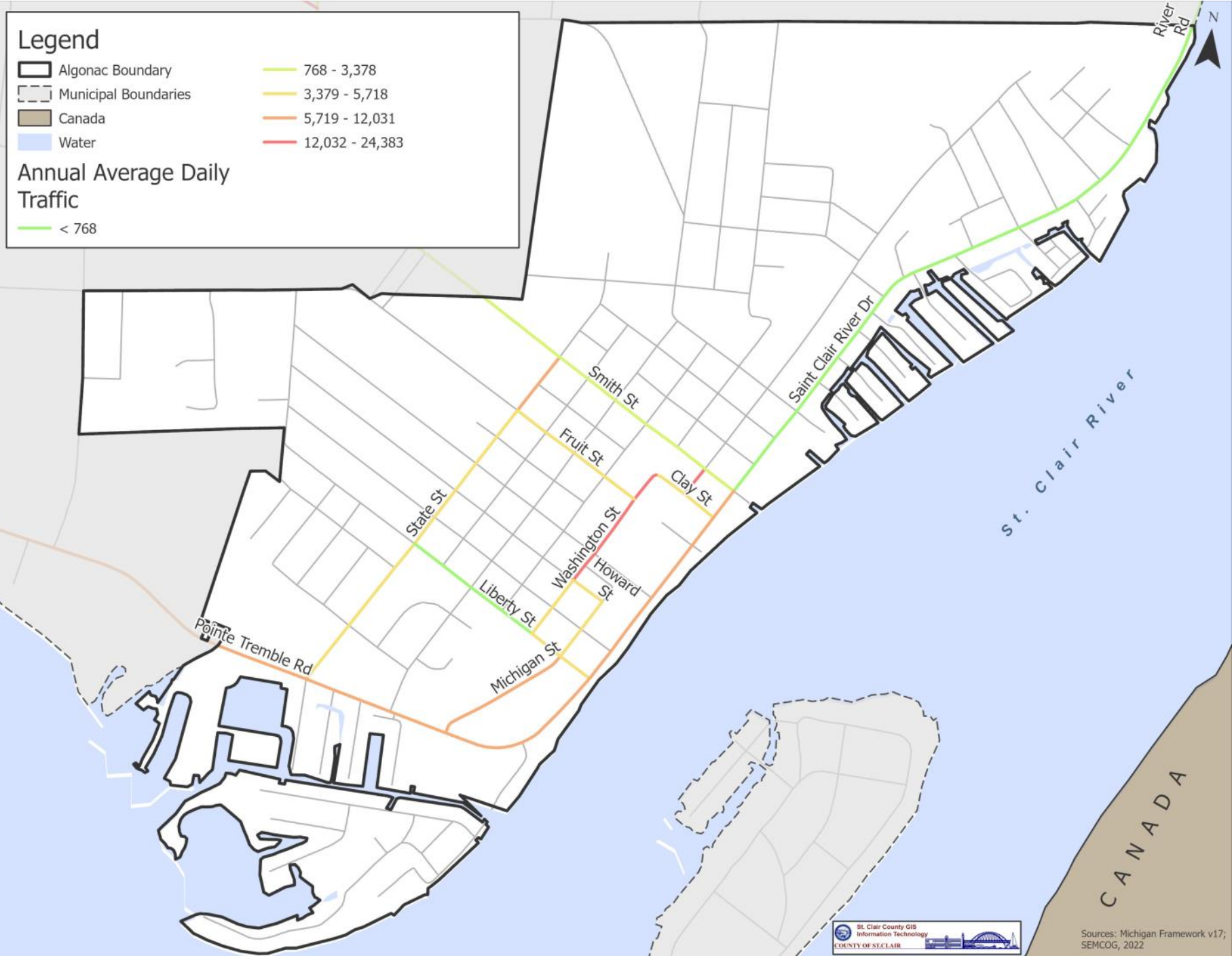


Table 3-1: Crash by Type, Algonac 2017-2021							
Crash Severity	# of Crashes	2017	2018	2019	2020	2021	Percent of Crashes 2017 - 2021
Fatal	1	0	0	0	0	1	1%
Serious Injury	3	0	0	2	0	1	3.1%
Other Injury	17	4	3	1	4	5	17.5%
Property Damage Only	76	16	20	16	11	13	78.4%
Total Crashes	97	20	23	19	15	20	100%

Source: SEMCOG Community Profiles, 2023

Table 3-2: High Crash Intersections, Algonac, 2017-2021					
Local Rank	County Rank	Region Rank	Intersection	Jurisdiction	Annual Average 2017-2021
1	74	5,352	Fruit St @ Nook Rd		3.6
2	247	12,289	Pointe Tremble Rd @ State St	State/City	1.6
3	507	21,434	Saint Clair River Dr @ Smith St	State/City	0.8
4	691	26,204	Saint Clair River Dr @ North Ave	State	0.6
5	691	26,204	Smith St @ State St	County/City	0.6
6	691	26,204	State St @ Robbins Dr	City	0.6
7	952	33,196	Saint Clair River Dr @ Algona Ln	State	0.4
8	952	33,196	Saint Clair River Dr @ Dixie Blvd	State	0.4
9	952	33,196	Smith St @ Clinton St	City	0.4
10	952	33,196	Fruit St @ State St	County/City	0.4

Source: SEMCOG Community Profiles, 2023

Table 3-3: High Crash Road Segments, Algonac 2017-2021

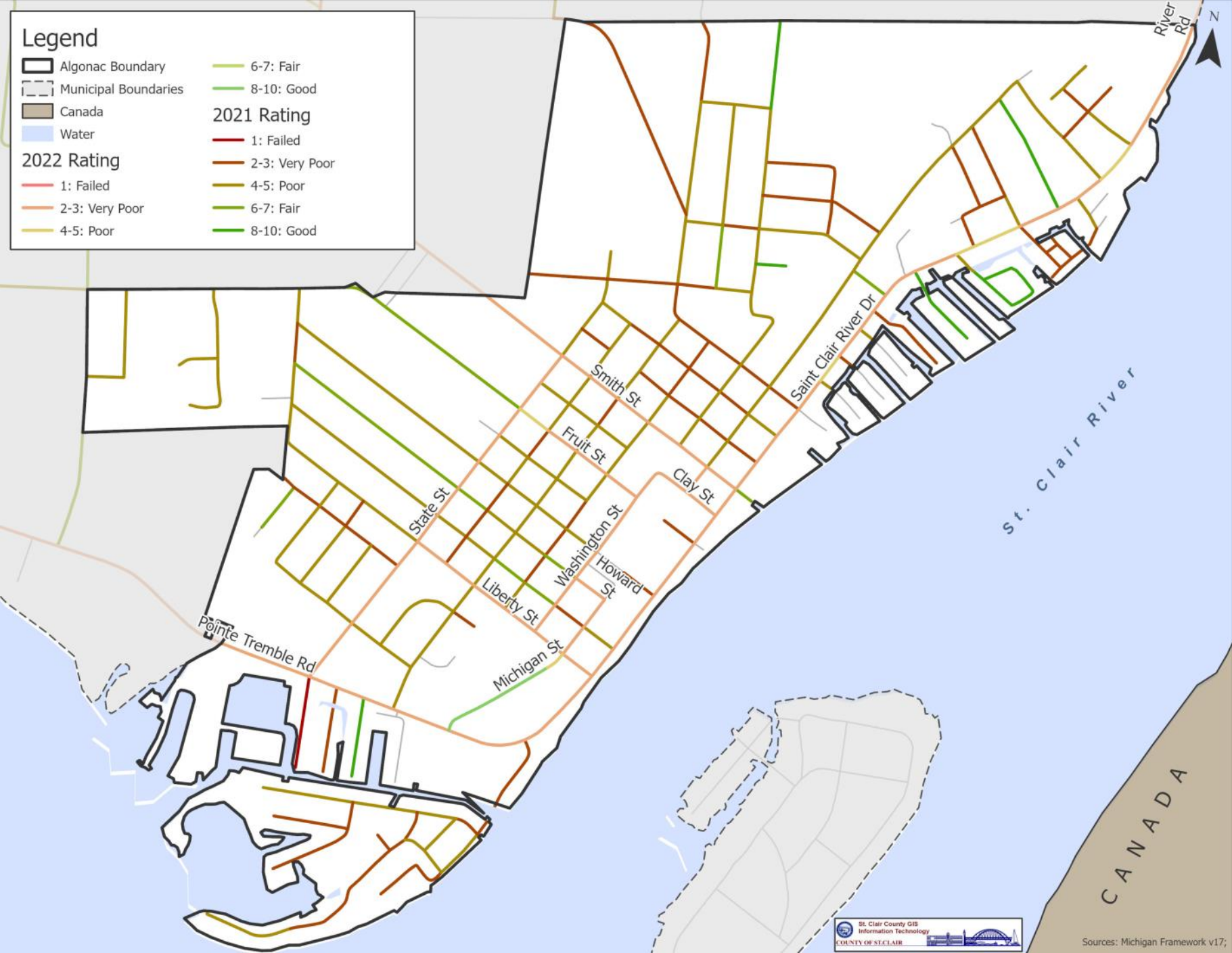
Local Rank	County Rank	Region Rank	Segment	From Road - To Road	Jurisdiction	Annual Avg 2017-2021
1	2	153	Dyke Rd	Palms Rd - State St	State	43.6
2	169	5,963	River Rd	Smith St - Broadbridge Rd	State	5.4
3	535	13,614	Saint Clair River Dr	Michigan St - Liberty St	State	1.2
4	615	15,286	State St	Dyke Rd - Liberty St	City	0.8
5	615	15,286	Stone Rd	State St - Stone Rd	County	0.8
6	615	15,286	Pointe Tremble Rd	State St - Michigan St	State	0.8
7	671	16,307	State St	Liberty St - Fruit St	City	0.6
8	671	16,307	Saint Clair River Dr	Clay St - Smith St	State	0.6
9	735	17,455	State St	Fruit St - Smith St	City	0.4
10	735	17,455	Smith St	River Rd - Michigan St	City	0.4

Source: SEMCOG Community Profiles, 2023



M-29 is a state trunkline that spans the eastern shoreline of St. Clair County westward into Macomb County, where it becomes 23 Mile Road. Source: Bing Maps 2023.

MAP 3-3: PAVEMENT SURFACE EVALUATION AND RATING, 2021



shallow reinforcing, etc.). In reviewing various defects, it is important to consider both the severity and extent. Typically, a defect will begin slowly and gradually become more severe. Rating the roads helps communities and road agencies manage road maintenance in an effective and fiscally responsible manner.

Map 3-3 shows the pavement conditions on federal-aid roads in the city in 2021.

PLANNED ROAD IMPROVEMENTS

The St. Clair County Transportation Study (SCCOTS) Advisory Committee works together to select projects to spend the federal funds that are allocated to St. Clair County. The Michigan Department of Transportation uses a formula for all of the small Metropolitan Planning Organizations (MPOs) to distribute federal funds. SCCOTS also receives additional funding through its inclusion as part of the Southeastern Michigan Council of Governments (SEMCOG).

Long Range Transportation Plan

SCCOTS manages the administrative duties of transportation planning for the next 25 years through development and implementation of the St. Clair County Long-Range Transportation Plan (LRTP).

Although the City of Algonac has no specific projects in the LRTP at this time, projects can be amended into the document in order for it to be programmed to receive federal funds and move forward for implementation.

Transportation Improvement Program (TIP)

This document is a shorter term planning document and contains



projects that will be constructed in the next four years. Currently, the City of Algonac does not have any projects in this document for Fiscal Year 2023-2026. If the city receives any federal funds for road projects, this document will need to be amended as well.

BRIDGES

Algonac is unique in that it has a number of canals and channels flowing throughout residential neighborhoods. This means that bridges had to be constructed when neighborhoods in these areas were developed to provide people with ingress/egress from their homes. As noted in earlier city plans, problems related to bridge structures involve the quality of the original construction. In certain cases, canal bridges were built by the developer at minimum standards and thereafter dedicated to what was then the Village of Algonac as part of the platted street system. As such, the city inherited a number of substandard bridge structures. A prime example of this condition is the bridge located on Edgewater Street,



The inadequate approach to the bridge located on Edgewater Street, south of M-29, restricts vertical sight distances and creates a hazard to oncoming traffic.

south of M-29. The inadequate approach to this structure severely restricts vertical sight distances; hence, resulting in a hazard to oncoming traffic.

PROBLEM INTERSECTIONS

A number of problem intersections occur within the city; however, the majority of these situations involve local residential streets rather than major thoroughfares and, consequently, are not of a critical nature.

The two most critical locations involving improper horizontal alignments occur at the intersection of St. Clair River Drive and M-29, and at the intersection of Mill and Lee Streets. In both cases, the acute angle at which these streets intersect results in a definite restriction to vehicular sight distances.



WATER TRANSIT

The City of Algonac was originally settled as a village along the river and is located on the world's biggest fresh-water delta. The city has many canals within its borders, giving it the nickname "The Venice of Michigan." The proximity to the water offered business and job opportunities as a port, water transportation, and shipbuilding center. Water is also important in the movement of people and goods.

There are three ferry services in and around Algonac that provide access to the community. Auto ferry service across the St. Clair River is available from the Walpole Algonac Ferry, which connects Algonac to Walpole Island in Ontario, Canada - the closest route between the Detroit area and the Chatham/Wallaceburg/London/Toronto region in Ontario.

There is also passenger (but not automobile) ferry service from Algonac to Russell Island via the Russell Island Ferry, which shares a

dock with the Walpole Algonac Ferry. There is a large parking lot for Russell Island Ferry passengers located near where M-29 bends through the central business district on the east side of the road. This lot is immediately south of the Seafarers International Union headquarters.

Just west of the Algonac city limits on M-29 in Clay Township is Champions Auto Ferry, which connects mainland Clay Township to Harsens Island.

Given its location along the St. Clair River, the Algonac is a popular permanent and transient mooring spot for Great Lakes pleasure boating.

PUBLIC TRANSPORTATION

Public transportation is available through the Blue Water Area Transportation Commission (BWATC), or Blue Water Transit. There are several stops in or near Algonac along a transit route connecting Port Huron with a large retail center in Chesterfield Township on the 23 Mile Road corridor in Macomb County. Bus stop locations include St. John's Marsh at Pearl Beach, the Kroger store in Clay Township, north of the ferry to Canada in Algonac, and at the South Entrance of Algonac State Park. Southbound and northbound stops are scheduled on the weekdays, once in the morning and once in the afternoon.

COMPLETE STREETS AND NON-MOTORIZED TRANSPORTATION

Non-motorized traffic refers to quiet modes of transportation, such as bicycles, in-line skates, riding horses, and pedestrians of all ages and physical abilities. Non-motorized transportation is an important alternative to the automobile as a source of recreation and as a means of commuting to work, school, and to shopping, social, and civic destinations.



"Complete Streets" is a national movement with numerous states, local governments, and even the US Transportation Secretary espousing the concept for federal transportation projects. Governor Granholm signed the Complete Streets legislative package into law on August 1, 2010. The legislation does not mandate any local road agency adopt a Complete Streets policy or spend any additional dollars for non-motorized facilities. While adoption of a Complete Streets policy is purely optional for local governments, the changes in the law have the potential to benefit every community.

Streets and roadways represent the largest component of public space in every community. The Complete Streets concept attempts to make communities reconsider the intended function and/or use of a corridor. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to stores, and bicycle to work. They

allow buses to run on time and make it safe for people to walk to and from transit stops.

Sidewalks or pathways line many of the streets within the city. These provide safe and accessible ways to reach parks, local schools, the business district, the riverfront and other community resources. There are also a limited number of designated bike lanes along some of the primary local streets in the city, providing a safe place for residents to ride their bicycle throughout city neighborhoods. However, these designated bike lanes are typically narrow lanes on the edges of streets that are not sized or marked to bike lane standards recommended by the American Association of State Highway and Transportation Officials (AASHTO).

While the efficient, safe movement of cars and trucks has been the clear priority for streets in the past, the complete streets philosophy outlines a new perspective in which the mobility and safety needs of all users - pedestrians, bicyclists and transit riders of all ages and abilities - are balanced with those of motorists.

In recent years, transportation planners have made a significant shift in their approach to the design and intended function of streets. This paradigm shift encourages transportation planners and engineers to coordinate road improvements with land use planners and urban designers. This shift represents a new, holistic approach to transportation planning. Complete streets are designed to prioritize pedestrian or non-motorized traffic over cars. Streets and roadways represent the largest component of public space in Algonac. Complete streets attempts to make us reconsider the intended function and/or use of that public space.

It is recommended and encouraged to adopt land use and development policies that encourage compact development patterns, a mix of uses, connected streets and transit supportive

development densities to reduce automobile dependence and vehicle miles traveled. Some suggestions include:

- Adding sidewalk and bike lane improvements wherever possible.
- Provide streetscape improvements to create a walkable environment.
- Coordinate improvements with Safe Routes to Schools, including street crossing improvements (crosswalks, refuge islands, audible signals and tactile warnings on curb ramps).

Benefits of Complete Streets

- By providing designated space for each activity, complete streets improve overall safety for pedestrians, non-motorized and vehicular traffic.
- Complete streets are context-sensitive, meaning they do not disrupt the physical fabric of neighborhoods or individual properties.
- Complete streets demonstrate that the City of Algonac is committed to maintaining a mix of transportation alternatives.
- Complete streets will make Algonac more walkable for pedestrians of all ages and abilities and create safer pedestrian crossings.
- A balanced transportation system that includes complete streets can help facilitate economic growth and stability by providing efficient connections between residences, schools, parks, and businesses.
- Complete streets encourage more walking and bicycling which helps to make a community healthier. Nationally and statewide, there is an obesity epidemic affecting people of all ages, ethnicities, and backgrounds. In St. Clair County, almost two-thirds of adults are either overweight or obese.

- Complete streets are good for children. Streets that allow for kids to walk or ride their bike help them to get physical activity and gain independence. According to Smart Growth America, kids who have safe walking and bicycle routes have a more positive view of their neighborhood.

Street Standards and Design Principles

To the greatest extent possible, all future street improvements should be based upon complete streets principles. These principles should be used as a guideline for rebuilding streets when they are reconstructed.

- Design roads to the minimum width necessary to minimize the impervious cover of the roadway.
- Create safe pedestrian zones at crosswalks and on sidewalks.
- Provide pedestrian right-of-way signage at major crossings.
- Create pedestrian islands to help calm traffic at major pedestrian crossings.
- Slow vehicular traffic in residential neighborhoods and limit cut-through traffic.
- Provide on-street bicycle lanes or pave and stripe shoulders to allow for bicyclists to share the road with vehicles.
- Add additional crossing signage and visual cues at all major crossings around schools, parks, and civic spaces.
- Work in concert with MDOT to implement streetscape improvements along M-29 in the “downtown” area, along the entire length of Riverfront Park.

Residential Streets

The majority of streets within the city are residential streets, many of which connect to M-29 in both the northeast and southern parts of the city. Due to the city’s traditional grid pattern of streets aligned in generally short blocks with stop signs or yield signs



A number of residential streets throughout the city do not have sidewalks on either side of the street. In other areas, only one side of the street has a sidewalk.

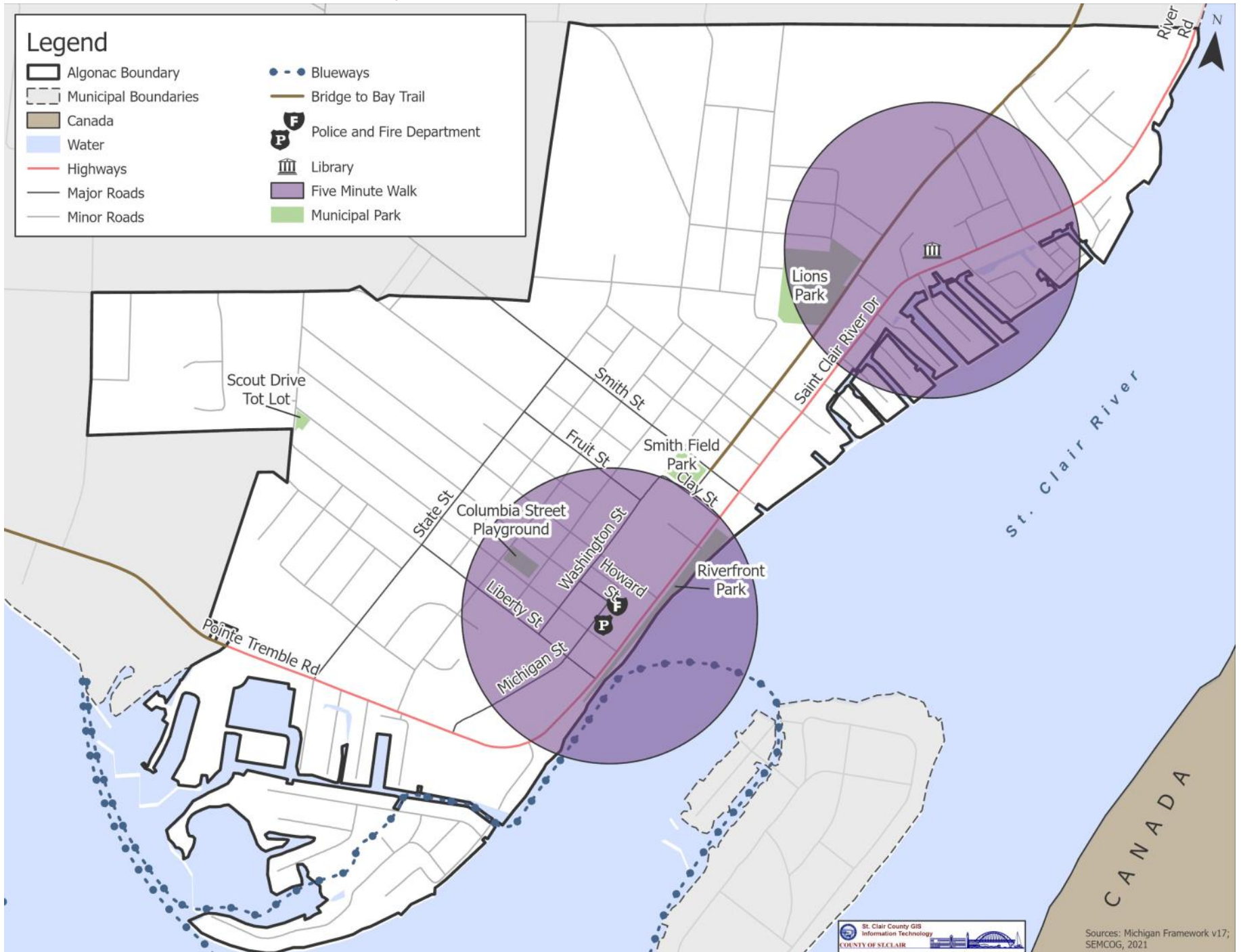
placed at short distances in between one another, the potential for cut-through traffic is limited, as cutting through the grid streets offers no advantage to a driver over staying on M-29 to pass through town.

