

2013

City of East Tawas Master Plan



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The City of East Tawas

By:
The Planning Commission

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Adopted by the City of East Tawas
Planning Commission July 8, 2013

Accepted by the City of East Tawas
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I. INTRODUCTION AND OVERVIEW

Introduction

What is Planning?

Planning is a process that involves the conscious selection of policy choices relating to land use, growth and development in the community. The Master Plan is an official City document that sets forth policies for the future of the community.

The City of East Tawas derives its authority to prepare a master plan from the Michigan Planning Enabling Act, PA 33 of 2008, as amended. The Act states:

1. In the preparation of a master plan, a Planning Commission shall do all of the following, as applicable:
 - a. Make careful and comprehensive surveys and studies of present conditions and future growth within the City with due regard to its relation to neighboring jurisdictions.
 - b. Consult with representatives of adjacent local units of government in respect to their planning so that conflicts in master plans and zoning may be avoided.
 - c. Cooperate with all departments of the state and federal governments and other public agencies concerned with programs for economic, social and physical development within the planning jurisdiction and seek the maximum coordination of the City's programs with these agencies.
 - d. In the preparation of the master plan, the Planning Commission may meet with other governmental Planning Commissions or agency staff to deliberate.
 - e. In general, a Planning Commission has such lawful powers as may be necessary to enable it to promote local planning and otherwise carry out the purpose of the Act.
2. A master plan shall address land use and infrastructure issues, and may project twenty (20) years or more into the future. A master plan shall include maps, plans, charts, and descriptive, explanatory and other related matter and shall show the Planning Commission's recommendations for physical development of the City, such as:
 - a. A land use plan that consists of a classification and allocation of land for agriculture, residences, commerce, industry, recreation ways and grounds, public buildings, schools, soil conservation, forests, woodlots, open space, wildlife refuges, and other uses and purposes.
 - b. The general location, character, and extent of streets, railroads, airports, bicycle paths, pedestrian ways, bridges, waterways and waterfront developments; sanitary sewers and water supply systems; facilities for flood prevention and maintenance of water levels; and public facilities and structures.
 - c. Recommendations as to the general character, extent and layout of redevelopment or rehabilitation of blighted area; and the removal, relocation, widening, narrowing, vacating,

abandonment, change of use, or extension of streets, grounds, open spaces, building utilities, or other facilities.

- d. A zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. It shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.
 - e. Recommendations for implementing any of the master plan's proposals.
 - f. If a street plan is included, the means for implementing the master street plan in cooperation with the Iosco County Road Commission and the State of Michigan Department of Transportation shall be specified.
3. Before preparing a master plan, the Planning Commission shall send a notice to each of the following explaining that the Planning Commission intends to prepare a master plan, requesting the recipients' cooperation and comment:
 - a. Each municipality located within or contiguous to the City.
 - b. The Iosco County Planning Commission.
 - c. Each public utility and railroad company owning or operating a public utility or railroad within the City.
 - d. If a master street plan is included, the Iosco County Road Commission and the State of Michigan Department of Transportation.
4. After preparing a master plan, the Planning Commission shall submit the proposed master plan to the City Council for review and comment. The adoption process shall not proceed unless the legislative body approves the distribution of the proposed plan for review and comment to all the following listed above.
5. Any entity described above may submit comments regarding the master plan to the Planning Commission within sixty-three (63) days after the proposed plan was submitted to that entity.
6. Before approving a proposed master plan, the Planning Commission shall hold not less than one (1) public hearing. The hearing must be held after the expiration of the comment period allotted to the above mentioned entities.
7. The approval of the master plan shall be by a resolution of the Planning Commission by a majority vote of its membership.
8. Upon final adoption, the Planning Commission shall submit copies of the adopted master plan to the aforementioned entities.

How is the Master Plan to be Used?

The Master Plan serves many functions and is to be used in a variety of ways:

1. The Master Plan is a general statement of the City's goals and policies. It provides a single, comprehensive view of the community's desire for the future.
2. The Master Plan serves as an aid in daily decision-making. The goals and policies outlined in the Master Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivision, capital improvements and other matters relating to land use and development. The Master Plan provides a stable, long-term basis for decision making that will provide a balance of high and low density housing, commercial and industrial land use and an orderly process for land use planning.
3. The Master Plan provides the statutory basis upon which zoning decisions are made. The Michigan Zoning Enabling Act, PA 110 of 2006, requires that the zoning ordinance be based upon a plan designed to promote public health, safety, and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City ordinances. Zoning is only one of the many legal devices used to implement the Master Plan.
4. The Master Plan attempts to coordinate public improvements and private developments. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Master Plan as resulting in the greatest benefit to the City and its residents.
5. Finally, the Master Plan serves as an educational tool and gives citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

In summation, The City of East Tawas Master Plan is an officially-adopted document that sets forth an agenda for the achievement of goals and policies. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City of East Tawas. It helps develop a balance of orderly change in a deliberate and controlled manner that permits planned growth and redevelopment. As such, it provides the basis upon which zoning and land use decisions are made.

The flow chart on the following page indicates the steps used in preparing the City of East Tawas Master Plan.

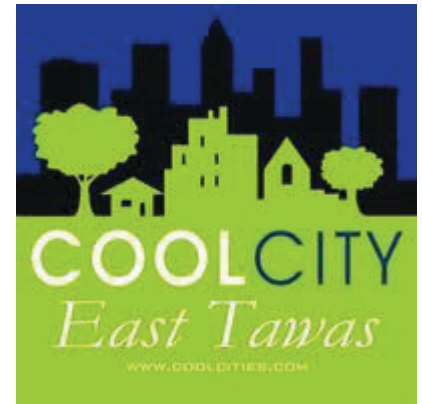
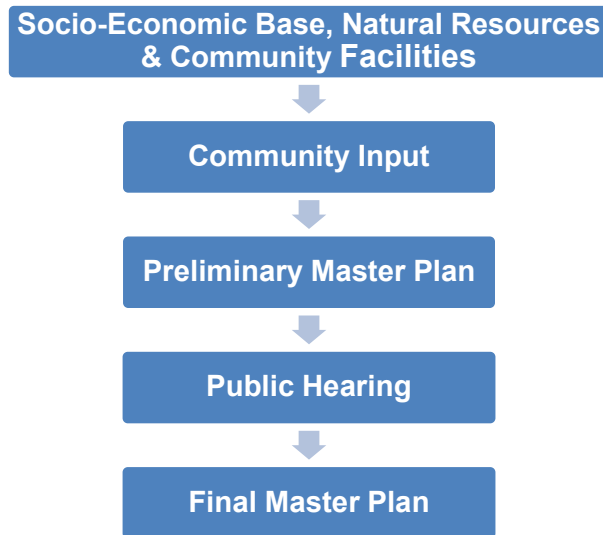


Figure 1. – Master Plan Process Flow Chart



Scope

The City of East Tawas Master Plan is a policy manual. One of the tools used to accomplish the goals and objectives is direct input. However, some of the most powerful and useful tools are the Zoning Ordinance and Subdivision Regulations. The Zoning Ordinance was completely revised in 2003 and has been continuously amended since that time. The Zoning Ordinance is designed to implement, as far as is possible, the Master Plan. The State of Michigan Zoning and Enabling legislation specifies that zoning should be based on a plan. The Master Plan and the Future Land Use Map provide the framework for the City of East Tawas Zoning Map. Additionally, the Master Plan considers the goals of the community and provides objectives to achieve these goals.

Methodology

The Michigan Planning Enabling Act, PA 33 of 2008, requires municipalities to review their master plans every five (5) years. Originally adopted in 1998, the current Master Plan received its last update in 2004. During the year 2011, the East Tawas City Council authorized the Planning Commission to begin updating the Master Plan. As part of that process, several workshops were held to gather input as a basis for re-evaluating the Master Plan and determining whether the identified goals, objectives, and policies remained valid.

Broad community goals were discussed with the Planning Commission, along with the identification of areas within the City that had changed since the completion of the 1998 and 2004 Master Plan. The background studies were updated and presented to the Planning Commission. The updates were derived from the 1990, 2000 and 2010 US Census data, as well as other sources such as East Michigan Council of Governments (EMCOG) and City departments. Based upon the noted changes since 2004, the validity of the existing goals, objectives, and policies were analyzed and updated as necessary.

II. BACKGROUND STUDIES

Community Description

In planning for the future of a community, it is essential to understand both the community of people to be served and the physical resources that the community has to offer. Identifying the needs of the City of East Tawas residents, property owners, and businesses will help define an appropriate program, while available resources will help shape where and how the program is implemented. The purpose of the following section of the Master Plan is to provide an overview of the human and physical resources of the City of East Tawas with the goal of understanding the unique features and opportunities the community has to offer.

Regional Setting

The City of East Tawas is located in south-eastern Iosco County on Tawas Bay, one of the largest harbors on the Great Lakes, and covers approximately 3.3 square miles; 2.9 square land miles (7.5 km²) and 0.45 square water miles (1.2 km²) (US Census Bureau). The City is located approximately sixty-five miles south of Alpena along US-23, Huron Shores Heritage Route, and approximately 180 miles north of Detroit. Bordered by Tawas City and Tawas Bay to the south, the Huron National Forest and Baldwin Township to the north/northwest, and Lake Huron to the east, the City of East Tawas is located on the “Sunrise Coast” of Michigan.

Approximately 70% of Iosco County is within the boundaries of state and federal forestlands, the AuSable State forest covers 22,200 acres and the Huron National Forest covers 112,000 acres. Iosco County ranks 64th by population in the State of Michigan. It is located in the northeastern area of the East Michigan Council of Governments (EMCOG) region. EMCOG is the regional planning agency that serves a 14-county region of East Central Michigan, encompassing the three urban centers of Bay, Midland and Saginaw Counties. EMCOG covers over 337 member governments including 14 counties, numerous cities, school districts, and special districts.

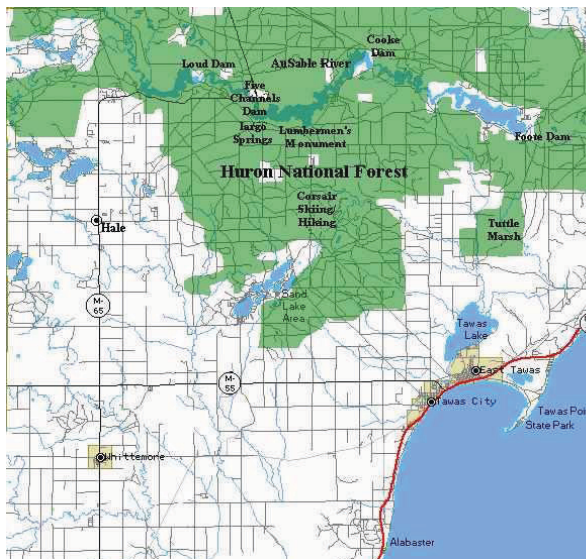
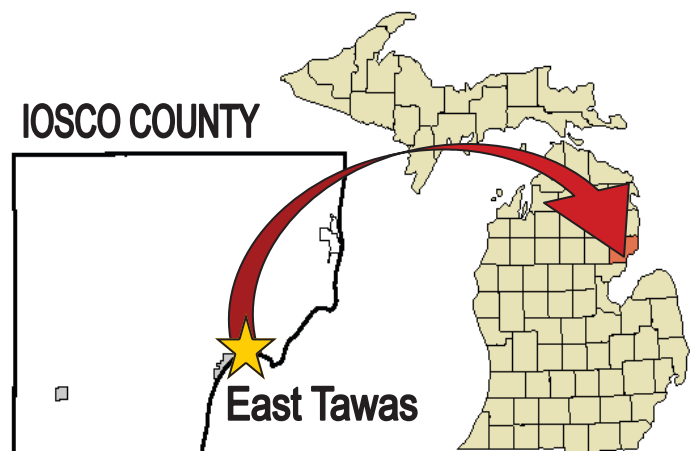


Figure 2. – Regional Setting



2010 Census Information

2010 Census data has been included in the update of the Master Plan as it has been made available to the public. Forecasted projections generally provided through the East Michigan Council of Governments (EMCOG) have not been released to date. Census information can be found at www.census.gov. Data provided by EMCOG can be found at www.emcog.org.

Population Trends and Growth

This Master Plan is being written in 2011-2012, during one of the most difficult economic downturns in the history of the State and Nation, many of the previous population and housing projections for this area are uncertain at best. Population and housing numbers for 2010 and beyond are taken from the EMCOG which at this time are the most accurate available. It should be noted that during these uncertain times, a change in the economic forecasts of this region (either up or down) will change the projections and some of the assumptions contained in these pages.

Population

Past, present, and future growth patterns are a driving force and strong indicator of the overall health of a city. They help to define existing problems along with socioeconomic resources and represent the current and future demands of those available resources. The sustainability of a city is dependent upon how well the city meets the future needs of its residents.

The City of East Tawas counted:

- 2,372 people in 1970,
- 2,584 people in 1980,
- 2,887 people in 1990,
- 2,951 people in 2000, and
- 2,808 people in 2010.
- 2,550 people in 2035*

*MDOT Estimate

Population and Households

EMCOG projections for the year 2035 predict a continuing decline in population from current estimates over the next 25 years.

The 2010 US Census determined 2,808 people currently live in the City of East Tawas, and EMCOG projects that 2,550 people will live in the City in 2035. This data indicates a population decline for the City for the next 25 years. This would continue a slight population decline trend experienced throughout Iosco County that began in the early 1990's with the closure of Wurtsmith Air Force Base.

Households

The City of East Tawas had:

- 1,382 households in 2000, and
- 1,332 households in 2010.

In summary, there has been a slight decrease in population and households in the City between 2000 and 2010. Future projections conducted by EMCOG demonstrate that this trend will continue for households, as well as for population at this time. Meanwhile household size will continue to decrease. Decreasing household size reflects many factors, including families with fewer children, aging population, and changes in the mix of households.

Table 1. - Population and Household, 1990-2035

	1990 Census	2000 Census	2010 Census	2035 Forecast
Population	2,887	2,951	2,808	2,550
Households	1,274	1,382	1,332	n/a
Household Size	2.23	2.14	2.06	n/a
Household Types				
Households with Children	n/a	815 (59%)	756 (56.8%)	n/a
Households without Children	n/a	567 (41%)	576 (43.2%)	n/a

n/a: not available

Source: US Census Bureau, EMCOG

As noted in Table 1, the City of East Tawas experienced a slight decrease in population between 2000 and 2010, as was consistent with population throughout the County, region, and State. EMCOG 2035 population projections for Iosco County and the City of East Tawas forecast a slight population decrease. Population projections calculated through 2035 are provided in Table 4.

Table 2 (on the following page) provides the historic population information for the City of East Tawas and the surrounding area from 1970 through 2010.

