City of Hart, Michigan

PLANNING COMMISSION

October 3, 2024

AGENDA

Hart Council Chambers, 407 State Street, Hart, MI 49420

4:00 PM

1. Call to order / Roll Call: Adams, Cunningham, Fout, Goldberg, LaPorte, Root
2. Approval of Agenda
3. Approval of Minutes of August 1, 2024 Meeting
4. Public Comments on Agenda Items
5. Action Items
    a. Review, discuss, and consider recommending Master Plan reaffirmation to city council
    b. Review, discuss, and consider recommending Park and Recreation Plan reaffirmation to city council
    c. Review new ordinance drawings and consider recommending adoption to the existing zoning code.
6. Discussion Items
    a. Review Redevelopment Ready Community-directed zoning ordinance requirements and discuss what options may be appropriate for the City of Hart
    b. Review Draft of ZBA by-laws
7. Other business and communications from Commission members
8. Public Comments
9. Adjourn – Next regular meeting on November 7, 2024

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City Of Hart

407 S. State St
Hart, Mi 49420
Planning Commission
Thursday, August 1st, 2024
Minutes

MEMBERS PRESENT: Betty Root, Cynitha Fout, Gale Goldberg, and Diane LaPorte
ABSENT: Jim Cunningham
OTHERS PRESENT: City Manager – Rob Splane, Community & Economic Development Director – Nichole Kleiner, Planning Consultant Jeff from Mckenna

- B. Root called the meeting to order at 4:40 pm.

APPROVAL OF AGENDA:

- D. Laporte moved to approve the agenda and supported by C. Fout
  - Ayes: 4 Nays: 0 Absent: 1

APPROVAL OF MINUTES:

- C. Fout moved to approve minutes from June 6th, 2024, and supported by D. Laporte
  - Ayes: 4 Nays: 0 Absent: 1

PUBLIC COMMENTS on Agenda Items:
ACTION ITEMS:

Developer

- J. Cunningham motioned to establish the PUD and recommend to City Council for approval and supported by D. LaPorte
  - Ayes: 4 Nays: 0 Absent: 2

DISCUSSION ITEMS:

- Review Overlay District Draft Language and Suggest Potential Edits

CITY CENTER OVERLAY DISCTRICT

AUTHORITY

Pursuant to authority granted in Section 125.3503 of the Michigan Zoning Enabling Act. (P.A. 110 of the 2006, as amended), this Overlay District is written to permit flexibility in the regulation of land development in the Hart City Center as needed to achieve the vision set forth in the City Center Overlay.

INTROBUCTION AND ELEMENTS OF THE CITY CENTER OVERLAY

a. City Center Overlay. This section of the Zoning Ordinance is intended to implement the Vision, Concept and Design Guidelines for the City Center as established in the City Center Overlay. The City Center Overlay articulates design principles to support a unified vision for downtown Hart and give examples of how sites along the corridor could redevelop. The Design Guidelines provide standards for building, site and district design for the City Center. The regulation contained in this Section enumerate the principles of the City Center Overlay inasmuch as possible.

b. Overlay District Elements. To achieve the vision set forth in the City Center Overlay, the City has established an Overlay District comprised of the following key elements:

1. Regulating Plan. Shows recommended building height and location of streets in the City Center, and Primary Frontages where regulation of building mass is most important create the streetscape and environments envisioned. Some flexibility in the location of streets may be

permitted by the City, upon recommendation by the Planning Commission as discussed in this Section.

2. Form-Based Code. Enumerated in this Section, provides the regulatory framework for development and redevelopment in the City Center Overlay District, as shown on the Regulating Plan discussed above.

PURPOSE AND DEVELOPMENT PRINCIPLES

The purpose of this District is to accomplish the following:

a. Define a City Center area for Hart that will create an identity for its commercial core

b. Implement a City Center Vision

c. Promote development of an integrated, mixed-use, pedestrian-oriented environment with buildings containing commercial, residential and office uses

d. Provide Street linkages to serve the development within the district, and logical street connections to development outside the district

e. Regulate building height and require appropriate landscaping and screening to achieve appropriate scale along streetscapes and ensure proper transition to nearby residential neighborhoods.

f. Create a definable sense of place for the City with a pedestrian oriented, traditional urban form that encourages residents to visit, stay, and enjoy the district

g. Encourage development consistent with the desired vision through

APPLICABILTY

a. Application of Regulations. Within the City Center Overlay District, all requirements of the Hart Zoning Ordinance shall apply, except as modified by this Section. When applying the regulations to the form-based zones, if regulations elsewhere within this ordinance conflict or appear to conflict with the regulations of this Section, the regulations of this Section shall apply.

b. Interpretations and Appeals. This Overlay District relies on the Hart Planning Commission to interpret the intent of the Overlay. As such, certain flexibility is required to implement the City Center Overlay, depending on the timing, location and nature of redevelopment within the City Center. Therefore, the Planning Commission shall have the authority to act on appeals, interpretations or modifications, in order to ensure they are consistent with the overall vision.

c. Underlying Zoning. Where the term “underlaying zoning” is used, it shall refer to the zoning of the subject property as designated on the official Zoning Map for the City of Hart and any applicable regulations that apply to that zoning district. Underlying this City Center Overlay District are the following underlying zoning districts:

1. A, Residential Zone

2. A-1, Residential Zone

3. A-2, Apartment Zoning District

4. B-1, Central Business District

5. B-2, General Business District

6. C-2, Limited Commercial

7. D-1, Industrial Commercial

8. D-2, Industrial Park District

9. M-1, Medical/Institutional District

10. PUD, Planned Unit Development

d. Expansion of the District. In order to provide for the harmonious development and use of land within the City Center, and to see to its logical extension, the City Council, upon recommendation by the Planning Commission, may extend the boundaries of the City Center where development is proposed that is consistent with the City Center Overlay and the Purpose and Development Principles of the Overlay.

e. Conflicts. Where the provisions of this Section conflicts with other provisions of the Hart Code of Ordinances, the provisions of this Section shall govern.

f. Triggers for Compliance. Use and development of land within this Overlay District shall be as follows:

1. Existing Uses. An existing use shall be permitted to continue.

2. Changes in Use. Changes in use from one use to another use that does not require additional parking or building additions shall be permitted.
3. Site Improvements. Site and building maintenance shall be allowed.
4. Building Expansions
a. Exempt Expansions. Additions of a size equal or less than 10% of the gross square footage of the existing buildings may be permitted and may be constructed according to the requirements of the City Center Overlay District or the underlying zoning, at the property owner's discretion.
b. Minor Expansions. Additions of a size greater than 10% but equal or less than 25% of the gross square footage of the existing building, shall be permitted, but shall meet the Site Plan Review Requirements in the Hart Zoning Ordinance for the district in which it is located.
c. Major Expansions. Additions of a size greater than 25% of the gross square footage of the existing building shall meet the requirements of this City Center Overlay District.
5. New Buildings and Development. New development projects proposed under this City Center Overlay District, shall meet all requirements of this City Center Overlay District.
6. Modifications. Modifications of the requirements in this City Center Overlay District may be approved when consistent with the City Center Overlay, determined by the Planning Commission.

