

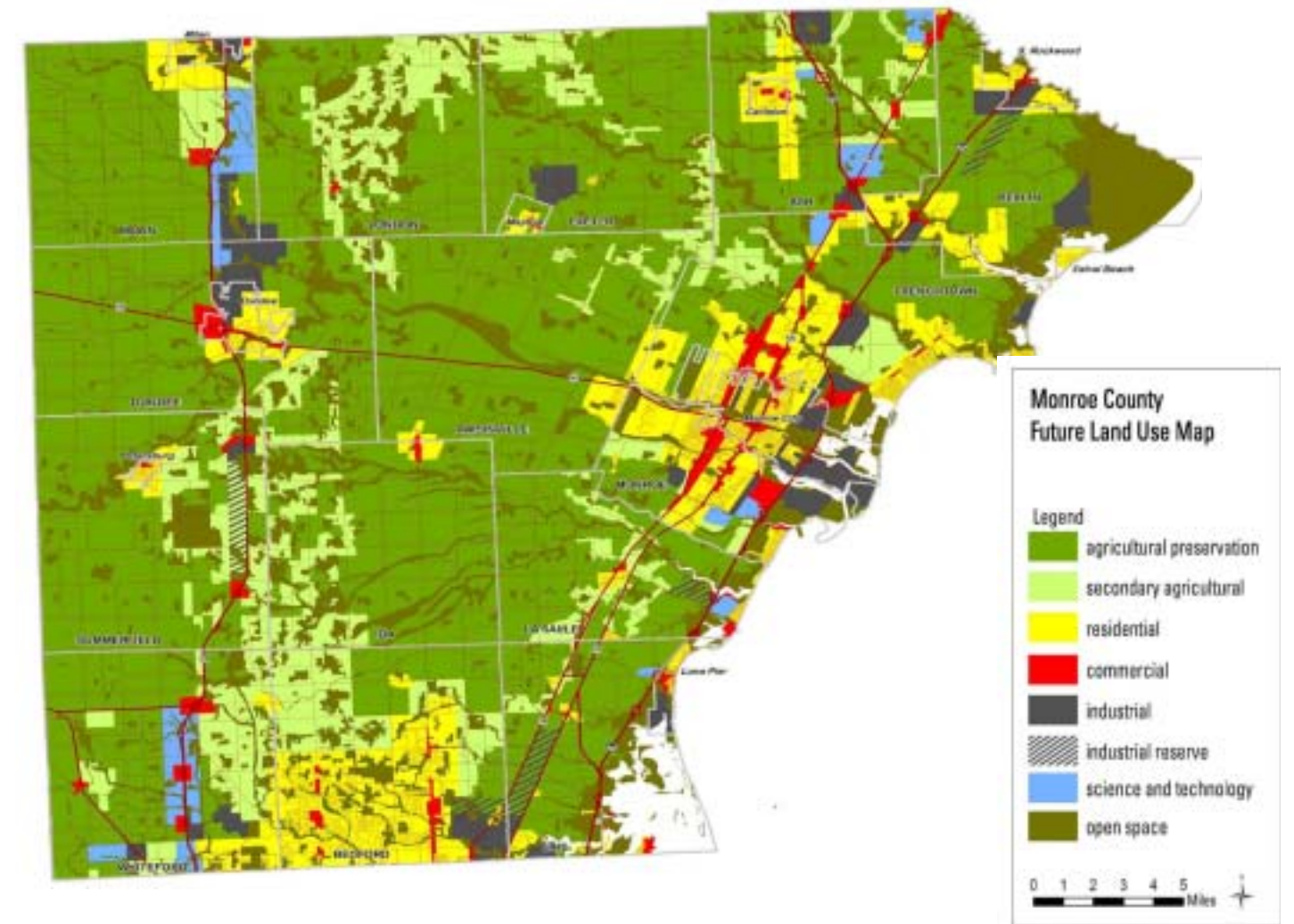