Pedestrian Mobility

Now more than ever, planners and citizens nationwide are focusing on making their communities more walkable. Walkable communities are widely viewed as thriving, livable, sustainable places that offer their residents safe transportation options and an enhanced quality of life. Current trends show that people prefer walkable communities are choosing such places over less walkable, automobile-centric communities.

Algonac encourages all city streets to have sidewalks on both sides of each street. However, officials do acknowledge the added expense for maintenance and upkeep in order for all sidewalk

MAP 3-4: FIVE-MINUTE WALKING MAP, CITY OF ALGONAC



improvements to meet ADA (Americans with Disabilities Act) standards. Sidewalk replacement and repairs should be coordinated with street and infrastructure improvements.

As shown in Map 3-4, residents in the majority of city neighborhoods are within a five-minute walk of a variety of businesses, schools and other civic uses, and recreational amenities.

According to the Congress for the New Urbanism, the five-minute walk - known as the “pedestrian shed” - is the distance that can be covered in five minutes at normal walking pace. This is considered to be the threshold distance that people are willing to walk before considering driving. The map shows a five-minute walking radius from key community anchor points.

GREEN STREETS

In addition to Complete Streets, the City should consider opportunities to develop “Green Streets” that incorporate green infrastructure to manage stormwater and protect water resources by infiltrating, filtering, storing, and detaining runoff close to the source. SEMCOG outlines actions a community can take to be proactive in planning for and implementing green streets in its *Green Lakes Green Streets Guide* available on its website at www.semcog.org. These actions include:

- Coordinating transportation and watershed planning.
- Considering green infrastructure techniques early in the planning process.
- Updating plans, guidelines, procedures, and manuals.
- Developing a local or regional Green Streets Management

Plan.

As noted in the guidebook, *“once there is an understanding of the local and regional outcomes for green infrastructure along transportation corridors, then consideration may be given to identifying those types of techniques that work traditionally well in these constrained areas.”*

AIRPORTS

The St. Clair County International Airport, located in Kimball Township, is a “transport facility” with a 5,100-foot runway capable of accommodating some jet aircraft and a second 4,100-foot runway. The airport offers a year-round facility for the area and can accommodate larger jet planes, business and small passenger planes, as well as cargo planes.

Industrial facilities are now located in close proximity to the airport. It is a continuing trend that business executives owning facilities in many areas desire to be near airports. They are able to fly in, conduct business, and leave in a very short span of time. St. Clair County has an Air Industrial Park located at the airport.

Passenger air travel is primarily provided by Detroit-Wayne County Metropolitan Airport (70 miles away) in Romulus and Flint Bishop International Airport (80 miles away) in Flint. Both facilities also offer large-scale air freight service.

RAIL TRANSPORTATION

Passenger rail is available via Amtrak stations in Port Huron, Royal Oak, Detroit, and Birmingham. The closest station - in Port Huron - is located 23 miles from Algonac. There is no rail freight that runs through the city.

FUTURE TRANSPORTATION TRENDS

As communities look to plan for population growth or commercial redevelopment, and to make the most out of their infrastructure, one of the first places on which they might focus is parking. An increasing number of communities have started to eliminate minimum parking requirements for developers, aiming to increase walkability and decrease car dependency.

This trend brings to light the problems with existing infrastructure. The need is to establish a highly functional and efficient parking management solution that ensures resident satisfaction and utilizes the existing parking lots and on-street parking throughout the community. Some examples of parking management strategies which influence travel demand include:

- Creating a greater opportunity for shared parking by encouraging compact mixed-use development and improving walking and cycling conditions;
- Pricing parking to reflect the cost of providing parking;
- Providing a parking “cash out” or other financial incentive to employees to use alternative modes;
- Renting or selling parking facilities separate from building space; and
- Providing better user information and marketing relating to parking availability and price

Connected and Autonomous Vehicles

Connected and autonomous vehicle technology will transform transportation systems over the coming decades, with major implications for the planning and design of communities. Autonomous vehicles, also known as driverless or self-driving cars, have been sharing streets and roads for years.

According to the American Planning Association,

“The widespread deployment of autonomous vehicles for cities and metropolitan regions will change the way we design our public rights-of-way. Sensors will allow autonomous vehicles to travel closer together than human-controlled vehicles, reducing the necessary pavement width and freeing up space for wider sidewalks, bike lanes, and other amenities. Local zoning codes will need to address requirements for passenger loading and unloading, and parking needs will change drastically if a shared use model is employed. As cities transition away from ordinances that now require large amounts of land to be used for parking and circulation, they will need to determine how best to make use of that “extra” land through new approaches to land use and zoning.”

Connected and autonomous vehicles will require new infrastructure that will rely on sensors to be located on structures and other infrastructure. Sensors will allow vehicles to “talk” to one another, as well as to the surrounding infrastructure. This technology will feed into a larger ecosystem known as a “Smart City.” Large amounts of data will be transferred between vehicles and infrastructure and this data will be able to provide planners, engineers, and decision makers with new insight as to how a transportation network, and the overall community, is functioning.

From safety, cost, energy/fuel conservation, advancement of technology, and traffic efficiency to drivers who are informed of weather, road conditions, construction, and emergencies. Connectivity provides many opportunities to improve on-road, roadside, and planning activities that are all connected by the ability to collect, process, and manage big data. Using Dedicated Short Range Communication (DSRC), Wi-Fi, and satellite connections to connect vehicles to infrastructure, vehicles, and pedestrians will provide numerous opportunities for economic development and transportation improvements.

In addition to connected and autonomous vehicles, other innovations and technology will also impact how people travel and interact with the built environment, including:

Shared-Use Mobility Services

The Shared-Use Mobility Center defines shared-use mobility as transportation services and resources that are shared among users, either concurrently or one after another. This includes public transit, taxis and limos, bike sharing, car sharing, ride sharing, ride sourcing or ride-hailing, ride-splitting, scooter sharing (now often grouped with bike sharing under the heading of “micromobility”), shuttle services and “micro transit,” as well as other options. This includes services such as Lyft and Uber that can be accessed via smartphone. Advances in technology have made sharing transportation options efficient and easy. Automobile manufacturers, rental car companies, and transit agencies have developed new solutions and mobile applications designed to alter routes, fill empty seats, collect fares and share real-time arrival and departure information. These types of services provide people with additional transportation options, reduce traffic congestion, and provide first and last mile options.

Electric Vehicles

Community partners should look into creating an “Electric Avenue” along key corridors throughout St. Clair County and connecting to the Blue Water Bridge. This would equip these corridors with electric vehicle charging infrastructure that leverages the smart grid and provides needed infrastructure and resources to drivers of electric vehicles coming into the country or leaving the country via the Blue Water Bridge, as well as our residents who already have or are considering an electric vehicle. Moreover, this would create additional economic development opportunities within the county.

Data and Technology

A data rich and connected “Smart City” provides the ideal opportunity to develop deep learning and automation alternatives to promote autonomous functionality, increased safety solutions, improved resource management and maximized energy efficiency in real world environments.

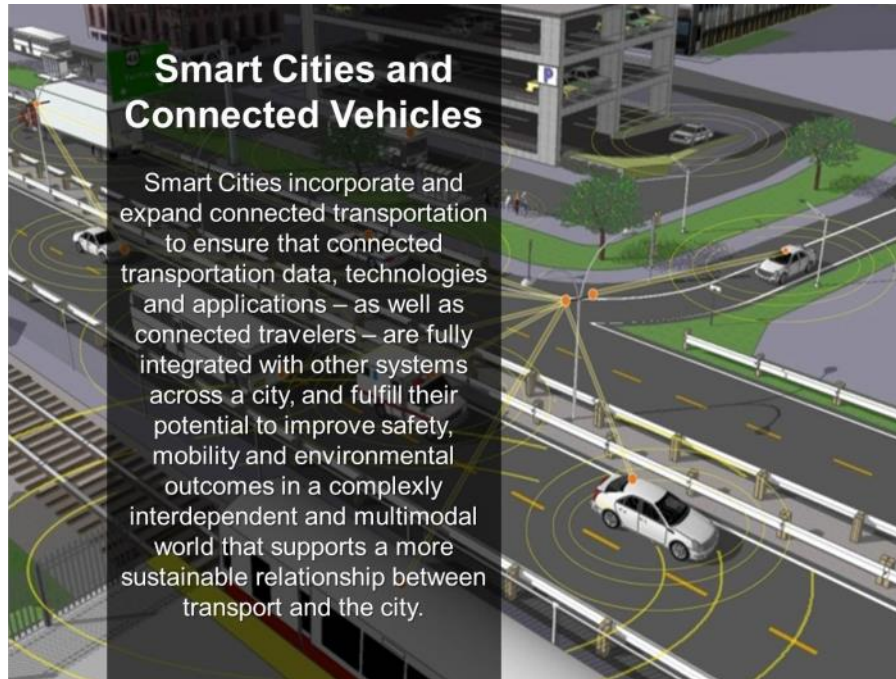
Connectivity must be secure, stable, and sufficient to support initial automation development phases. A connected automation environment will be established to provide the necessary infrastructure to support different sensing technologies that can collect, store, and support transfer of data.

Exploring different technology solutions at the infrastructure and vehicle levels will be among initial activities to support studies and develop tools that can be used to compare performance characteristics, limitations, quality, durability, and cost effectiveness comparisons. Consideration of acquisition, installation, maintenance, user reliability, processing, data handling, storage, and communication will be among other critical elements of evaluation.

Land Use and Infrastructure

Intelligent, sensor-based infrastructure will ultimately be deployed over time to collect data that will ultimately be used to improve system efficiencies, public safety, and overall mobility. Connected and autonomous vehicles and shared-mobility services will have a profound impact on how we plan our communities. According to Professor Jonathan Levine at the University of Michigan,

“If we do not address land use, there will be an ultimate impediment to access to transportation for consumers and constituents. Two examples of this impediment include parking



Source: US Department of Transportation, 2016

According to a Florida State University Study (*“Envisioning Florida’s Future: Transportation and Land Use in an Automated Vehicle World”*) there are strong indicators that AVs will require narrower ROWs and travel lanes, influence the location, form, and amount of parking, impact the mobility of bicyclists and pedestrians, declutter urban environments through reduced signalization and signage, and provide redevelopment opportunities on now unnecessary parking lots and excess ROW.

and zoning. In many cities, when a new residential or commercial building is constructed, there must be a minimum number of parking spots attached. This requirement of parking increases housing costs in the area. Furthermore, when zoning laws encourage low density development, that density is eventually capped and cannot increase.”

“What autonomous vehicles (AVs) could potentially do is encourage infill development in the cities, reducing their outward expansion making their per-capita environmental footprints smaller. The benefits are not restricted to cities; employing AVs to operate in coordination with public transit to encourage transit-oriented development can make suburbs more attractive to live in.”

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PARKS AND RECREATION 4



RECREATION PLAN JURISDICTION

This combined Master Plan and 2024-2028 Parks and Recreation Plan covers the entire City of Algonac in St. Clair County, Michigan.

ADMINISTRATIVE STRUCTURE

City Council/Recreation Commission

The City of Algonac’s City Council acts as the Recreation Commission and makes all decisions for the city in regards to the Parks and Recreation policy, planning, and expenditures. City Council is very active within the visioning process as well as preparing long term capital improvements and concept use plans for the parks.

City Manager

The city manager, as in most cities, acts as the supervisor of the City and implements city council policies. The city manager works directly with the city council in developing staffing, maintenance, schedules, policies, operations, and budgets and capital improvement programming. All of the City staff works under the supervision of the city manager, including those associated with Parks and Recreation. It is the city manager that advises and assists the city council with regard to capital expenditure needs and the relative importance of those expenditures in light of overall City functions and budgetary considerations.

Department of Public Works

Under the supervision of the city manager, the Department of Public Works responsible for day-to-day parks and recreation , maintenance, and operations. The City employs a pool staff to operate the Lion’s Field Pool and concessions.

Figure 4-1: City of Algonac Organizational Chart



Table 4-1: Algonac Parks and Recreation Budget		
Budget Item	2022-2023	2023-2024
Parks and Recreation	\$126,150	\$131,785
Pool	\$35,365	\$28,825
Total	\$161,515	\$160,610



distribution is based on the number of residents living in each municipality or township. From 1995 to 2023, a total of \$516,408.73 has been distributed to Algonac for parks and recreation activities.

In order to receive these funds, communities must submit an annual report and show evidence of “maintenance of effort” to assure the funding is used to expand opportunities rather than to supplant existing local funding. In effect, local units of government must document that they have maintained their local financial support for parks and recreation services at a level equal to or greater than the amount they spent prior to the 1994 millage election.

PARKS AND RECREATION BUDGET

Table 4-1 highlights the Algonac parks and recreation budget for 2022-2023 and 2023-2024. For 2023-2024, the City has budgeted \$160,610 for parks and recreation and the community pool. While the budget for parks and recreation is higher than the previous year, the budget for the pool is slightly less, which accounts for the \$905 difference in budget amounts.

St. Clair County Parks and Recreation Millage

The St. Clair County Parks and Recreation Commission (PARC) has a countywide millage for parks and recreation in St. Clair County. PARC dedicates 75% of the millage revenues to parks and recreation facilities that serve a countywide audience. PARC distributes the remaining 25% of the County Parks and Recreation Millage revenues to local units of government to enhance or expand local parks and recreation programs and facilities. Since 1995, the amount of money distributed to local communities has totaled more than \$18.8 million. This distribution has had a positive impact on the delivery of local parks and recreation services in every community in St. Clair County. The amount of local

GRANT HISTORY

In years past, the City of Algonac, as part of the Downriver Recreation Commission, applied for a number of recreation grants, including requests to the Michigan Recreation and Park Association (MRPA), the Gannett Foundation, the Tony Hawk Foundation, the Michigan Humanities Council, and the Community Foundation of St. Clair County. In total, the Downriver Recreation Commission received over \$17,000 in grant funds.

In 2008, the City of Algonac received a \$255,100 grant from the Michigan Natural Resources Trust Fund (MNRTF) for improvements at the Lions Field Park Pool House. This project has been completed. [Grant #08-043]

In 2015, the City received a \$50,000 grant through the MNRTF for the Riverfront Park Lighting Replacement project. This project has been completed. [Grant #15-0094]

In 2016, the City received a \$100,000 grant from the Land and Water Conservation Fund to make improvements at Lions Field Park.

In 2022, the City received a \$300,000 grant through the MNRTF for the Riverfront Park Lighting Replacement project. This project has been completed. [Grant #21-0147].

In 2023, the City applied for and was awarded \$400,000 from the Michigan Economic Development Corporation (MEDC) RAP 2.0 grant program to assist in renovating the City's pool. The total cost to rebuild the pool is estimated to be \$1.7 million.

RECREATION PROGRAMMING, COOPERATION, AND VOLUNTEERS

Algonac historically offered swimming programs at the Lions Field Pool. However, due to severe water loss, the pool was closed in July 2020.

The City offers concerts in the park at Riverfront Park in conjunction with Clay Township, with half of the concerts held at Clay Township



Park. Little League baseball and soccer are offered through various private organizations to the residents of Algonac.

The Algonac Youth Soccer League is run through the YMCA for ages 2-9. The YMCA also hosts the annual "Dunksgiving" 3-on-3 basketball tournament held at Algonac High School.

The City also has an Adopt-a-Park program that commits a community group for two years to picking up litter, except after all City-sanctioned events. Another program is the memorial pavers available for the dog park.

There currently are no organized volunteers outside of coaches for student sports teams. However, a number of civic groups in the City help out with community events and have donated funds for park improvements, with the most recent example being the dog park at Lions Field Park.

PARKS AND RECREATION INVENTORY

INTRODUCTION

While an extensive variety of recreation facilities are available throughout southeast Michigan, not all of these park sites are located proximate to the City of Algonac. Most of these parks require trips exceeding one-half hour in length. A description of local, regional, and State of Michigan facilities available to City of Algonac residents is included in this section. The inventory was generated using information from the St. Clair County Master Recreation Plan and local community plans.

Parks and recreational facilities foster positive activities ranging from physical activities to community events that are very

important to the health and welfare of the city's residents. They often accentuate and support distinct environmental features of a place while providing important recreational opportunities for the public. Environmental features provide opportunities to enhance a community's character and sustain ecological principles. Due to Algonac's proximity to the St. Clair River and Lake St. Clair, it offers a variety of parks and recreation facilities that serve as community amenities for both residents and visitors alike.

LOCAL PARKS AND RECREATION FACILITIES

There are five parks in the City of Algonac that total just over 18 acres. The City of Algonac is dedicated to providing positive recreational opportunities for all citizens. With that dedication comes recognition of the importance of providing for the special needs of disabled members of the community.

ADA Accessibility Rating

In accordance with the Americans with Disabilities Act of 1990 (ADA), the City is working to ensure that all future parks and recreation projects adhere to specifications for access, inclusion, emotional well-being, and physical fitness that provide independence and an improved quality of life for disabled individuals.

Each City recreation facility was compared to the *2010 ADA Standards for Accessible Design* and given an 'Accessibility Rating' from 1-5, where:

- 1= none of the site elements meet ADA Standards,
- 2 = some site elements meet ADA Standards,
- 3 = most site elements meet ADA Standards for Accessible Design,
- 4 = all site elements meet ADA Standards, and
- 5 = the facility meets the Principles of Universal Design.

Riverfront Park | 5 Acres | Accessibility Rating: 3

Also known as the Algonac City Park, this five-acre park extends for a length of four blocks along the St. Clair River. The site includes a boardwalk along the shoreline, a gazebo/performance platform, benches, life jacket loaner station, Adirondack chairs, and a boat launch.

Columbia Street Adventure Playground | 1 Acre | Accessibility Rating: 1

A one-acre park at the base of the City's elevated water storage tank, developed with a large amount of playground equipment for use by the surrounding neighborhood.

Scout and Columbia Streets Neighborhood Park | 0.25 Acre | Accessibility Rating: 2

Contains a limited variety of playground equipment, such as a sandbox, various climbing structures, and several swings for residents of the surrounding neighborhood.