STANDARDS FOR NEW DEVELOPMENT

a. Streets and Access. The Regulating Plan shows recommended street locations to provide interconnectivity and access to internal portions of the City Center. These streets will be maintained by City of Hart.
1. Location. The location of streets shall be generally consistent with the Hart Zoning Ordinance but may be modified by the Planning Commission upon their consideration.
2. Street Design. All streets and service drives shall be constructed to meet the requirements of the Hart Zoning Ordinance.
3. Temporary Access. Where a planned street is not constructed at the time of redevelopment of a property and connections cannot be immediately provided, temporary access may be allowed provided the following is met:
a. Such access meets the construction requirements of the zoning ordinance in terms of width and design.
b. The development has dedicated the necessary easements to accommodate any streets or service drives are constructed.
c. If shared parking is necessary, parking agreements have been executed on the developer's site to allow for future shared parking.
d. Deed restrictions are recorded that ensure its removal when such streets and service drivers are constructed.
4. Street Furniture. Bences, trash receptacles and other furniture may be required in park and plaza areas and along adjoining sidewalks where the Planning Commission determines that pedestrian activity will benefit from these facilities. Street furniture shall be permanent, durable, and consistent with national standards for outdoor furniture.
b. Public Open Spaces. A minimum of 5% of the gross floor area of all stories of proposed building shall be provided as open space. Such areas shall be located to complement existing or planned public greenspaces and shall be one of the following.
1. Greenspace. Greenspaces are open spaces that provide recreation or leisure areas that serve the entire City Center area.
a. Location and design of greenspaces shall generally follow those shown on the City Center Overlay, with flexibility allowed by the Planning Commission to waive requirements.
b. To the greatest extent possible, greenspaces should be adjacent to other greenspaces on adjoining parcels to create contiguity of greenspaces.
c. Greenspaces shall be landscaped and shall not be counted toward parking lot, greenbelt or buffer requirements.
2. Park or playground. Parks and playgrounds are best suited near residential areas at the perimeter of the City Center.

3. Corner Plaza. Required build-to lines may be modified to accommodate a plaza. The typical size of a plaza is 25 feet by 25 feet but may vary depending on site conditions.

CONTRIBUTIONS IN LIEU

The City recognizes that certain physical elements of the City Center may be best developed in a coordinated fashion rather than piecemeal as development occurs. Therefore, where desired by the applicant or where required by the City, payments in lieu of those improvements may be made in accordance with the following:

a. Payments in lieu may be accepted for the following improvements:

1. Streets as shown on the Regulation Plan.

2. Streetscaping

3. Parking

4. Public Open Space

5. Required Landscaping

b. In cases where the elements above cannot reasonably be developed on a parcel, or for those where coordinated installation (on-street parking, for example) is needed for logical development, the City may allow developers to defer construction in one of the following ways:

1. Payment into a dedicated fund, of an amount equal to the cost to install all deferred improvements on the subject site. Improvements costs must also consider off-site improvements and utilities needed to serve the site. The developer shall submit to the City an estimate of costs to construct these items for verification by the City's engineer.

2. The City may facilitate, through a special assessment district or other means, construction of streetscaping as development progresses in the City Center. Developments proposed under this City Center Overlay District shall participate in the special assessment district may be created to install or replace some or all of the items listed above, the costs of which will be distributed amongst developed parcels consistent with the standards listed.

ZONES AND PERMITTED USES

a. Zones. The City Center Overlay District shall be and is hereby divided into Zones as enumerated on the Regulating Overlay.

1. Mixed Use Zone. The Mixed Use Zone is intended to provide for a traditional mixture of office buildings, retail stores, entertainment establishments, public spaces, residential uses and related activities that are mutually supporting and serve the needs of City residents. The intent of the zone regulations is to encourage a lively social environment and economically viable City Center with a wide variety of uses in a pedestrian oriented unified setting, with shared parking and access.

2. Residential Zone. The Residential Zone is intended to support the activities of the Mixed Use Zone through increased residential densities and pedestrian-oriented design. It is also intended to provide a transition between the tall mixed use buildings located near Southfield and 13 mile Roads, and the neighborhoods abutting the City Center.

b. Permitted Uses.

1. Mixed Use Zone.

a. Any of the uses allowed in the underlying zoning districts may be permitted.

b. Residential units, consistent with the City Center Overlay, may be permitted. These include dedicated residential areas as shown, but also mixed-use buildings as discussed in the City Center Overlay.

c. Reconstruction and expansion of existing single-family structures is permitted, provided such is consistent with the underlying zoning requirements.

d. Other complementary uses, consistent with the City Center Overlay and adjacent land uses, may be permitted by the City Council upon recommendation by the Planning Commission.

2. Residential Zone.

a. Uses permitted in the underlying zoning districts shall be allowed.

b. Residential units, consistent with the City Center Overlay, may be permitted.

c. Reconstruction and expansion of existing single-family structures is permitted, provided such is consistent with the underlying zoning requirements.

MIXED USE ZONE REQUIREMENTS

a. Streetscaping. The following shall be installed along all Primary Frontages, as shown on the Regulating Overlay, as part of a comprehensive street and streetscape network:

REQUIRED STREETSCAPING

Sidewalks

Sidewalks shall be installed along all street frontages and shall be a minimum five (5) feet wide. Sidewalks along all Primary Frontages, as shown on the Regulating Plan, shall be a minimum of seven (7) feet wide, whichever is wider.

Wider sidewalks are encouraged, and may encompass all or a portion of the front yard build-to zone as defined in sub-section c. Building Requirements below

Accessible sidewalk connections shall be provided between parking areas and building entrances

Street Trees

Trees grates may be installed, and when used shall be five (5) to ten (10) feet in length and shall have access to irrigation systems provided by the developer.

Street Lights

Pedestrian level street lighting of a decorative nature shall be installed along all sidewalks consistent with the City Center Overlay or street light standards adopted by the City.

Light poles shall be installed at least every 30ft. or closer in order to provide required illumination.

Illumination levels shall comply with the Hart Zoning Ordinance.

- Review Food Truck Ordinance Draft Language and Suggest Potential Edits

FOOD TRUCKS

1. Food trucks may cater to outdoor public entertainment events only with an approved Peddler's Permit, issued by the City of Hart. The food truck must be removed from the property at the conclusion of the event.

2. Up to two (2) food trucks are allowed as accessory uses at restaurants, wineries, and breweries. No more than two (2) food trucks can operate simultaneously on any site that directly touches a residential zoning district.

3. All food trucks must have all the necessary permits from the Oceana County Health Department and the State of Michigan and shall demonstrate compliance to the City of Hart prior to receiving a Peddler's Permit.

Mobile food vending is permitted in all zoning districts in the City of Hart, subject to the following requirements:

(a) Each individual mobile food vendor must obtain a Peddler's Permit from the clerk's office to operate within the City limits.

(b) the property owner or event organizer offering mobile food vending shall obtain a zoning permit as required

(c) Mobile food vendors may not park overnight at any mobile food vending event location, unless specifically permitted by the City of Hart through the Peddler's Permit.

(d) A 12-foot one-way aisle where one-way vehicles circulation is required must be maintained around mobile food vending.