Table 2. - City of East Tawas, Neighboring Communities, County, and State Populations, 1970-2010

	1970	1980	1990	2000	Change 2000- 2010	2010
City of East Tawas	2,372	2,584	2,887	2,951	-4.84%	2,808
City of Tawas City	1,666	1,967	2,009	2,005	-8.9%	1,827
City of Whittemore	460	438	463	476	-19.3%	384
Alabaster Township	280	371	394	503	-3.2%	487
AuSable Charter Township	1,876	2,198	2,312	2,230	-8.2%	2,047
Baldwin Township	953	1,393	1,670	1,726	-1.8%	1,694
Burleigh Township	569	761	695	775	+1.5%	787
Grant Township	607	1,043	1,154	1,560	-0.89%	1,546
Oscoda Charter Township	11,578	11,386	11,958	7,248	-3.46%	6,997
Plainfield Township	2,036	3,160	3,490	4,292	-11.48%	3,799
Reno Township	294	566	572	656	-10.06%	590
Sherman Township	422	465	502	493	-9.13%	448
Tawas Township	1,253	1,463	1,465	1,465	+19.04%	1,744
Wilber Township	359	554	638	740	-1.48%	729
Iosco County	24,905	28,349	30,209	27,339	-5.31%	25,887
State of Michigan	8,875,083	9,262,078	9,295,297	9,938,444	-0.6%	9,883,640

Source: US Census Bureau, Iosco County Historic Population Data, EMCOG

Housing Characteristics and Development Trends

There has been very little growth in the City's housing stock between 2000 and 2010. US Census estimates indicate the number of housing units has increased by 372 units, or 2.1%, between 2000 and 2010 while the population has decreased by 4.9% during the same period.

Table 3. - Housing Tenure, 2000-2010

	City of East Tawas		Iosco County	
	2000 Census	2010 Census	2000 Census	2010 Census
Occupied Units	944(68.3%)	939(70.6%)	11,727(57.4%)	9,609(81.7%)
Renter Occupied Units	438(31.7%)	393(29.5%)	2,112(18%)	2,148(18.3%)
Vacant Units	309(18.3%)	396(22.9%)	8,705(42.6%)	8,686(42.5%)
Total Housing Units	1,691	1,728	20,432	20,443

Source: EMCOG

The housing stock is relatively new in the City of East Tawas with over 40% of the housing stock in the City constructed since 1970 and only 17% constructed prior to 1939.

The City experienced a modest increase in population from 1990 to 2000, and a slight increase in total housing units as shown in Table 3. With the change in population the City also experienced a 4% increase in vacant units which was slightly higher than the regional level. The population segment 65 and over accounts for 28% of the overall population in the City. These seniors, upon retirement, are converting their summer cottages to primary residences. This was evidenced by the increased single-family redevelopment activity occurring in the City, especially along the shores of Tawas Lake in the 1990's.

Table 4 provides population projections from EMCOG and MDOT. These estimates suggest a slight decrease in population through 2035.

Table 4. - Population Projections, 2000-2035

	2000 Census	2010 Census	2020 Projection	2035 Projection
City of East Tawas	2,951	2,808	2,600	2,550
Iosco County	27,300	25,600	25,000	24,700
State	9,955,300	9,945,700	10,139,500	10,549,600

Source: Compiled by EMCOG from Michigan Department of Transportation Planning

As noted in Table 5, the median age in the City of East Tawas increased from 44.2 years in 2000 to 50.9 years in 2010. This is a 6.7 year, or a 15 percent increase in a ten year period; as opposed to a 2.6 year, or a 6.2% increase between 1990 and 2000.

Table 5. - Median Age, 1970-2010

Census	1970	1980	1990	2000	2010
City of East Tawas	42.1	41.6	41.6	44.2	50.9
Iosco County	25.0	29.2	32.6	44.2	51.0
State	26.3	28.8	32.6	35.5	37.2

Source: US Census Bureau

Another element of population trends is the age of the population as it directly impacts availability of a workforce and the types of both public and private services needed. Based upon the information provided in Table 5 above the entire State of Michigan has demonstrated an increase in the median age of the population. Specifically, East Tawas' population demonstrated a 26.2% increase in the median age between 1980 and 2010. This means that the population of East Tawas is getting older; based upon the age distribution provided below in Table 6, 35% of the city's population is 39 years of age or younger, whereas the remaining 65% are age 40 and over.

Table 6. - Age Distribution, 2010

	City of East Tawas	Iosco County	State of Michigan
Total population	2,808	25,887	308,745,538
Under 5 years	114	1,025	20,201,362
5 to 9 years	142	1,201	20,348,657
10 to 14 years	162	1,421	20,677,194
15 to 19 years	155	1,428	22,040,343
20 to 24 years	87	1,038	21,585,999
25 to 29 years	94	999	21,101,849
30 to 34 years	118	999	19,962,099
35 to 39 years	115	1,100	20,179,642
40 to 44 years	171	1,456	20,890,964
45 to 49 years	204	1,871	22,708,591
50 to 54 years	214	2,160	22,298,125
55 to 59 years	233	2,185	19,664,805
60 to 64 years	226	2,249	16,817,924
65 to 69 years	162	2,103	12,435,263
70 to 74 years	166	1,660	9,278,166
75 to 79 years	137	1,311	7,317,795
80 to 84 years	154	944	5,743,327
85 years and over	154	737	5,493,433

Source: US Census Bureau

The City of East Tawas is predominantly white (96%), while blacks, Native Americans, Asians, and other races make up the balance of the population. Hispanics of any race comprise 2% of the population.

Table 7. - Race and Hispanic Origin, 1990-2010

	East Tawas			Iosco County			State of Michigan		
	1990	2000	2010	1990	2000	2010	1990	2000	2010
White	2,858	2,886	2,687	28,966	26,496	24,965	7,756,086	7,966,053	7,803,120
Black	3	1	5	632	111	122	1,291,706	1,412,742	1,400,362
American Indian	18	13	8	228	181	170	55,638	58,479	62,007
Asian	6	13	30	269	126	126	104,983	176,510	238,199
Pacific Islander		2	4		14	15		2,692	2,604
Other Race	2	3	21	114	63	106	86,884	129,552	147,029
Multi-Racial	n/a	33	53	n/a	348	383	n/a	192,416	230,319
Hispanic Origin	9	22	57	357	269	403	201,596	323,877	436,358
Total	2,887	2,951	2,808	30,209	27,339	25,887	9,295,297	9,938,492	9,883,640

Source: US Census Bureau

Socio-Economic Characteristics

Educational Achievement

One indicator of the economic viability of a city is the educational attainment level of the population living there. Between 2000 and 2010, the proportion of the City's population without a high school diploma has decreased. This decrease is consistent with a decline experienced at the EMCOG regional, State, and National levels. EMCOG has also reported a rise in educational attainment at all levels throughout the region.

Income

According to Census 2010, the median income for a household in the City of East Tawas was \$30,229. This is 33% below the State median household income (\$44,667) and 3% below the County median household income (\$31,321).

Poverty is another strong indicator of the economic health and sustainability of the population of an area. Table 8 shows the level of poverty within the EMCOG region for 2000 and 2010 as compared to Iosco County, the State and the Nation.

Table 8. - Percent of Population at Poverty Level, 2000-2010

	2000 percentage of Population	2010 Percentage of Population
City of East Tawas	11.3%	10.2%
Iosco County	12.7%	14.3%
EMCOG Region	12.3%	17.0%
Michigan	11.3%	14.5%
United States	11.3%	13.5%

Source: US Census Bureau

Natural Features

An inventory of significant natural features is important for several reasons. It can help determine which areas of the City are most suitable for development and which may be the most cost effective to develop. Further, a natural features inventory can provide an indication as to which areas of the City would provide maximum amenities without having adverse impacts on natural systems and is often useful in the review of the proposed development plans.

Since the development of land can significantly impact the natural environment, special attention must also be given to the preservation of natural and environmentally sensitive areas in long-range planning. Environmentally sensitive areas can be defined as land areas whose destruction or disturbance will immediately affect the life of the community by either:

- Creating hazards such as flooding;
- Destroying important resources such as wetlands and woodlots; and
- Wasting important productive lands and renewable resources.

Significant site features are those surface characteristics that “shape the community.” For instance, poorly drained soils, steep elevations, or floodplains may discourage or preclude development, while flat, well drained lands may attract certain land use activities over others.

Climate

The climate of the City of East Tawas is modified somewhat by Lake Huron. The lake provides a cooling effect during the summer months and a warming influence during the winter months. The mean annual temperature is 44°F. The warmest month of the year in the City of East Tawas is July, with an average maximum temperature of 80°F and an average minimum temperature of 56°F.



Conversely, the coldest month is January, with an average maximum and minimum temperatures of 29°F and 11°F, respectively.

The average annual precipitation is 30 inches, with an average snowfall of 53 inches per year. Fifty-nine percent of the precipitation is received between April and September. There have been several instances of monthly rainfall in excess of seven inches.

Given these climatic conditions, the growing seasons last, on average, 120 days.

Topography

The topography of the City of East Tawas is generally flat, as the area is a former glacial lakebed. Land elevations range from 580 feet above sea level along Tawas Bay to 590 feet for most of the remaining areas of the City.

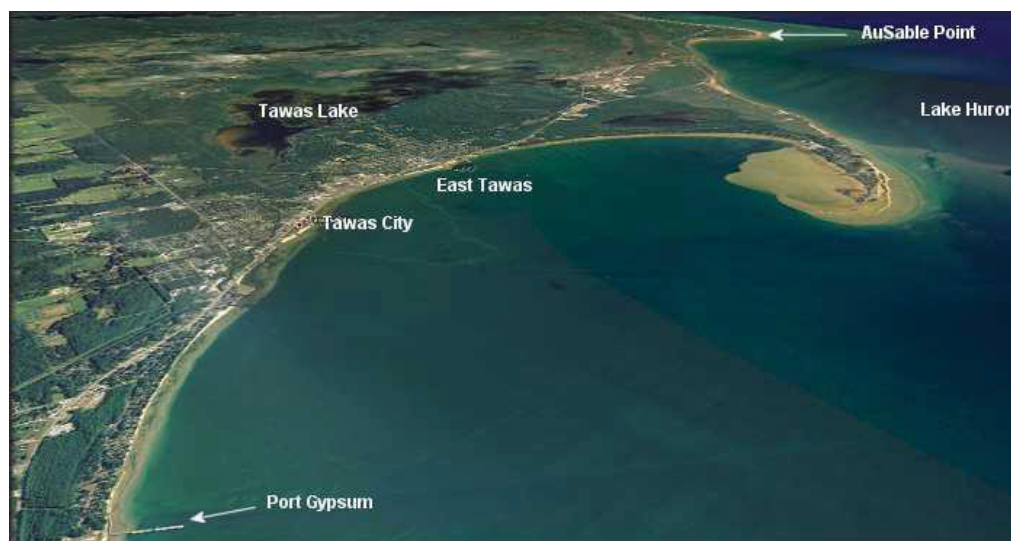
Floodplain

The Tawas River floodplain encompasses a significant area on the City's west side and to a lesser degree on the City's north side. A second floodplain occupies a narrow, linear path along Tawas Bay. Development in the floodplains of the City has been limited, except at Tawas Lake. Many of the dwellings along Tawas Lake may be susceptible to flooding during periods of high lake levels. Along the shoreline of Tawas Bay, most development is above the floodplain.

In an effort to reduce hazards to people and property as a result of flood conditions, compliance with the provisions and requirements of the National Flood Insurance Program, in accordance with the National Flood Insurance Act of 1968, as amended, and rules and regulations promulgated in furtherance of this program by the Federal Emergency Management Agency (FEMA) is required of developments in the City. The FEMA Floodplain map is provided as Map 1.

Watercourses

Tawas Bay, Tawas Lake, and the Tawas River present natural boundaries for the City limits on the south and north sides. A few small lakes are also located within the City.



Source: Tawas Bay Michigan Weather Station

Woodlands

Woodland areas in the City are depicted on Map 2. Woodland areas are located in the eastern half of the City as well as in its northwest quadrant.

Woodlands are not only aesthetically pleasing, but also provide valuable habitat for wildlife. Climatic conditions such as flooding and high winds are moderated by woodlands through their protection of watersheds from siltation and soil erosion caused by stormwater runoff or wind. Woodlands also play a role in improving air quality by absorbing certain air pollutants and in buffering noise sensitive sites from noise generators.

The layout of future development should be sensitive to the preservation of woodland areas to the maximum extent feasible.

Wetlands

Wetlands are an important, though commonly overlooked, natural resource that provide both aesthetic and functional benefits. Through the years, over 70% of Michigan's wetlands have been destroyed by development and agricultural activities. Therefore, Michigan enacted the Goemaere-Anderson Wetland Protection Act (Michigan Public Act 203 of 1979) to protect the remaining wetlands.

The Wetland Act authorizes the Michigan Department of Natural Resources (MDNR) to preserve certain wetland areas. The MDNR may require permits before altering regulated wetlands and may prohibit development in some locations.

The MDNR defines *wetlands* as "land characterized by the presence of water at a frequency and duration sufficient to support, and under normal circumstances does support, wetland vegetation or aquatic life and is commonly referred to as a bog, swamp, or marsh, and which is any of the following:

- Contiguous to the Great Lakes or Lake St. Clair, an inland lake or pond, or a river or stream;
- Not contiguous to the Great Lakes, an inland lake or pond, or a river or stream; and more than five acres in size; except this subdivision shall not be of effect, except for the purpose of inventorying, in counties of less than 100,000 population until the MDNR certifies that it has substantially completed its inventory of wetlands in that county;
- Not contiguous to the Great Lakes, an inland lake or pond, or a river or stream; and five acres or less in size if the MDNR determines that the protection of the area is essential to the preservation of the natural resources of the state from pollution, impairment, or destruction and the MDNR has so notified the owner; except this subdivision may be utilized regardless of wetland size in a county in which the above subdivision is of no effect; except for the purpose of inventorying, at the time."



Among the criteria used by MDNR when conducting a wetland determination:

- Presence of standing water (at least one week of the year);
- Presence of hydric soil types that are saturated, flooded, or ponded sufficiently to favor wetland vegetation (usually black or dark brown);
- Predominance of wetland vegetation/plant material, or aquatic life, such as cattails, reeds, willows, dogwood, elderberries, and/or red or silver maple trees;
- Presence of important or endangered plant or wildlife habitat or a rare ecosystem;
- Area serves as an important groundwater recharge;
- Size and location – minimum size to be state regulated is five acres unless the wetland is contiguous to a lake, pond, river or stream, or is considered “essential” to the preservation of natural resources of the state.

The determination that a site contains a regulated wetland can have several consequences:

- The MDNR may issue a permit to fill the wetland;
- The MDNR may require mitigation, such as replacing the wetlands (sometimes this involves increasing the overall on-site wetland acreage two- or threefold);
- The MDNR may prohibit development in the wetland area if it is determined that there is a “prudent” alternative.