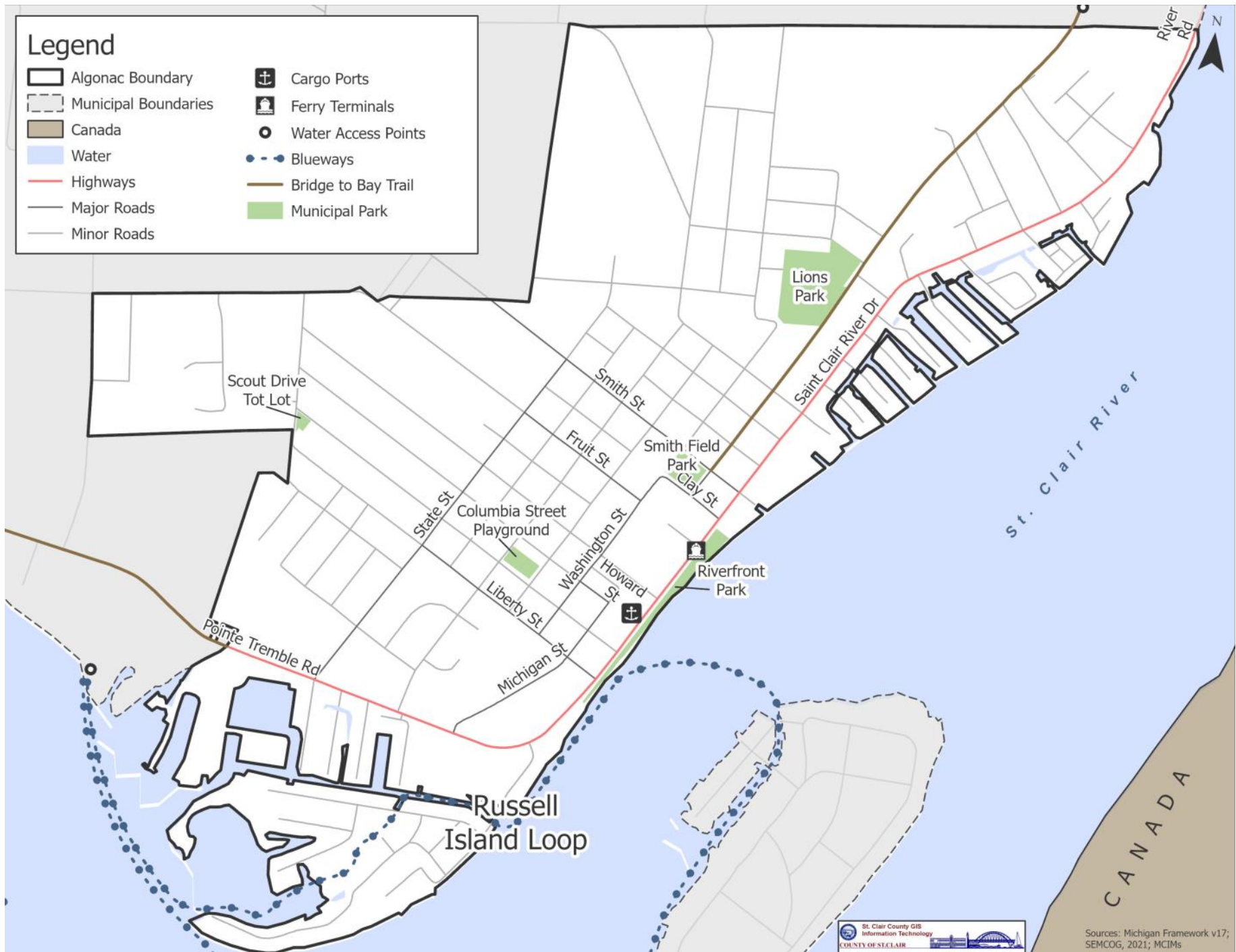
Smith Recreation Park | 2 Acres | Accessibility Rating: 1

This park includes the City's skate park, a baseball backstop, and has some usable area remaining that could be developed to include additional amenities.

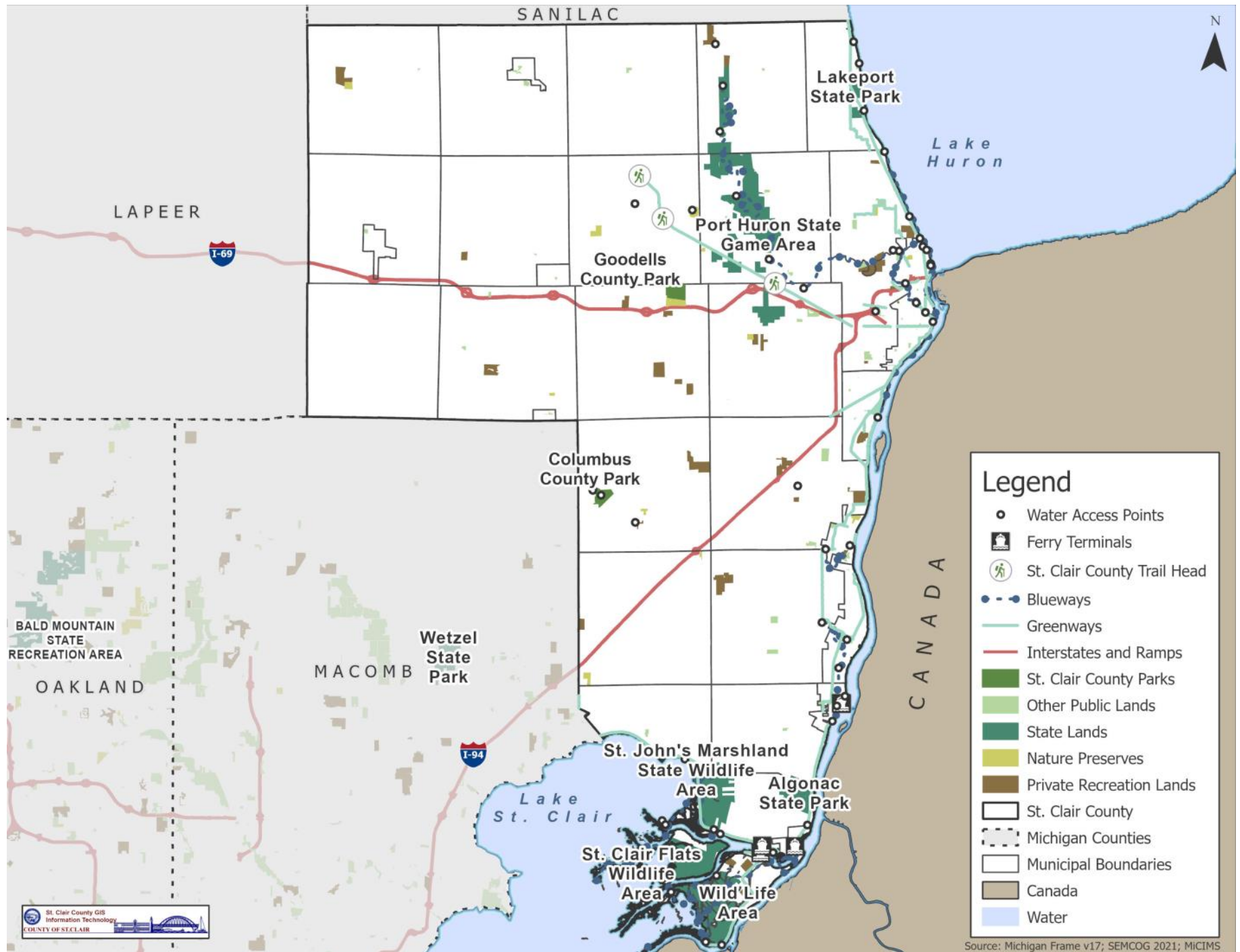
Lions Field Park | 10 Acres | Accessibility Rating: 3

The Lions Field park site occupies a ten-acre site. This site has extensive developed recreation facilities, which include the outdoor community swimming pool, a practice soccer field, a picnic pavilion, two tennis courts, three basketball courts, pickleball, horseshoe pits, a sand volleyball court, a cinder walking path, and a fitness trail. A clubhouse building is also available at this park.

MAP 4-1: PARKS AND RECREATION FACILITIES IN ALGONAC



MAP 4-2: REGIONAL PARKS AND RECREATION FACILITIES





The community pool located at Lions Field Park is in need of major renovations, estimated to cost \$1.7 million. The City is actively pursuing grant funding to cover the project costs.

Lions Field Park also includes a dog park that opened in September 2017. The dog park was funded through a variety of sources including the St. Clair County Parks and Recreation Commission, the Algonac Lions Club, the Algonac Rotary Club, Affordable Fencing, Project Control Engineering, and Algonac charities. Other improvements in 2017, such as the basketball courts, pickleball court, parking lot and horseshoe pits were funded by the Land and Water Conservation Fund (LWCF).

CLAY TOWNSHIP PARKS AND RECREATION FACILITIES

Clay Township owns two facilities: the Pearl Beach Pier and the Clay Township Hall Park. The Pearl Beach Pier is located at the foot of Pearl Beach Avenue along the North Channel, approximately 400 feet south of M-29. The pier extends 300 feet into the North Channel and offers opportunities for public fishing.

The Clay Township Hall Park is 6.6 acres and includes a playground, a splash pad, a pavilion, basketball and volleyball courts, pickleball courts, horseshoe pits, ice skating/inline skating, picnic areas, concessions, and restrooms.

ST. CLAIR COUNTY PARKS AND RECREATION FACILITIES

St. Clair County currently owns eight properties committed to parks and recreation activities that total 1,010 acres:

Goodells County Park	366 acres
Columbus County Park	411 acres
Fort Gratiot County Park	30 acres
Woodsong County Park	33 acres
Fort Gratiot Light Station	5 acres
Blue Water River Walk County Park	5 acres
North Channel County Park	10 acres
Marine City Dredge Cut Access	0.34 acre
Wadhams to Avoca Trail	160 acres (12 miles long)

Goodells County Park

The park's facilities include a Visitor Center, two playgrounds, river and fishing access, a seasonal ice skating rink, trails, four picnic shelters, a community center, historic buildings, a BMX track, a radio-controlled model airplane airfield and truck track, a butterfly



Goodells County Park features the County Farm Museum and a Splashpad, among many other amenities.

garden, five special events buildings, a Splashpad, equestrian facilities, and areas for outdoor events.

The Splashpad has 11 spray features that include two water cannons, five dumping buckets, ground geysers, and a rainbow water tunnel. The Splashpad is open daily from 10:00 a.m. to 8:00 p.m. and admission is free. In February 2006, the County received a Facility Design Award from the Michigan Recreation and Parks Association (MRPA) for the Goodells County Park Splashpad. This award recognized the Splashpad as the first water play facility in the state that uses and recycles water that is supplied by a well rather than a municipal water system.

The Historic Village at Goodells County Park contains the Lynn Township Schoolhouse (1885), and the C.C Peck and Company Bank (1908). Visitors will also see the Columbus Bible Church (1860), the Murphy/Ryan Farmhouse (1872) and the Mudge Log Cabin (1863). The latest addition to the Historic Village is the Columbus Bible Church. The Church was moved to the park and restored, complete with its twelve-foot tall windows and bell tower.

Columbus County Park

Through five separate transactions, the St. Clair County Parks and Recreation Commission (PARC) owns 411 acres of property in Columbus Township. In 2007, PARC used a \$1.4 million Michigan Natural Resources Trust Fund (MNRTF) grant to secure 291 acres for the park and used a \$65,800 MNRTF grant to secure the final 26 acres in 2016.

Phase 1 construction at the park was completed in early 2010, which included construction of the main entrance on Bauman Road, a park roadway, a 100 space parking lot, erosion control and drainage improvements, underground utilities, a water well, and development of a lighted sledding hill.



The sledding hill at Columbus County Park.

Other facilities at the park include mountain biking trails, walking trails, horse trails, fishing access, and permit only hunting. The Belle River provides 1.6 miles of water frontage in the park. A historic gambrel roof barn was restored by Columbus Township and is located at Columbus County Park near Bauman Road. The barn is used for maintenance and storage.

In 2012, an energy efficient park lodge was constructed with modern restrooms, a picnic pavilion, offices, and storage rooms. Activities at the lodge include picnics, weddings, educational programs, and meetings.

Fort Gratiot County Park

Fort Gratiot County Park is located off M-25 on Metcalf Road in the northeast part of St. Clair County. This 30-acre park offers breathtaking views of Lake Huron and 852 feet of shoreline and beach. It also includes picnic areas, restrooms, a children's playground, and paved walking trails. Other park improvements include the addition of ADA-accessible restrooms and a playscape

in 2007, an overflow parking area in 2008 and two picnic pavilions and additional sections of boardwalk on the beach in 2009.

Fort Gratiot County Park is also home to the 1971 Tunnel Explosion Memorial that was erected in 2007 to commemorate the construction accident that took the lives of 22 men working on the water intake tunnel located beneath the park. The 1971 Water Tunnel Explosion committee raised funds for the memorial. The Michigan Historic Commission dedicated a State Historical Marker at the site to mark the 40th anniversary of the tragedy.

Woodsong County Park

In 2008, St. Clair County purchased the 33-acre Camp Woodsong site from the Michigan Waterways Council of the Girl Scouts of America. The property is located in Clyde Township off of Abbottsford Road at the east end of Rynn Road. Woodsong County Park is a passive park that provides opportunities for nature watching and studying, hiking, biking, and water activities on the Black River, such as canoeing, kayaking, and fishing.

The rustic trails follow the natural terrain by traversing along the scenic, steep slopes that travel down to 2,800 feet of Black River shoreline. Additionally, the Clinton River Area Mountain Bike Association (CRAMBA) continues to rapidly develop two-track and single-track mountain bike trails that follow the steep ridges next to the Black River. Currently, three of the proposed four miles of designated mountain bike trails have been completed.

In 2017, a canoe and kayak launch was added using a \$50,000 grant from the Michigan Department of Environment, Great Lakes, and Energy (EGLE). While the launch itself is fully accessible, the steep trail leading from the parking lot to the launch is not ADA accessible.



The Fort Gratiot Light Station in Port Huron is maintained by the St. Clair County Parks and Recreation Commission and is home to the oldest lighthouse in Michigan.

Fort Gratiot Light Station

The Fort Gratiot Light Station is the oldest lighthouse in Michigan. As the shipping needs on the Great Lakes increased in the 1820's, there was a need for a navigational aid at the mouth of the St. Clair River. In August 1825, the first lighthouse was built in Port Huron, Michigan. The original tower was located near the base of the present day second span of the Blue Water Bridge. It was 32 feet high above ground level, 18 feet in diameter at the base, and tapered to nine feet across at the top.

The Coast Guard maintained the Fort Gratiot Light Station from the 1930's until they moved next door into the new station that was built in 2004. The property was officially transferred to St. Clair County in 2010.

Restoration of the lighthouse was completed in 2013, and other property repairs and additions have been made using Michigan Coastal Zone Management Grant funding. The restoration of the tower was made possible by the "Save America's Treasures" grant program and a match from the City of Port Huron. The tower



Blue Water River Walk

reopened for tours in Summer 2012. The Port Huron Museum serves as a partner in leading site tours, programming, and private reservations. Friends of the Fort Gratiot Light Station raise funds for building restoration projects and provides volunteers.

Blue Water River Walk County Park

Blue Water River Walk County Park is a former railroad switch yard in the City of Port Huron that has been partially restored to a coastal wetland. The wetland features three ponds, marshland, and native plants. The habitat is home to amphibians, such as frogs and toads, and is a popular nesting and feeding spot for migratory birds. A boardwalk with interpretive signs educate visitors about wetlands and allows them to get close to the wetland without disturbing its natural features. North of the wetland is a picnic pavilion, a shade trellis, walkways, landscaping, an artificial lawn activity area, picnic tables, grills, and benches. Future developments include a children's playground, restrooms, and another pavilion.

The Blue Water River Walk is a paved pathway that travels through the park and is part of the Bridge to Bay Trail System. It is owned by the Community Foundation of St. Clair County. St. Clair County Parks leases and maintains the grounds.

Pine River Nature Center

The St. Clair County Regional Educational Service Agency's Pine River Nature Center is an educational facility whose mission is to promote the awareness, understanding, and stewardship of the Blue Water Area's natural and cultural heritage. The center provides programs for local schools to enhance their science and mathematics curricula with outdoor-based field studies correlated with the Michigan Curriculum Framework as well as offers outdoor recreation and environmental education opportunities for area residents.

The Pine River Nature Center opened in May 2003 and sits on 111-acres of property with over 4,800 feet of the Pine River meandering through it. Since opening, over 21,900 students from around St. Clair County have visited the center for programs. Activities and events at the center include:

- Opportunities to hike over two miles of trails (open daily from dawn to dark).
- Browse the indoor displays and live animals.
- Read about nature or do research in the library.
- Attend public programs, including star gazing parties and nature walks.
- Volunteer to help with special events and school programs.
- Adopt-a-Trail.
- Visit the universally-accessible (ADA) tree house.



Algonac State Park. Picture source: State of Michigan, 2023.

STATE PARKS AND RECREATION AREAS

There are several state-owned and maintained parks and recreation areas in St. Clair County, three of which are near the City of Algonac.

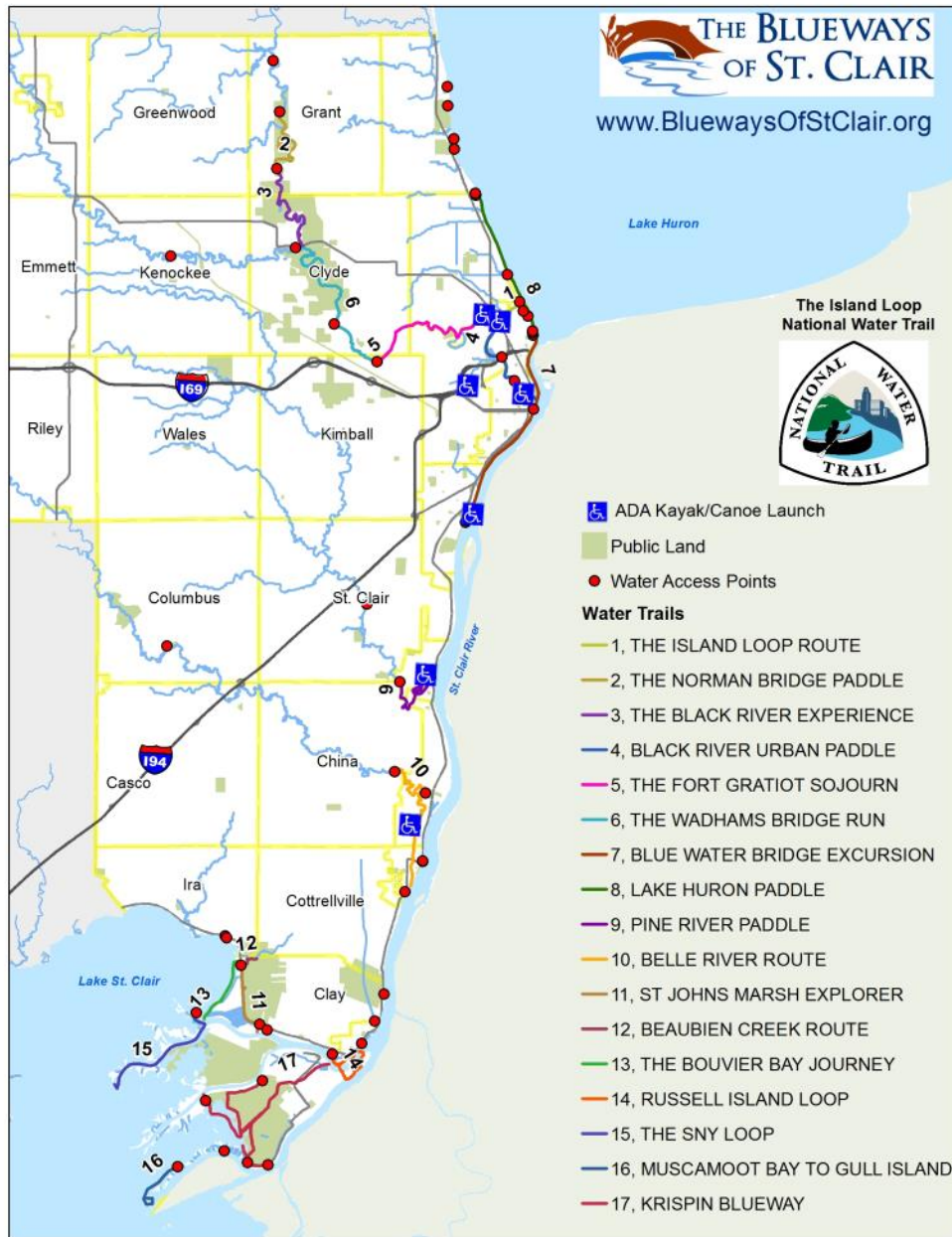
Algonac State Park

Algonac State Park occupies approximately 1,450 acres of land located along M-29, north of the Algonac city limits. The park fronts along the St. Clair River for a distance of approximately 3,200 feet. The park offers a number of campsites, both modern and rustic style, along with many other facilities. Algonac State Park is popular for watching freighters pass through the St. Clair River.

Lakeport State Park

Lakeport State Park is located on Lake Huron in northern St. Clair County, about 41 miles or an hour's drive from the City of Algonac. Situated along Lake Huron, Lakeport State Park provides Southeast

MAP 4-3: BLUEWAYS OF ST. CLAIR



Michigan residents access to the Great Lakes. The park has two distinct units separated by the Village of Lakeport. A total of 250 sites are divided between the two campgrounds. All sites have a picnic table, fire circle, electricity, modern toilet/shower buildings along with several pull-through sites and camp pads for ease of leveling campers.

There is a state-managed boat launch in Lexington ten miles north of the park for boating and fishing access. The Port Huron State Game Area is within a 15-minute drive and provides opportunities for hiking year round and hunting in season.

St. John's Marsh

St. John's Marsh is located west of the City of Algonac and occupies approximately 2,477 acres. It was established in 1974 to preserve a valuable wetland area and it provides the public with opportunities for additional wildlife recreation opportunities, including fishing, hunting, and bird watching.

St. Clair Flats State Wildlife Area

The St. Clair Flats State Wildlife Area is located on Harsens Island and occupies approximately 10,300 acres of land, located at the mouth of the St. Clair River as it enters Lake St. Clair. Large portions of the numerous islands that comprise this area are included within this State game area. The State of Michigan declared it a State Game Area and Sanctuary in 1949. It is a natural habitat for fish and waterfowl.

THE BLUEWAYS OF ST. CLAIR

The Blueways of St. Clair is a system of 17 water trails, totaling 151 miles, in nine unique bodies of water. There are numerous Blueway paddling routes in the Algonac/Clay Township area, including:

Beaubien Creek Route (1)

A rural paddle winding through Clay and Ira Townships. Access the water at the Kayak Store or the Dyke Road/M-29 Bridge over Beaubien Creek. This route is easy paddling up the waterway, past marshland foliage. The route also hosts wildfowl and provides good fishing opportunities. Level: Easy. Length: 2 miles round trip.