(e) A 26 -foot two-way aisle where two-way vehicle circulation is required must be maintained around mobile food vending.

(f) Mobile food vending may not impede the use of minimum number of parking spaces based on the site's parking demand.

(g) Mobile food vending must be setback at least ten feet from any building.

(h) No alcoholic beverages may be sold via mobile food vending – unless this alcohol service is part of an otherwise permitted event such as a temporary outdoor event in a commercial district or outdoor festivals, fairs, carnivals, craft shows, athletic tournaments and events, concerts, farmer's markets, auto shows, or as permitted by the Michigan Department of Licensing and Regulatory Affairs and/or the Michigan Liquor Control Commission.

(i) All mobile food vending must comply with the City of Hart's noise ordinance.

(j) No mobile food vendor may be located within 200 feet of an open restaurant, unless the mobile food vendor is part of the restaurant business, or the restaurant's property owner gives written permission.

(k) Mobile food vendors are encouraged to operate in large, open and vacant lots in the City with a Peddler's Permit and written permission from the landowner.

(l) Mobile food vending may be located in a public right-of-way or on public property where all the following apply:

1. The mobile food vending activity is stationary and is authorized by an owner of property adjacent to the right-of-way location.

2. The front and rear ends of the mobile food vendor do not extend beyond the adjacent boundary of the hosting property.

3. The public right-of-way is in a location where on-street parking is permitted.

4. The mobile food vendor is not within 60 feet of an intersecting street.

5. No portion of the mobile food vendor shall be parked directly across from a driveway.

6. No portion of the mobile food vendor shall block the driveway.

(m) Waste receptacles shall be provided for the general public in the vicinity of the food vendor truck.

(n) The standards above shall not apply to food trucks that do business by traveling on public rights-of-way from neighborhood to neighborhood, such as ice cream trucks. Such vendor trucks shall not be regulated by this Ordinance.

(o) Waivers from this section, including the time and frequency restrictions, may be obtained from the City of Hart.

OTHER BUSINESS:

Public Comments Non-Agenda Items:

- None

ADJOURN:

- There being no further business to come before the Planning Commission, the meeting adjourned upon a motion by D. LaPorte and supported by G. Goldberg. The next scheduled meeting will be held on September 5th, 2024.

Karla Swihart

Karla Swihart
City Clerk



CITY OF HART

2024 Master Plan

Adopted _____, 2024

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ACKNOWLEDGMENTS

The 2024 City of Hart Master Plan update reaffirms the 2017 Master Plan which involved significant effort from citizens, staff, consultants, and members of the Planning Commission and City Council.

CITY COUNCIL

Vicki Platt, Mayor
Amanda Klotz, Mayor Pro-Tem
Catalina Burillo
Jim Evans
Dean Hodges
Kris Trygstad
Jim Cunningham

PLANNING COMMISSION

Betty Root, Chair
Jim Cunningham
Diane LaPorte
Gale Goldberg
Cynthia Fout

CONSULTANT

williams&works
engineers | surveyors | planners

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Chapter 1

Introduction

COMMUNITY VISION

Hart residents take pride in their community. They describe the City as friendly, safe, convenient, quiet, and family-oriented. The City of Hart has strong neighborhoods, a historic downtown, numerous recreational opportunities, and places of business and employment. Providing its own utility services, it can be considered a self-reliant community where residents can live, work, and play. The residents of Hart value the City's past and its historic buildings and character. At the same time, business and land owners are making significant investments to ensure Hart is a thriving place for its residents and visitors.

The City's vision is to maintain a strong community that retains its small-town appeal. A city with a variety of housing types, places of employment, and recreational opportunities for a diversifying population. Residents wish to preserve the past while innovating to take advantage of future opportunities and changing conditions.

The City of Hart's Master Plan is a statement of the community's future vision and the goals and principles on which it stands. The Master Plan will guide future decisions concerning redevelopment, land use, preservation, and public expenditure. The plan strives to strike a balance between preservation efforts and development and between overall community interests and individual property rights. It is a living document that is the basis for decision-making and an annual work plan for implementation.

Master Planning

The 2024 Master Plan reaffirms the 2017 Master Plan which builds upon previous plans and updates, the most recent occurring in 2013. The plan was developed under the authority of the Michigan Planning Enabling Act, PA 33 of 2008. The Master Plan is the basis for the City's Zoning Ordinance, which regulates the use of land and includes processes for review of residential, commercial, and industrial development.

Plan Elements

The Master Plan consists of several components, including:

- Public input, which is an essential part of the master planning process. Public input is the foundation of the City's Master Plan and guides the vision, goals, and strategy within the plan.
- A character area analysis and community inventory.
- Goals, principles, and action steps that guide decision-making and allow the City to achieve its vision.
- A future land use, redevelopment, and infrastructure plan that describes the long-range land use pattern proposed for the City.
- Background research regarding housing, population, the economy, and other current conditions within the City.

Considerations

The Master Plan is based upon numerous discussions by the public, Planning Commission, City Council, and Staff. Considerations include:

- Perspectives and desires of residents and business owners.
- Best community planning practices and those outlined by the Redevelopment Ready Communities® (RRC) program, developed by the Michigan Economic Development Corporation (MEDC).
- Mobility of Hart's residents, visitors, and workers, by foot, bicycle, wheelchair, or motor vehicle.
- Housing choice for considering a variety of preferences, needs, and household incomes.
- The character of the community desired by its residents, landowners, and workers.
- Development constraints and opportunities considering infrastructure and natural features of the City.
- Economic development and opportunities for job growth and increase of the tax base.
- Ability to provide the public with services.



Chapter 2

The People

OUR PERSPECTIVES

During the 2017 master planning process, there were several opportunities for public input prior to the official public hearing. The open house and community survey provided valuable information and serve as a base for plan recommendations.

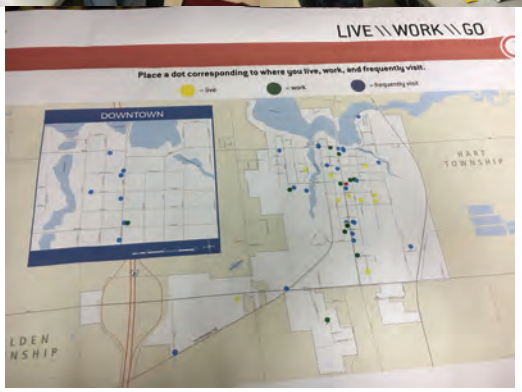
Open House

A formal public open house was held on June 22, 2017 with several interactive stations. Consultants and staff were available to answer questions and explain the master planning process. To maximize interactive public input, stations were available for the next month for continued opportunity for public involvement. Additionally, the stations were moved to the Hart Main Street office for a week to capture a more diverse group of participants.

Participants were asked to respond to the following:

- Where do you live, work, and go?
- What are the most important goals from the previous Master Plan?
- What are the positive and negative aspects concerning land use and development?
- What are the key opportunities in the City?
- Where do roads, sidewalks, and pathways need to be added or improved?