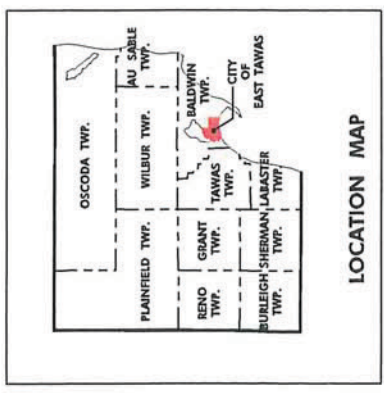
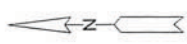
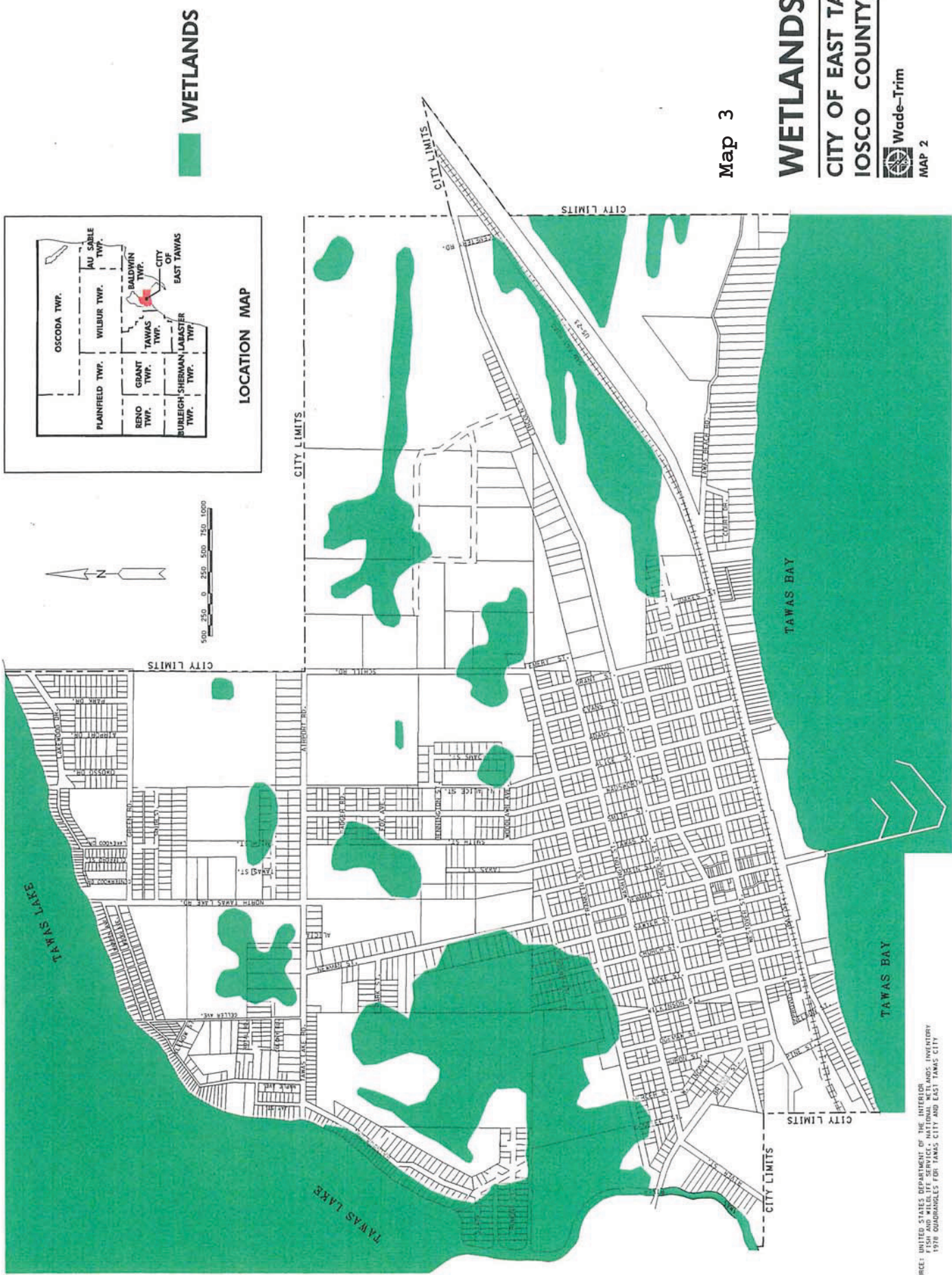


Map 3, Wetlands, delineates significant wetlands in the City, but not necessarily all of the wetlands regulated under the State Wetland Act.

Where this map or on-site observation indicates the likelihood of a regulated wetland, sources (soil survey, MDNR maps, or US Fish and Wildlife maps) should be referenced to further determine if the wetland has the physical and biological characteristics that place it under the jurisdiction of the MDNR. A formal written determination by a qualified wetland consultant and/or staff of MDNR may be required.

Local wetland protection can help preserve these important resources and can be achieved in a variety of ways. Foremost is ensuring that developers have received any necessary MDNR reviews or made permit application prior to final local action on proposed development projects.

There are several techniques that the City could use to assist in local wetland protection. Some of these could be incorporated into existing land development regulations. Other techniques, specifically a local wetland ordinance that addresses wetlands smaller than the five-acre minimum regulated by the MDNR, would not be cost effective in the City of East Tawas due to administrative demands.



WETLANDS

Map 3

WETLANDS

CITY OF EAST TAWAS
 IOSCO COUNTY, MICHIGAN

Wade-Trim
 MAP 2

SOURCE: UNITED STATES DEPARTMENT OF THE INTERIOR
 FISH AND WILDLIFE SERVICE, NATIONAL WETLANDS INVENTORY
 1978 QUADRANGLES FOR TAWAS CITY AND EAST TAWAS CITY

Among options that the City could consider are:

- Revise pertinent provisions in the Zoning Ordinance with more specific language to preserve wetlands and other sensitive natural features;
- Amend the Zoning Ordinance to require a 25 to 100 foot building and parking lot setback from regulated wetlands;
- Add policies to this Master Plan providing for directing incompatible future land uses away from wetlands (consider such factors as land use type, intensity, density, extent, distribution, and location of allowable uses);
- Encourage preservation of natural features by directing clustered development to the most buildable portion of the site while retaining the overall density (some communities offer a density bonus as an incentive for this technique);
- Establish public education programs regarding the importance of wetlands.

Wildlife

Woodlands and water bodies in and around the City of East Tawas support a variety of wildlife including land mammal (e.g., whitetail deer, fox, beaver, rabbit, muskrat, and mink), bird and waterfowl, and fish species.

Although the US Department of the Interior, Fish and Wildlife Service has determined there are presently no federally listed endangered, threatened, or proposed species in the City of East Tawas, preservation of areas for unlisted wildlife habitat should be considered when reviewing development plans.

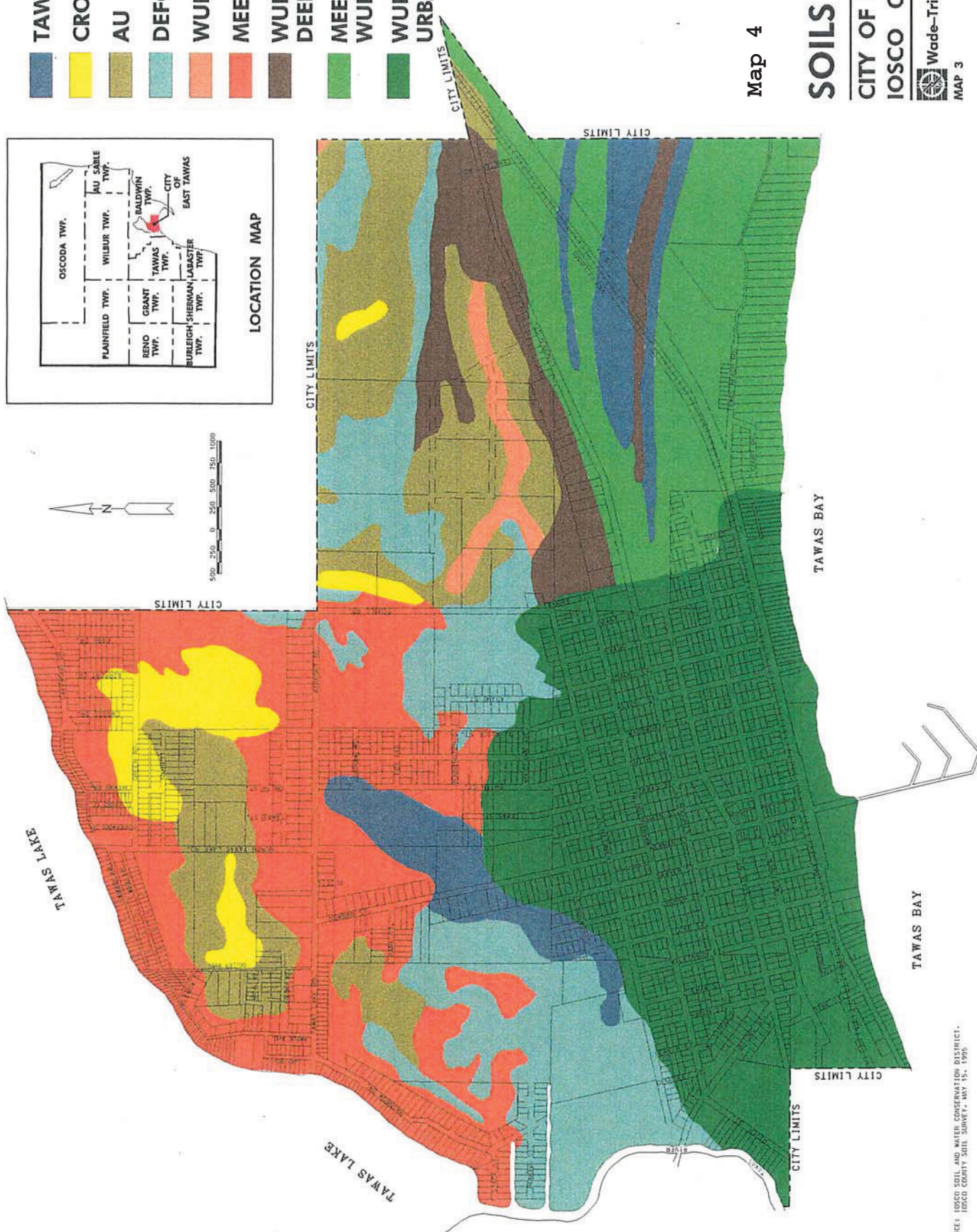
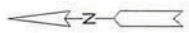
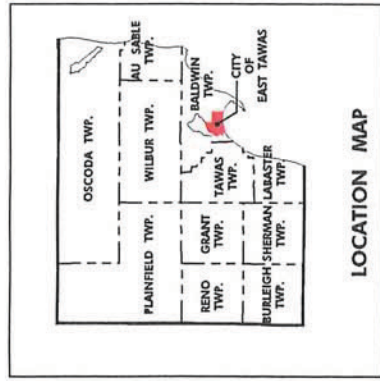
Soils

Map 4, Soils, depicts soil types present within the City. There are nine different classifications. The majority of City acreage that remains unbuilt is generally classified as Mehan Sand, Deford Muck or AuGres Sand.



Soil characteristics may limit building site development to one degree or another. Soil limitations that affect shallow excavations, dwellings with and without basements, small commercial buildings, roads, and lawns and landscaping are considered slight if soil properties and site features are generally favorable for the indicated uses, and limitations are minor and easy to overcome.

Limitations are considered moderate if soil properties or site features are not favorable for the indicated use and special planning, design, or maintenance are needed to overcome or minimize the limitations.



Map 4

SOILS

CITY OF EAST TAWAS
 IOSCO COUNTY, MICHIGAN

SOURCE: 1920 SOIL AND WATER CONSERVATION DISTRICT, IOSCO COUNTY SOIL SURVEY, MAY 15, 1920.

Building site development limitations are considered severe if soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance costs are required. Special feasibility studies may be required where the soil limitations are severe.

The degree of building site limitations and other development considerations (i.e., depth of high water table, percent slope, and hydric soils) are listed for each of the nine classifications in the Appendix. These factors are not only of interest relative to potential growth areas but also for local review of development plans.

It should be noted that these soil interpretations are general in nature and will not eliminate the need for on-site study and testing for design and construction of specific uses.

Review of State Regulations

There are several state acts and programs that regulate various aspects of development in and around natural features, which are summarized in the following:

- *Goemaere-Anderson Wetland Protection Act*, PA 203 of 1979, regulates filling, dredging, and construction in wetlands over five acres, contiguous to a lake or stream, or considered to be ecologically important. Activity in areas determined to be wetlands require MDNR permits or may be prohibited
- *Soil Erosion and Sedimentation Control Act*, PA 347 of 1972, regulates modification to the terrain within 500 feet of a lake or stream. The MDNR reviews requests to determine if a permit is required.
- *Inland Lakes and Streams Act*, PA 346 of 1972, regulates dredging, culverts, dock construction, and other activities. A permit for these activities must be received from the MDNR.
- *Michigan Environmental Protection Act*, PA 127 of 1970, is intended to prohibit pollution and activities that endanger lakes, streams, and wetlands. The Act allows individuals and organizations to take their concerns about protecting the environment to court. Michigan courts have ruled that this Act should be considered when making land use and zoning decisions.
- *National Pollutant Discharge Elimination System (NPDES)* gives the MDNR the authority to regulate the discharge of wastes from point sources, such as pipes draining into a pond. However, non-point sources, such as fertilizers, septic system leakage, etc., are not strictly regulated.

Community Facilities and Services

Government Facilities

Residents of the City of East Tawas are represented by a mayor elected for a two-year term and six council members with staggered four-year terms.

Limited by law for taxes that can be levied without voter approval, City officials must be creative in delivering quality services with the least possible burden to taxpayers. The East Tawas City Hall is located at 760 Newman Street.

Police and Fire Services

The Tawas Police Authority provides police protection in the City of East Tawas. The Police Department operates out of one station located at 810 West Westover Street, near the City limits. There are currently five full time officers, one police dog, and one civilian secretary.



The City of East Tawas Fire Department operates out of one fire station at 122 Main Street. There are 25 “paid on call” fire fighters, all with Fire Fighter I credentials and most with Fire Fighter II. Six of those fire fighters have specialized training in Confined Space Rescue / High Angle Rescue.

Relative to emergencies involving hazardous materials, all the fire fighters in the Department are trained to the Awareness Level of response and most have an Operations Certification. Additionally, the City has agreements with private firms for hazardous materials clean up and decontamination.

Equipment owned by the Department include a 1,000 gallon Compressed Air Foam rescue pumper, a 1250 gallon pumper/tanker, an 85 foot aerial ladder/pumper (high-rise events); a brush truck (wild land and urban interface area and forest fires), and a squad vehicle (Medical First Responder calls).

Ambulance service including ALS (Advanced Life Support) is currently provided through Iosco County.

Wastewater, Utilities, and Solid Waste

The City of East Tawas has an extensive sanitary sewer system which serves the majority of developed lands within the City. The City’s sewage treatment plant is located on the Tawas River.

Wastewater is treated in East Tawas at the facility on Franklin Street, operated by the Tawas Utilities Authority. Treated wastewater is discharged into the Tawas River. The facility serves both the City of East Tawas and the City of Tawas City. Sewer lines serve most of the developed areas of East Tawas. All but 19 dwellings in the City are connected to the sanitary sewer system. Map 5, Sanitary Sewer, depicts the sanitary sewer system in the City. Sewer line expansion will be necessary to serve future residential development in the eastern portion in the City.

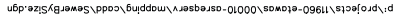
Potable water is supplied to the City residents and other regional utility customers from a water plant in Baldwin Township. The plant, operated by the Huron Shores Regional Utility Authority, underwent an expansion in 1997 that increased its service capacity from 3.5 million gallons per day (mgd) to 5.5 mgd.