Bouvier Bay Journey (2)

A nice paddle along Bouvier Bay, from Beaubien Creek to the North Channel. Beginning at Beaubien Creek, this trip follows the shoreline of Bouvier Bay, cutting through Anchor Bay Drive, and ending in the North Channel. Put in at the Kayak Store or Dyke Road bridge access and get out at Decker's Landing. Alternatively, a paddler can begin and end at the MDNR Decker's Landing launch at the end of Anchor Bay Drive. Level: Easy. Length: 5.6 miles round trip.

Muscamoot Bay to Gull Island (3)

Starting at the South Channel Drive turnaround on Harsens Island, paddle through Big Muscamoot Bay to Gull Island. Park at one of the DNR fishing access lots near the turnaround, as there is no parking at the turnaround. Level: Easy. Length: 4.3 miles round trip.

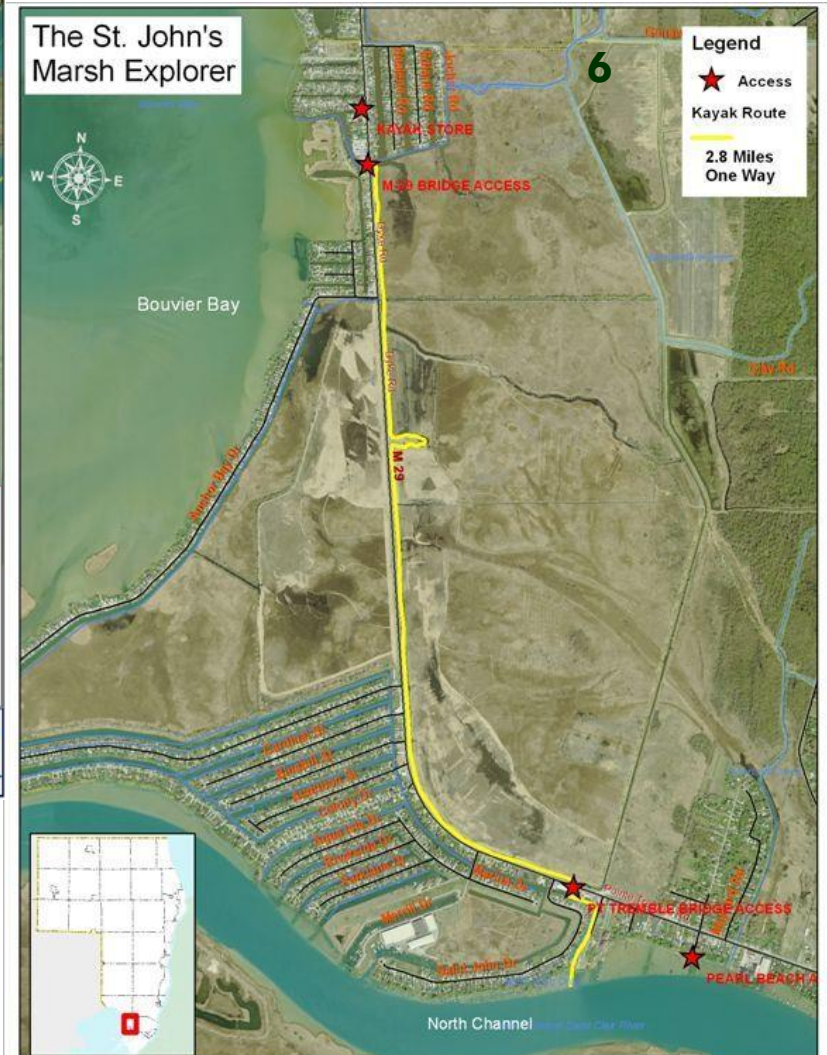
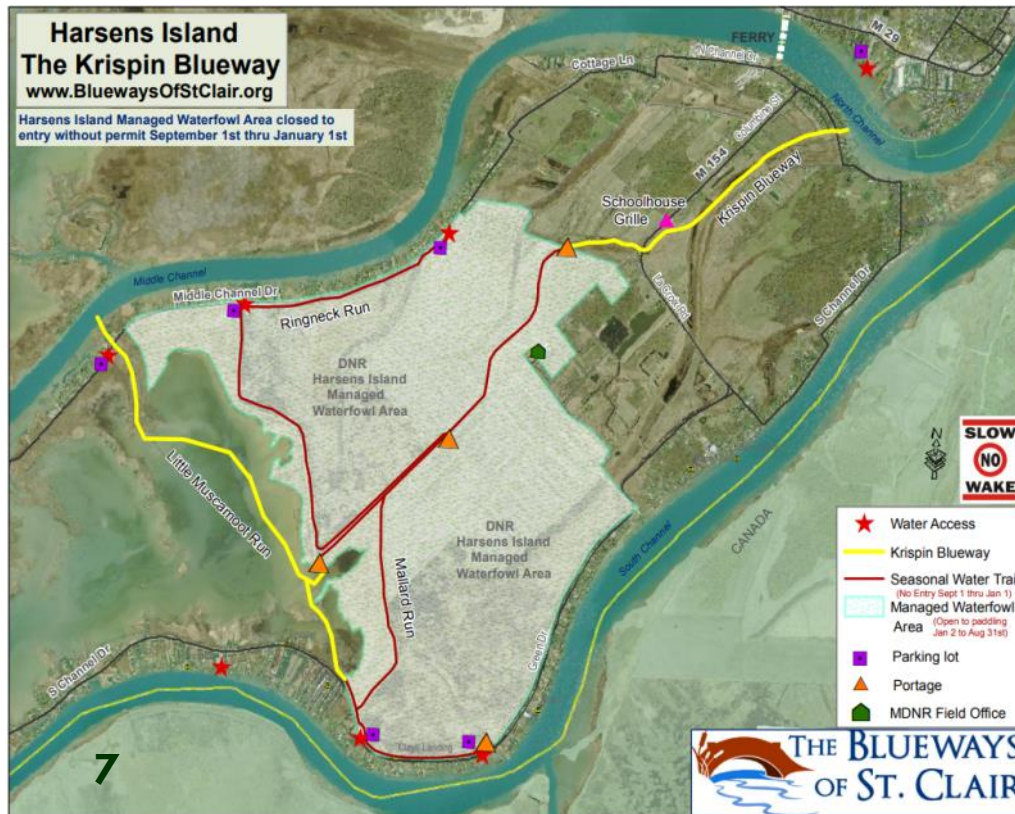
Russell Island Loop (4)

Paddle the North Channel of the St. Clair River, around Russell Island and back. Begins at the DNR boat launch in Clay Township. Enter the North Channel, through Russell Island to the South Channel, and back around to the North Channel. Be aware of the shipping channel, and international waters, of course. Level: Intermediate, due to the current and freighter traffic. Length: 4.3 miles round trip.



Aerial close-up views of Blueways of St. Clair paddling routes near the City of Algonac.







The Sny Loop (5)

Decker's Landing to Strawberry Island, through the Delta. A very unique paddle along the Chenal a Bout Rond, also known as the 'Sny'. This route is quite rural and is a great way to explore the St. Clair River Delta. The only car access is at either Decker's Landing or access points on Harsens Island. One can shorten this trip by taking the first right off the Sny, (on the Baltimore Hwy) and loop back around to the North Channel, and back to Decker's Landing. Level : Intermediate, due to the current. Length: 11 mile round trip.

St. Johns Marsh Explorer (6)

An easy paddle along Dyke Road in St. Johns Marsh. Begin at the M-29 bridge at Beaubien Creek and head southeast along Dyke Road in the St. Johns Marsh, to the North Channel of the St. Clair River. Right-of-way access is near the end of the trip at the Point Tremble bridge right-of-way. Level: Easy. Length: 5.6 miles one way.

The Krispin Blueway (7)

The Krispin Blueway is the newest water trail in the Blueways of St. Clair collection. It is actually a designated county drain, and is controlled by the Drain Commissioner. The drain has recently had a lot of environmental work performed within its boundaries. The habitat restoration included dredging the drain to a historical depth and width, as well as expelling the invasive grass species Phragmites and establishing native plants near and in the water. The Krispin Blueway is on Harsens Island in Clay Township. It is also near the border of Ontario, Canada.

TRAILS AND GREENWAYS

Greenways are corridors of land recognized for their ability to connect people and places together. According to the EPA, greenways promote outdoor recreation, catalyze economic development, increase adjacent property values, celebrate historical and cultural assets, promote conservation and environmental education and improve quality of life.

Greenways have multiple purposes, but from a recreation perspective they have two major functions:

1. To link and facilitate hiking and biking access between residential areas and parks.
2. To provide opportunities for the linear forms of outdoor recreation (i.e. hiking, jogging, bicycling, equestrian riding, and walking) in which many residents engage today. These recreation activities require the development of trails along the greenways.

There are two primary trail systems within St. Clair County: the Wadhams to Avoca Trail and the Bridge to Bay Trail.

MAP 4-4: BRIDGE TO BAY TRAIL OVERVIEW



In 2019, St. Clair County, in conjunction with the St. Clair County Community Foundation, Friends of the St. Clair River, and local community partners updated the countywide trails plan to assess the overall county and its major destinations, inventory the existing trail systems, and understand community desires. These activities supported the adoption of an implementation-focused plan that clearly identifies opportunities, needs, and priorities for future trail and bikeway projects.

Ultimately, the planning process was a chance to step back and take stock of current facilities and position county government, local municipal partners, and other agencies to pursue and implement the next wave of trail projects across St. Clair County. A major goal of the plan is to connect community assets, downtowns, and recreation facilities.

The City of Algonac supports the goals, priorities, and implementation strategies of the St. Clair County Trails Plan and incorporates those goals and priorities into this plan by reference.

Wadhams to Avoca Trail

The Wadhams to Avoca Trail is a 12-mile trail located on property owned and maintained by PARC, and is managed as if it is a county park. The trail starts at Avoca, travels east through Wadhams, and ends at Lapeer Road west of the I-94 overpass on the outskirts of the City of Port Huron. There are plans to extend this trail northwest to Yale, as well as to connect it to the Bridge to Bay Trail through Port Huron Township and heading east toward the St. Clair River.

Bridge to Bay Trail

The ad hoc Regional Trails Governing Board is working with St. Clair County and 13 local communities to develop a 54-mile long network of non-motorized recreational trails linking the shoreline

communities of New Baltimore (Macomb County), Algonac, Marine City, St. Clair, Marysville, Port Huron, and Lakeport. Over 25 miles of paved trail have already been constructed in various sections utilizing funding from the Michigan Department of Transportation (MDOT), the Michigan Department of Natural Resources (MDNR) and private grants. Future plans call for the Bridge to Bay Trail to connect with the Macomb Orchard Trail in Richmond and the Wadhams to Avoca Trail as part of the Great Lake to Lake Trail Route #1, which extends from South Haven to Port Huron.

Blue Water River Walk and Blue Water River Walk County Park

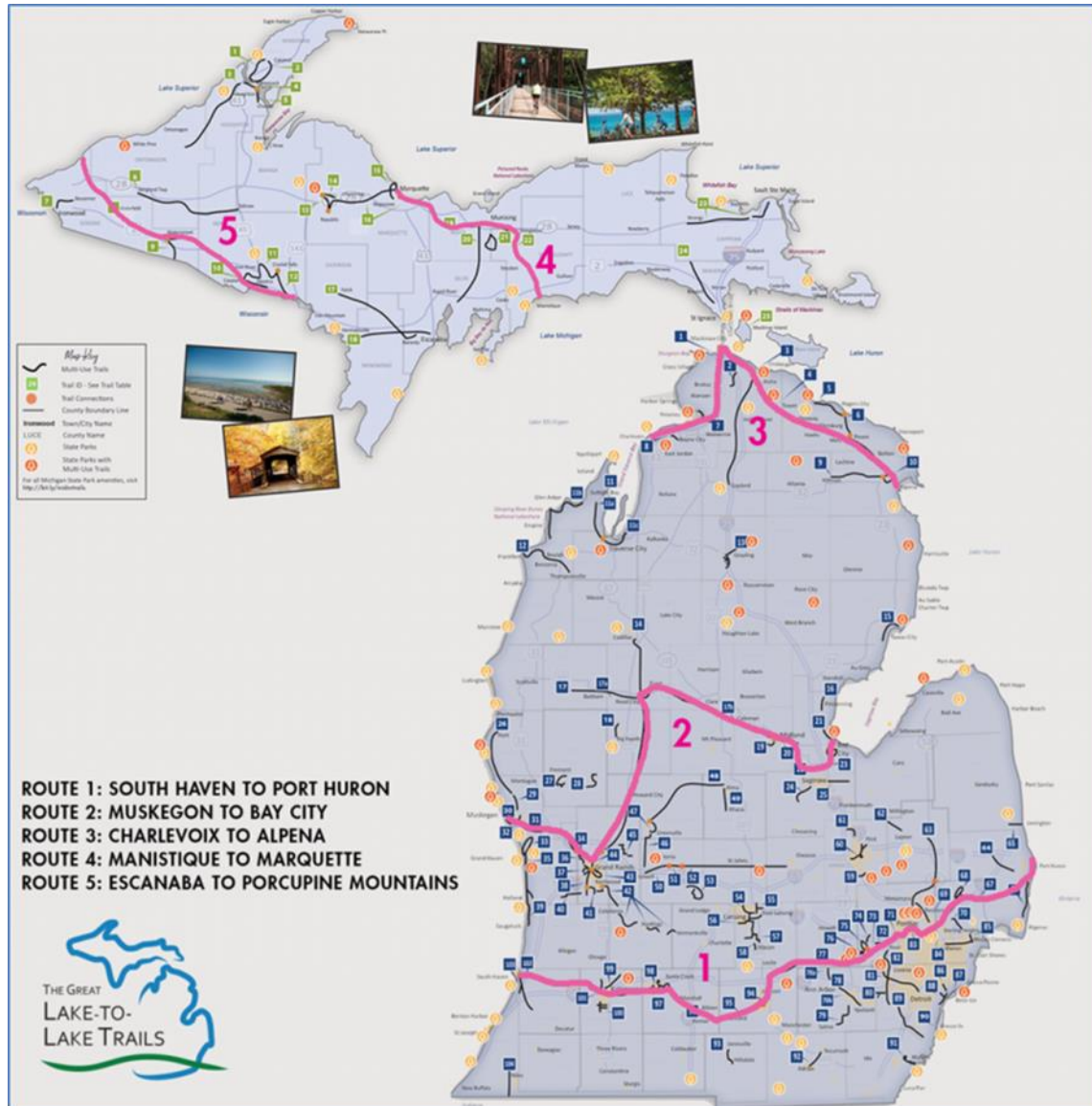
Blue Water River Walk County Park is a former railroad switch yard that has been partially restored to a coastal wetland. The wetlands feature three ponds, marshland and native plants. The habitat is home to amphibians, such as frogs and toads, and is a popular nesting and feeding spot for migratory birds. A boardwalk allows park visitors to get close to the wetland habitat without disturbing the natural features and interpretive signs help explain how the wetlands work. Just north of the wetlands is a picnic pavilion, a shade trellis, walkways, landscaping, an artificial lawn activity area, picnic tables, grills and benches. Future developments will include a children's playground, restrooms and a second pavilion.

Traveling through the park is the Blue Water River Walk. The River Walk is a paved pathway that begins at Desmond Landing to the north and travels southwest to 10th Street. The Blue Water River Walk is part of the Bridge to Bay Trail System. The Blue Water River Walk is owned by the Community Foundation of St. Clair County. St. Clair County Parks leases and maintains the grounds.

The Great Lake-to-Lake Trail, Route #1

The Great Lake-to-Lake Trails Route #1 is a 275-mile shared use trail across Michigan's southern Lower Peninsula that links Lakes Michigan and Huron while featuring pastoral farms and woodlots

MAP 4-5: GREAT LAKE-TO-LAKE TRAIL



mingled with small towns and major cities. The linear destination trail connects visitors to nature while fostering healthy, sustainable and prosperous communities from South Haven to Port Huron. Route #1 is one of five Great Lake-to-Lake Trails that the Michigan Trails and Greenways Alliance (MTGA) intends to develop.

The Great Lake-to-Lake Trail offers Michigan's trail users a unique opportunity to experience quiet rural pathways and urban excursions as it winds its way across the southern lower portion of Michigan from shore to shore. The MTGA began the Great Lake-to-Lake Trails Project in 2009 with a grant from the Kresge Foundation to accelerate the development of cross-state trails while enhancing tourism and economic development opportunities.

Great Lakes Way

The purpose of the Great Lakes Way is to build upon the groundwork laid by so many others to strengthen and define the greenways and blueways of the Huron-Erie corridor and ensure that people of all ages, backgrounds, ethnicities and interests feel welcomed and share in its benefits. The Great Lakes Way is a regional trail that builds upon existing assets and mapping and ensuring broad equity.

Creation of the Great Lakes Way brings together the collective assets of Monroe, Wayne, Macomb, and St. Clair counties. By designating these greenways and blueways as the Great Lakes Way, the region can focus on the important linkages still to be developed, while delivering a clear brand and message that will be recognizable to its residents. The goal is to link residents and visitors to the impressive collective of natural, educational, and recreational assets throughout the region. More information about the Great Lakes Way can be found online at <https://cfsem.org/initiative/greatlakesway/>.

Trails in the City of Algonac

There are several significant multi-use paths in the City of Algonac and the region, including important segments of the Bridge to Bay Trail and U.S. Bike Route 20.

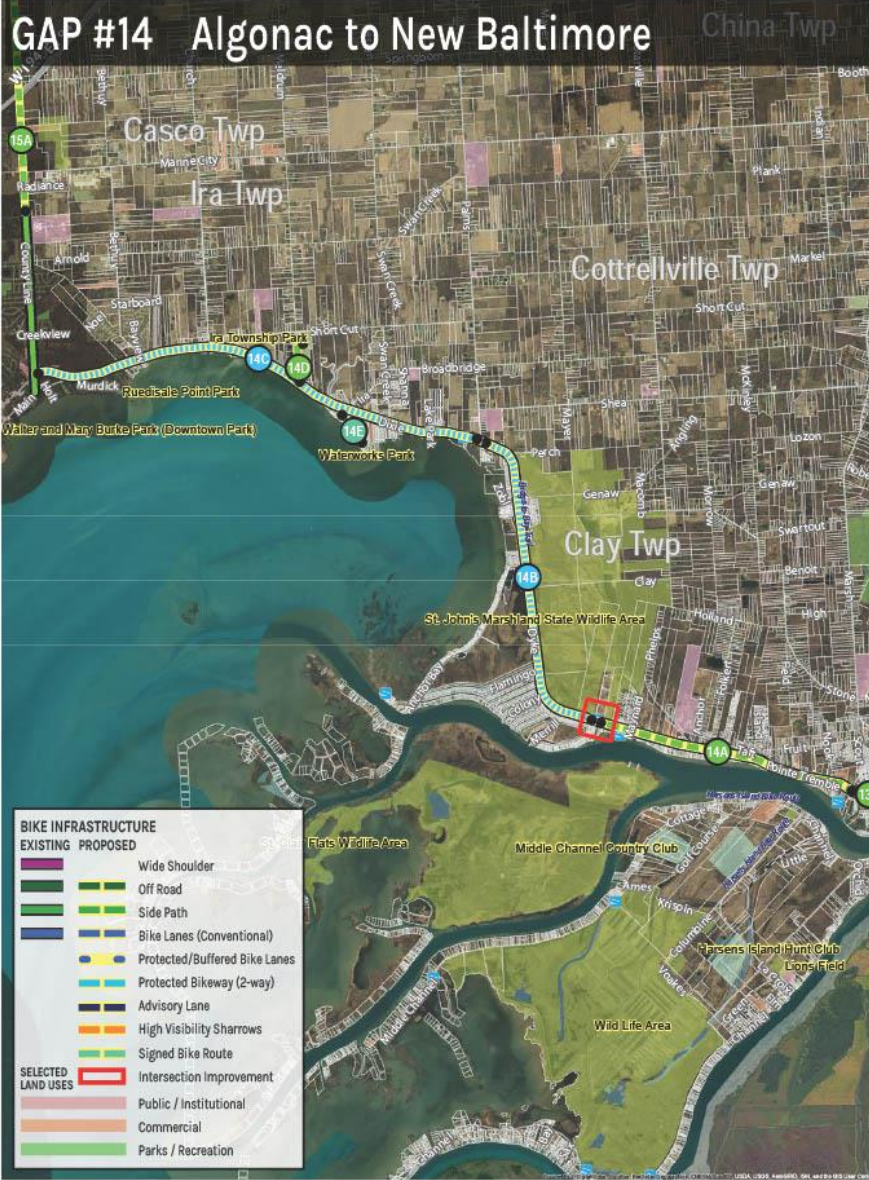
The City has three primary non-motorized segments along the Bridge to Bay Trail including:

- A separated side path that starts at the end of Michigan Street in the northern part of the city, heading north through Algonac State Park.
- An on-road route along Michigan Street heading south from the separated side path toward the central business district and connecting to Riverfront Park.
- A busy shoulder along M-29 from the central business district curving west toward Clay and Ira Townships.

Proposed Trails and Connectors in the City of Algonac

The 2019 St. Clair County Trails Plan identifies existing gaps in countywide non-motorized trail networks, identifies preferred alternatives to eliminate those gaps, and prioritizes the timing and sequencing for completing needed connections. The overarching goal is to complete the Bridge to Bay Trail and Wadhams to Avoca trail networks, which includes connecting to the Macomb Orchard Trail and the Great Lake-to-Lake Trail Route #1, which runs from South Haven in the western part of the state to Port Huron in the eastern part of the state.