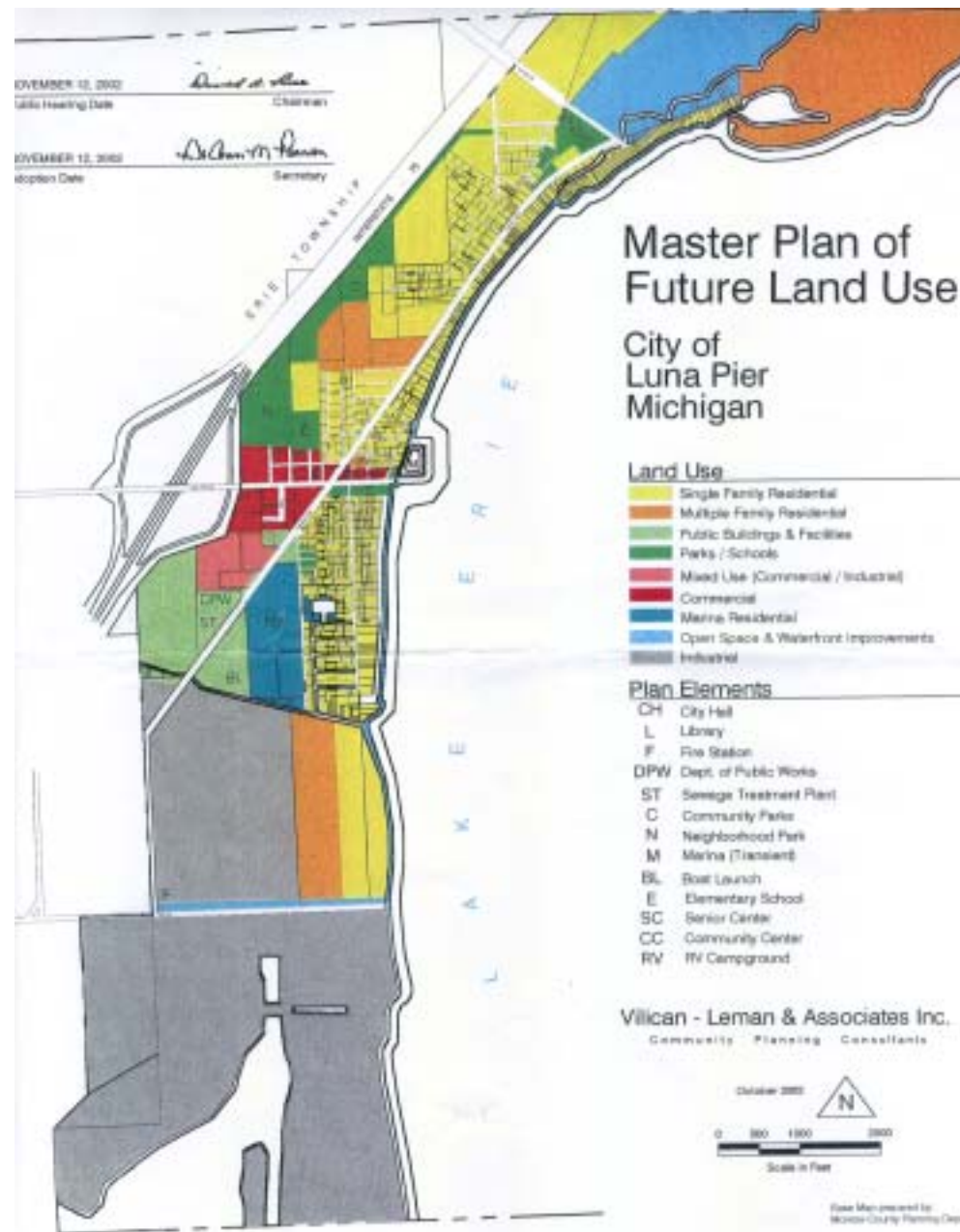
Appendix 9