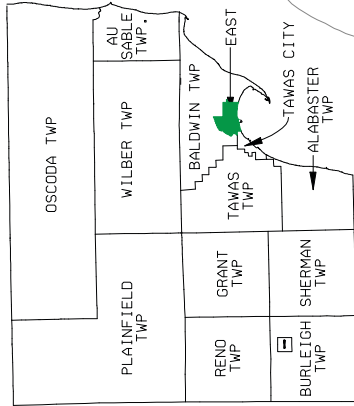
Map 6 depicts the water main system in the City of East Tawas. The City estimates that 196 dwellings are served by self-supply, single user water systems. Currently, potable water lines are not available in the City's northeastern section where the residential development proposals are probable.

Stormwater drainage in East Tawas is collected via open ditches and storm sewers and discharged into Tawas Bay, Tawas Lake, or Tawas River. Stormwater does not undergo any water treatment prior to discharge into area water bodies.

Map 7 depicts storm sewer and ditch locations in the City. Storm sewer serves neighborhoods surrounding downtown and along Newman Street. Drainage ditches serve remaining areas of the City. Major ditches include Dimmick ditch that runs in an east-west direction from Schill Road to Tawas Lake. Standing water in this ditch is a perceived problem as it creates a suitable breeding environment for mosquitos. The Schill Road ditch runs along Schill Road from Franklin Street to Tawas Lake. The Tawas Lake ditch runs along Airport Road from Schill Road to Tawas Lake.

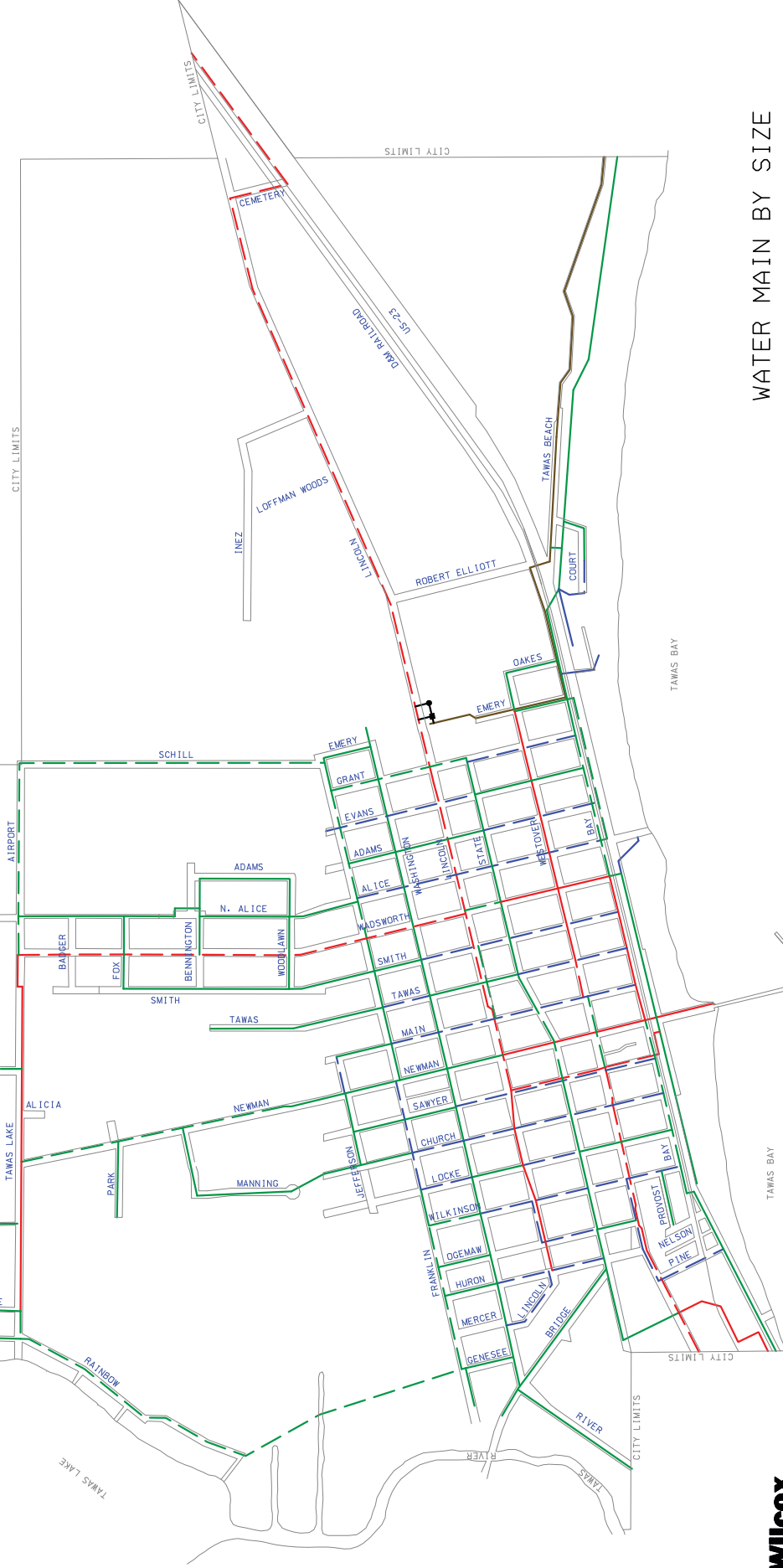
The City of East Tawas contracts with a private solid waste company for solid waste collection and disposal.





LEGEND

- 2" WATERMAIN
- 4" WATERMAIN
- 6" WATERMAIN
- 8" WATERMAIN
- 10" WATERMAIN
- 12" WATERMAIN
- 20" MAIN TRANSMISSION LINE

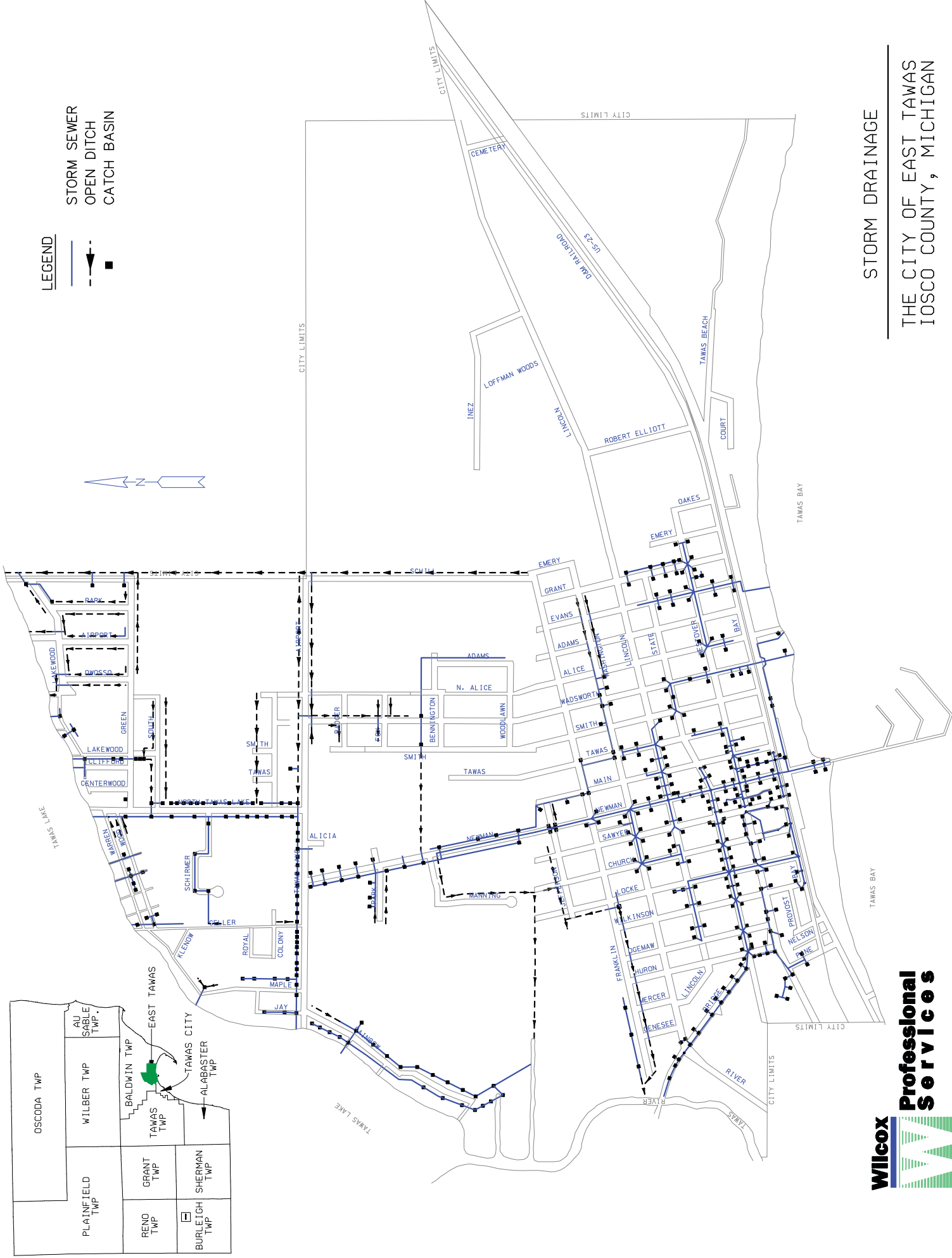


WATER MAIN BY SIZE

THE CITY OF EAST TAWAS
IOSCO COUNTY, MICHIGAN

LEGEND

- STORM SEWER
- OPEN DITCH
- CATCH BASIN



STORM DRAINAGE

THE CITY OF EAST TAWAS
IOSCO COUNTY, MICHIGAN

Parks, Open Spaces, and Recreation

During the late 1930s and early 1940s, the East Tawas City Park was known as the East Tawas State Park. The campground was split by Newman Street with half of the campsites located on the now Tawas Bay Beach Resort property and the other half on the west side of Newman Street up to Church Street. In 1965, the State purchased property on Tawas Point and moved the State Park to that location, re-naming it the Tawas Point State Park. Due to a reverter clause in the deed, the City of East Tawas was able to regain ownership of the original park property from the State for \$1.00 and the City continued to operate the park as a campground. In 1984, the City of East Tawas sold the eastern portion of the campground to the Tawas Bay Associates for construction of a Holiday Inn Hotel. As part of the deal, the Associates transferred ownership of several pieces of property west of the Park Day-Use Area at the end of Church Street. The Associates allowed the City to continue operating the campground following the sale until 1985 when construction on the hotel began with the new campsites opening in August.



In addition to the Park Manager, a six-member Park Board oversees operations of the East Tawas City Park. Five of the members are residents of East Tawas appointed by the City Council and the sixth is a non-voting representative from the City Council. Today the campground features 174 sites with full hook-ups featuring sewer, water, 30 Amp electric and cable television included in the daily fee. The revenues generated from the campground pay for all of the parks and recreational facilities in East Tawas. Those facilities include, in addition to the campground, Dewey Durant Memorial Park, Robert C. Bolen Memorial Park, Tom Dillon Memorial Park and the East Tawas Community Center.

Transportation Network

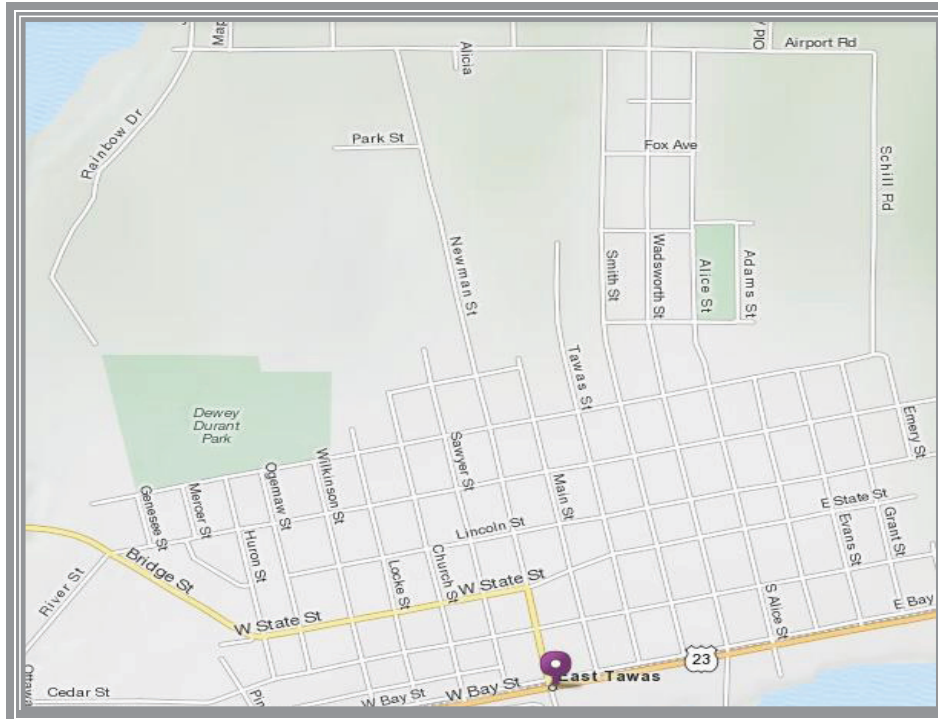
Mobility constitutes a vital part of the social and economic well-being of the community. The traffic circulation system is, in a large sense, the framework upon which the City is built. This system must support the collective mobility of citizens and visitors of the City of East Tawas. The system must also be fully coordinated with the other elements of the Master Plan, particularly future land use, to complement the collective goals, objectives, and policies of the plan.

Existing System Inventory

As seen in Figure 3, the City's traffic circulation system has developed in a traditional grid pattern, which is especially prominent in the area surrounding downtown. US-23 follows the coastline of Tawas Bay and is the only arterial facility serving the urbanized areas of eastern Iosco County.

The City's roads can be classified according to the service they provide in relation to the total road network. Basic functional categories include arterial, collector, and local roads.

Figure 3. – City of East Tawas Street Map



Source: Map Quest

The functional classification system for the City of East Tawas roads is as follows:

- Interstate: US-23
- Collector:
 - Newman Street
 - Airport Road/Tawas Lake Road
 - Lincoln Street
 - Wadsworth Street
 - Bridge Street
 - State Street
 - Washington Street

US-23 is the City's sole arterial. An arterial is a major highway designed for the movement of large volumes of traffic over relatively long distances within a regional area. This type of facility will carry the major portion of trips entering and leaving urban areas as well as the majority of through movements not destined or originating in the area. While this facility class does not exclude access to property along its alignment, its primary function is to facilitate the movement of traffic. Access to adjacent properties should, therefore, be controlled to the maximum extent possible.

The collector roadway serves inter-urban traffic movement within a given geographic area and connects local street traffic to the arterial system. Access to adjacent properties is an appropriate function of the facility, provided it does not inhibit local traffic movement. Roadways acting as collector streets within the City include: Newman Street; Airport Road/Tawas Lake Road (west); Lincoln Street; Wadsworth Street; Bridge Street; State Street; and Washington Street.

All remaining roads within the City serve as local roads. Local roads typically have the single purpose of providing access to adjacent property. The facility is usually connected to a collector roadway, although in some cases connection may be directly to an arterial roadway.