MAP 4-6 & 4-7: PROPOSED BRIDGE TO BAY TRAIL CONNECTIONS, ALGONAC - ST. CLAIR COUNTY TRAILS PLAN



There are two trail gaps identified in or near the City of Algonac:

Algonac Bike Boulevard (Segment 13):

The Algonac Bike Boulevard begins at the terminus of the Algonac State Park Trail near Sherwood and Michigan Road. The route uses a side path (segments 13A), which then transitions into shared roadway (sharrows and advisory bike lanes) for segments 13B and 13C. These roads are residential with low traffic volumes. Segment 13D passes through a more commercial and built-up area, with a proposed side path connecting along Smith, across River Road, and to the existing trail/boardwalk (segment 13E). Opportunities to improve the existing boardwalk should be considered to make it more accommodating of all types of non-motorized users.

Lake St. Clair Bikeway (Segment 14)

This is a challenging stretch of roadway (Dyke Road and Dixie Highway) with relatively high traffic volumes and speeds with a range of adjacent uses. However, it provides a key connection along the scenic lakefront and wildlife areas, as well as providing a connection to New Baltimore. Sidewalks in segments 13F and 14A can be expanded on the north side of the road (where present) into a side path. Segments 14B and 14C would transition into a buffered bikeway section. In some locations, the existing shoulders may be wide enough to accommodate a bikeway with modest improvements. In other locations, especially along the Marsh where the roadway is more constrained, the shoulder would need to be widened, separate side paths established, or boardwalks constructed. This could be constructed as an alternate route for the Great Lake to Lake Trail Route #1. Although it has some dimensional challenges it does offer the opportunity to connect with numerous waterfront communities.

The City should collaborate with community partners to implement the St. Clair County Trails Plan and assist in developing a fully-connected regional trail network.

NEEDS ASSESSMENT AND FACILITY COMPARISON

An essential task during the recreation planning process is to determine the needs of the city as a basis for an action plan. This task can be accomplished by asking City officials to provide insights into needed improvements, asking people what they desire, and by comparing the city to established recreation standards based on the size of the community and its service area.

Park Acreage and Facility Comparison

The City's existing recreation facilities were compared against the guidelines set by the National Recreation and Park Association (NRPA) to determine if the existing facilities are adequate to meet residents' needs in comparison to national standards. The analysis takes into account a variety of factors, including existing conditions, public input, programming desires, and site conditions.

Table 4-2 identifies the NRPA guideline for each facility type, the recommended and existing number of facilities, and the surplus or deficiency. The list of recreation uses in Table 4-2 is not exhaustive. The table shows the city has a deficiency in overall park acreage based on the five acres and eight acres per 1,000 residents standards. It also has a deficiency in softball/baseball diamonds based on recommended standards. It is important to note recreation planning standards must be used in concert with other information, such as regional interests, parks and recreation trends, demographics, citizen mobility, unique natural areas, neighboring communities' parks and recreation opportunities, and tourism impacts, to fully understand actual public needs. Generally, these issues are mitigated when they are addressed through recommended standards and proactive updates to the Master Plan/Recreation Plan every five years to garner new citizen input and assess current trends.

TABLE 4-2: PARK LAND ACREAGE AND FACILITY ANALYSIS, CITY OF ALGONAC						
Park/Activity	Standard	Population (2020)	Population (2050)	Recommended Size/ Population 2020	Recommended Size/ Population 2050	Existing Acreage/ Facilities
Community Park	5-8 acres per 1,000 residents	4,196	4,132	21-34 acres	21-34 acres	18 acres
Children's Play lot	1 lot per 3,000 residents	4,196	4,132	1	1	2
Basketball Court	1 court per 10,000 residents	4,196	4,132	1	1	3
Softball/Baseball Diamond	1 diamond per 5,000 residents	4,196	4,132	1	1	0
Nature Trails	1 trail per 20,000 residents	4,196	4,132	0	0	0
Golf Course	1 course per 25,000 residents	4,196	4,132	0	0	0
Tennis Court	1 court per 2,000 residents	4,196	4,132	2	2	2
Soccer Field	1 field per 10,000 residents	4,196	4,132	1	1	1
Ice Rink (Outdoor)	1 per 20,000 residents	4,196	4,132	0	0	0
Volleyball Court	1 court per 5,000 residents	4,196	4,132	1	1	1

Source: Lancaster, R.A., Ed. *Recreation Park and Open Space Standards and Guidelines*. Alexandria, VA: NRPA, 1983; Mertes, J.D. and J.R. Hall. *Park, Recreation, Open Space and Greenway Guidelines*. Alexandria, VA: NRPA, 1995.

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PUBLIC FACILITIES & SERVICES 5



INTRODUCTION

Public services refers to services provided by agencies. Common public services are schools, community water supplies, sewage disposal, roadway systems, electric and gas utilities, and police and fire protection.

Public facilities refers to the structures, equipment, or improvements needed to support delivery of public services. These include physical properties, such as school buildings, roads and bridges, water and sewer pipes, water filtration plants, wastewater treatment plants, utility poles and lines, communication towers and police and fire stations.

Infrastructure refers to the fundamental facilities that serve a community or service area. Infrastructure includes such items as transportation systems, power plants, water and sewer systems, and schools. The word infrastructure is commonly used to mean all public facilities and services.

Collectively, public facilities and services also refers to the governmental systems that are established, either through public vote or administrative decision, to staff, operate, and maintain public operations. Most importantly, public facilities and services refers to the people - both government personnel and private employers and employees - who perform daily public service jobs.

Public facilities and services are an important part of a municipality's overall development and, consequently, need to be considered in the preparation of the master plan. The facilities, services and programs offered by the City of Algonac to its residents and businesses are essential to maintaining an adequate standard of living and are a key factor in determining whether a community can thrive and grow.



DEVELOPMENT PATTERNS AND GROWTH

Development patterns and population growth significantly affect:

- The public facilities and services requested or demanded by citizens and business owners.
- The public facilities a community can afford.
- The public services that government can provide.

Planned communities can provide public facilities and services more efficiently and effectively than unplanned communities. People who live in planned communities are generally more appreciative of their government officials and the public services and facilities that those officials provide.

The quality of public facilities and services also has a significant impact on the quality of life and the economy within a community.

Specifically, the quality of public facilities and services helps determine:

- If current residents and businesses continue to live and be located in the City of Algonac.
- If new residents and businesses move into the city.
- If tourists come to visit and return for subsequent visits.
- If businesses are attracted to the city.

Government buildings, utility poles, sewer and water lines, etc. all take up space. Determining how and where these are located and built is a land use decision. The quality of the construction, especially in regard to underground lines, can have a significant positive or negative environmental impact. For example, the decision to place power lines on poles or bury them underground affects the visual scenery within the community. Therefore, public facilities and services are directly related to land use and the environment.

CITY HALL

The city hall building was built in the 1970's and is located at 805 St. Clair River Drive. In addition to the city manager, clerk and treasurer offices, city hall also houses the building department, the assessing department, and the fire department. City hall is presently located in the heart of the city's downtown area across from the Riverfront Park in what is the central business district in the city.

As appropriate and as opportunities present themselves, the City should explore the potential to sell the property on which city hall currently sits to allow for high-quality commercial or mixed-use development in the central business district. This could also include the post office property as well depending on timing and the overall

development scenario. Those civic uses could then be relocated to an appropriate location near other community services, such as property along Michigan Street across from Community First Health Center.

ALGONAC-CLAY LIBRARY

The Algonac-Clay Library located at 2011 St. Clair River Drive is a branch of the St. Clair County Library System and serves the residents of both Clay Township and Algonac. It was formed in 1901 by the Ladies Library Association. It was the third library to become affiliated with the St. Clair County Library System and it has had many homes throughout its history, including the jewelry store of the Village Clerk, Algonac High School, and the Town Hall. In 1949, the library was moved from the Town Hall to the Bostwick Building, where it remained for many years. In March 1997, the library moved into its current location, the former Hemenger Hardware property. The Algonac-Clay Branch of the St. Clair County Library serves a population of over 13,000 residents through its many programs, a wide range of materials, and modernized facilities.



As a branch of the St. Clair County Library System, the Algonac-Clay Library has access to many of the materials of the main St. Clair County Library in Port Huron and other branches of the county library system. Materials available at the Algonac-Clay branch include large print books, books on tape, video cassettes, CDs, DVDs, a historical collection for genealogical and local history research, a copy machine, fax machine, laminator, community events bulletin board, internet access and training, kids' programs and inter-library book loans.

PUBLIC SAFETY

Police

In October 2012, the City of Algonac entered into its first three year contract with the St. Clair County Sheriff's Department for the delivery of dedicated, around-the-clock police services for the citizens of Algonac.

Through this unique partnership, scheduled hours of dedicated road patrol have been maintained and investigative capabilities enhanced while saving the citizens of Algonac money. A substation of the Sheriff's Office has been established in city hall at 805 St. Clair River Drive which houses deputies. One deputy position is assigned 24-hours each day to road patrol exclusively within the city limits of Algonac, with a second deputy assigned for a six hour period during the evening hours each day.

Fire Department

The Algonac Fire Department was established in 1901. The Fire Department provides assistance to those residents in need 24/7 with the following services:

- Business license and fire safety inspections
- Emergency Medical Services

- Fire prevention
- Fire suppression
- Hazardous material response
- Public Education, including CPR classes and Citizens' Academy
- Rental housing applications and inspections
- Water/Ice rescue

The Fire Department is headquartered at the city hall building, 805 St. Clair River Drive.

DEPARTMENT OF PUBLIC WORKS

The Department of Public Works staff consists of the DPW superintendent, a crew leader, an equipment operator, and a utility laborer. This department is responsible for the maintenance and improvements to city parks, streets, sanitary sewer, water transmission system and various other public works functions. The following is an overview of these departments.

- Streets: This department is responsible for 19.62 miles of streets in the city's local (13.52 miles) and major (6.10 miles) street system. These duties include, but are not limited to, cold patching, street/traffic sign replacement and snow plowing and salting.
- Sanitary Sewer: The DPW is responsible for approximately 20 miles of sanitary sewer lines ranging in size from eight inches to 18 inches in diameter. They also maintain nine sanitary pumping stations and approximately 420 manholes.
- Water: The department performs all maintenance on the water transmission system. This system consists of approximately 20 miles of water main ranging in size from 4 inches to 16 inches in diameter. In addition, there are 320 in-line valves and 215 fire hydrants, along with 1,850 water taps.



The Algonac Regional Wastewater Facility is owned by the St. Clair County DPW, but is being transferred to a new regional authority involving Algonac, Clay Township, and Ira Township.

WATER AND SEWER SERVICES

The entire City of Algonac is covered by both water and sanitary sewer service.

City of Algonac Filtration Plant

This facility was constructed in 1939, and expanded in 1965. The state rated capacity of the Water Treatment Facility is 2.75 million gallons per day (MGD) and the demand is 1.5MGD as of 2023.

The Algonac Water Filtration Plant also provides water for Clay Township and portions of Cottrellville Township.

Algonac Regional Wastewater Treatment Plant

The Algonac Wastewater Treatment Plant (WWTP) serves the communities of Algonac, Clay Township, and Ira Township. The

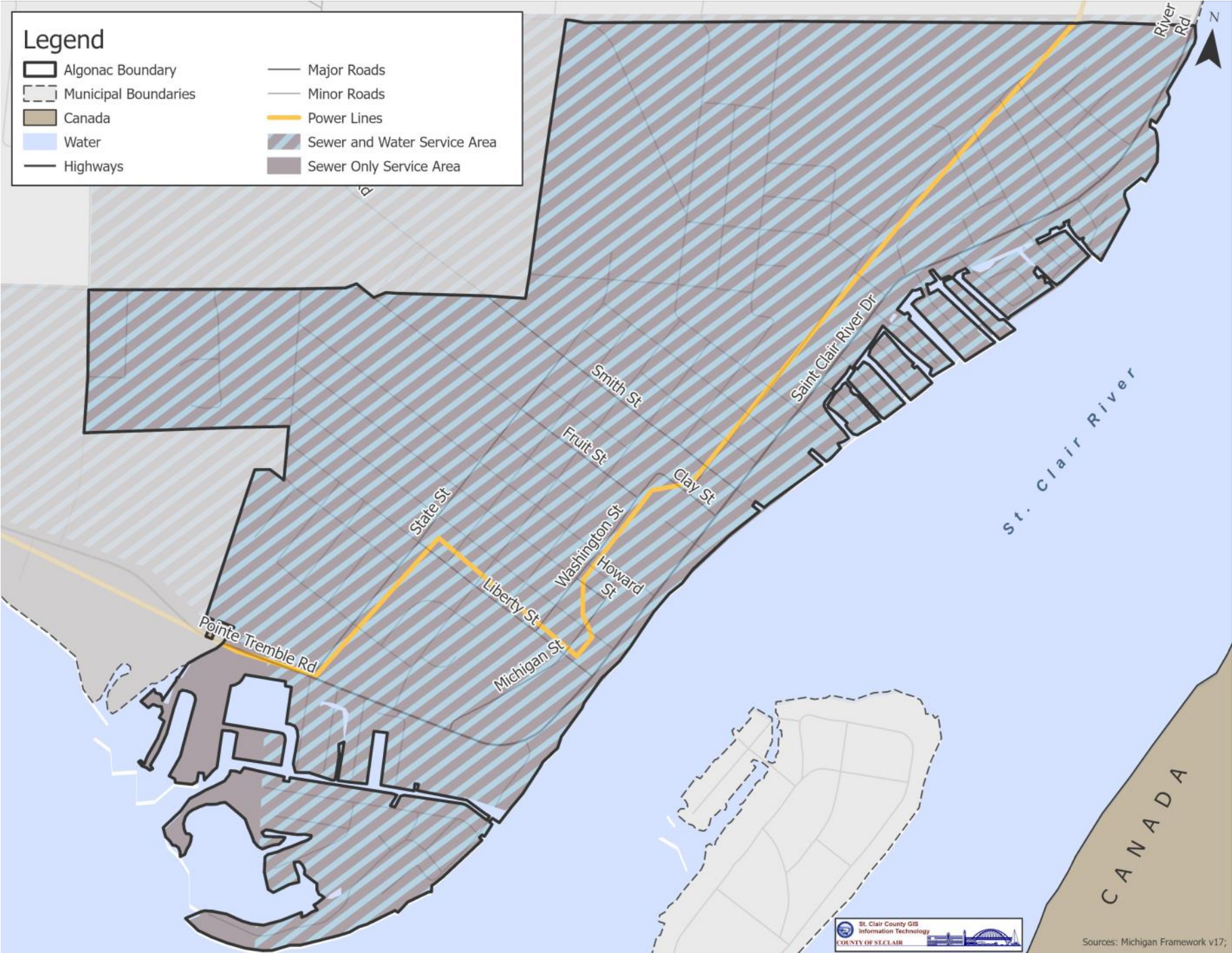
facility is owned by St. Clair County, but the County is in the process of turning ownership of the facility over to a new authority being formed by the three communities. The WWTP experiences high flows in response to rainfall due to inflow and infiltration in the collection systems.

The WWTP has a rated capacity of 2.7 million gallons per day (mgd). However, during periods of high water or wet weather, the plant often reaches 3 mgd, and has reached as high as 5.5 mgd. These three communities are located in the southern part of St. Clair County – areas that provide significant opportunities for outdoor recreation and observation of natural wildlife. Significant portions of the wastewater system are located adjacent to or within marshland and habitat areas that directly outlet to the North Channel and Anchor Bay, and ultimately to Lake St. Clair. Improvements to the WWTP will restore integrity to the system, identify fixes to the inflow/infiltration issues, and reduce the likelihood of failure and contamination of sensitive environmental areas.

The WWTP discharges 250 feet out into the North Channel of the St. Clair River, in a location just east of the new North Channel County Park that is in development, which will include a swimming beach and other recreational amenities. Moreover, a potential expansion of the existing WWTP or construction of a new WWTP will be necessary to accommodate any future development within the three communities.

There is a need to conduct a thorough planning study to identify solutions to the existing problems noted above, to investigate opportunities for green technology improvements, and to explore the feasibility of expanding the footprint of the plant to increase capacity.

MAP 5-1: WATER AND SEWER SERVICE AREAS



HEALTH CARE

Algonac appears to have sufficient doctors, clinics, and other health care facilities to serve its population. More advanced hospital care is available in Macomb County and the greater Detroit metropolitan area.

The city is served by three medical hospitals:

- McLaren-Port Huron Hospital (Port Huron)
- Lake Huron Medical Center (Port Huron)
- Ascension River District Hospital (East China Township)

All three hospitals participate in joint Tri-Hospital services and provide health care at satellite facilities. Combined, they have more than 390 beds and provide a range of services, including emergency treatment, wound treatment, cardiac care, sports medicine, business health services, cancer care, obstetrics care, pediatrics, various therapies, orthopedic and various medical surgeries, and senior programs. River District Hospital also offers substance abuse and psychiatric services.

St. Clair County Community Mental Health provides program services for children and adults at locations in Algonac, Capac, Fort Gratiot, Marine City and Port Huron. McLaren-Port Huron also offers outpatient and inpatient mental health care.

In addition, the Community First Health Center (formerly Downriver Community Services) has provided an array of medical, behavioral and educational health and support services to the communities of St. Clair and Northern Macomb counties since 1975. One of Community First's medical facilities is the Algonac Medical Facility, located at 555 St. Clair River Drive. Medical services include family medicine and primary care, women's health services, maternal



infant health program, dental services, homeless health care, and WIC services.

EDUCATION

Algonac Community Schools

The Algonac Community School District serves all residents in the City of Algonac, Clay Township and a portion of Ira Township (west to Meldrum Road and north to approximately Marine City Highway). The school district covers an area of approximately 49.6 square miles.

The school district consists of five facilities, none of which are located in the City of Algonac:

- Algonac Junior/Senior High School: 5200 Taft Road, Clay Township

- Algonquin Elementary: 9185 Marsh Road, Clay Township
- Millside Elementary: 1904 Mill Street, Clay Township
- Algonac Alternative High School: Online
- Pointe Tremble Early Childhood Center: 9541 Phelps Road, Clay Township

St. Clair County Regional Educational Service Agency (RESA)

St. Clair County RESA provides adult education services, vocational programs and special education services to eight school districts in St. Clair County, including Algonac Community Schools. These services are provided by the facilities at the RESA Educational Service Center, located at 499 Range Road in Kimball Township. One such facility is the Technical Education Center (TEC), which offers job training and placement opportunities for nearly 1,200 high school and adult students.

As part of the RESA Educational Service Center complex, severely and profoundly mentally impaired students are provided training, education, and enrichment opportunities at the Woodland Development Center. Curriculum development, media, instructional materials and training for teachers and volunteers are other RESA-supported services designed to strengthen area education programs.

Private Schools

There are three private schools located in southern St. Clair County: Cardinal Mooney Catholic High School, located at 660 S. Water Street in Marine City; Holy Cross Elementary School, located at 618 S. Water Street in Marine City; and Immaculate Conception, located at 9764 Dixie Highway in Ira Township. All three schools are administered by the Archdiocese of Detroit.

St. Clair County Community College

St. Clair County Community College (SC4) serves as the primary center of higher education for the Blue Water Area. Located at 323 Erie Street in Port Huron, SC4 is a comprehensive community college offering associate degrees in both transfer and occupational areas. The Port Huron campus consists of 25 acres, nine buildings and 36 computer labs. There are four off-campus centers located in Algonac, Croswell, Peck and Yale. In 2021, SC4 had a total full-time enrollment of 6,462.

Macomb Community College

Algonac's proximity to Macomb County along the 23 Mile Road corridor makes it easy for residents to travel to Macomb Community College, which has two campuses. The North Campus is located in Clinton Township, at M-59 and Garfield Road. The South Campus is located in Warren, near 12 Mile Road and Hayes Road.

FUTURE LAND USE 6



INTRODUCTION

A future land use plan is representative of the “preferred future” of how the City desires to grow and includes recommendations on how development should be implemented. The future land use plan requires regular review and updating. The goals and strategies presented in Chapter 8 and principles of sound land use planning are the foundation upon which this future land use chapter is based. The future land use plan consists of the text within this chapter as well as the future land use map for the City of Algonac (see Map 6-1).

The land use categories included on the future land use plan map are described on the following pages.

RESIDENTIAL CATEGORIES

Single-Family Residential

The largest land use classification within the City at roughly 649 acres is and will continue to be single-family residential. Traditional single-family neighborhoods are located throughout the City of Algonac. The interior sections of the City located behind the commercial corridor and central business district along M-29 and Pointe Tremble are anticipated to remain residential in nature, with pockets of scattered civic/institutional uses and parks that have become integral elements of the neighborhood.

Over time, it can be expected that the existing housing stock will see both reinvestment - as homeowners spend time and money to make improvements to their homes - and disinvestment, where blight will either continue or spread on a particular street.