Former & Related Plans

The previous planning document for the City of Luna Pier was prepared in October of 2002. This planning document consisted of a map titled: "Master Plan of Future Land Use." This map divided the City of Luna Pier into 9 land use categories. Additionally, various "Plan Elements" were displayed and included locations of various public buildings and facilities.

Concurrently with the development of this Master Plan, the City of Luna Pier prepared its 2010-2014 Recreation Plan. The development of this document was guided by a five-member Recreation Planning Committee in a manner that is consistent with requirements of the Michigan Department of Natural Resources. In Michigan, communities seeking funding through the Michigan Natural Resources Trust Fund must have an approved five-year recreation plan and proposed projects must be consistent with such a plan.

The Monroe County Planning Department & Commission recently prepared a document titled Monroe County Comprehensive Plan - 2009 Update. This document was completed in the summer of 2009 and was made available for public comment until October 14, 2009. As mentioned in the Acknowledgment Section of the Master Plan, the Monroe County Planning Department & Commission was an active partner in the development of the Luna Pier Master Plan and some planning maps and graphics appear in both documents.



Appendix 9 - Related Plans & Best Practices

Best Planning Practices Relevant to Luna Pier

A long-term plan for any community should consider what approaches, techniques and ways of thinking have worked well in other places. Sometimes called “best practices” this notion is based on a belief that there are methods and approaches that have yielded significant results elsewhere and therefore may have some universal value. In terms of community planning, “best practices” are sometimes considered in light of development or redevelopment principles that have helped create outstanding communities, neighborhoods or districts.

A list and description of all best practices in the field of community planning could be exhaustive. However, in terms of background for this Master Plan, several practices and approaches have been particularly useful, and have helped guide and inform the development of this Master Plan. Luna Pier is certainly not the only community that has considered how it should build a stronger tax base, redevelop its commercial core, enhance its waterfront, or develop local character and a sense of place. Given this perspective, some of the more significant best practices are briefly identified to help frame some of the planning principles and approaches used in this Master Plan.

Waterfront Redevelopment:

Without a doubt, large and small cities that are fortunate enough to have a waterfront have often spent huge sums of money planning, designing and implementing waterfront redevelopment projects. Familiar Midwestern cities such as Chicago, Cleveland and Detroit in particular have all invested millions in waterfront redevelopment efforts. Chicago built the Navy Pier in 1995, and it has become the Midwest’s #1 tourist and leisure destination, attracting more than 8 million visitors per year. The Detroit RiverFront Conservancy, Inc. was formed to develop 5 ½ miles of riverfront property, from the Ambassador Bridge to Gabriel Richard Park, just east of the Belle Isle Bridge. With a \$140 million capital campaign, plans include the development of a continuous River Walk along with parks, plazas and green spaces. In Cleveland, a comprehensive Waterfront District Plan was approved in 2004. This plan creates an overall vision to shape the lakefront and calls for a total investment of over \$100 million dollars. More recently, planning is underway to redevelop 100 acres of Port Authority land west of Cleveland Browns Stadium with public squares, promenades and fishing piers in a world-class, maritime neighborhood. Nearby Toledo is also actively engaged in a project called the Marina District which will create a large mixed-use urban neighborhood on the east side of the Maumee River near downtown. This development features an \$11 million

park that will feature a refurbished boat dock area, an amphitheater, a clock tower, an urban sand beach, grassy areas leading down to the Maumee riverbank, viewing areas, solar-powered lighting, and concrete walkways extending the mile-length of the Marina District.

Apart from these larger regional examples of waterfront redevelopment efforts, there are many larger and smaller scale efforts taking place around the Great Lakes and around the world. An organization that follows and tracks waterfront redevelopment efforts is the Project for Public Spaces (PPS). PPS was founded in 1975 as a nonprofit organization dedicated to helping people create and sustain public places that build communities. PPS published material that describes thirteen key steps for creating great waterfronts as described below.

- 1. Make public goals the primary objective:** The best solutions for waterfronts put public goals first, not short-term financial expediency. As long as plans adhere to the notion that the waterfront is an inherently public asset, then many of the following steps can be pursued successfully.
- 2. Create a shared community vision for the waterfront:** Because a vision is adaptable and can be implemented gradually, starting with small experiments, it often becomes bolder as public enthusiasm for making changes builds and the transformation of the waterfront gains credibility.
- 3. Create multiple destinations:** The Power of Ten: PPS has found that an effective way to structure a vision process is to set a goal of creating ten great destinations along the entire waterfront, an idea we call the “Power of Ten.” Ideally, each destination should provide ten things to do, which creates diverse, layered activity, ensuring that no single use will predominate.
- 4. Connect the destinations:** The next idea to keep in mind is that each of the ten destinations should be incorporated into a vision for the waterfront as a whole. The key is to achieve continuity, especially when it comes to the pedestrian experience. A walkable waterfront with a wide variety of activity along it will successfully connect destinations, allowing each to strengthen the others.

- 5. Optimize public access:** It is essential that the waterfront be accessible for people’s use to the greatest extent possible. Waterfronts with continuous public access are much more desirable than those where the public space is interrupted. Even small stretches where the waterfront is unavailable to the public greatly diminish the experience. Access also means that people can actually interact with the water in many ways—from swimming or fishing, dining or picnicking dockside, boarding boats or feeding the ducks. If it is not possible to actually touch the water, people should have access to another type of water nearby—such as a fountain, spray play area or a swimming pool that floats next to the shore.
- 6. Ensure that new development fits within the community’s vision:** When the public’s vision comes first in a waterfront revitalization project, new developments can be tailored to meet the community’s shared goals and expectations. Waterfronts are too valuable to simply allow developers to dictate the terms of growth and change. But whatever is built must contribute to the goals set forth by the community, not detract from them. And, of course, development should never interfere with pedestrian connections, making parking lots and auto-oriented development out of the question.
- 7. Encourage 24-hour activity by limiting residential development:** Great waterfronts are not dominated by residential development. They are the sites of festivals, markets, fireworks displays, concerts and other high-energy gatherings. A high concentration of residential development limits the diversity of waterfront use and creates constituencies invested in preventing 24-hour activity from flourishing.
- 8. Use parks to connect destinations, not as destinations unto themselves:** The world’s best waterfronts use parks as connective tissue, using them to link major destinations together.
- 9. Design and program buildings to engage the public space:** Any building on the waterfront should add to the activity of the public spaces around it. When successful, the result is an ideal combination of commercial and public uses.