The proper spacing of roads of the various classifications will vary, depending on natural physical constraints, land use distribution, intensity of development, desired traffic flow, and traffic volumes to be accommodated.

Level of Service

Level of service (LOS) is an indicator of facility conditions. The LOS of a roadway is often defined as the ability of a maximum number of vehicles to pass over a given section of roadway or intersection during a specified time period, while maintaining a given operating condition. The LOS for roadways is calculated using the ratio of *peak hourly demand volume* to *peak hour capacity*. The standardized descriptions of service levels used in transportation planning are as follows:

LOS A:

Highest LOS that describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

LOS B:

Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is still good.

LOS C:

Represents stable traffic flow operations, however, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Road users experience appreciable tension and level of comfort and convenience are diminished.

LOS D:

Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and decreases in speed. Adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors may exist. The road experience becomes uncomfortable and inconvenient to users.

LOS E:

Represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Operations at this level are usually unstable, because small increases in traffic flow or minor perturbations within the traffic stream will cause breakdowns.

LOS F:

Represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

Again, the determination of LOS are:

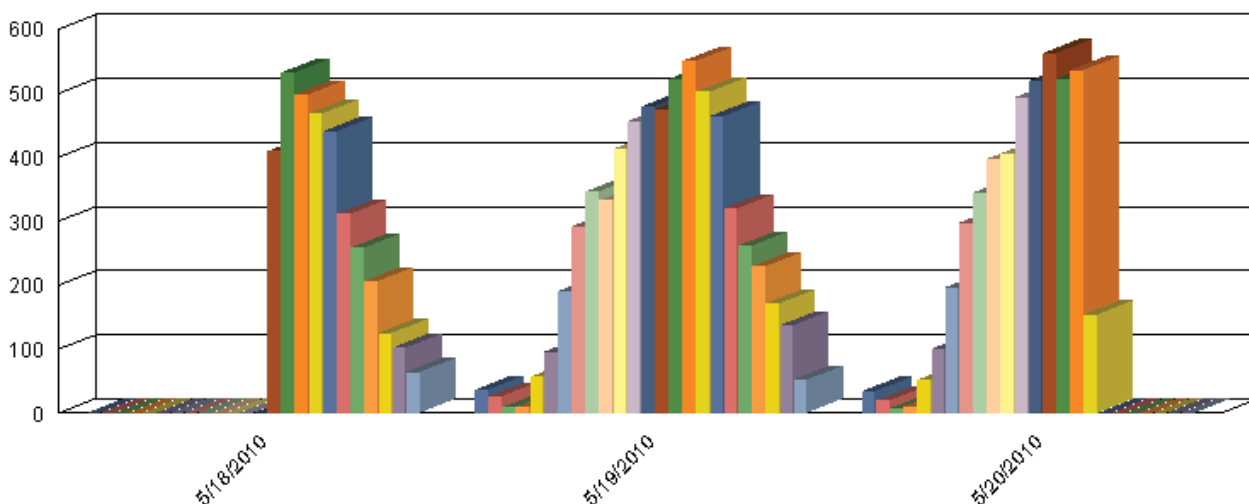
- Demand: the number of motorists attempting to use the facility and;
- Capacity: the number of trips the facility can safely and effectively accommodate.

The practical capacity of any facility is affected by many factors. Narrow lanes, rough surfaces, poor alignments, intensively active abutting land uses, or poorly functioning intersections to name a few, can work together to constrain roadway capacity. Conversely, use of appropriate standards for roadway design in coordination with land use regulation can augment the capacity of a facility.

Factors affecting the capacity are either static or very slow to change. Traffic volume, on the other hand, can change quickly and frequently. Typically, facilities operating at higher (i.e., worse) levels of service suffer a loss of efficiency at peak periods, e.g., rush hour during tourist season. Variations in efficiency can also be localized, as when an otherwise efficient facility passes through a limited area of intense activity, like downtown. Recognizing such situations is important in determining short-range improvements.

Although traffic counts for all roads in the City were not available, limited 2010 data was obtained for US-23 from the Michigan Department of Transportation (MDOT). In 2010, the Average Annual Daily Traffic (AADT) volume on US-23 in East Tawas was 11,626 on the four-lane undivided facility as indicated in Figure 4.

Figure 4. – MDOT Traffic Count May 2010 – US-23 200 feet west of Newman Street



Source: MDOT

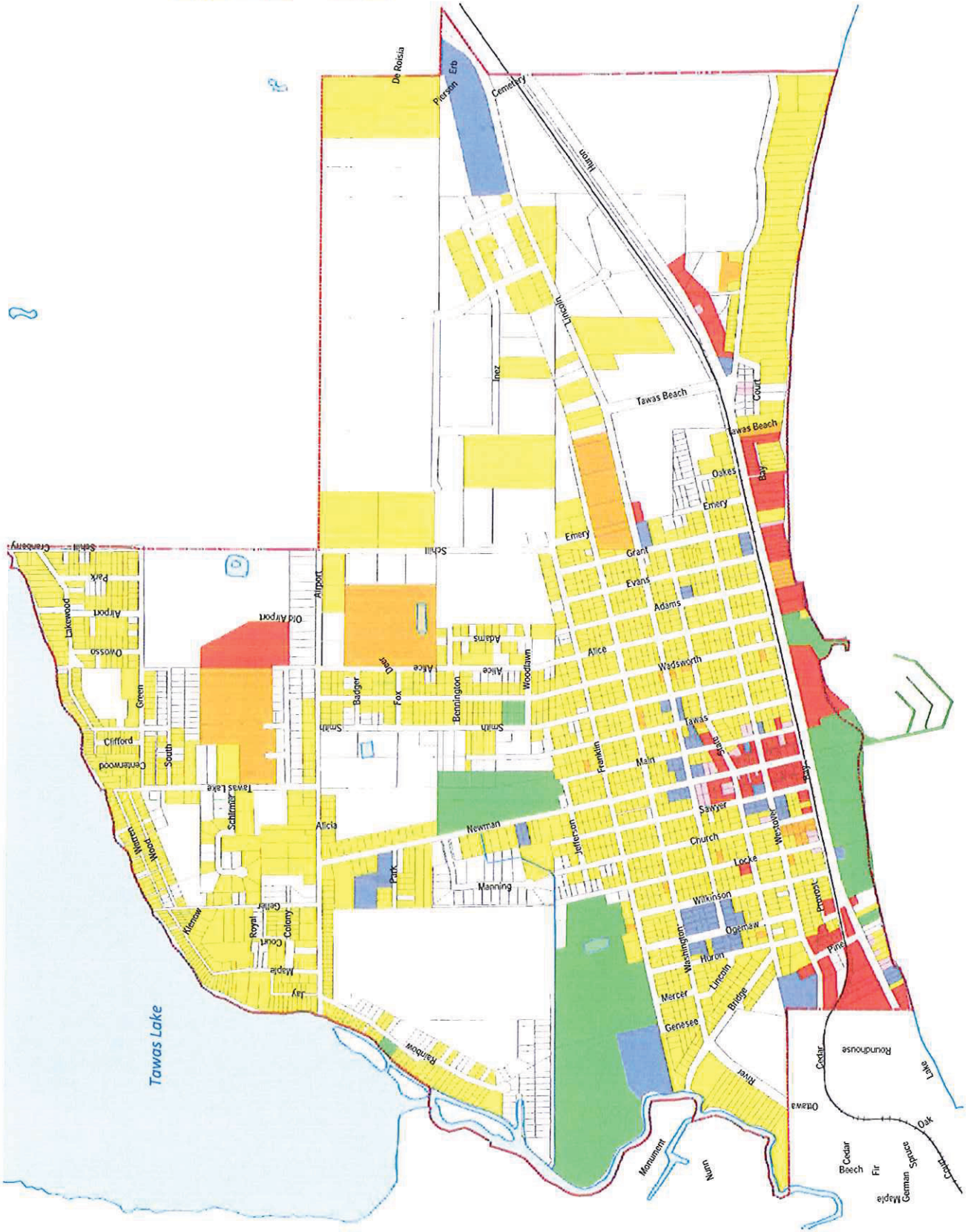
This estimate represents the number of vehicles passing a particular point during a period of 24 consecutive hours, averaged over 365 days. At LOS D conditions, US-23 can accommodate an hourly traffic volume of approximately 3,600 trips. Based on this data, US-23 appears to be operating at an acceptable LOS. However, this may not be the case during peak hours or tourist season.

In addition to traffic counts, crash data is a good indicator of the functional operation of a roadway. This data was available for the entire City. A three-year period was analyzed. As expected, most crashes involving more than one vehicle occurred along US-23 and Newman Street, especially at high traffic intersections. Accidents on these roads typically involved rear-end collisions involving vehicles making left turning movements.

Existing Land Use

The Existing Land Use map (on the following page) provides generalized land use patterns and associations as they exist currently within the City of East Tawas. While change is inevitable, the City is enhancing economic benefit, recreational activities and the overall quality of life.

Land use within the City can be described as commercial in nature along US-23 and Newman Street. A limited area of industrial development is found in the southwest corner of the City. Residential uses make up a majority of the City's land area, surrounding the commercial area to the north, east and west.



- Vacant
- Single Family Residential
- Multiple Family Residential
- Office
- Commercial
- Industrial
- Public/Semi-Public
- Parks

EXISTING LAND USE

City of East Tawas
Iosco County
Michigan



Source: Michigan Geographic Data Library &
Bing Aerial Imagery

11-12-2012
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan



III. Goals and Objectives

Goals and Objectives

Introduction

The Master Plan uses maps (the Future Land Use Plan) to convey the intended pattern and character of future development. Before a community can implement a plan for future growth, it must first set goals, objectives, and strategies that define the boundaries of its needs and aspirations and, thus, establish a basis for the Future Land Use Plan. These goals, objectives, and strategies must reflect the type of community desired and the kind of lifestyle its citizens wish to follow, given realistic economic and social constraints.

Goals and objectives were based in part on the 1998 Master Plan as well as updated input from the City Planning Commission, residents, property and business owners, the City Council and other City officials. Public participation was sought through the 2012 Community Survey. The survey, as well as a summary of the survey findings can be found in the Appendix.

Goals and objectives are listed as follows:

Natural Resources

Goal: **Protect and maintain the City's natural resources, particularly the Tawas River, Tawas Bay and Tawas Lake.**

Objectives:

1. Guide development to foster the responsible use of land, preserve natural features, and to make the best use of existing public services, utilities and infrastructure.
2. Protect and enhance Tawas Bay, Tawas River, and Tawas Lake.
3. Promote protection and maintenance of the City's natural landscape.
4. Protect and preserve existing trees and wooded areas within the City.
5. Promote street tree planting to help preserve the residential character and tree-lined streets of the City.
6. Promote safe management of disposal of all waste materials, both hazardous and non-hazardous, which are generated within or transported through the City through coordination with state and local agencies to ensure that the contaminated sites are returned to an acceptable environmentally safe condition.
7. Reduce noise and air pollution and site lighting levels so as to minimize their impact on residential areas.



8. Encourage the use of best management practices and low-impact development (LID) strategies to minimize stormwater run-off.

Parks and Recreation

Goal: Provide a park and recreation system that is representative of the broad recreational needs and preferences of all segments of the East Tawas population, while utilizing the special natural resources and waterfront of the community.

Objectives:

1. Meet present and future community needs for parks, greenways, trails and recreation by planning and developing a system of parks, greenways, open space and recreation facilities and encouraging the preservation of green space and the development of new parks and/or recreation assets when opportunities arise.
2. Support the acquisition of land as a conservation measure to preserve or to provide access to specific natural features, such as woodlands and water bodies.
3. Encourage healthy lifestyles for City residents through a balanced program of active and passive recreation opportunities.
4. Strive to make every City park and recreation site accessible through design of an all-season system of non-motorized pathways, trails, sidewalks and bike paths linking City neighborhoods with both City and adjacent non-City parks, greenways, pathways, recreation venues, schools and commercial retail areas.
5. Ensure that all parks and recreation assets are barrier-free and universally accessible.
6. Make nature and healthy ecosystems an important characteristic of the City by advocating for the enhancement and preservation of natural features within and surrounding the City, specifically Lake Huron, Tawas Lake and Tawas River.
7. Use sound planning, financial and operational management practices to ensure that the City's parks and recreation assets remain available for enjoyment now and in the future.
8. Encourage the development of recreation facilities by private sources, nonprofit organizations, clubs and schools.



Residential Areas

Goal: Provide a desirable residential environment for City residents, recognizing that a viable, healthy residential component is of primary importance to the overall health and vitality of the community.

Objectives:

1. Provide for a range of housing options for City residents including affordable housing and senior housing options.
2. Allow residential density levels that correspond to available infrastructure (sewer, water and roads) and adjacent land use.
3. Encourage new housing construction to be compatible with existing neighboring home designs.
4. Strengthen and protect the viability of residential neighborhoods by limiting non-residential intrusions into residential areas, and by separating intrusive commercial and industrial areas from residential areas with open space and other buffers.
5. Improve living amenities in all residential neighborhoods through high standards of housing design and construction, and by providing access to usable contiguous and convenient open space.
6. Encourage continued maintenance of, and reinvestment in, residential structures to protect existing housing from deterioration, and recognize that in order to maintain high quality housing, some deteriorated homes or residential areas may need to be redeveloped.
7. Preserve and enhance the older, small town residential character of the City, including the promotion of the visual compatibility of residential buildings in size, setbacks, and architectural features, and the provision of design transitions between different types of buildings.
8. Encourage the pattern, layout and design elements of the existing residential neighborhoods that will emphasize the City center's small town image. A neo-traditional street pattern should be encouraged for new developments that follow traditional neighborhood design (TND) guidelines.
9. Promote innovative development techniques, such as Planned Unit Developments (PUD) and cluster housing as a means of providing a proper balance between residential development and open space.
10. Ensure that residential neighborhoods are buffered from adjacent commercial and industrial areas.
11. Consider programs and techniques to help maintain and improve neighborhoods and the condition of housing stock within the City, which may include improvements to the City's inspection practices and assisted housing rehabilitation.
12. Encourage pedestrian connections from neighborhoods to schools, parks, downtown, other community facilities, and other neighborhoods.

13. Encourage through traffic to bypass residential neighborhoods. Examine residential / commercial interfaces to eliminate cut-through in residential neighborhoods.
14. Establish a program for the planting of street trees, and their maintenance and replacement, in residential area.

Downtown / Mixed Use Area

Goal: **Preserve and strengthen the existing character of the downtown area as an historic, pedestrian-scaled community, with traditional site and architectural design creating an aesthetically memorable space with vibrant streetscapes and community spaces. Emphasis should be placed upon the interaction / connection between the downtown and the waterfront.**

Objectives:

1. Guide development to foster the responsible use of land and natural features, and to make best use of existing public services, utilities and infrastructure.
2. Continue to promote vitality by emphasizing the downtown area and waterfront as an entertainment and recreational center, i.e. restaurants, theater, library, retail center, etc.
3. Evaluate the Central Business and Office/Service/Commercial zoning districts to ensure accommodation of a compatible, complementary and balanced mix of uses within the downtown area.
4. Encourage office uses to locate in secondary first floor spaces and upper floors that will support the retail and restaurant uses in the downtown.
5. Encourage upper story residential development / redevelopment to create a twenty-four (24) hour downtown supported by residents who can live, work and play downtown.
6. Strengthen and expand downtown shopping opportunities by providing convenient and adequate parking.
7. Consider establishing a Business Improvement District / Principal Shopping District within the boundaries of the Central Business District in order to promote economic development.