Input received from the open house included over 100 comments. Some of the top comments were:

- The most frequent general comments included the following priorities: maintenance and upkeep of properties, the need for more affordable housing options, and better paying jobs.
- In order of priorities, the goals of the City were ranked in this order: support of downtown, attract new permanent residents, be a recreation hub, attract tourists, develop a cost effective and consolidated infrastructure system, and plan for the development of Polk Road.

Other specific comments for land use and development are included in an associated outcomes report.

Survey

In addition to the open house opportunities to comment, an online community survey gathered 66 responses. The goal of the survey was to seek additional input and to provide those residents unable to attend meetings with an opportunity to share their perspectives. The following is a summary of results. A complete set of the results of this survey can be found in a separate report.



City of Hart Community Survey

The City of Hart is currently updating its Master Plan. The plan serves as a general guide for growth, redevelopment, and preservation in the community. It is very important that we have as much input from the community as possible during this effort. We ask for your cooperation in completing the survey, as your participation will help make the City a better place to live, work, and play.

www.surveymonkey.com/r/hartplan

Online survey will be available on July 8

Hardcopy surveys will also be available at City Hall, located at 407 State Street (Next to the Library).

- *Respondents.* Most respondents lived within the City limits (71%). Others, potentially business owners or nearby residents, constituted approximately a quarter of the respondents.
- *Life in Hart.* Of those living in the City, over one-third (36%) are long-time residents of over 25 years. Over half of the respondents have lived in the City over 10 years. Therefore, there were many residents that have the background to respond to today's conditions based on many years of their lives spent in Hart.
- *Housing.* The clear majority of respondents live in detached single-family homes (90%). This is not surprising as it is the predominate housing product in the City. However, in recent years most new dwellings have been within multi-family developments.
- *Impression of the City.* Most respondents agreed that the best way to describe Hart was a "small town/city" (71%). A few believed Hart is growing (12%). Even fewer respondents classified the City as an employment center, tourist destination, historic city, or a cultural center. However, respondents were only asked for their top choice on this question.
- *Why Live in Hart?* The highest ranked response to why respondents live in Hart is that it is near family and friends (38%). For others, it is a convenient location and close to their place of work (22%).

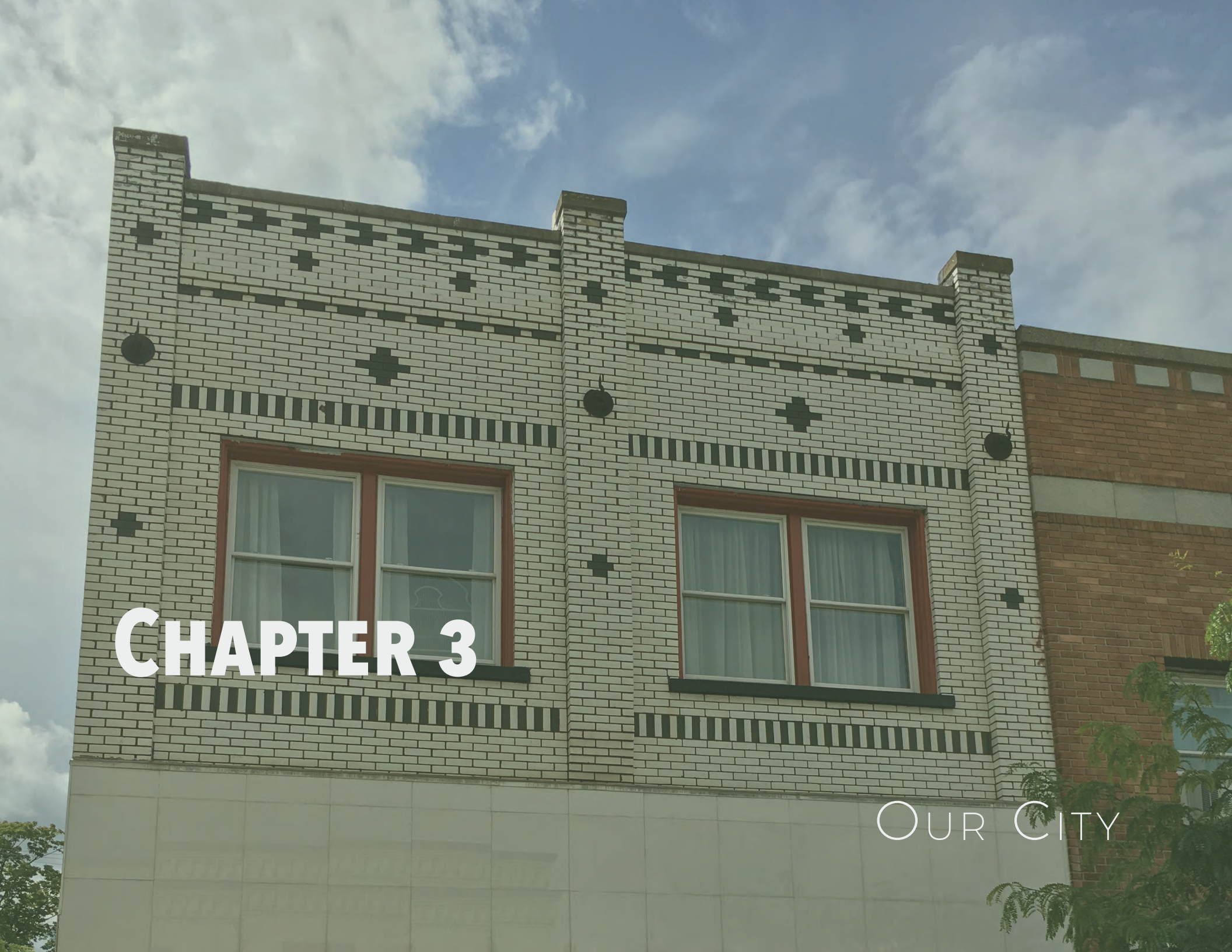


- *Housing Formats.* While most residents live in detached single-family homes, respondents were asked about different housing types. Many respondents saw the need for senior housing (75%), which is understandable as keeping family close was the most important reason why residents live in Hart. Residents wish to age and retire in the same place they spent their lives. Over half of the respondents believed attached single-family housing, such as townhomes and duplexes, were needed (53%), which was then followed closely by the need for apartments (52%). As the City has built-out in a single-family format historically, this shows a potential need for a more diverse housing stock and "missing middle" products (a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living). Further, 66% of respondents specifically supported the need for a greater variety of housing types. Respondents were less sure about the need for manufactured homes and mixed-use buildings.
- *Land Use.* Respondents saw the greatest future need for manufacturing facilities (73%), retail stores (70%), and additional medical offices and services (53%). This supports the need for industrial park expansion and the redevelopment of sites identified in this plan. The vast majority of respondents agree that new businesses and services are essential (86%).
- *Parks.* From a recreational perspective, 81% of respondents supported the protection of scenic vistas while the majority supported the development of additional parks and trails (68%) and public waterfront accessibility (64%).
- *Downtown History.* 76% of respondents support historic preservation and 65% valued the City's historic character. 55% were unsure or did not support more signage in the downtown business area.
- *Other Issues Important to Respondents.* Other important issues for respondents included the following: upkeep and maintenance of homes and yards (94%), traffic safety on Polk and Oceana (93.4%), water quality (92%), bike and pedestrian safety (90%), preservation of parks and natural areas (89%), and the image of Polk Road (82%).