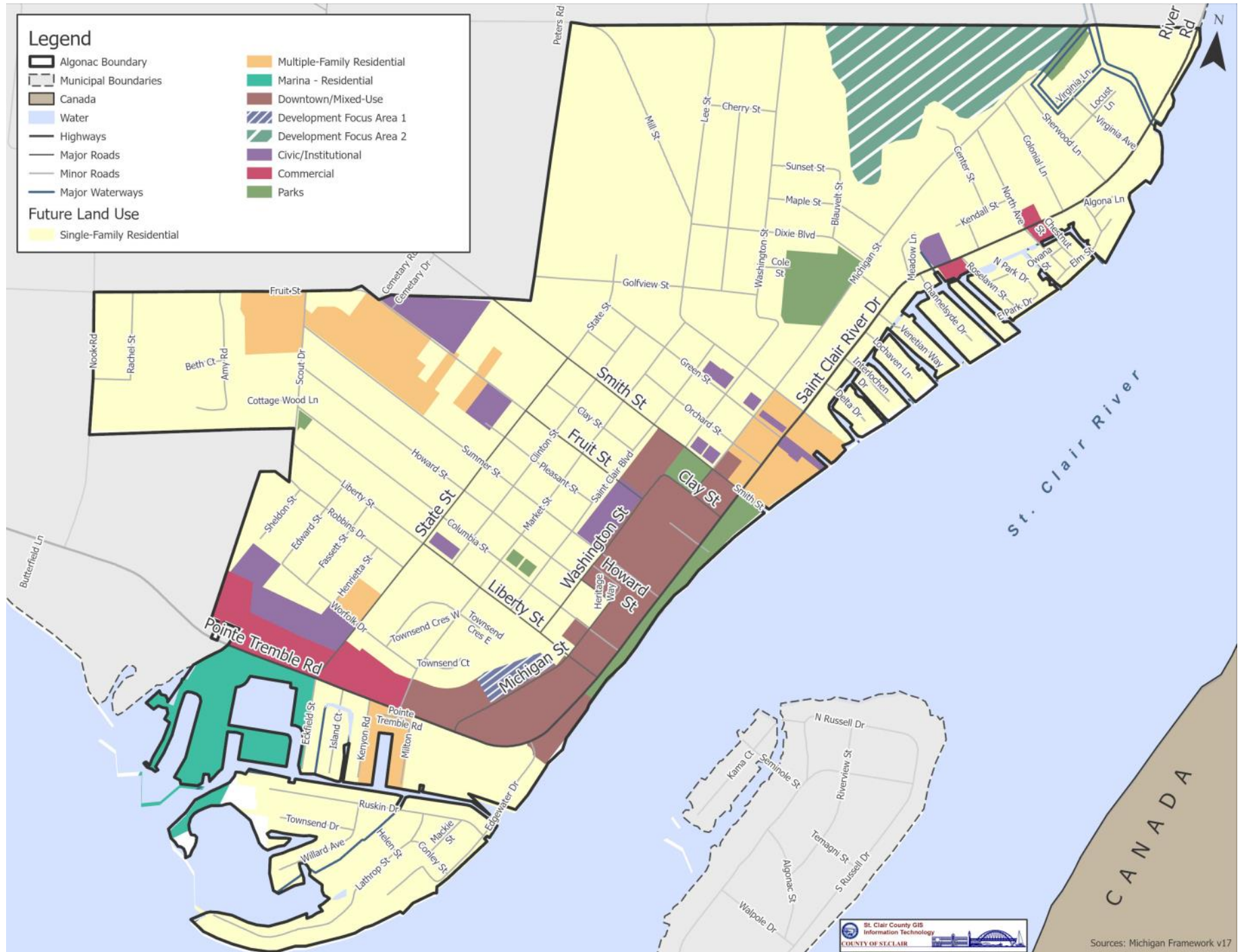
City officials will need to be creative and diligent to help those who want to reinvest in their homes and neighborhoods, while at the same time being savvy about promoting infill development in areas that have experienced disinvestment. Promoting infill development throughout the community will allow for new home construction to reinvigorate and stabilize existing neighborhoods.

Multiple-Family Residential

This category includes multiple-family developments, such as apartments, attached condominiums, and townhomes - about 45 acres throughout the city. It can also be expected that the trend of single-family housing being converted to multiple-family housing will continue during the time period covered by the master plan. With more and more people of all ages beginning to prefer rental housing, the City can expect the demand for multiple-family housing to remain steady.



MAP 6-1: ALGONAC FUTURE LAND USE MAP



Marina-Residential

The area shown as Marina-Residential on the future land use map comprises 42.7 acres and is largely made up of the Algonac Harbour Club, which is one of the largest deep water marinas accessible by the Great Lakes. The area surrounding the Harbour Club includes the Anchorage at Algonac condominium development and single-family homes located on narrow strips of land amidst a series of channels leading to the St. Clair River. There is also vacant property to the south of the Harbour Club that could accommodate additional residential development.

COMMERCIAL CATEGORIES

Downtown/Mixed-Use

This land use category is intended to serve as the central business district of the City - or Algonac's "downtown." It is in this area where the City should direct future commercial, office, cultural, and civic use development. The CBD will serve the needs of City residents, as well as residents from a primary trade area mainly consisting of neighboring townships. A moderate amount of mixed-uses should be permitted in this area to create a small, traditional "town center." Residential uses could take the form of townhomes or apartment-style spaces above street level commercial. The future land use map shows about 49.2 acres designated as Downtown/Mixed Use.

The CBD should be developed in a manner that accommodates moderate growth while retaining the unique, waterfront character of Algonac. It should be pedestrian-friendly, with public gathering spaces and a distinct sense of place. The City should explore opportunities for additional high-quality commercial and/or mixed-use development across from the Riverfront Park.



The mixed-use CBD should extend north beyond the current Algonac Shopping Center to Smith Street and to the south, the CBD should extend to Market Street on the north side of M-29.

One key area in the Downtown/Mixed Use area is the old Algonac Elementary School located along St. Clair Boulevard, between Smith Street and Fruit Street. This property, combined with Smith Field which includes the existing skate park, could serve as a catalytic mixed-use redevelopment for the city. Combined with the adjacent shopping plaza, redevelopment of these properties could provide the City the opportunity to create a "game-changing" anchor of a revived downtown.

The shopping plaza next to the old elementary school, located on St. Clair River Drive, between Summer and Fruit Streets was another area identified by citizens as a potential redevelopment area. The current strip shopping center is not an optimal use of land given its location directly across from Riverfront Park and the St. Clair River. This property provides opportunities to retrofit the

structure and transform it into a more traditional, mixed-use development.

Commercial

The commercial land use designation represents about 17.2 acres and is intended to serve the immediate Algonac community, as well as passer-by traffic on Pointe Tremble. The largest commercial area is planned for Pointe Tremble at the western city limits and are currently characterized by strip commercial developments, banks and restaurants. Additional pockets of commercial are located in the northeast part of the City along M-29 and include convenience shopping and restaurants.

PARKS AND CIVIC CATEGORIES

Civic/Institutional

Civic and institutional uses in Algonac are primarily improved land and facilities that are held in the public interest and are usually exempt from real property taxation. These include properties owned by the City of Algonac, St. Clair County, or some other governmental entity. They also include schools and churches - many of which are interspersed throughout residential neighborhoods within the City. The future land use map designates 25.1 acres of land as Civic/Institutional.

Parks

The future land use map indicates numerous recreational sites throughout Algonac - totaling about 20.4 acres. Most of these sites are existing parks and should remain that way into the future. As the City considers infill development projects in Algonac neighborhoods, it should be strategic and identify opportunities to develop additional pocket parks throughout the residential areas. While specific locations for future pocket parks have not been



identified on the future land use map, opportunities may arise that make sense for the City to acquire property for such purposes.

DEVELOPMENT FOCUS AREAS

Two areas within the city are designated as Development Focus Areas on the future land use map in order to allow the City to achieve its land use goals while affording the opportunity for flexible and innovative development options that contribute to the city's quality of life, placemaking, and economic development efforts.

Development Focus Area 1: Michigan Street

This development focus area, comprised of 3.14 acres, is located on Michigan Street off of M-29 in the southern part of the city.

Existing Development Pattern:

The property is predominantly open space with some existing trees scattered throughout the site. Across the street is a mix of uses, including a dental office, the Community First Health Center, and a



mix of general and convenience commercial uses along the M-29 bend.

Land Use Intent:

This focus area would be ideal for additional residential development, including both single- and multiple- family housing, as it would bring in additional population density to support existing and future businesses in the central business district.

Another option for this area would be to relocate the institutional and governmental uses such as the City Hall and Post Office off of M-29, which would free up prime property located directly across from Riverfront Park and the waterfront for potential redevelopment. This is a concept that has been discussed in the past and was included in previous master plans.

Long term, this redevelopment focus area on Michigan Street is also adjacent to a mix of active and inactive commercial uses, anchored by a strip shopping center at one of the key gateways into

the City of Algonac, where Pointe Tremble Road bends near Michigan Street. In sum, these areas could be part of a larger, complimentary redevelopment effort.

Planning Considerations:

- Use walks and landscaping to improve public connectivity and enhance the active use spaces, particularly as it relates to connecting to the waterfront one block to the east.
- Encourage low-impact, eco-friendly site design practices.
- Ensure that development of this area does not negatively impact the natural resources in the surrounding area.
- Connect this focus area with Riverfront Park and the central business district.

Development Focus Area 2: Northern City Border

This development focus area, comprised of roughly 38 acres, is located along the northern border of the city, in an area centered between Washington Street and Michigan Street.

Existing Development Pattern:

The area that makes up this focus area is primarily wooded, with emergent wetlands present as well, which could make development of the property more difficult without potential mitigation and innovative development solutions.

Land Use Intent:

The land in this development focus area should be carefully studied to assess the potential for clustered residential development through the use of the planned unit development (PUD) mechanism, which would allow for more flexibility in design and provide opportunities to integrate open space preservation or recreational uses within a larger development framework that could strengthen the connection to the nearby Algonac State Park.

Planning Considerations:

- Understand the development limitations of these properties, which will eliminate potential uses, such as residential.
- Encourage low-impact, eco-friendly site design practices.
- Ensure that development of this area does not negatively impact the natural resources in the surrounding area.
- Look for ways to extend pathways and connections to the existing Bridge to Bay Trail that is adjacent to this area.

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ZONING PLAN 7



INTRODUCTION

The future land use plan, especially the future land use descriptions and map, is sometimes confused with the zoning district descriptions and zoning map. The Michigan Planning Enabling Act (P.A. 33 of 2008), as amended, recognizes this disconnect and stresses preparation of a zoning plan to clarify differences. The role of the Zoning Plan chapter in the master plan, future land use plan and zoning ordinance are described as follows. Direct comparison of the zoning districts with the master plan's future land use categories are provided after. This chapter fulfills the MPEA requirement.

ZONING PLAN DEFINED

A "zoning plan" is another term for a "zone plan" which is used in the Michigan Zoning Enabling Act (PA 110 of 2006) and the Michigan Planning Enabling Act (PA 33 of 2008). Section 33(2)(d) of the Michigan Planning Enabling Act requires that a master plan include:

"...a zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. The zoning plan shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map."

The zoning plan must be based on an inventory of conditions pertinent to zoning in the city and the purposes for which zoning may be adopted, as described in Section 201(1) of the MZEA.



A zoning plan describes:

- The purpose, general location, and main uses allowed for each existing and proposed zoning district;
- The difference between the land use categories of the Future Land Use Map and those found on the zoning map;
- The recommended standards for the schedule of regulations concerning height, bulk, setback, yard, lot size and related features;
- The existing zoning map, along with proposed changes, and clearly details the circumstances under which those changes should be made; and
- Standards or criteria to be used to consider rezoning consistent with the Master Plan.

The Michigan Zoning Enabling Act contains the following provisions related to the regulation of land development and the establishment of zoning districts:

- **Section 201(1):** “A local unit of government may provide by zoning ordinance for the regulation of land development and the establishment of 1 or more districts within its zoning jurisdiction which regulate the use of land and structures.”
- **Section 201(4):** “A local unit of government may adopt land development regulations under the zoning ordinance designating or limiting the location, height, bulk, number of stories, uses, and size of dwellings, buildings, and structures that may be erected or altered, including tents and recreational vehicles.”
- **Section 202(1):** “The legislative body of a local government may provide by ordinance for the manner in which the regulations and boundaries of districts or zones shall be determined and enforced or amended, supplemented, or changed.”

The Michigan Zoning Enabling Act also contains the following provisions relative to zoning regulations being based on a master plan and the adoption of a zoning plan:

- **Section 203(1):** “The zoning ordinance shall be based upon a plan designed to promote the public health, safety, and general welfare...”
- **Section 305(a):** “The planning commission shall adopt and file with the legislative body “a zoning plan for the areas subject to zoning of the local unit of government.”

RELATIONSHIP TO THE ALGONAC MASTER PLAN

This master plan sets forth the vision, goals, and planning objectives for growth and development in the City of Algonac for the next 20 years. It includes a specific strategy for managing change in land use and infrastructure during the planning period, and will be

periodically reviewed and updated at least once every five years. This chapter presenting the zoning plan, along with the rest of the relevant parts of the master plan, is intended to guide the administration of and direct future changes to the City of Algonac Zoning Ordinance. The plan emphasizes an integrated land use vision whereby minor mixing of mutually beneficial uses can occur in the city. Existing permitted uses of land, including density, setbacks and other related standards are established in the zoning ordinance.

ZONING DISTRICT STANDARDS

The master plan has nine land use designations. The Downtown/ Mixed Use designation is intended for mixed-use development. The balance of designations defines a primary land use.

The zoning ordinance has 11 districts and a planned unit development (PUD) option. All districts, except for the CBD Central Business District and GB General Business District regulate a more segregated land use pattern; although a minor mixing of compatible uses is permitted. The CBD and GB districts are concentrated in an area along St. Clair River Drive and Pointe Tremble Road between Fruit Street and State Street. The Industrial District is not designated on the zoning map.

The format of the zoning plan compares primary locations of zoning districts, summary of zoning intent and comparative figure land use designations. One future land use category may be listed in multiple zoning districts due to the transition from the segregated to integrated development pattern. Since more than once designation of land use is cited, refer to the Future Land use Plan chapter of this plan for specific intents.



The plan recognizes that the current height, bulk, location and use of buildings are acceptable in the short-term. The plan establishes specific actions in the implementation chapter to evaluate and prioritize changes to current design standards.

Residential Zoning Districts

- R-1 One-Family Residential District*
- R-2 One-Family Residential District*
- R-3 One- and Two-Family Residential District*
- RM-1 Multiple-Family Residential District*
- RM-2 Multiple-Family Residential District*

The R-1 and R-2 One-Family Residential Districts are designed to provide for one-family dwelling sites and residentially-related uses in keeping with the City's master plan. In addition, the preservation of natural terrain and wooded areas is reflected in the controls set forth in the zoning ordinance.

The R-3 One- and Two-Family Residential District is designed to provide for one- and two-family dwelling sites and residentially-related uses in keeping with this master plan.

The RM-1 Multiple-Family Residential District is designed to provide sites for low-rise multiple-family dwelling structures and related uses which will generally serve as zones of transition between the nonresidential districts and the lower density one- and two-family residential district. The multiple-family district is further provided to serve the limited needs for the apartment type of unit in an otherwise low-density, single-family community.

The RM-2 Multiple-Family Residential District is designed to provide sites for high-rise multiple-family dwelling structures and related uses which will generally be located in high-intensity areas. The multiple-family district is further provided to service the limited needs for the apartment type of unit in a high-density part of the community.

Commercial and Mixed-Use Zoning Districts

- MB Marina Business District*
- CBD Central Business District*
- GB General Business District*

The MB Marina Business District is designed to accommodate recreational boating along with those activities and services related to harbor and waterway improvements, thereby facilitating navigation and providing safe and economical waterfront recreation development. To that end, uses permitted in this district must be approved by the planning commission.

The CBD Central Business District is designed to provide for a mix of uses in a compact setting to continue the character that has been established in this area. Single- and mixed-use developments



containing retail, office, residential, and/or public uses are permitted in this district, which also provide for a pedestrian orientation, a reduction in automobile trips where possible, and a unique coastal town setting. The central business district provides the major focus of retail, government and business services facilities for the entire community.

The GB General Business Districts are designed to provide for all the same uses allowed in the CBD Central Business District, along with a variety of other more diverse businesses often located to serve passerby traffic.

Industrial Zoning Districts

I Industrial District

The I Industrial District is designed so as to primarily accommodate wholesale and warehouse activities, and industrial operations whose external physical effects are restricted to the area of the

district and in no manner affect in a detrimental way any of the surrounding districts. The I district is so structured as to permit, along with any specified uses, the manufacturing, compounding, processing, packaging, assembly and/or treatment of finished or semifinished products from previously prepared material. It is the intent of this article that the processing of raw material for shipment in bulk form to be used in an industrial operation at another location not be permitted.

Other Zoning Districts

P Parking District

WP Waterfront Park District

PD Planned Development District

The P Parking District is intended to permit the establishment of areas to be used solely for off-street parking of private passenger vehicles as a use incidental to a principal use. This district will generally be provided by petition or request to serve a use district which has developed without adequate off-street parking facilities.

The WP Waterfront Park District is designed to accommodate recreational and public uses, while at the same time provide an open unobstructed character. To that end, uses permitted in this district are subject to approval by the planning commission.

The Planned Development District (PD) is intended to permit the private or public development or redevelopment of acres throughout the city which shall be substantially in accord with the goals and objectives of the master plan of future land use for the city. The use patterns of the areas involved shall provide a desirable environment and shall be harmonious to the general surrounding uses permitting flexibility in overall development while ensuring the highest of safeguards and standards for public health, safety, convenience and general welfare. Such planned development

district may embrace a mixture of one or more distinct uses or zoning categories, in the vertical or horizontal plane. A planned development district shall encourage the use of land in accordance with its character and adaptability; conserve natural resources and energy; encourage innovation in land use planning; and bring about a compatibility of design and use.

Algonac Elementary Overlay District

The Algonac Elementary Overlay District is intended to:

- Provide, through a comprehensive, collaborative planning, zoning and project review process, a development within the Algonac Elementary Overlay District that is transformative, flexible and mixed-use, where a multitude of dynamic uses are integrated into a well-planned cohesive development that best positions Algonac Elementary School and the adjoining area for continued, long term economic vitality and sustainability. Encouraged uses in the Algonac Elementary Overlay District include but are not limited to, retail, restaurant, food and beverage, entertainment, hotel, medical and healthcare facilities, educational and vocational training facilities and campuses, office buildings, residential buildings, and civic or public uses.
- Provide an environment that allows for a higher intensity/density of overall site usage, fostering a critical mass of people, buildings, uses, activities, and an overall more efficient, attractive use of land while still minimizing impacts to abutting uses through careful attention to building design, use, orientation and materials paired with appropriate, abundant landscaping.
- Provide safe and efficient integrated access and on-site circulation for automobiles and pedestrians through a cohesive network of streets, sidewalks, paths, and public areas.



- Allow a flexibility in the mixture and types of layouts, building designs, and overall uses that can be responsive to changes in market demands while still promoting quality through a variety of compatible uses, services, and building types throughout the Algonac Elementary Overlay District that can be accomplished through a mutually agreed upon development agreement between the City of Algonac and a developer.
- Provide active and passive recreational spaces, civic spaces, public art opportunities, and natural landscapes in a meaningful manner that take a variety of forms and are dispersed throughout the Algonac Elementary Overlay District area to service residents, business owners, workers and attract visitors to the overall Algonac Elementary Overlay District.
- Promote a development that meets the goals of the City's current master plan, in that it provides successful, vibrant

and attractive commercial centers with unique offerings, well-maintained and desirable neighborhoods, plentiful leisure and recreational opportunities, abundant pedestrian connections, aesthetically pleasing roads and greenspaces, and is a destination for emerging business and entrepreneurs.

ZONING AND THE FUTURE LAND USE PLAN

The future land use map is NOT the same as the zoning map, either in the legal sense or in its effect. A land use map is a graphic representation of how land is physically being used. Land use maps are highly visible within most master plans, usually highlighting both existing land use and plans for future land use. The future land use map is general in nature and is an official description of where and to what level future zoning should be permitted.

A zoning map is a graphic depiction of the boundaries for which zoning standards and regulations have been adopted by a governmental entity, in this case the City of Algonac. The future land use map, along with its associated descriptions for future land use classifications make up the future land use plan and can be found in Chapter 6. The future land use map should serve as a guide for making decisions on the rezoning of land. However, the planning commission and city council should consider the map to be one of many tools available to help them in making land use recommendations and decisions. The information contained on the map should be complemented by impact studies and other site-specific information as considered necessary by city officials.

TABLE 7-1: FUTURE LAND USE CLASSIFICATIONS AND ASSOCIATED ZONING DISTRICTS

Future Land Use Classification (Chapter 6)	Zoning District(s)
Single Family Residential	R-1, R-2, and R-3
Multiple-Family Residential	R-3, RM-1, and RM-2
Marina Residential	MB
Downtown/Mixed-Use	CBD
Commercial	GB
Civic/Institutional	R-1, R-2, R-3, RM-1, RM-2, CBD, GB, WP
Parks	R-1, R-2, R-3, RM-1, RM-2, MB, WP
Development Focus Area 1	CBD, PDD
Development Focus Area 2	PDD



Table 7-1 shows the relationship between the future land use classifications detailed in Chapter 6 and the zoning districts within the City's zoning ordinance.