8. Uses adjacent to residential areas shall not create adverse impacts on existing or proposed residential uses, and will be scaled, designed and landscaped so as to complement and enhance adjacent properties.
9. Encourage merchants to cooperate in setting uniform store hours, undertaking promotional activities, and the use of creative and innovative techniques for retailing.
10. Continue public investments in streetscape improvements.
11. Encourage cooperation between the City and business organizations such as the East Tawas Business Association, to promote activities and policies which increase the ability of the City's commercial areas to compete for consumer dollars.
12. Require walkways, landscaping, garbage receptacles, well-conceived and coordinated signage, and adequate buffering (through walls and landscaped areas) to provide a consumer-friendly shopping environment which creates a lasting visual impression to shoppers, particularly tourists.
13. Encourage high quality site and building designs that include the latest "green" technology and contribute to strong neighborhoods, vital shopping districts and desirable employment centers.

Commercial/Waterfront

Goal: **Maintain the health of the Bay Street/US-23 corridor by providing commercial areas that meet the needs of City residents in terms of location and services offered.**

Objectives:

1. Guide development to foster the responsible use of land, preserve natural features and to make best use of existing public services, utilities and infrastructure.
2. Organize commercial development into compact, unified commercial centers that complement the scale and character of the existing development or that promote the desired character for areas where new development is planned.
3. Avoid piecemeal or scattered development and discourage uncoordinated commercial strip development. Where individual parcels of land are to be developed for commercial uses, encourage coordination with adjacent properties, including common parking and drives, in order to reduce the number of access points to public roads.
4. Encourage common design elements throughout the corridor to provide visual consistency throughout the district, i.e. landscaping, signage, and lighting.
5. Improve pedestrian access (sidewalks/bike trails) between Bay Street, waterfront and downtown areas.

6. Manage access to development by encouraging consolidation of curb cuts and shared driveway access. Parking lots should be shared and located in the rear or on the side of buildings, when possible.
7. Encourage high quality site and building designs that include the latest “green” technology and contribute to strong neighborhoods, vital shopping districts and desirable employment centers.
8. Encourage cooperation between the City and business organizations, such as the East Tawas Business Association to promote activities and policies which increase the ability of the City’s commercial areas to compete for consumer dollars.
9. Explore joint planning initiatives between the City of East Tawas and the City of Tawas City for US-23 (Bay Street/Lake Street) corridor improvements.

Industrial

Goal: **Promote the development, redevelopment, and rehabilitation of industrial areas in the City to provide attractive sites to a variety of industrial enterprises which will strengthen the tax base and provide a place of employment for area residents.**

Objectives:

1. Guide development to foster the responsible use of land, preserve natural features and to make best use of existing public services, utilities and infrastructure.
2. Encourage high quality site and building designs that include the latest “green” technology and contribute to strong neighborhoods, vital shopping districts and desirable employment centers.
3. Encourage the location of industrial site in those areas which have sufficient facilities and services to adequately support industrial activity, including adequate transportation access, sanitary sewer, storm drainage, and municipal water service.
4. Lend support to well-planned and adequately developed industrial parks in the region, which provide sites meeting long-term functional needs of industry in an attractive industrial setting to provide local job opportunities.
5. Require adequate setbacks for industrial operations, landscape buffers and greenbelts to minimize visual and environmental conflicts with adjoining land uses.
6. Minimize negative impacts of industrial areas on non-industrial areas and on the environment.
7. Restrict offensive and hazardous industrial uses to locations separated from residential areas.

Transportation

Goal: Provide a variety of safe, efficient modes of transportation to meet the needs of City residents and visitors.

Objectives:

1. Maintain a transportation network that maximizes the capacity of existing roads while maintaining roadways and facilitating safe and efficient movement of vehicles and pedestrians throughout the City.
2. Evaluate the impact of traffic generated by existing development and work toward improvements concurrent with new development.
3. Consider access management standards for new development in order to improve the function and appearance of local streets, streetscapes and alleys; providing adequate rights-of-way and appropriate improvements for traffic volume.
4. Encourage new streets to be designed in an interconnecting network with flexibility within the neo-traditional residential pattern, similar to the existing street network.
5. Provide a variety of transportation choices including public transit and non-motorized transportation.
6. Expand upon existing connections to create a City-wide, non-motorized network to provide opportunities for pedestrian activity such as walking, jogging and bicycling.
7. Develop and improve sidewalks to link uses such as shopping, offices and residential areas to parks, open spaces and activity centers.
8. Work with surrounding communities to consider forming a transit consortium to fund services for a growing older population to provide transit to life-line and leisure destinations.
9. Encourage the maintenance of and/or improvements to local streets and sidewalks to ensure safe access to the City's residential neighborhoods, while discouraging extraneous non-residential traffic.
10. Provide safe traffic flow for industrial uses, separate from residential areas.
11. Promote the importance of walkability throughout the City for all abilities and ages. Consider the development of a Complete Streets Policy / Ordinance for all transportation projects, and all modes of transportation.
12. Encourage non-motorized linkages between the City of East Tawas and the City of Tawas City. Promote non-motorized inter-City connections along US-23, Cedar Street, Nunn Road, etc.

Community Facilities and Services

Goal: Provide timely, efficient and quality governmental services to City residents.

Objectives:

1. Provide and maintain open space, parks and recreation facilities to meet the needs of City residents.
2. Work with adjacent municipalities and Iosco County to provide area residents with high quality community services and facilities.
3. Provide adequate level of services regarding police, fire and safety services.
4. Provide adequate and affordable sewer and water service for City residents.
5. Continue cooperative relationships with neighboring communities and planning agencies.



IV. Future Land Use

Future Land Use

Introduction

The Future Land Use Plan defines the framework for the future growth of the City of East Tawas. It begins with a general description of the desired pattern of development for the community and follows with a description of the future land use categories as illustrated on the future land use map (Map 9).

The Future Land Use Plan is a general statement of the City's goals and provides a single, comprehensive view of the community's desire for the future. Because the Plan is general in nature, it cannot be implemented immediately. Thus, land use recommendations, as presented on the Future Land Use Plan map, are not necessarily related to property lines. Specific site analysis should occur at the time a rezoning or site development request is made.

The Future Land Use Plan is intended to serve as a guide for the community's future development. The Future Land Use Plan was created in consideration of existing development patterns, natural features, demographic trends, and the City's goals and objectives as outlined in the previous chapter. To provide a consistent, long-term basis for decision-making, the Future Land Use Plan is comprehensive in its consideration of the relationships between land use classifications, natural features, natural systems in the Tawas Bay Area, and the City of East Tawas relationship to the surrounding communities.

Land Use Categories

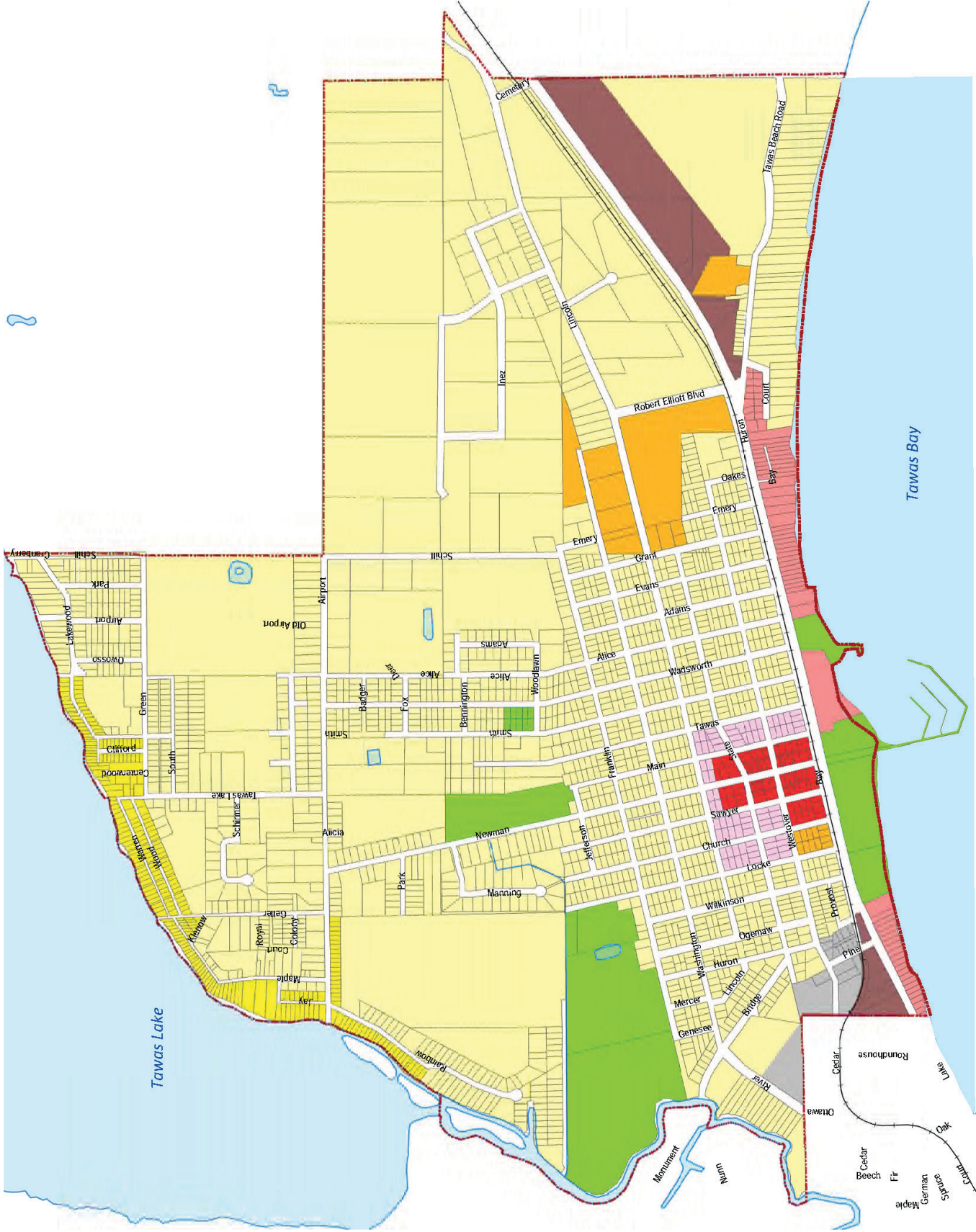
Specific land use categories are identified and illustrated on the future land use map (Map 9). The following identifies the intent of each category, describes the desirable land uses and elements, the land use relationship with physical and natural features, and lists the corresponding zoning districts.

Single Family Residential

Intent: The intent of this land use category is to: protect the character of existing low density residential uses by excluding activities and land uses which are not compatible such as, but not limited to, principal commercial and industrial areas; protect residential areas from unnecessary traffic and restrict the volume of traffic to the greatest degree possible; and encourage development within residential areas that is attractive, consistent with family needs, and conducive to constantly improved environmental quality.

Description: Single Family Residential areas are planned along the northeasterly, southeasterly, and southwesterly perimeter of the City, as well as surrounding the Central Business District. A maximum density of less than six (6) dwelling units per acre is recommended to be consistent with existing development.

Relationship to Physical and Natural Features: This land use designation is primarily intended for single-family residences and related uses in areas with public water and sanitary sewer facilities. Development within this classification is further intended to be consistent with existing development, although encourages larger lots near the Tawas Bay to respect the unique natural environment.

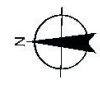


- Single Family Residential
- Waterfront Residential
- Multiple Family Residential
- Office/Service/Commercial
- Central Business District
- Commercial
- Waterfront
- Industrial
- Parks

Map 9

FUTURE LAND USE PLAN

City of East Tawas
Iosco County
Michigan



Source: Michigan Geographic Data Library & Bing Aerial Imagery

11-13-2012
Conflic/Wortman Associates, Inc.
Ann Arbor, Michigan



Appropriate Uses: Desirable land uses and elements of the Single Family Residential land use include:

- Single-family dwellings.
- Density of less than 6 dwelling units per acre.

Compatible Zoning Districts: The LDR, Low Density Residential; MDR, Medium Density Residential; and HDR, High Density Residential zoning districts are compatible with the Single Family Residential future land use category.

Waterfront Residential

Intent: The Waterfront Residential land use classification is intended to provide opportunities for single-family dwellings along the waterfront of Tawas Lake.

Description: The north central portion of the city directly adjacent to Tawas Lake is the only area planned for Waterfront Residential development.

Relationship to Physical and Natural Features: This land use designation allows for small lot residential development in an area adjacent to Tawas Lake that is served by public utilities.

Appropriate Uses: Desirable land uses and elements of the Waterfront Residential future land use category include:

- Single family dwellings and public parks / playgrounds
- Density of between 8 and 9 dwelling units per acre.

Compatible Zoning Districts: The TLWFR, Tawas Lake Waterfront Residential zoning district, is the only zoning district compatible with the Waterfront Residential future land use category.

Multiple Family Residential

Intent: The Multiple Family Residential land use classification is intended to provide opportunities for affordable housing and alternatives to traditional subdivision development.

Description: A small area at the southwest corner of the CBD is planned for multiple-family residential, as well as a larger area between US-23, up to Lincoln Street and slightly beyond just east of Grant Street. In addition, an area along Tawas Bay has been targeted for conversion to multiple family use.

Relationship to Physical and Natural Features: This land use designation is encouraged to locate in areas served by existing essential public services and transportation network. These developments can serve as a transitional land use, which buffers one- and two-family units from commercial properties or the impacts associated with major transportation corridors and nodes. Due to the higher density and trip generation potential of multiple-family developments, these uses should be sited so that ingress and egress is provided directly from a major thoroughfare or collector street.

Appropriate Uses: Desirable land uses and elements of the Multiple Family Residential future land use category include:

- Townhouses, garden apartments, large-scale elderly housing and convalescent or nursing homes.
- Density of between 8 to 10 dwelling units per acre (dependent on dwelling unit type).

Compatible Zoning Districts: The MFR, Multiple Family Residential is the only zoning district compatible with the Multiple Family Residential future land use category.

Office/Service/Commercial

Intent: The Office/Service/Commercial land use classification incorporates a mix of uses typical of land abutting a Central Business District (CBD). These areas exhibit a compact development pattern much like the CBD. Uses typical of these areas include convenience retail, personal services, office, public spaces, and single and multiple-family residences. Further increases in commercial floor space, through redevelopment with historically consistent architecture will improve the viability and attractiveness of this area into a high-density extension of the walkable downtown area.

Description: This designation is located at the periphery of the Central Business District to the east, west and north.

Relationship to Physical and Natural Features: The intent of this land use category necessitates the availability of the public services and infrastructure. Limited natural features exist within this area due to the increased density and intensity of the planned uses.

Appropriate Uses: Desirable land uses and elements of the Office/Service/Commercial future land use include:

- Community Commercial Retail Stores
- Personal Service Establishments
- Offices
- Public Open Spaces
- Single and multiple family residences

Compatible Zoning Districts: The OSC, Office Service Commercial zoning district is the only zoning district compatible with the Office/Service/Commercial future land use category.