Communication of Results

As important as gathering public input and hosting opportunities for involvement, the City shared the outcome of the public participation process. A formal report was created after the conclusion of the open house and community survey and it was made available for public review at City Hall and online. This summary is a separate background report that supplements the Master Plan.



Chapter 3

Our City

HISTORY AND CONTEXT

Hart is the only city in Oceana County and is the county seat. The community was established around the fruit farming industry and is the home to several large fruit storage and processing facilities. Just east of US-31, Hart is only seven miles from Lake Michigan and close to Silver Lake State Park.

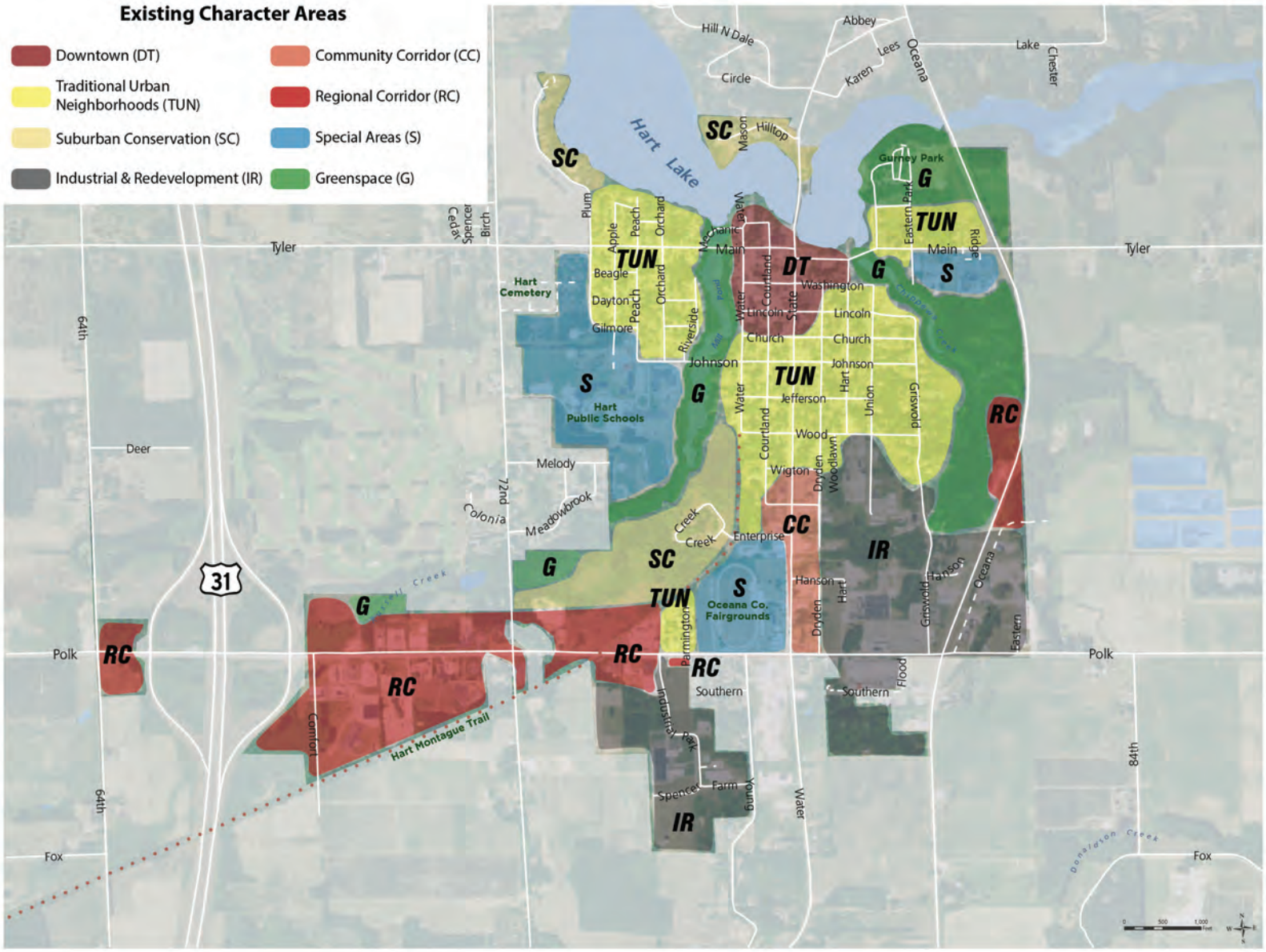
The City is an employment and service center to the greater Hart community and is the home of several service businesses that are vital to everyday living, including grocery, hardware, and financial services. A Michigan State Police Post and County Road Commission facilities are also located in the City along with Oceana County offices. The Oceana Medical care facility is in the northeast portion of the City. Most of the community is walkable, having ready access to parks and the downtown by foot.



EXISTING CHARACTER AREAS

The City was divided into several character areas to help make distinctions between unique neighborhoods, districts, and corridors. Study and analysis of these character areas allowed the City to:

- Classify each area by a review and assessment of common characteristics: land use, existing zoning, density, intensity, utility availability, and general infrastructure.
- Establish a clear and simplified framework for growth and create the foundation of the future land use map.
- Provide justification for future land use planning within each character area and to create general distinctions between areas.


Existing Character Areas
Downtown (DT)
Traditional Urban Neighborhoods (TUN)
Suburban Conservation (SC)
Industrial & Redevelopment (IR)
Community Corridor (CC)
Regional Corridor (RC)
Special Areas (S)
Greenspace (G)
Hart Lake
Hart Cemetery
Hart Public Schools
Oceana Co. Fairgrounds
Gurney Park
Hart Montague Trail
Tyler
Polk
Fox
Deer
Melody
Meadowbrook
Colonia
Main
Washington
Lincoln
Church
Johnson
Jefferson
Wood
Wigton
Enterprise
Hanson
Southern
Parmington
Industrial Park
Spencer
Farm
Young
Water
Oceana
Eastern
Griswold
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Woodlawn
Courtland
Riverside
Orchard
Peach
Apple
Plum
Beagle
Dayton
Gilmore
Mechanic
Hilltop
Mason
Circle
Hill N Dale
Abbey
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Karen
Lake
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Ridge
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Spencer
Birch
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Downtown

The historic downtown includes a mix of land uses and is compact, vibrant, and walkable. The downtown area is the most intense in terms of energy and public activity in the City. The area is pedestrian-oriented, although individuals may arrive by all modes of transportation, including bicycles and cars. Downtown Hart contains many elements that reflect a strong sense of history. Some brick storefronts in the core downtown date back to the 1800s. Others reflect architecture from the early 1900s.

The compact layout of a traditional downtown like Hart's lends itself well to pedestrian traffic—strolling among storefronts and historic sites and window shopping with limited and controlled vehicular traffic. This strong point is another important advantage for small cities.

- *Downtown Character*
    - Buildings. Drawn to the street.
    - Uses. Retail, services, accommodations, restaurants, arts & entertainment, and attached dwellings and apartments.
    - Scale. Compact, walkable urban scale.
    - Blocks and Streets. Smaller blocks on an urban, compact scale.
    - Streetscape. Sidewalks, crosswalks, planters, streetlights, street trees, and benches.
    - Public Space. Small parks and common areas.
    - Parking. On-street parallel parking and behind buildings.