ENSURING ZONING MAP AMENDMENTS ARE CONSISTENT WITH THE ALGONAC MASTER PLAN

Based on the *Michigan Zoning Guidebook, 2nd Edition* (Prepared by Planning & Zoning Center at MSU, May 2008), in order for the planning commission and city council to objectively determine whether a proposed zoning map amendment is appropriate, the following questions are often considered:

- Are there substantial reasons why the property cannot be reasonably used as currently zoned?
- Is the proposed use to be established in the new zoning district more appropriately handled as a special land use in the existing district or another district?
- If a zoning change is proposed, is it consistent with and supported by this master plan?
- Is the proposed location an appropriate location for ALL of the uses which would be permitted under the requested district or zone?
- Would a change of present district boundaries be compatible with existing land uses in the area? Will it adversely affect property values?
- Are adequate sites available elsewhere that are already properly zoned to accommodate the proposed use?
- Would the rezoning constitute a spot zoning, granting a special privilege to one landowner not available to others?
- Was there a mistake in the original classification?
- Has there been a change of conditions in the area supporting the proposed rezoning?



- Would the change severely impact traffic, public facilities, and the natural characteristics of the areas, or significantly change population density? Is the change consistent with the purposes for which zoning is adopted?
- Is the proposed change out of scale with the needs of the community?
- If the change is approved, what will be the probable effect on stimulation of similar zoning requests in the vicinity?
- Is the proposed change precedent setting?
- Is the proposed boundary appropriate?

Upon answering the questions above, a sound recommendation – one supported by data and the goals and objectives of this plan – can be made that is in the best interest of the city as a whole.

In special cases, the planning commission may need additional studies and/or surveys to be made in order to have all of the necessary information to answer the questions above and make a solid decision. In such cases, the planning commission should take the time to investigate, using outside technical assistance if necessary. For this reason, the City's zoning ordinance should

clearly authorize the planning commission to request impact studies, with the costs for such studies being born by the developer/applicant.

RECOMMENDED ZONING ACTIONS

Following is a list of changes that should be made to the City of Algonac Zoning Ordinance to be consistent with the vision, goals and strategic actions in this master plan:

- Enact zoning that encourages housing diversity to accommodate different household sizes, income levels, housing types, and densities.
- Consider rezoning properties, as appropriate, to permit development and redevelopment consistent with the master plan.
- Review the list of uses permitted by right and uses subject to special conditions to identify modern uses that may not be covered within a particular zoning district.
- Add new/modern uses to each zoning district, as appropriate.
- Develop zoning provisions for encouraging use of LID techniques and incentives such as density bonuses, reduced permitting fees, or expedited review process.
- Add zoning regulations for electric vehicle charging stations.
- Evaluate the intent of each zoning district in relation to the vision of the comparable land use area.
- Prepare complete streets and access management standards.
- Maintain a current zoning map.
- Compare the Future Land Use and zoning maps to determine the properties that should be rezoned.

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PLANNING SUMMARY, GOALS AND STRATEGIC ACTIONS 8



INTRODUCTION

The success of any planning process is reliant upon stakeholder involvement. City leadership was committed to pursuing a proactive public outreach effort in the development of this plan.

The process that led to the development of this master plan, which includes the 2024-2028 Parks and Recreation Plan, included:

- A review of existing planning documents by the St. Clair County Metropolitan Planning Commission.
- A discussion of initial planning issues and goals between County planners and the city manager.
- A community leadership survey distributed to members of City boards and committees in May 2023.
- An online community input survey that was accessible from July through August 2023, garnering a total of 52 responses.
- Drafting the updated master plan document during the summer and early fall of 2023.
- A presentation of the draft master plan to the Algonac Planning Commission on October 23, 2023.
- A 63-day review and comment period that began on **November 8, 2023 and ended on January 9, 2024**. The 63-day review period is statutorily required by Public Act 33 of 2008 (Michigan Planning Enabling Act) and included the 30-day review period required by the Michigan Department of Natural Resources for the review and comment on parks and recreation plans.
- A public hearing held at the Algonac Planning Commission meeting on **January 15, 2024**.
- Adoption of the master plan by the Algonac Planning Commission at its **January 15, 2024** meeting.

- Adoption of the master plan by the Algonac City Council at its meeting on **January 16, 2024**.
- Transmission of the master plan (including the parks and recreation plan) to the Michigan Department of Natural Resources.
- Transmission of the master plan to the Southeast Michigan Council of Governments (SEMCOG) and the St. Clair County Metropolitan Planning Commission.

OVERVIEW OF PUBLIC ENGAGEMENT

Public input was essential for the development of the Algonac Master Plan. To kick off the planning process, City officials were invited to complete a Local Leaders Survey to identify initial planning issues and concerns. The City also promoted an online community survey to provide citizens with an opportunity to share their concerns and their ideas on the type of community they envision Algonac to be in the future.

Community Survey

Beginning in July 2023 and running through August 2023, planners from the St. Clair County Metropolitan Planning Commission assisted the City in carrying out a comprehensive strategic visioning process by developing an online survey that solicited input and feedback from residents and business owners on a variety of issues affecting growth and development in the City, including park development, community branding, economic development, and other priorities for the City. The online survey garnered 52 responses. The following pages include a summary of public input from select questions from the survey. The summary is not exhaustive. The full survey results can be found in the appendix.



Summary of citizens' input on the greatest assets in Algonac

- The St. Clair River/Waterfront/Riverfront
- Parks and recreation
- The boardwalk
- The people/residents
- The community swimming pool
- Small town/Sense of community
- Beautiful views
- Boat launch
- Safety/Safe community
- Festivals

Summary of citizens' input on the most pressing issues facing Algonac

- The community swimming pool needs to be renovated

- Empty businesses/Lack of businesses
- Blight
- City officials are not as accessible as they could be
- Aging infrastructure in need of updates
- Lack of things to do in town for adults and children
- Having no downtown means people just drive through
- Post office, police station, fire department should be moved from prime riverfront real estate that could be used for businesses that attract people
- Lack of shopping and restaurants

Summary of citizens' input on the activities they would like to see in the community for kids and teens

- Would like an actual parks and recreation department
- Clean up Smith Field
- The community pool will fit all ages when completed
- Halloween trunk-or-treat event
- A teen center
- More outdoor space for teens and adults; no more playgrounds, we have plenty
- More activities geared for older kids and adults that like doing more than sitting by the water
- Movies in the parks
- Summer camps
- A water splash zone for children

Summary of citizens' input on the activities they would like to see in the community for adults

- Utilize the boardwalk for more activities
- Year round festivals and activities
- A hangout area like a town square with things to do
- Woodcarving, woodworking, and trade skills
- Senior center/Activities for seniors

- Music in the park for the entire summer
- Food truck nights on the water with live entertainment
- More businesses
- A huge winter event
- Gas fire pits at the Riverfront Park
- Holiday evening tree walk in the park
- Need to fix and open the pool again
- Enrichment classes
- Public transportation options
- Community center with activities

Summary of citizens' input on improvements to City parks or other recreation opportunities they would like to see

- Put cameras in the parks to ensure that bullying and vandalism are properly addressed
- Tear down Algonac Elementary and turn that into a park, possibly tied via greenway to the waterfront
- Putt-putt golf
- Ice skating rink
- An exercise park
- A public beach somewhere
- More pickleball courts
- More outdoor space for teens and adults
- Fix the pool
- More restrooms on the south end of Riverfront Park
- Fix the boardwalk
- Baseball or soccer fields for kids

Summary of citizens' input on the biggest priorities on which the City should focus

- Fixing roads/streets
- Fix or rebuild the community pool
- Redevelop the old elementary school

- Get rid of condemned buildings and bring businesses back to the riverfront
- More family-friendly activities
- Address blight in the city
- Safety - specifically sidewalks
- Maintaining/Improving infrastructure
- The IGA plaza is in desperate need of repair

Additionally, the survey included some multiple choice questions related to specific parks or other City services/amenities:

- 46.8% disagreed or strongly disagreed that blight is effectively addressed by the City; 38.3% felt that blight is effectively addressed by the City.
- 52% felt that residents enjoy a high quality of life in Algonac; 24% disagreed.
- 56% felt that the skate park should be repaired in its existing location; another 30% felt that the City should build a new skate park in a different location.



- 55% indicated they do not want to see a fish cleaning station at the Riverfront Park; 45% said they would want a fish cleaning station at that location.
- 94% felt that the Algonac Community Pool is important to the community.
- 88% agreed or strongly agreed that City officials should look for ways to create a 'town square' setting that can help enhance community events and provide community gathering spaces.
- When it comes to the quality and range of housing options in the city, nearly 18% rated the city as good, 45% rated the city as moderate and about 24% rated the city as poor.

- Promote and support the renovation, rehabilitation, and increased energy efficiency of existing housing stock throughout the city.
- Maintain code enforcement efforts to eliminate blight, ensure compliance with City standards, and protect the long-term stability of neighborhoods.
- Identify potential sites for quality, affordable housing and senior housing with access to services.

PLANNING GOALS AND STRATEGIC ACTIONS

PLANNING GOALS & STRATEGIC ACTIONS

GOAL #1:

The City of Algonac will be a community of safe, stable neighborhoods, with a variety of affordable housing options for residents.

STRATEGIC ACTIONS:

- Enact policies that encourage housing diversity to accommodate different household sizes, income levels, housing types, and densities.
- Encourage and assist people and agencies to provide quality, affordable housing opportunities for all income groups.
- Promote higher-density development that is well-designed with a mix of housing unit types in redevelopment and infill development projects.

GOAL #2:

The City of Algonac will have a safe, connected transportation system that provides multiple modes of mobility for residents and visitors.

STRATEGIC ACTIONS:

- Promote walkability by installing new sidewalks in areas where there are gaps in the sidewalk system.
- Expand the use of dedicated bike lanes on local streets throughout Algonac's neighborhoods and provide connections to the Bridge to Bay Trail.
- Support complete streets policies and integrate complete streets elements into future road improvements.
- Work with the Blue Water Area Transportation Commission to ensure that transit service meets the needs of residents.
- Explore constructing a new road connecting Washington Street through Smith Field.
- Work with MDOT to create an enhanced streetscape that runs along the entire length of Riverfront Park along M-29.
- Provide education on bicycle safety.
- Work with community partners to implement planned regional trail connections.
- Increase the number of electric vehicle charging stations within the city.

- Implement elements that will create safe and aesthetically pleasing crossing points to connect pedestrians and central business district uses on the west side of M-29 to the Riverfront Park.
- Continue developing a comprehensive system of wayfinding signage that reflects the community's character and enhances the visitor experience.

GOAL #3:

The City of Algonac will offer residents a diverse array of year-round, accessible parks and recreation opportunities.

STRATEGIC ACTIONS:

- Ensure there are recreational opportunities for all city residents.
- Repair and modernize the community pool and market it to the surrounding community.



- Improve existing parks by diversifying the range of amenities as a means to attract a greater number of park users, including persons of all ages and abilities.
- Carry out an adequately-funded asset management and preventative maintenance program.
- Improve Riverfront Park by adding additional seating, new lighting, Wi-Fi internet, and other amenities that will enhance visitors' experiences.
- Host a winter festival at Riverfront Park.
- Work with community partners, as appropriate, to enhance connections to the Bridge to Bay Trail.
- Explore partnering with Clay Township to create a shared recreation coordinator position that will help develop and manage recreational programs in the community.
- Renovate and maintain the boardwalk.
- Continually improve ADA-accessibility at all City parks and recreation facilities.
- Continue to offer a wide range of events at Riverfront Park.
- Relocate the skate park at Smith Field.
- Install a fish cleaning station at Riverfront Park.
- Improve Lions Field Park by adding walking paths and other amenities.

GOAL #4:

Algonac is a business-friendly community that actively pursues economic development and growth opportunities.

STRATEGIC ACTIONS:

- Establish a proactive business support and business development policy at the city council level.
- To the greatest extent possible, improve support for entrepreneurship and innovation in the city.
- Encourage commercial activity that compliments and capitalizes on Algonac's location as a waterfront community.

- Encourage local companies to take advantage of appropriate state business incentives.
- Strengthen marketing and business development efforts to continue to attract new and retain existing businesses in the community.

GOAL #5:

Algonac aggressively pursues redevelopment and new investment in the community.

STRATEGIC ACTIONS:

- Promote and help facilitate the redevelopment of the old Algonac Elementary School.
- Work with the EDA of St. Clair County and other partners to prioritize and market identified redevelopment sites.
- Identify and pursue funding to facilitate and assist in redevelopment of eligible sites using sources such as the St. Clair County Brownfield Redevelopment Authority and programs through the Michigan Economic Development Corporation (MEDC).
- Consider rezoning properties, as appropriate, to permit development and redevelopment consistent with the Master Plan.
- Review the list of uses permitted by right and uses subject to special conditions to identify modern uses that may not be covered within a particular zoning district. Add new uses to each zoning district as appropriate.
- Explore options for relocating City Hall off of M-29 in order to accommodate future commercial or mixed-use development in the central business district.



GOAL #6:

The City of Algonac will provide high quality and cost-efficient public services and maintain its critical infrastructure.

STRATEGIC ACTIONS:

- Conduct a planning study of the Algonac Wastewater Treatment Plant to identify solutions to existing problems, investigate opportunities for green technology, and explore the feasibility of expanding the footprint to increase capacity.
- Reduce infill and infiltration impacting the wastewater system.
- Explore opportunities to install Wi-Fi at Riverfront Park.
- Ensure all residents and businesses have access to fiber optic broadband service.
- Continually seek to improve communication and engagement options with the public.
- Ensure that City officials, meetings, and planning processes are accessible and responsive to residents and businesses.
- Explore mutually-beneficial service-sharing options with neighboring communities.

- Continue to develop an annual capital improvement program that sets forth a long-term plan for improving facilities and services in the city.
- Proactively plan for future improvement, maintenance, and expansion of the City's infrastructure and ensure it complements and enhances the community.
- Complete the nautical façade improvements to City Hall.
- Create a public gathering area next to City Hall.
- Pursue grant funding to assist in the maintenance, expansion, or new development of public facilities and utility systems.
- Ensure that redevelopment or new development projects are built in a manner that best utilizes the City's utility systems.
- Meet ADA standards as new public spaces are developed.
- Pursue funding opportunities to develop new infrastructure that will support connected and autonomous vehicles.

GOAL #7:

The City of Algonac will be a resilient community that protects its natural resources and fosters a safe, health community for all residents.

STRATEGIC ACTIONS:

- Develop a stormwater master plan.
- Invest in pump station maintenance for high-water protection.
- Promote low-impact development (LID) in appropriate locations.
- Use natural features such as trees, topography, and open space as buffers to reduce noise, visual blight, and other land use conflicts.
- Implement water quality best management practices (BMPs) for all drain easement rights-of-way.



- Continue to participate in regional watershed planning efforts.
- Encourage broad participation from City officials in hazard mitigation and emergency preparedness at the city and county levels.
- Evaluate floodplains and local flooding data to determine where changes in zoning or building standards may be necessary to reduce the risk of damage to property and critical infrastructure.
- Develop zoning provisions for encouraging use of LID techniques and incentives such as density bonuses, reduced permitting fees, or expedited review process.
- Partner with nonprofit organizations and other stakeholders to connect vulnerable populations with appropriate resources.
- Work with the St. Clair County Health Department, nonprofit organizations, and other partners, as appropriate, to identify health needs in the community and improve health indicators for Algonac residents.
- Consider health impacts when planning for the built and natural environments.



GOAL #8:

Algonac utilizes and promotes its unique assets to develop an enhanced sense of place that will attract new residents and visitors.

STRATEGIC ACTIONS:

- Ensure that Algonac has a wide variety of amenities including recreation, shopping, cultural resources, entertainment options, and third places (social environments outside of the home and workplace), all of which will help in attracting and retaining talented workers.
- Require new development in the City to be consistent with the nautical character of the community, mindful of our natural resources, and consistent with the master plan and zoning ordinance.
- Ensure gateway properties enhance the aesthetics of the M-29 corridor.
- Continue exploring ways to integrate public art throughout the community.

- Continue developing opportunities to celebrate Algonac's history and culture of shipbuilding, pleasure boating, and other maritime activity.
- Enhance the marketing of the City to tourists staying at Algonac State Park.
- Continue participating in and leveraging the reach and resources of the Blue Water Area Convention and Visitors Bureau's "Discover the Blue" campaign.
- Implement recommendations from *Blue Water Trail Towns Master Plan* that focus on drawing bike and water trail users into the central business district.
- Increase the quality and uniqueness of community events and activities that attract visitors to the city all year long, with a special emphasis on the off-seasons.
- Work with community partners to create and host more community events within the city, including cultural events, seasonal festivals, food truck rallies, music concerts, and arts activities.
- Continue to draw residents and visitors to the downtown by attracting new retail, entertainment, and dining establishments.

GOAL #9:

City leadership works with community partners to promote education, job training, and workforce development programs that will improve the skills and talent of Algonac residents.

STRATEGIC ACTIONS:

- Promote training opportunities and other programs intended to bolster the skills of the workforce.
- Partner with Algonac Community Schools, RESA, SC4, the EDA, and other organizations on initiatives to improve educational attainment levels in the community.
- Promote training programs or funding programs put forward by the MEDC to further connect residents to the skills and tools needed for the jobs of today and the future.

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IMPLEMENTATION 9





INTRODUCTION

The overarching intent of this master plan is to protect and improve the quality of life in Algonac. In order for the plan to be effective in guiding and managing change within the community, it will take continued commitment and support from the city council, the planning commission, administrative staff and citizens of the community. The vision, goals and objectives put forth in this plan will not implement themselves. Implementing the recommendations of the plan occurs through a number of methods including zoning ordinances, subdivision regulations, funding programs and administrative procedures which are described in this chapter. The master plan itself has no legal authority to regulate development in order to implement the recommendations contained therein. Implementation stems from the decisions of the City officials, including the planning commission, to provide necessary public improvements and to institute and administer regulations over the use of land.

Previous chapters provide background information and analysis on the key issues and trends in the City of Algonac at the time this plan was adopted in 2024. Goals and objectives throughout the plan provide a foundation to guide the resolution of issues and establish policies for decision-making in the future. Recommendations are listed throughout the plan; some are described in detail or shown on the various maps, while others are more of a policy guide for the future. This format enables the plan to be flexible and applicable to new issues, opportunities, and alternatives that may arise. This implementation chapter should be used as a resource when the City begins implementing the goals and objectives of this plan. Over time, the City may discover new implementation approaches.

MASTER PLAN REVIEW AND AMENDMENTS

The City of Algonac Master Plan is a policy statement constructed of goals and actions intended to guide reasonable and realistic development decisions. The recommended actions are comprehensive in that a spectrum of zoning, physical planning, economic development and leadership actions is set forth in a manageable framework spread over a five year period.

The City must commit to upholding the integrity of the goals and objectives of the document. The Michigan Planning Enabling Act (Public Act 33 of 2008) requires that the plan be reviewed and revised or reaffirmed at least every five years. The plan should be used on a consistent basis and discussed annually to determine if any amendments need to be considered. In addition, new planning commission and city council members should be provided with a copy of the document before they take office to give them background on the City and its adopted policies.

In accordance with the MPEA, the City of Algonac Master Plan will be reviewed every five years and, if necessary, will be updated to

remain a viable document. There is constant change in the city's economic, demographic, and social character, which warrants revising the plan to reflect the latest trends relative to long-range goals. If circumstances necessitate a change to the plan prior the five-year review, then the plan will be amended as necessary.

The master plan is intended to be an adaptable document. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration of long-range impacts of amendments to the plan. The city council and planning commission should consider each proposed amendment carefully to determine whether it is consistent with the plan's goals and policies, and whether it will offer long-term benefits to the citizens of Algonac.

Special actions and initiatives are recommended to realize the City's long-term vision, including:

- Revising the zoning ordinance as needed;
- Preparing and annually updating a five-year capital improvement program;
- Conducting more detailed planning and design studies of sub-areas;
- Strengthening planning, zoning and development knowledge of elected and appointed officials; and
- Exploring the use of partnerships to improve efficiency and service.

Strategic actions fall into many timeframes. Some are best completed in a single year such as zoning text and map changes. Others are multiple year or ongoing actions such as nurturing leadership and providing knowledge for the public. Depending on the action, efforts may need to be enacted sequentially or simultaneously.



MASTER PLAN IMPLEMENTATION TOOLS

The Zoning Ordinance

Zoning is the process most often used to implement community master plans. Zoning is a legal means for the City to regulate private property in order to achieve orderly and harmonious land use relationships. The zoning ordinance incorporates standards that promote the health, safety, and welfare of the public and property owners.

The official zoning map divides the community into different zones or districts within which certain uses are permitted and others are not. The zoning ordinance text notes the uses which are permitted and establishes regulations to control densities, height, bulk, setbacks, lot sizes and accessory uses.

In considering an application for the rezoning of property, it is critical to the success of this master plan that the planning



commission reviews the future land use map AND the goals and intent of the existing/proposed land use categories before making any land use decisions. While the map serves a guide, the associated recommendations are found in the text. This relationship is described in more detail in Chapter 7, the Zoning Plan. No zoning request which is inconsistent with this plan should be considered without first making an amendment to the plan.

Physical Planning

Physical planning recommendations cover a range of activities from conceptual design to construction activities. The most critical recommendation is the preparation and maintenance of a Capital Improvement Plan meeting a requirement of the Michigan Planning Enabling Act. It provides the City with an opportunity to structure public improvements with master plan recommendations. Preparing sub-area plans for the Development Focus Areas is an important first step to making zoning changes.

Complete Streets

Complete streets look at how all modes of transportation, including cars, bicycles, and pedestrians utilize the road network and provide a plan to create safe, efficient access for all users. The City should work with community partners to develop a complete streets plan to be considered whenever transportation improvement projects are considered in the community. More detail on complete streets can be found in Chapter 3.