- 10. Support multiple modes of transportation and limit vehicular access:** Waterfronts are dramatically enhanced when they can be accessed by means other than private vehicles. Walking and biking are another important part of the transportation mix, and many of the best waterfronts feature pedestrian promenades and bike lanes. Unimpeded by cars or parking lots, people are more at ease, and the full breadth of waterfront activity can flourish.
- 11. Integrate seasonal activities into each destination:** Waterfront programming should take rainy-day and winter activities into account, and amenities should provide protection from inclement weather. Waterfronts that can thrive in year-round conditions will reap the benefits of greater economic activity and higher attendance at public facilities.
- 12. Make stand-alone, iconic buildings serve multiple functions:** An iconic structure can be a boon to the waterfront, so long as it acts as a multi-use destination. Today's icons should strive to achieve the same flexibility and public-spirited presence.
- 13. Manage, manage, manage:** Ongoing management is essential to maintain waterfronts and sustain a diverse variety of activities and events throughout the year.

Commercial Corridor Redevelopment:

One very good guidebook addressing the subject of suburban corridor revitalization is published by the Urban Land Institute and is titled "Ten Principals for Reinventing America's Suburban Strips" (ULI Catalog Number R35, 2001). These ten principles are summarized below:

- 1. Igniting Leadership and Nurture Partnership.** It is noted that successful partnerships require the creation of a formal planning and management entity such as a BID. This organization performs functions such as, providing a means to reach consensus, assembling land for key projects, coordinate collection and dissemination of information and handling marketing and promotion.
- 2. Anticipate Evolution.** Places change rapidly with demographic shifts and

retail preferences. Increasingly, retail development is trying to better connect with a larger community and create a total destination that people are drawn to, whether they intend to shop or not.

- 3. Know the Market.** Planning for a corridor requires that a community know and understand the different markets and different market demands.
- 4. Prune Back Retail-Zoned Land.** It is recognized that typically communities zone extensive amounts of land to permit retail uses, and then wait for developers to fill in the area. This type of "over-zoning" can be problematic as it does not encourage reinvestment in existing property and can encourage predatory behavior.
- 5. Establish Pulse Nodes of Development.** Most commercial corridors are designed to be appreciated at automobile speeds along a one-dimensional path. While this model has its place, emerging faces of urban development call for more critical mass, synergies and higher densities of mixed-use activity. Such places typically have more than one destination after someone leaves a vehicle. Naturally, all places can't offer this focused node of activity, but such "pulse nodes" can be created along a commercial corridor to represent key destinations and attractions.
- 6. Tame the Traffic.** Every strip must balance the tension between traffic flow and access to businesses. The way to maintain safe traffic flow and easy access is with access management techniques that involve driveway consolidation, front and rear access roads to provide for parallel movement along the corridor and limiting curb cuts.
- 7. Create The Place.** People go to places, and when people like places, they return. What makes people like places is typically the social interaction and feelings of safety, along with sights, smells and sounds they experience while there. Typically, people experience places as a pedestrian looking at architecture, natural vegetation, water, other people, landmarks and art.
- 8. Diversify the Character.** Planning for different types of districts helps create variety and interest.
- 9. Eradicate the Ugliness.** Communities should strive hard for architectural excellence and insist on high standards for landscaping. Vacant lots with weeds, poorly maintained buildings and trash, are all matters that warrant direct actions

10. Put Your Money (and Regulations) Where Your Policy Is. Communities and businesses must be prepared to make investments and take actions to support public policies. Plans are the starting point, sustained implementation strategies are essential to making progress.

Downtown Revitalization: Main Street Approach

The Main Street program's success is based on a comprehensive strategy of work, tailored to local needs and opportunities, in four broad areas, called the Main Street Four Point Approach:

Design: Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning.

Organization: Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process.

Promotion: Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens and visitors.