Traditional Urban Neighborhoods

This area is primarily residential in nature and is in close proximity to downtown. Although the primary form is single-family dwellings, apartments and attached single-family housing is present. These neighborhoods are on a grid street pattern and are arranged in a compact urban form. Traditional urban neighborhoods may include individual corner stores and some institutional uses, such as elementary schools and churches.



- *Traditional Urban Neighborhoods Character*
  - Buildings. Moderate setbacks with front yards.
  - Uses. Primarily single-family dwellings, some attached single-family housing and apartments, churches, corner stores, and public buildings and facilities.
  - Scale. Compact, walkable urban scale.
  - Blocks and Streets. Smaller blocks on an urban, compact scale.
  - Streetscape. Sidewalks, crosswalks, yard trees.
  - Public Space. Small parks and common areas.
  - Parking. On-street parallel parking, driveways, and garages

Suburban-Conservation

Suburban-Conservation neighborhoods are residential areas with newer development than Traditional Urban Neighborhoods. The framework is somewhat irregular and large blocks and streets may be disconnected and curvilinear. Suburban-Conservation neighborhoods are primarily low intensity residential areas with limited development potential due to topography or other natural features. The houses are sometimes concentrated to retain a larger portion of the area in a natural state.



- *Suburban-Conservation Character*
  - Buildings. Deep setbacks with front yards.
  - Uses. Primarily single-family dwellings, some attached housing, and few, if any, non-residential uses.
  - Scale. Larger lots, open spaces, and bikeable.
  - Blocks and Streets. Longer blocks, curvilinear streets, and

less connectivity.

- Streetscape. Trees but no sidewalks.
- Public Space. Not common.
- Parking. Driveways and garages.

Industrial

These areas are devoted to production and industrial operations.



- *Industrial Character*
  - Buildings. Deep setbacks and separated from adjacent incompatible uses.
  - Uses. Manufacturing, processing, assembly, contractor's offices, and warehousing. Some retail uses and services.
  - Scale. Larger lots, auto-oriented.
  - Blocks and Streets. Longer blocks, curvilinear streets, and less connectivity.
  - Streetscape. Not common.
  - Public Space. Not common.
  - Parking. Vast surface lots.

Community Corridor

The Community Corridor area is generally auto-oriented and primarily commercial, but is within a reasonable walking distance of many City residents. This area mainly serves the needs of the community and includes a grocery store, retail sales, pharmacy, services, and general businesses. These businesses are more oriented toward the community rather than a regional consumer base. The Community Corridor businesses are located along State Street, entering the core of the City.



- *Community Corridor Character*
  - Buildings. Moderate setbacks and separated from adjacent incompatible uses.
  - Uses. Retail, offices, and services.
  - Scale. Large lots and mostly auto-oriented. However, businesses can be accessed by cyclists and pedestrians as sidewalks are available and speeds are lower.
  - Blocks and Streets. Linear development pattern along major corridors, very little connectivity.
  - Streetscape. Not common.
  - Public Space. Not common.
  - Parking. Vast surface lots in front of buildings.

Regional Corridors

The Regional Corridors are auto-oriented and of a larger scale than the Community Corridor area. This area serves as a regional destination for goods and services as well as accommodations and hospitality for travelers passing through. They include a mixture of retail, office, and some residential interspersed. The Regional Corridors fall along Polk Road and portions of Oceana Drive.



- *Regional Corridors Character*
  - Buildings. Deep setbacks and separated from adjacent incompatible uses.
  - Uses. Hotels, restaurants, offices, services stations, public offices, retail, and services.
  - Scale. Larger lots, auto-oriented. High speeds and lack of bike lanes and sidewalks do not encourage non-motorized transportation.
  - Blocks and Streets. Linear development pattern along major corridors, very little connectivity.
  - Streetscape. Not common.
  - Public Space. Not common.
  - Parking. Vast surface lots in front of buildings.

Special Areas

There are several unique areas in Hart that are classified as Special Areas on the map.



- *Special Area Character*
  - Buildings. Deep setbacks.
  - Uses. Schools, medical facilities, fairgrounds, cemetery.
  - Scale. Larger, intense scale but less walkable. Easier to access by bike or car for some residents, depending on proximity.
  - Parking. Vast surface lots.

Greenspace

Hart Lake, in addition to being an important community amenity, is a 240-acre impoundment of the Pentwater River which has a hydroelectric dam that generates electricity for many area businesses and residents. Chippewa and Russell Creeks are part of the Hart Lake watershed and provide green spaces and wildlife habitat.

SCHOOLS

Hart Area Public Schools District serves the community with a high school, middle school, and elementary school. Combined enrollment is approximately 1,284 students.

RECREATION AND CULTURE

There are a number of cultural and recreation amenities for Hart's residents and visitors.

1. John Gurney Park.
2. Hart Commons.
3. Disc Golf (outside of City Limits).
4. Historic District.
5. Veteran's Memorial Park.
6. Culver Pocket Park.
7. Pointe Park.

MOBILITY

Road Network

Like most communities, Hart has four types of roadways, which function in a hierarchical fashion. These are major arterials, minor arterials, collectors, and local streets (See Transportation and Public Facilities Map). How a street functions in a community is important with respect to land use decisions, public walking routes, and public road improvements. The function of each roadway type is briefly described below. Depending on location, some systems may serve in more than one purpose:

- Major Arterial - A roadway whose principal function is the movement of high volumes of traffic into and through the city. Polk Road and Oceana Drive are the City's major arterials.
- Minor Arterial - A roadway whose principal function is the movement of traffic received from the City's system of collector streets intended mainly to move traffic to major streets. Minor arterials include Main and State Streets.
- Collectors - Collectors provide access to minor or major arterials by traffic originating from local streets. Collectors include Griswold and Johnson.
- Local Streets - Local streets are the neighborhood (residential) streets on which homes are located. Their only purpose is to provide land access.

Within the City, the major routes include Polk Road (east/west) and State Road (north/south). Oceana Drive connects the community to the Shelby area, and US-31 ties Hart to Ludington and Muskegon.

Complete Streets



Planning the City's transportation system involves more than just moving vehicles efficiently and safely. A transportation system needs to meet the needs of all types of users – motorists, pedestrians, bicyclists, and disabled residents and visitors. This approach is often referred to as planning for "complete streets," harmonizing streets with their surroundings while interlacing transportation networks to meet the mobility needs of all users. The City should implement context-sensitive street design solutions to accommodate all users and ability levels by installing ADA compliant curbs and ramps, pedestrian friendly crosswalks, sidewalks of appropriate width and distance from roadway, and on-street bicycle facilities where feasible and appropriate.

While much of the City contains sidewalks, there can be stronger connections made from the neighborhoods and the downtown to facilities such as the Hart-Montague Trail, the fairgrounds, and the historic district. Generally, existing sidewalks are concentrated in the mature neighborhoods. However, some areas of the City are void of sidewalks or trails. The Master Plan recommends that all residential neighborhoods contain sidewalks or trail links to key facilities, and along Polk Road and Oceana Drive. In addition to a strong sidewalk and trail system, signs and trail marking are important to guide the travel of cyclists and pedestrians.