Economic and Community Development

In general, building partnerships and distributing information through the internet are important activities to follow-through on. A strategy should be developed in conjunction with partner stakeholders to coordinate rather than duplicate efforts. The City should work closely with the Economic Development Alliance (EDA) of St. Clair County and other community partners to develop and implement an economic development strategy.

Community Development Block Grant (CDBG) funding through the Michigan State Housing Development Authority (MSHDA) and the Michigan Economic Development Corporation (MEDC) can be used for numerous community improvement projects in addition to housing rehabilitation. CDBG funds are required to be used primarily to improve housing opportunities and recreational and social opportunities for distressed portions of the community. CDBG funds can also be used for community and economic development. By using CDBG funds in distressed portions of the community, funds that would have been spent on completing those improvements are freed up to be used elsewhere. Therefore, while the residents of a distressed portion of the community benefit directly from the CDBG program, the city in general benefits by having funds that would have been spent available for other improvements. Often, the Metropolitan Planning Commission

receives CDBG funding through the state for housing rehabilitation programs. Through those programs, eligible homeowners in Algonac can benefit from receiving zero or low-interest loans to make needed repairs.

Coordination and Cooperation with Neighboring Communities

Implementation will require cooperation between governmental units. Maximum impact will be achieved only if the City is able to achieve cooperation from other units of government and agencies. Collaboration between local governments is a way to realize significant cost savings, while maintaining and expanding important services to residents and other stakeholders. Collaboration and coordination will also strengthen grant applications for funding assistance from many state and federal agencies that often look to fund projects that have a more regional focus. On top of that, intergovernmental cooperation can provide opportunities for economies of scale for procurement and service delivery.

Setting Priorities

The master plan contains a multitude of recommendations. There may be insufficient staff or volunteer support to implement all of the recommendations in a planned, systematic manner. As such, a process for establishing priorities must be developed as soon as the master plan is adopted. Participants involved in setting priorities should include City department heads and appropriate staff, the planning commission, and the city council. The city manager should facilitate this process.

Public Involvement

City leadership should ensure that residents and business owners are kept abreast of what is happening in the community. The public should be apprised of new development plans that are submitted

for review and approval. In many communities, all active development proposals or projects are kept on a list on the municipal website, along with initial submittal dates, a processing timeline, and public hearing dates. This practice helps the community to build trust and to educate citizens about decisions regarding future development and public improvements. As technology changes, new methods of communication provide decision makers with low-cost and wide-reaching ways of soliciting input. Social media platforms such as Facebook, Instagram and X (formerly Twitter) can be utilized to seek meaningful input during the development phase of projects to identify potential issues and adjust plans accordingly.

Redevelopment Ready Communities (RRC)

According to the Michigan Economic Development Corporation (MEDC), the Redevelopment Ready Communities (RRC) program measures and certifies communities that integrate transparency, predictability and efficiency into their development practices with the goal of realizing a community-supported redevelopment vision that is inviting to investors. The RRC has developed a set of best practices for communities to follow to communities to build a clear and transparent development process. The six RRC best practices include:

- Community Plans and Public Outreach
- Zoning Regulations
- Development Review Process
- Recruitment and Education
- Redevelopment Ready Sites
- Community Prosperity

The Redevelopment Ready Communities program will help make Algonac more attractive for investors and may spur new economic

development. Additionally, becoming engaged in the program and working toward RRC certification will allow development projects within the City to be eligible for potential incentive programs through the MEDC and other state agencies. The program is open to any community in Michigan - at no cost. According to the MEDC, those who will benefit most are communities that either already have an area of concentrated development such as a traditional downtown or commercial corridor or are planning for such development.

Recreation Grant Programs

As mentioned earlier, the Michigan Department of Natural Resources (MDNR) offers a variety of grant programs for park development and land acquisition, including the Michigan Natural Resources Trust Fund (MNRTF), the Recreation Passport Program, and the Land and Water Conservation Fund. Each of these grants has different eligibility requirements and funding thresholds. All of the MDNR recreation grants require the City to have a five-year recreation plan that has been adopted within the past five years. This master plan includes all of the MDNR-required components for community parks and recreation plans and serves as Algonac's five-year recreation plan.

Brownfield Redevelopment

Michigan has developed several incentives for redevelopment, including cost-effective cleanup options, causation-based liability, liability protection for new owners, and grants and loans available to local units of government. Innovative use of available federal, state, and local resources can be incorporated into redevelopment incentives to support expansion and to encourage new businesses to locate in Michigan.

In 2004, the St. Clair County Board of Commissioners established the St. Clair County Brownfield Redevelopment Authority (SCCBRA) to assist in the revitalization of contaminated properties

throughout the county. The SCCBRA is managed by the St. Clair County Metropolitan Planning Commission.

The SCCBRA supports projects throughout St. Clair County that require financial assistance with assessing potential environmental roadblocks or concerns. Michigan's Brownfield Redevelopment programs are some of the best in the nation, providing communities and developers of Brownfields with:

- Liability protection (for pre-existing environmental contamination)
- Opportunities for reimbursement of environmental expenditures
- Opportunities for low-cost loans
- Reimbursement of eligible redevelopment activities, including demolition and asbestos/lead abatement costs

Beyond the use of EPA Assessment Grants, Brownfield project funding is also made possible through the use of incremental taxes generated by redevelopment projects approved in a Brownfield Plan.

Tax Increment Financing

Tax increment financing is authorized by the Downtown Development Authority Act, Neighborhood Authority Act, Corridor Improvement Act, and the Local Development Finance Authority Act. Tax Increment Financing (TIF) is a popular method of financing the public costs associated with development and redevelopment projects. TIF occurs when a local government freezes the tax base within a specific development district and uses the revenues generated by reassessment or new development to finance selected improvements within the district. The term "tax increment" refers to the additional taxes that will result from private development. This "increment" is earmarked or "captured" for the TIF or to other taxing units that otherwise would receive revenues.

Bonding

Bonds are one of the primary sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific projects and are paid off by the general public through property tax revenues. Revenue bonds are issued for the construction of projects that generate revenue. The bonds are then retired using income generated by the project.

Capital Improvement Programming

Public Act 33 of 2008, also known as the Michigan Planning Enabling Act (MPEA), requires all communities to prepare a CIP unless exempted by statute or the legislative body of the community. Specifically, Section 65 of MPEA states:

To further the desirable future development of the local unit of government under the master plan, a planning commission, after adoption of a master plan, shall annually prepare a capital improvements program of public structures and improvements, unless the planning commission is exempted from this requirement by charter or otherwise. If the planning commission is exempted, the legislative body either shall prepare and adopt a capital improvements program, separate from or as a part of the annual budget, or shall delegate the preparation of the capital improvements program to the chief elected official or a nonelected administrative official, subject to final approval by the legislative body. The capital improvements program shall show those public structures and improvements, in the general order of their priority, that in the commission's judgment will be needed or desirable and can be undertaken within the ensuing 6-year period. The capital improvements program shall be based upon the requirements of the local unit of government for all types of public structures and improvements. Consequently, each agency or department of the local unit of government with authority for public structures or improvements shall upon request furnish the planning commission with lists, plans, and

estimates of time and cost of those public structures and improvements.

In its basic form, a CIP is a complete list of all proposed public improvements over the next six (6) years, including estimated costs and operation expenses. The CIP outlines the projects that will replace or improve existing facilities or that will be necessary to serve current and project land use development in the City.

Proper management of communities today requires not only that a CIP be developed, but also that it be updated annually. Advanced planning for public works projects ensures more effective and cost-efficient capital expenditures, as well as the provision of public works in a timely manner. Since communities face ongoing expenses, the development of a CIP makes it possible to strike a balance between maintenance and operational expenses for the construction of public works.

Recommendations presented in the CIP can serve to guide City investments in public facilities to provide necessary services to all land uses. Furthermore, with a CIP, the City can monitor its balance of borrowing power and municipal credit rating, which in turn affects the interest rates the City must pay when it borrows for public works construction.

City Leadership

Leadership actions encourage elected and appointed officials to play a proactive role in redevelopment. Leadership in building regional partnerships is important in maintaining services without impacting the budget. Joint meetings between the City Council, Planning Commission, Zoning Board of Appeals and development authorities are recommended to ensure all boards and commissions follow a similar vision.

#	Task/Description	Timeframe	Potential Partners
Goal #1: The City of Algonac will be a community of safe, stable neighborhoods, with a variety of affordable housing options for residents.			
1	Enact policies that encourage housing diversity to accommodate different household sizes, income levels, housing types, and densities.	Ongoing	MSHDA, EDASCC, CSCB
2	Encourage and assist people and agencies to provide quality, affordable housing opportunities for all income groups.	Ongoing	MSHDA, EDASCC, CSCB, Developers
3	Promote higher-density development that is well-designed with a mix of housing unit types in redevelopment and infill development projects.	Ongoing	MSHDA, EDASCC, CSCB, Developers
4	Promote and support the renovation, rehabilitation, and increased energy efficiency of existing housing stock throughout the city.	Ongoing	MSHDA, EDASCC, CSCB, Developers, EGLE, DTE
5	Maintain code enforcement efforts to eliminate blight, ensure compliance with City standards, and protect the long-term stability of neighborhoods.	Ongoing	Code enforcement, DPW, Property owners
6	Identify potential sites for quality, affordable housing and senior housing with access to services.	Short-Term	Developers, Property owners, Council on Aging, EDASCC, SCCMPC
Goal #2: The City of Algonac will have a safe, connected transportation system that provides multiple modes of mobility for residents and visitors.			
1	Promote walkability by installing new sidewalks in areas where there are gaps in the sidewalk system.	Ongoing	Developers, PARC, MDOT, SCCRC
2	Expand the use of dedicated bike lanes on local streets throughout Algonac's neighborhoods and provide connections to the Bridge to Bay Trail.	Ongoing	DPW, PARC, Community Foundation, MDOT, SEMCOG
3	Support complete streets policies and integrate complete streets elements into future road improvements.	Ongoing	DPW, MDOT, SCCRC
4	Work with the Blue Water Area Transportation Commission to ensure that transit service meets the needs of residents.	Short-Term	BWATC
5	Explore constructing a new road connecting Washington Street through Smith Field.	Long-Term	MDOT, DPW
6	Work with MDOT to create an enhanced streetscape that runs along the entire length of Riverfront Park along M-29.	Mid-Term	MDOT, DPW
7	Provide education on bicycle safety.	Ongoing	PARC, SEMCOG, MDOT, RESA
8	Work with community partners to implement planned regional trail connections.	Ongoing	DPW, SCCMPC, PARC, Foundations
9	Increase the number of electric vehicle charging stations within the city.	Mid-Term	DPW, SCCMPC, SEMCOG
10	Implement elements that will create safe and aesthetically pleasing crossing points to connect pedestrians and central business district uses on the west side of M-29 to the Riverfront Park.	Short-Term	MDOT, SCCMPC, Civic groups, Citizens, Business community
11	Continue developing a comprehensive system of wayfinding signage that reflects the community's character and enhances the visitor experience.	Short-Term	

#	Task/Description	Timeframe	Potential Partners
Goal #3: The City of Algonac will offer residents a diverse array of year-round, accessible parks and recreation opportunities.			
1	Ensure there are recreational opportunities for all city residents.	Ongoing	Civic groups, Citizens, Clay Township
2	Repair and modernize the community pool and market it to the surrounding community.	Short-Term	Civic groups, Citizens
3	Improve existing parks by diversifying the range of amenities as a means to attract a greater number of park users, including persons of all ages and abilities.	Ongoing	MDNR, PARC, Civic groups, Citizens, Clay Township
4	Carry out an adequately-funded asset management and preventative maintenance program.	Ongoing	DPW
5	Improve Riverfront Park by adding additional seating, new lighting, Wi-Fi internet, and other amenities that will enhance visitors' experiences.	Ongoing	MDNR, PARC
6	Host a winter festival at Riverfront Park.	Ongoing	Civic groups, Citizens
7	Work with community partners, as appropriate, to enhance connections to the Bridge to Bay Trail.	Ongoing	PARC, Community Foundation, FOSCR, MDNR, MDOT, SEMCOG
8	Explore partnering with Clay Township to create a shared recreation coordinator position that will help develop and manage recreational programs in the community.	Short-Term	PARC, Clay Township
9	Renovate and maintain the boardwalk.	Short-Term	DPW, MDNR
10	Continually improve ADA-accessibility at all City parks and recreation facilities.	Ongoing	DPW, PARC, MDNR
11	Continue to offer a wide range of events at Riverfront Park.	Ongoing	Civic groups, Citizens
12	Relocate the skate park at Smith Field.	Mid-Term	DPW, PARC, MDNR, Civic groups
13	Install a fish cleaning station at Riverfront Park.	Short-Term	DPW, PARC, Civic groups
14	Improve Lions Field Park by adding walking paths and other amenities.	Mid-Term	MDNR, PARC, Civic groups
Goal #4: Algonac is a business-friendly community that actively pursues economic development and growth opportunities.			
1	Establish a proactive business support and business development policy at the city council level.	Short-Term	EDASCC, BWACC
2	To the greatest extent possible, improve support for entrepreneurship and innovation in the city.	Ongoing	EDASCC, MEDC, BWACC
3	Encourage commercial activity that compliments and capitalizes on Algonac's location as a waterfront community.	Ongoing	EDASCC, MEDC, BWACC
4	Encourage local companies to take advantage of appropriate state business incentives.	Ongoing	EDASCC, MEDC, BWACC
5	Strengthen marketing and business development efforts to continue to attract new and retain existing businesses in the community.	Ongoing	EDASCC, MEDC, BWACC, BWCVB

#	Task/Description	Timeframe	Potential Partners
Goal #5: Algonac aggressively pursues redevelopment and new investment in the community.			
1	Promote and help facilitate the redevelopment of the old Algonac Elementary School.	Short-Term	EDASCC, Civic groups, MEDC, Business community
2	Work with the EDA of St. Clair County and other partners to prioritize and market identified redevelopment sites.	Ongoing	EDASCC, Business community
3	Identify and pursue funding to facilitate and assist in redevelopment of eligible sites using sources such as the St. Clair County Brownfield Redevelopment Authority and programs through the Michigan Economic Development Corporation (MEDC).	Ongoing	SCCMPC, SCCBRA, EDASCC, MEDC, EGLE
4	Consider rezoning properties, as appropriate, to permit development and redevelopment consistent with the Master Plan.	Ongoing	
5	Review the list of uses permitted by right and uses subject to special conditions to identify modern uses that may not be covered within a particular zoning district. Add new uses to each zoning district as appropriate.	Short-Term	
6	Explore options for relocating City Hall off of M-29 in order to accommodate future commercial or mixed-use development in the central business district.	Mid-Term	
Goal #6: The City of Algonac will provide high quality and cost-efficient public services and maintain its critical infrastructure.			
1	Conduct a planning study of the Algonac Wastewater Treatment Plant to identify solutions to existing problems, investigate opportunities for green technology, and explore the feasibility of expanding the footprint to increase capacity.	Short-Term	Clay Township, Ira Township, EGLE, SEMCOG, SCCMPC, DPW
2	Reduce infill and infiltration impacting the wastewater system.	Short-Term	Clay Township, Ira Township, EGLE, SEMCOG, SCCMPC, DPW
3	Explore opportunities to install Wi-Fi at Riverfront Park.	Short-Term	DPW, MIHI, SCCMPC, RESA
4	Ensure all residents and businesses have access to fiber optic broadband service.	Ongoing	DPW, MIHI, SCCMPC, RESA
5	Continually seek to improve communication and engagement options with the public.	Ongoing	Citizens, Civic groups
6	Ensure that City officials, meetings, and planning processes are accessible and responsive to residents and businesses.	Ongoing	
7	Explore mutually-beneficial service-sharing options with neighboring communities.	Ongoing	Neighboring communities
8	Continue to develop an annual capital improvement program that sets forth a long-term plan for improving facilities and services in the city.	Ongoing	DPW, City departments
9	Proactively plan for future improvement, maintenance, and expansion of the City's infrastructure and ensure it complements and enhances the community.	Ongoing	DPW, City departments

#	Task/Description	Timeframe	Potential Partners
Goal #7: The City of Algonac will be a resilient community that protects its natural resources and fosters a safe, health community for all residents.			
1	Develop a stormwater master plan.	Short-Term	SCCMPC, SCCHD, EGLE, SEMCOG
2	Invest in pump station maintenance for high-water protection.	Short-Term	
3	Promote low-impact development (LID) in appropriate locations.	Ongoing	SCCMPC, SEMCOG, EGLE, FOSCR
4	Use natural features such as trees, topography, and open space as buffers to reduce noise, visual blight, and other land use conflicts.	Ongoing	
5	Implement water quality best management practices (BMPs) for all drain easement rights-of-way.	Ongoing	SCCMPC, SEMCOG, EGLE, FOSCR
6	Continue to participate in regional watershed planning efforts.	Ongoing	SEMCOG, SCCMPC, EGLE, FOSCR
7	Encourage broad participation from City officials in hazard mitigation and emergency preparedness at the city and county levels.	Ongoing	SCCHSEM, FEMA
8	Evaluate floodplains and local flooding data to determine where changes in zoning or building standards may be necessary to reduce the risk of damage to property and critical infrastructure.	Ongoing	SCCMPC, SEMCOG, EGLE, FEMA
9	Develop zoning provisions for encouraging use of LID techniques and incentives such as density bonuses, reduced permitting fees, or expedited review process.	Short-Term	SCCMPC, SEMCOG, EGLE, FOSCR
10	Partner with nonprofit organizations and other stakeholders to connect vulnerable populations with appropriate resources.	Ongoing	Community Services Coordinating Body, Nonprofits, Civic groups
11	Work with the St. Clair County Health Department, nonprofit organizations, and other partners, as appropriate, to identify health needs in the community and improve health indicators for Algonac residents.	Ongoing	SCCHD
12	Consider health impacts when planning for the built and natural environments.	Ongoing	SCCHD
Goal #8: Algonac utilizes and promotes its unique assets to develop an enhanced sense of place that will attract new residents and visitors.			
1	Ensure that Algonac has a wide variety of amenities including recreation, shopping, cultural resources, entertainment options, and third places (social environments outside of the home and workplace), all of which will help in attracting and retaining talented workers.	Ongoing	EDASCC, MEDC, Business Community
2	Require new development in the City to be consistent with the nautical character of the community, mindful of our natural resources, and consistent with the master plan and zoning ordinance.	Ongoing	
3	Ensure gateway properties enhance the aesthetics of the M-29 corridor.	Short-Term	MDOT, Civic groups
4	Continue exploring ways to integrate public art throughout the community.	Ongoing	Civic groups, Citizens, Artists
5	Continue developing opportunities to celebrate Algonac's history and culture of shipbuilding, pleasure boating, and other maritime activity.	Ongoing	Clay-Algonac Historical Society

#	Task/Description	Timeframe	Potential Partners
6	Enhance the marketing of the City to tourists staying at Algonac State Park.	Ongoing	BWCVB, Clay Township
7	Continue participating in and leveraging the reach and resources of the Blue Water Area Convention and Visitors Bureau's "Discover the Blue" campaign.	Ongoing	BWCVB, Clay Township
8	Implement recommendations from <i>Blue Water Trail Towns Master Plan</i> that focus on drawing bike and water trail users into the central business district.	Ongoing	SCCMPC, Blueways of St. Clair
9	Increase the quality and uniqueness of community events and activities that attract visitors to the city all year long, with a special emphasis on the off-seasons.	Ongoing	Civic groups, Citizens, Business Community
10	Work with community partners to create and host more community events within the city, including cultural events, seasonal festivals, food truck rallies, music concerts, and arts activities.	Ongoing	Civic groups, Citizens, Business Community
11	Continue to draw residents and visitors to the downtown by attracting new retail, entertainment, and dining establishments.	Ongoing	
Goal #9: City leadership works with community partners to promote education, job training, and workforce development programs that will improve the skills and talent of Algonac residents.			
1	Promote training opportunities and other programs intended to bolster the skills of the workforce.	Ongoing	EDASCC, RESA, MEDC
2	Partner with Algonac Community Schools, RESA, SC4, the EDA, and other organizations on initiatives to improve educational attainment levels in the community.	Ongoing	EDASCC, RESA, MEDC
3	Promote training programs or funding programs put forward by the MEDC to further connect residents to the skills and tools needed for the jobs of today and the future.	Ongoing	EDASCC, RESA, MEDC

BWACC: Blue Water Area Chamber of Commerce
 BWCVB: Blue Water Convention and Visitors Bureau
 CSCB: Community Services Coordinating Body
 DPW: Department of Public Works
 EDASCC: Economic Development Alliance of St. Clair County
 EGLE: Department of Environment, Great Lakes and Energy
 FOSCR: Friends of the St. Clair River
 MDNR: Michigan Department of Natural Resources
 MDOT: Michigan Department of Transportation

MEDC: Michigan Economic Development Corporation
 MIHI: Michigan High Speed Internet Office
 MSHDA: Michigan State Housing Development Authority
 PARC: St. Clair County Parks and Recreation Commission
 RESA: St. Clair County Regional Educational Services Agency
 SCCHD: St. Clair County Health Department
 SCCHEM: St. Clair County Homeland Security/Emergency Management
 SCCMPC: St. Clair County Metropolitan Planning Commission
 SEMCOG: Southeast Michigan Council of Governments