Central Business District

Intent: The Central Business District (CBD) designation incorporates a mix of uses within the core of the City. The intensity of the development within the CBD tends to be higher than the rest of the City due to the smaller lot sizes. Parking cannot be accommodated on most sites and the building covers the majority of the parcel. Uses customarily found in the Downtown include: municipal services, restaurants, banks, personal services, comparison retail, offices, public spaces, and single and multiple family residences (second story). The continued maintenance of structures and encouragement of new structures to maintain the existing character of the downtown are also essential within this area.

Description: This designation is centered on the Newman Street corridor between Bay Street and Lincoln Street (north and south) and between Church Street and Main Street (east and west).

Relationship to Physical and Natural Features: The intent of this land use category necessitates the availability of the public services and infrastructure. Limited natural features exist in this area due to the increased density and intensity of the planned uses.

Appropriate Uses: Desirable land uses and elements of the Central Business District future land use include:

- Retail stores, personal service establishments, municipal facilities, offices, off-street parking, and public open spaces.
- Ground floor retail with office and/or multiple family uses on the upper floors.

Compatible Zoning Districts: The CBD, Central Business District zoning district is the only zoning district compatible with the Central Business District future land use category.

Waterfront

Intent: The Waterfront designation is intended to provide areas of waterfront access and uses which enhance the waterfront and do not detract or obscure its view.

Description: This designation borders Tawas Bay from Newman Street to Tawas Beach Road.

Relationship to Physical and Natural Features: The intent of this land use is to prevent obscuring the view of the lake.

Appropriate Uses: Desirable land uses and elements of the Waterfront District land use include:

- Waterfront recreational uses, retail shops, parks and beaches, office, single family and multiple family dwellings.

Compatible Zoning Districts: The WF, Waterfront zoning district is the only zoning district compatible with the Waterfront future land use category.

Commercial

Intent: The Commercial designation is intended for automobile-oriented commercial development which is relatively independent.

Description: This designation is located at the east and west entryways of the City along US-23 / Bay Street.

Relationship to Physical and Natural Features: Areas planned for the Commercial future land use designation generally require good accessibility and visibility along arterial roadways. The presence of natural features has little effect on their existence.

Appropriate Uses: Desirable land uses and elements of the Commercial future land use include:

- Large-scale retail stores, home improvement centers, restaurants, and lodging facilities.

Compatible Zoning Districts: The HSC, Highway Service Commercial zoning district is the only zoning district compatible with the Commercial future land use category.

Industrial

Intent: The Future Land Use Map establishes only one (1) area for Industrial use. This designation is intended to allow the continued operation of the current industrial uses.

Description: The Industrial designation is located at the southwestern city limit north of US-23 / Bay Street.

Relationship to Physical and Natural Features: Direct access to this area is provided by US-23 via Pine and Oak Street.

Appropriate Uses: Desirable land uses and elements of the Industrial future land use include:

- Research-oriented and light industrial park uses; light manufacturing; warehousing; and business service establishments.

Compatible Zoning Districts: The LI, Light Industrial and I, Industrial zoning districts are compatible with the Industrial future land use category.

Recreational /Municipal

Intent: The Future Land Use Map designates uses such as existing and planned municipal buildings and facilities, parks, churches, cemeteries, public schools, and other uses providing recreation or municipal services within this category.

Description: These facilities are scattered throughout the City; however, can primarily be found on or adjacent to the waterfront areas.

Relationship to Physical and Natural Features: Land in this category generally include environmentally sensitive areas where natural features need to be protected to preserve a balanced ecosystem.

Appropriate Uses: Desirable land uses and elements of the Central Business District land use include:

- Municipal facilities and buildings
- Parks
- Churches
- Cemeteries
- Public Schools
- Museums

- Libraries

Compatible Zoning Districts: The PROS, Public Recreation / Open Space zoning district is the only zoning district compatible with the Recreational / Municipal future land use category.

Table 9. - Master Plan Land Use and Zoning District Classification Comparison

Master Plan Land Use Designation	Zoning District Classifications
Single Family Residential	LDR, Low Density Residential MDR, Medium Density Residential HDR, High Density Residential
Waterfront Residential	TLWFR, Tawas Lake Waterfront Residential
Multiple Family Residential	MFR, Multiple Family Residential
Office/Service/Commercial	OSC, Office Service Commercial
Central Business District	CBD, Central Business District
Waterfront	WF, Waterfront District
Commercial	HSC, Highway Service Commercial
Industrial	LI, Light Industrial I, Industrial
Recreation / Municipal	Public Recreation / Open Space (depicted on Zoning Map – however, no Ordinance language provided)

Joint Planning Between the City of East Tawas and the City of Tawas City

On July 17, 2012, the City of East Tawas Planning Commission and the City of Tawas City Planning Commission conducted a joint Planning Commission meeting which discussed Master Plan updates and joint planning initiatives. The purpose of the meeting was intended to identify opportunities for joint planning which would benefit both communities. It is recognized that cooperation between adjoining communities can assist with the following:

- Decrease the duplication of services
- Cut costs
- Establish common goals
- Protect valuable resources
- Allow communities to establish a bigger regional presence
- Provide better services to local residents

Joint planning is supported by the Joint Municipal Planning Act (PA 226 of 2003), as well as other statutes.

The workshop identified common planning issues between the City of East Tawas and Tawas City. It established land use goals which can be shared by both communities, and identified specific areas in each community which could benefit from joint planning. Specific areas include the following:

- US-23 corridor
- Cedar Street, Westover Street
- The Yards and the Walmart area
- Tawas Bay waterfront areas

It was determined that a useful approach would be the consideration of a Master Plan update which would include references to joint planning and the establishment of common goals. The goals and objectives chapter for the City of East Tawas Master Plan includes common goals for both communities. It further specifies a common vision for economic development for the Cedar Street, Westover Street, and Pine Street areas, and the importance of maintaining economic development for utilization of vacant properties.

V. Implementation

Implementation

Introduction

The Master Plan is essentially a statement of goals and objectives designed to accommodate future growth and redevelopment. As stated in the introduction of this document, the Master Plan is the officially-adopted document that sets forth an agenda for the achievement of goals and policies. It helps develop a balance of orderly change in a deliberate and controlled manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs that will be useful if the Plan is to be followed.

A variety of programs or administrative tools are available to allow the Plan to succeed. These include:

Zoning Requirements

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes that include:

- To promote orderly growth in a manner consistent with land use policies and the Master Plan.
- To promote attractiveness in the City's physical environment by providing variation in lot sizes, architectural design guidelines and appropriate land uses.
- To accommodate special, complex or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits – specifically within the areas designated for mixed use in order to allow complimentary uses and design guidelines.
- To guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
- To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan.
- To promote the positive redevelopment of the underutilized areas of the City.

The Zoning Ordinance and Future Land Use map by themselves should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

Zoning Adjustments

Zoning Adjustments for Master Plan Implementation:

1. Review existing zoning and subdivision ordinances to determine whether districts, permitted uses, and regulatory standards implement the policies of the Master Plan.
2. Review and revise the City's environmental regulations and ordinances to address the goals and policies of the Master Plan including the use of "green" building and development techniques.
3. Adopt Public Recreation / Open Space District Ordinance language to coincide with the zoning classification depicted on the City's Zoning Map.
4. Review the uses allowed as Permitted and Special Land Uses in the Office Service Commercial and Central Business Districts to ensure a viable business mix, as well as upper floor office and residential use.

Policy Initiatives for Master Plan Implementation:

1. Develop a City-wide, non-motorized network and Complete Streets' initiatives to provide opportunities for pedestrian activity such as walking, jogging and bicycling.
2. Develop a City-wide Greenway Plan demonstrating the interconnected system of riparian corridors, woodlands, tree rows, and open spaces.
3. Develop a transportation plan to address access management and traffic issues.
4. Continue to participate in cooperative planning efforts with adjacent communities, County, State and Federal agencies.

Business Improvement District / Principal Shopping District

Through the provisions of Public Act 120 of 1961, as amended, cities, villages and urban townships may create a Business Improvement District (BID) or Principal Shopping District (PSD) to promote economic development within a defined geographic area of the municipality. A BID/PSD allows a municipality to collect revenues, levy special assessments and issue bonds in order to address the maintenance, security and operation of the district. The City should consider the benefits of establishing a BID/PSD within the Central Business District area.

Capital Improvement Program

The Michigan Planning Enabling Act (Public Act 33 of 2008, as amended) authorizes master plans and the creation of the Planning Commission. Once a Planning Commission has drafted and adopted a Master Plan, in whole or in part, the Act requires that all public works occurring within the municipality be submitted to the Planning Commission for approval of the project. At this time, the Planning Commission for the City of East Tawas has deferred the development of the Capital Improvement Plan to the City Council because of the budgetary and administrative responsibilities of the Council.

A Capital Improvement Plan identifies needed capital projects and coordinates financing and scheduling of improvements. Projects typically included in the Capital Improvement Plan are public buildings, roadway improvements, parks and recreation improvements, and local utility extensions. Projects and scheduling are based on the Master Plan goals and objectives as well as the local government's fiscal resources. By providing an indication of further public infrastructure expenditures, local officials and citizens are better able to gauge the impact of development proposals and land developers are able to target their projects to areas intended for development.

Plan Education

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures that make citizens more aware of the planning and zoning process and the day-to-day decision making which affects implementation of the Plan. A continuous program of discussion, education, and participation will be extremely important as the City moves toward realization of their goals and objectives contained within the Master Plan.

Plan Updates

The Plan should not become a static document. The Planning Commission should attempt to re-evaluate and update portions of the Plan on a regular basis. In accordance with the Michigan Public Act 33 of 2008, as amended, the City is required to review the Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Plan. However, the Planning Commission should set goals for the review of various sections of this Plan on a yearly basis. The Master Plan should also be coordinated with the Parks and Recreation Master Plan to provide proper long-range planning for parks and recreation improvements.

VI. Appendix – Community Survey and Summary of Results

Summary of Community Survey Results

As part of the Master Plan update process, a community survey was conducted – 199 residents responded to the Community Survey. The majority of respondents indicated that they were retired and have lived in the City for eleven (11) years or more.

Respondents indicated that the top 3 ranking strengths of the community were:

1. Small town character
2. Park and Lake access
3. Friendliness of people

Respondents felt the community's top 3 ranking weaknesses were:

1. Lack of shopping opportunities
2. High local taxes
3. Lack of commercial development

An overwhelming majority of respondents felt that both maintaining the existing appearance of the downtown and the appearance of the pier and marina areas are VERY IMPORTANT.

Respondents were also asked what types of commercial, residential and recreation development is needed in the community. The top 3 ranking items in each category are listed below.

Commercial Development needed:

1. Restaurants (independent)
2. Essential services (grocery, dry cleaner, hardware, laundromat, etc.)
3. Restaurants (chain, national brands)

Residential Development needed:

1. None
2. Senior housing
3. Detached single-family homes

Recreational facilities needed:

1. Swimming pool
2. Bike paths
3. Dog parks

City of East Tawas Community Survey – 2012 Master Plan Update

Please tell us what you think! This 5-minute survey is intended to collect your opinions about how the City should grow and change over the next five years. This public input will be used in creating the City of East Tawas's 2012 Master Plan. All responses will remain anonymous.

Thank you for your assistance!

Demographic Information

1. What is your age? ☐ under 25 ☐ 25 – 34 ☐ 35-44
 ☐ 45-54 ☐ 55 -64 ☐ 65 and over

2. What is your gender: ☐ Male ☐ Female

3. What is your current employment status?
 ☐ Employed ☐ Retired ☐ Self-employed
 ☐ Unemployed ☐ Homemaker/stay-at-home parent

4. Do you live in the City of East Tawas? ☐ Yes ☐ No

5. If yes to the previous question, please indicate how long you have been a resident of the City of East Tawas. If no, skip to next question.
 ☐ Less than 1 year ☐ 1-5 years ☐ 6-10 years
 ☐ 11-20 years ☐ 21-30 years ☐ more than 30 years

6. Do you own a secondary home, rental home or vacant lot in the City of East Tawas?
 ☐ Yes, second home ☐ Yes, rental home ☐ Yes, vacant lot
 ☐ No

Strengths and Weaknesses

7. What are the five most favorable features of the City of East Tawas?

(Label from 1 to 5, with 1 being the most favorable)

- | | |
|---|---|
| <input type="checkbox"/> Friends/family live nearby | <input type="checkbox"/> Friendliness of people |
| <input type="checkbox"/> Small town character | <input type="checkbox"/> Nice neighborhoods & residential areas |
| <input type="checkbox"/> Cost / value of home | <input type="checkbox"/> Close to shopping opportunities |
| <input type="checkbox"/> Close to work | <input type="checkbox"/> Quality of the downtown |
| <input type="checkbox"/> Access to parks & Lake Huron | <input type="checkbox"/> Proximity to AuSable River |
| <input type="checkbox"/> Proximity to Huron National Forest | <input type="checkbox"/> Special events in the area |

8. What are the five least favorable features of the City of East Tawas?

(Label from 1 to 5, with 1 being the least favorable)

- | | |
|--|---|
| <input type="checkbox"/> Lack of commercial development | <input type="checkbox"/> Lack of downtown identity/feel |
| <input type="checkbox"/> Too much commercial development | <input type="checkbox"/> Lack of parks/recreation options |
| <input type="checkbox"/> Lack of proximity to employment | <input type="checkbox"/> Lack of non-motorized transportation options |
| <input type="checkbox"/> Lack of cultural opportunities | <input type="checkbox"/> Limited housing options |
| <input type="checkbox"/> Lack of affordable homes | <input type="checkbox"/> Public safety |
| <input type="checkbox"/> Lack of public transportation | <input type="checkbox"/> Lack of shopping options |
| <input type="checkbox"/> Inadequate road maintenance | <input type="checkbox"/> Traffic congestion |
| <input type="checkbox"/> High local taxes | <input type="checkbox"/> Lack of affordable accommodations |
| <input type="checkbox"/> Other (please specify) _____ | |

9. How important should each of the following be to the City of East Tawas?

	Not Important	Somewhat important	Important	Very Important	No Opinion
Maintain the existing appearance of the downtown to keep it inviting to shoppers and visitors					
Provide better and convenient downtown parking.					
Maintain the appearance of the pier and marina area					
Improve traffic flow on primary roadways					
Provide additional public parks and waterfront access					
Improve and expand library					
Enforce zoning and building codes					
Redevelop vacant and underutilized commercial properties					

10. What types of commercial development are needed in the City of East Tawas? Check all that apply.

☐ Essential services (grocery, dry cleaner, hardware, laundromat, etc.)

☐ Specialty shops / Boutiques

☐ Restaurants (independent)

☐ Restaurants (chains / national brand)

☐ Hotels / Motels

☐ Entertainment venues (movie theatres, night clubs, skate parks, etc.)

☐ Big box stores (Home Depot, Sears, Meijer, etc.)