Concerning parking and traffic calming, there are several curb extensions on State Street in downtown Hart, north of Church Street. Curb extensions narrow the travel width and create visual indicator that naturally slows traffic by design. Further, the extensions shorten the distance pedestrians must travel across a street, lessening the time exposed to traffic. As shown below, curb extensions can also provide additional open space for bike lanes, planters, benches, trees and other downtown amenities. Along with curb extensions north of Church Street, on-street parking has eliminated the two outside lanes of the four-lane cross section. The City owns State Street for another block south of Church Street as well. Similar traffic calming, on-street parking, and pedestrian accommodations could be extended farther south from Church Street, especially as downtown businesses grow.

High visibility crossings are recommended for key intersections in the City. Many crossings in the City have parallel stripes that have faded over time. Other eye-catching types of crosswalks have been shown to improve driver-yielding behavior. Further, accessible curb ramps are required by the Americans with Disabilities Act (ADA) at all crosswalks.





Faded Stripes



Hatched Crosswalk

Trail Town Community

The City of Hart is bisected by the US Bicycle Route 35, a 500-mile route that runs from Indiana through Michigan to Sault Ste. Marie, Canada, generally following the Lake Michigan shoreline and through the eastern Upper Peninsula. Within the City limits, the southern portion is an off-road multi-use trail, known as the Hart-Montague Trail. North of Wood Street, Route 35 continues north with an on-road bicycle route designation.



"Trail Towns" are communities that capitalize on long-distance trail planning opportunities for tourists, distance travelers, athletes, and local recreational users. The City of Hart's efforts to support the Hart-Montague trail and build from the benefits of the facility are consistent with many national and state-wide Trail Town planning efforts. Not only are trails a recreational benefit to residents, but they can serve as an economic driver. Some of the benefits to embracing the Trail Town best practices are:

- The City's status as a tourist destination increases.
- There are additional opportunities for residents.
- Local businesses, services, and accommodations benefit from use, promotion, and marketing.
- New business opportunities are created.
- Alternative forms of transportation are supported.

As a trail-oriented community, the City of Hart should continue to embrace Trail Town recommendations and projects.

1. Increase the use of the informational kiosk with local City mapping and business information.
2. Increase wayfinding through use of signage, logos, common graphics, street paint, sharrows, and bike lanes. A combination of these elements will improve connections from the Wood Street terminus to downtown, community facilities, and John Gurney Park.
3. Cooperatively work with neighboring communities to promote the entire trail corridor as a tourist destination.
4. Continue to improve upon trailhead amenities.



PUBLIC SERVICES AND UTILITIES

City Hall is located downtown as are the post office, library and county complex. These facilities are centrally located and generate activity for the downtown and contribute to downtown vitality. Municipal electric, water, sewer, and storm sewer systems serve the community. City policy requires connection to the system if water main access is available and the public water supply comes from wells. The City also has its own hydro-electric generation plant and a diesel power generation plant. However, the City will assess decommissioning and repurposing of the diesel power facility over the next few years.

CAPITAL PROJECTS

The City's 6-year Capital Improvement Program includes nine main categories: public works, parks, police, hydro-electric, water pumping and distribution, sewer collection, BioPure treatment, City buildings, and the historic district. As a part of the CIP process, projects are developed by the City Manager and department heads on an annual basis to meet the goals of City Council, to improve upon delivery of service, to upgrade aging facilities and infrastructure, and to expand public facilities and parks. Capital projects are based on the needs and goals outlined in the Master Plan.

When projects are developed, they are prioritized into high and moderate classifications. High priority projects are critical to the delivery of public services. Moderate priority projects are important for long-term community sustainability.

1. Public Works. Projects under public works include the design, planning, and construction of streets, sidewalks, and general infrastructure for community facilities.

2. Parks. The City sets aside funds for improvement projects for all five City parks (Veteran's Memorial Park, Culver Pocket Park, Hart Commons, John Gurney, and Pointe Park) including design, planning, and construction of parking areas, walking paths, bridges, and structures. These capital projects are based on the recommendations of the Parks & Recreation Plan.

3. Police. Capital expenditures for the police department primarily include vehicles and equipment. These items are replaced on a rolling schedule (at least one new vehicle every two years).

4. Hydro Electric. Improvements to the City's hydro-electric system are necessary to ensure long-term provision of electrical power to area residents and businesses. Expenditures for the hydro-electric system typically include electric improvements, meter reading technology, new vehicles, and the reuse and refurbishment of decommissioned infrastructure.

5. Water Pumping and Distribution. In order to ensure the long-term provision of water service to existing and future residents and businesses, expenditures such as meter reading technology, repairs and maintenance, rehabilitation and repairs of wells, construction of water transmission mains, and the design, planning, and construction of boost stations are needed. These projects are commonly identified in Water System Reliability Studies conducted by the City.

6. Sewer Collection. Similar to the water pumping and distribution system, the City depends on a well-functioning sewer collection system to ensure the health and safety of its residents and businesses. Common expenditure items under this category include the design, planning, and construction of sewer transmission mains, purchase of new equipment, and the construction or repair to lift stations.

7. BioPure Treatment. The BioPure system treats wastewater

at the City's sewage treatment facility. Aeration of wastewater at and irrigation are key components of the system process and expenditures will commonly be earmarked for the maintenance and repair to these systems.