Economic Restructuring: Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities — and challenges from outlying development.

Downtown Revitalization: The Main Street Philosophy

The National Main Street Center's experience in helping communities bring their downtowns back to life has shown time and time again that the Main Street Four Point Approach succeeds only when combined with the following eight principles:

Comprehensive: A single project cannot revitalize a downtown or commercial neighborhood. An ongoing series of initiatives is vital to build community support and create lasting progress.

Incremental: Small projects make a big difference. They demonstrate that "things are happening" on Main Street and hone the skills and confidence the program will need to tackle more complex problems.

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Self-Help: Although the National Main Street Center can provide valuable direction and hands-on technical assistance, only local leadership can initiate long-term success by fostering and demonstrating community involvement and commitment to the revitalization effort.

Public/private partnership: Every local Main Street program needs the support and expertise of both the public and private sectors. For an effective partnership, each must recognize the strengths and weaknesses of the other.

Identifying and capitalizing on existing assets: One of the National Main Street Center's key goals is to help communities recognize and make the best use of their unique offerings. Local assets provide the solid foundation for a successful Main Street initiative.

Quality: From storefront design to promotional campaigns to special events, quality must be the main goal.

Change: Changing community attitudes and habits is essential to bring about a commercial district renaissance. A carefully planned Main Street program will help shift public perceptions and practices to support and sustain the revitalization process.

Action-oriented: Frequent, visible changes in the look and activities of the commercial district will reinforce the perception of positive change. Small, but dramatic improvements early in the process will remind the community that the revitalization effort is under way.

Principles for Livable Communities

The American Institute of Architects (AIA) has defined 10 Principles for Livable Communities as part of its program called Communities by Design. These include:

- 1. Design on a Human Scale:** Compact, pedestrian-friendly communities allow residents to walk to shops, services, cultural resources, and jobs and can reduce traffic congestion and benefit people's health.
- 2. Provide Choices:** People want variety in housing, shopping, recreation, transportation, and employment. Variety creates lively neighborhoods and accommodates residents in different stages of their lives.

3. Encourage Mixed-Use Development: Integrating different land uses and varied building types creates vibrant, pedestrian-friendly and diverse communities.

4. Preserve Urban Centers: Restoring, revitalizing, and infilling urban centers takes advantage of existing streets, services and buildings and avoids the need for new infrastructure. This helps to curb sprawl and promote stability for city neighborhoods.

5. Vary Transportation Options: Giving people the option of walking, biking and using public transit, in addition to driving, reduces traffic congestion, protects the environment and encourages physical activity.

6. Build Vibrant Public Spaces: Citizens need welcoming, well-defined public places to stimulate face-to-face interaction, collectively celebrate and mourn, encourage civic participation, admire public art, and gather for public events.

7. Create a Neighborhood Identity: A "sense of place" gives neighborhoods a unique character, enhances the walking environment, and creates pride in the community.

8. Protect Environmental Resources: A well-designed balance of nature and development preserves natural systems, protects waterways from pollution, reduces air pollution, and protects property values.

9. Conserve Landscapes: Open space, farms, and wildlife habitat are essential for environmental, recreational, and cultural reasons.

10. Design Matters: Design excellence is the foundation of successful and healthy communities.

Complete Streets

Most American streets are designed for the automobiles, with the primary goal of enabling vehicles to move as efficiently as possible. Use of the public right-of-way by pedestrians and bicyclists is often diminished in terms of importance as design decisions primarily accommodate vehicular movement. More recently, "Complete Streets Initiatives" are being put forth to improve mobility

options and offer more safe, comfortable and convenient travel those in automobiles and for those on foot and bicycle. Complete Streets Initiatives have sought to encourage local, regional, and state decision makers to aim toward a more balanced perspective in a transportation system design.

Recently, American Association of Retired Persons (AARP) endorsed the planning concept of Complete Streets as older pedestrians are victims of a disproportionate number of pedestrian fatalities. Similarly, other organizations such as the American Public Transportation Association (APTA), American Planning Association (APA), Institute of Transportation Engineers (ITE), the Natural Resources Defense Council (NRDC), and AARP have joined the National Complete Streets Coalition. The AARP Public Policy Institute (PPI) also recently completed a project to help define how communities could build safer and more livable streets since and Congress has considered Complete Streets bills along with hearings on highway safety and reauthorization of surface transportation legislation.

The relevance of Complete Streets and AARP's endorsement of these principles are particularly relevant to Luna Pier as information provided elsewhere speaks to the fact that older residents will increase dramatically in Luna Pier in the coming years.