☐ Industrial

☐ Bicycle or other sports equipment rentals

☐ Taxi service

☐ None, there is enough commercial development

☐ Other (please specify) _____

11. What type of residential developments are needed in the City of East Tawas? Check all that apply.

☐ Apartments

☐ Manufactured homes

☐ Attached condominiums

☐ Detached single family homes

☐ Senior citizen housing

☐ None

12. What types of recreational facilities are needed in the City of East Tawas? Check all that apply.

☐ Swimming pool

☐ Skateboard park

☐ Tennis courts

☐ Basketball courts

☐ Beach areas

☐ Boat launch

☐ Park areas

☐ Dog parks

☐ Bicycle paths

☐ None

☐ Other (Please specify) _____

13. Are there specific concerns that you have about your area of the City that should be addressed?

14. The East Tawas Planning Commission and City Council appreciate your input on the City's Master Plan. Please visit the City's website for periodic updates on this Master Plan (www.easttawas.com).

Age	# of	Gender	# of	Employment	#of	Live in city	#of	How long	#of	Secondary home	# of
Under25	1	Male	85	Employed	58	Yes	158	< 1yr	5	2 nd home	31
25-34	8	Female	112	Unemployed	6	no	26	1-5	28	Rental	14
35-44	15			Retired	109			6-10	27	Vacant Lot	13
45-54	26			Homemaker	9			11-20	38	None	141
55-64	61			Self-employed	19			21-30	27		
65&over	90							>30yrs	49		
Totals	199		195		199		182		172		197

Strengths		Weaknesses	
	Total #		Total #
Small Town Character	137	Lack of shopping opportunity	107
Park and Lake Access	133	High Local Taxes	79
Friendliness of people	93	Lack of commercial development	78
Safety and Security	88	Lack of cultural opportunities	73
Near Friends and Family	70	Lack of proximity to employment	56
Nice Neighborhoods	69	Inadequate road maintenance	41
Quality of the downtown	69	Lack of public transportation	37
Special events in area	38	Lack of non-motorized transportation	27
Close to shopping opportunities	37	Limited housing options	17
Close to work	35	Lack of downtown identity/feel	16
Close to National Forest	32	Too much community development	15
Cost and value of home	28	Traffic congestion	15
Proximity to Ausable River	15	Lack of affordable homes	14
		Lack of parks/recreational options	8
		Public safety	6

	Not important	Somewhat important	Important	Very important	No opinion	TOTALS
Maintain appearance of pier/marina area	7	12	63	108	3	193
Maintain Appearance	8	17	49	113	3	190
Redevelop vacant and underutilized commercial properties	21	21	61	78	6	166
Enforce zoning and building codes	16	38	53	68	16	191
Improve and expand library	24	40	51	67	9	191
Better parking downtown	18	40	75	50	7	190
Provide additional pedestrian walkways and bike paths	37	44	40	63	9	193
Provide additional public parks/waterfront	37	52	52	40	6	187
Improve traffic flow on primary roads	35	50	57	29	9	180

Types of commercial development needed in City of East Tawas?	
Restaurants (independent)	102
Essential services(grocery, dry cleaner, hardware, laundromat, etc.	80
Restaurants (chains/national brands)	80
Big Box stores (home depot, Sears, Meijer, etc.)	68
Entertainment venues (movie theatres, night clubs, skate parks, etc.)	66
Industrial	57
Bicycle or other sports equipment rentals	54
Taxi Service	54
Specialty shops/boutiques	49
None, there is enough commercial development	22
Hotels/Motels	21

What types of residential developments needed?	
None	66
Senior Citizen Housing	61
Detached single-family homes	31
Apartments	21
Attached Condominiums	15
Manufactured Homes	5

What Types of Recreational facilities are needed?	
Swimming pool	90
Bike paths	78
Dog parks	59
Beach Areas	47
Skateboard parks	40
Park Area	31
Basketball courts	22
Boat launch	18
Tennis Courts	17
None	17

Survey Comments

Parks and Recreation

- To me, living in East Tawas is like living in a huge park. I love the place and all the trees.
- Would like to see a great lake cruise ship dock
- Another access off of the Tawas Lake area. Schill Road extended through to Lincoln across the 40 acres that is not in use. This would be in case of a forest fire or road construction.
- Arcades, laser tag, something for teens
- An outdoor pool would be too costly for usage time, an indoor pool open year round would be great!
- Nice shuffle board courts
- Beaches are a big draw in Tawas, so please keep them clean. Right now the area near the dock has a lot of glass and garbage. I picked up a lot but there is still more to be cleaned.
- Keep children's play structures maintained and update as needed.
- Auditorium for band, Huron shores chorus, school programs and plays.
- Roller Hockey Rink
- Some of the children playscapes need repairs or replaced
- Down by the dock somewhere should have rentals of canoe and kayaks
- Skateboard Park would be great to deter kids from riding bikes and boards around the pier. Give them their own place to do so. Racquetball or volleyball would be great.
- There is nothing to do with guests if it is raining. No pool, no daytime movies, no weekend library activities, etc.
- Some kind of recreation for our young folks year round. Not all 100% fun and intended in a beer tent or bar drinking events such as blues on the bay all for drinkers. Need more children's events, there never have been any in the city.
- Nature Park, with walking and bike paths.

- Camp ground beach sites should NOT be able to be kept for years. There should be a limit so others can enjoy the prime spots. Locals should have first pick on lakefront.
- A soccer/lacrosse pitch in East Tawas would complement the numerous baseball/softball fields that we maintain for the 10% of the population that use them.
- Indoor play area for kids during the winter and have the ice rink open longer.
- A workout gym, in town or close to it, for the seniors and handicapped or disabled people to keep us fit too.

Ordinance and Zoning

- Enforcing Blight laws, especially in the north Tawas Lake area. Clean up the residential areas around the lake. Improve access to Tawas Lake. Open Easements.
- Lack of code enforcement. Use of public rights-of-way and public lands.
- ZONING: Some residential areas are beautiful others are trash with junk in both front and side yards. Enforce codes!
- City needs to enforce home appearances and yards (grass cut), buildings on private property that are ready to fall down. West Franklin Street and blue house on Newman and E. Franklin. Shrubs that block view and approach at intersecting should be removed since kids riding bikes cannot be seen, or traffic at the corner of West Franklin and Newman. This is City property and should be maintained as such. You are responsible for so many feet from road.
- Should be easier for people to maintain their properties, permits for re-roofing of siding are wrong. It's difficult to maintain and care for older properties because of all the restrictions and costly permits and planning boards.
- Zoning: all last summer we had two RV's parked at the roadside in our neighborhood.
- ZONING: People's yards should be kept up. Toys, trash, garages, old box, should be put away not left out summer and winter; 2-3 cars parked in yard, not driveways.
- Number 1, allowing slum lords not to maintain properties.
- Special emphasis on landlords to maintain their investments.
- ZONING: Foreclosed homes that are bank owned need to be kept up with exterior maintenance (grass, buildings, etc.) by THE BANK...no Blight! Please.

- Noise: cars music outside stores after 11pm. Speed overnight. Parking. Closing Newman Street way too often.
- ZONING: Slum landlords ruining all the neighborhoods in town
- ZONING: Take a ride through town. Bet you can pick out 90% of the rentals, these slum landlords seem to be exempt from all codes and laws.
- Maintain existing homes with ordinance compliance.
- ZONING: enforce zoning ordinances. Junk in yards and inoperable vehicles etc.
- ZONING: Stricter code enforcement. Tear down dangerously dilapidated/ neglected homes after attempted reinforcement of code violations. These homes hurt the appearance of the City.
- ZONING: Make people keep up their properties, cut lawns, keep junk off property side homes and paint them to complete them.
- ZONING: fix up the current homes and places we have or tear the old ones down. Doing a good job in the parks areas.
- We need an annual clean-up day for our city. Have you driven around town? There is junk in yards, i.e. old sofas on porches, buildings falling down where is pride? Maybe if it was free, people could get the hint and clean up their homes and properties.
- ZONING: road maintenance, enforce zoning codes for blight.
- Unsightly commercial businesses along US-23
- ZONING: enforce city code, if unpopular, vote and change the code law. CITY CODE! CITY CODE! CITY CODE!
- ZONING: run down and older homes need to get taken care of. Also rentals that are a mess.
- Main complaint is the homes that are falling apart, front lawn littered with junk. It seems to me City Hall doesn't care about how it looks.
- People putting yard sale signs in other people's property
- Old cars and parts being put in yards, need cleaning up

Maintenance and Streets

- Take care of trees and bushes on City right of way
- Clean off storm drain covers more often.
- Improve drainage & possible repaving of Park Street.
- Need a left hand turn light at US 23 and Newman. Tawas Lake could be cleaned of weeds.
- Wilkinson Street off US 23 needs more visible street sign. Current sign is too far away from drivers to see it from US 23. All street name signs on US 23 need to be more visible.
- I see about 10 cars a day run that red stop sign at Wilkinson Street and Lincoln, traveling west. It is a 4-way stop; luckily there have been no accidents yet. Something needs to be done there. It's a school bus route and I've even seen a school bus run the sign without stopping.
- Surface water in property around east side of Bolen's needs better drainage. Continue Mosquito Control in BOLEN Sub.
- Improve sidewalks not the brick kind like downtown.
- Lack of adequate sidewalks on most streets in East Tawas!
- Traffic moves too fast along Bridge Street and around the curve where State Street becomes Bridge Street. It is unsafe for walkers because there is no sidewalk.
- City should maintain pot holes at the end of driveways, which are owned by the City
- Sidewalk on Washington Street and continuing on River Street. Sidewalk on Westover Street leading to WalMart. Adults, mothers pushing infants in strollers, and small children walking or riding bikes to WalMart are on the edge of the road.
- I would like to see a sidewalk connect Robert Elliott Dr with East Lincoln towards town. It would be much safer to walk down E. Lincoln to town.
- Would be great to have the Tawas Beach Road bike path go all the way to Tawas State Park as wide as it is before Jerry's Marina. It gets too busy there in the summer, dangerous and narrow.
- Lincoln Street needs resurfacing from Tawas Beach Road to Cemetery Road.
- I use a walker and the slanted sidewalks, and driveways, cause me to tip to one side at times. If I was much older I'd probably end up falling or walking on the side of the road.

- Street lights in Looks parking lot are very dark at night. Security cameras in areas of downtown where vandalism occurs.
- Need to have ash trays placed in downtown area, will keep the area cleaner.

Housing Accommodations

- Senior housing should be available to all incomes not just low income seniors
- More affordable assisted living arrangements for aging seniors, better hospital amenities, specialized doctors and nurse practitioners.
- Adult foster care homes. An activity center for teenagers.
- Affordable condos away from the lake shore.
- More affordable housing for mentally disabled so I don't have to live over 2 hours away from family.
- Possible loft apartments downtown.
- Would like living areas for middle aged that don't have older people in the area. I live in Bay Park Towers and would like a place with younger people around.

General Comments

- Would like to see an information booth downtown when holding special events for persons (tourists) seeking info about the town shopping, special events coming up and cultural events coming up. Use a real person, preferably a senior citizen volunteer. Personal contact is better than posters for information.
- Keep teens off the street corners by playing music they don't like – the tourists and seniors would love it. Business owners could broadcast the music from their store Sat. Night.
- Need to do something about the weeds on Tawas Lake.
- Keep the small town stores. To bring in the big box stores will not be good. It was sad to see the Railroad Round house torn down for a WAL-MART! Need better access to the dumpsters at DPW garage. It is cheaper to provide that than to pick up litter left behind. The gate needs to be open on weekends or a dumpster outside the gate.

- I feel like the city has done a very good job in planning and maintaining itself.
- More emphasis on blight in the community. Address building codes and fencing put up backwards. Drainage ditches not taken care of. Workable exercise equipment in community center more activities at community center.
- Should merge with Tawas City to form one City. Inadequate library facilities!
- Lack of dining options in town. Better developed dining. Hire consultants for owners of dining establishments
- Some residents on Tawas Lake are putting feed on their lawns and in the lake for Canadian Geese. This is causing noisy early morning commotion. Also the goose droppings are creating bad water conditions for children swimming in the Lake. This should be stopped.
- Overall, we are pleased with our community. Keep it small enough to continue friendliness, yet forward thinking enough to attract visitors/vacationers.
- Continue to spray for mosquitoes. Love the recycling
- Theft out of our yards, people going into unlocked garages, spraying silly string all around outside of home. We need more 2am-6am police protection.
- School taxes too high based on surrounding school areas.
- City should be active to stop Tawas Lake from becoming marshland. The Lake is being ruined by the takeover of rice and weeds. This may result in huge devaluation of homes and huge reduction of tax income. It will lose the city many dollars when the Lake is no longer useable.
- Do more for the taxpayer and not the tourist. I'm not a business owner and the tourists think I owe them something because they're spending their money here. Some are very rude and nasty.
- We need facilities to attract our youth and keep them from hanging out on Newman Street
- Taxes are getting unaffordable for a second home, many people are losing their vacation home and they are sitting vacant, which is not good for the neighborhoods. Lower taxes so more people will be able to keep their second home and more might buy one.
- The city millage rate is way too high. For a single person living alone the amount that's charged for sewer is too high. I am gone all day, maybe flush toilet 4 times a day, take one shower daily, two loads of laundry per week. I know I can't gauge my usage but it isn't worth almost \$25.00 month, maybe \$15 a month since I don't have city sewer.

- Would like to see a market like Cherry Street market in Kalkaska. I believe it would be a huge draw. Also, colors on downtown buildings should be kept fresh and neat in appearance much like West Branch. Business development like Houghton Lake and Prudenville should be encouraged. Also no more large condos or apartments should be allowed along Lake Huron. The new ones that have been built don't sell and they block the view of the bay. Limit the structures to one story on the bay side.
- Make Tawas River deep enough to be able to float from Tawas Lake to the mouth all year long for fishing.
- For Perchville, put up bleacher type seats so everyone can see the polar bear swim and events. Have photo of divers like 2010-2011 to hand out and go back to Chili cups from 2010-2011.
- I feel that since we spent money on the lighting down Newman Street, at Christmas time we should decorate all the poles down Newman instead of just the ones in front of the community center.
- Property taxes are too high in the City of East Tawas making it very difficult to pay them on retirement and social security.
- Need more shoreline along US 23. Stop closing Newman Street.
- Tawas City- East Tawas need to become one City. Talk to Police department on the high speed that the police drive on US 23...terrible!
- We have a problem in our neighborhood with dogs running loose down Schill Road (Near East Franklin Street). People think they can bring their dogs down here and just let them run. Also the young drivers that race up & down that road day & night. Someone is bound to get HURT!
- Black top City streets, some streets are with road gravel. There is too much going on with downtown DDA. We need to look at our neighborhoods and clean up roads, sidewalks, old buildings, junk cars. When people move out of rentals we look at home refuse for several days! Why do we have to look at this?
- Appreciate the leveling and repairing of E State Street, however I feel there is a leak in the water and sewer line, my house is sinking.
- My family loves the City of East Tawas. We appreciate the upgrades to the facilities, but are concerned about keeping the small town community we love. Please do not allow large development by companies who do not love the town as we do!
- Recycling should be made available on a weekday each month in addition to a Saturday. Recycling is very difficult in this community.

- We need to bring industry to the area (Tawas and Oscoda) with jobs that pay a livable wage. You have less crime.
- Dredge the Bay, River, and Tawas Lake.