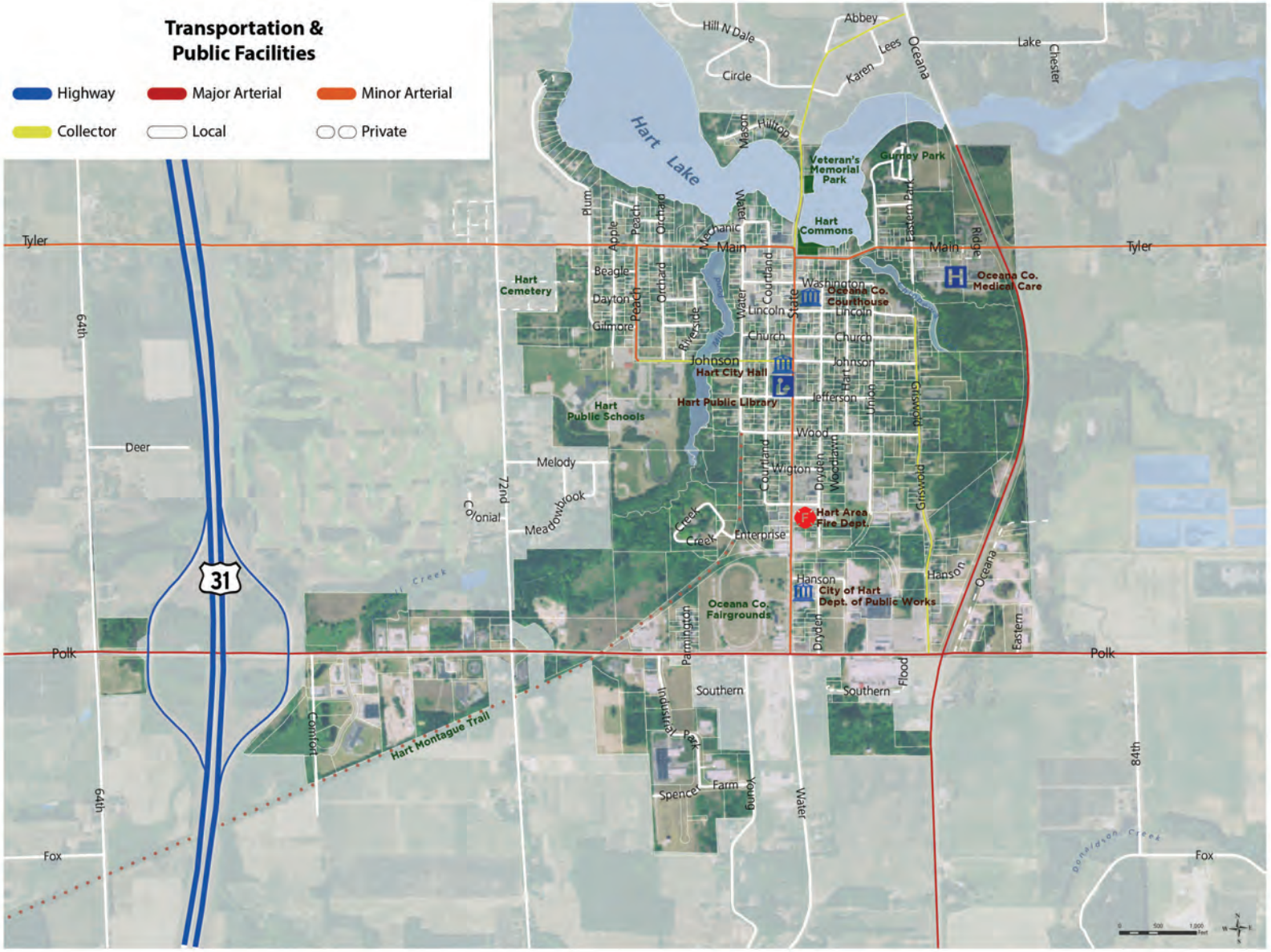
8. City Buildings. Intermittent improvements are required to keep City buildings in well-functioning and safe conditions. Expenditures commonly include efficiency improvements such as energy efficient windows, roof and siding maintenance, and the design, planning, and construction of new City buildings.

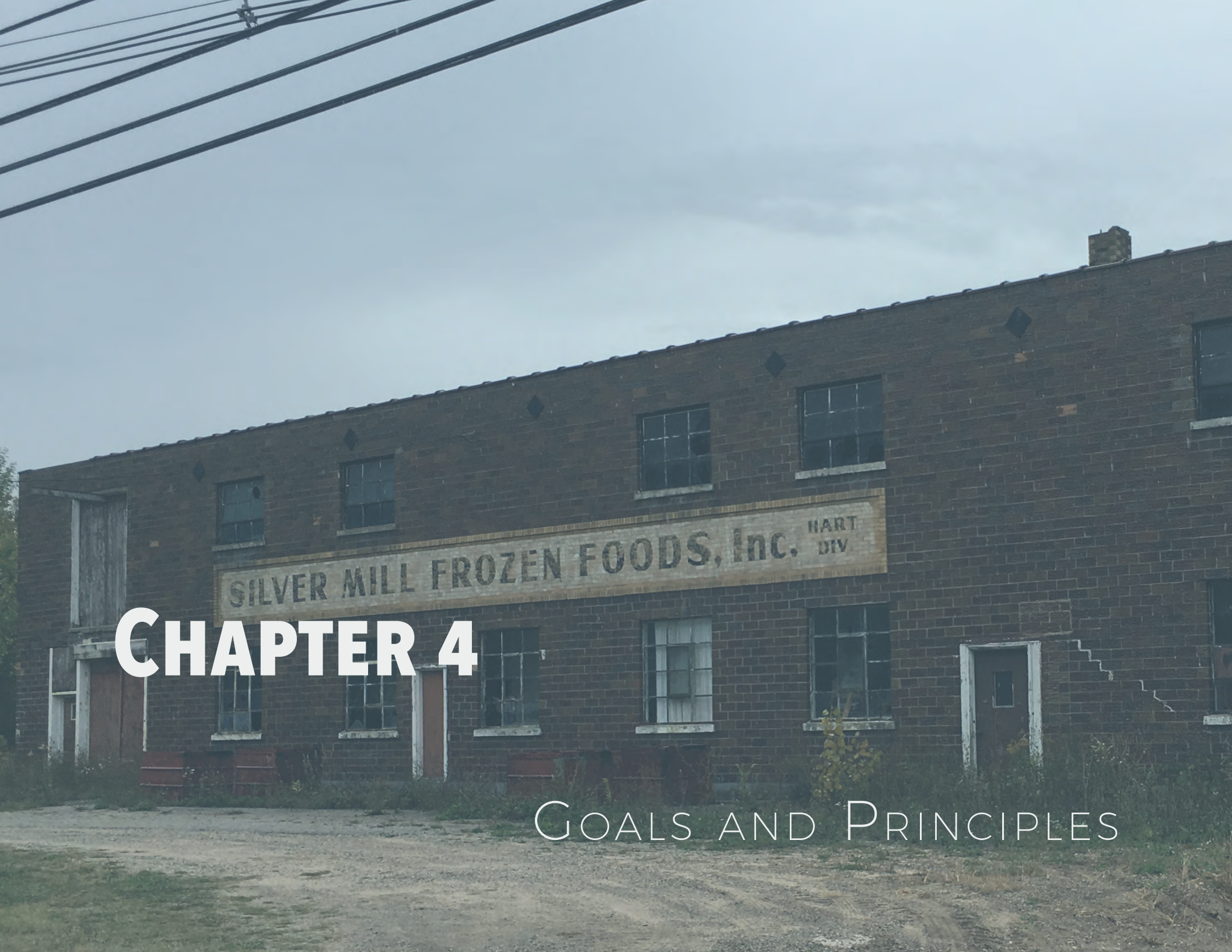


9. Historic District. The Hart Historic District is listed on both the National and State registries and includes structures dating back to as early as the 1880s. The district includes the areas of State Street (from Lincoln to Main), Washington Street (from Water to Dryden), Main Street (from 222 Main St. to Water), and Courtland Street (from Main to Washington). Due to this area's character and age, infrastructure investments such as sidewalks, curbs, and lighting are the greatest need.

The City has developed an annual CIP planning process in an effort to promote transparency and public involvement. The process ensures that the public is consulted to better understand how capital improvements such as roads, emergency service vehicles, and other major items are planned for, procured, and financed by the City. With a more informed public, there can be greater public involvement in the CIP planning process.

The CIP plays a significant role in the implementation of the Master Plan by providing the link between planning and budgeting for capital projects. The CIP process precedes the budget process and is used to develop the capital project portion of the annual budget. The model process includes a kick-off meeting, project development, ranking, Planning Commission advisory review, and City Council approval.


Transportation & Public Facilities
Highway
Major Arterial
Minor Arterial
Collector
Local
Private
Hart Lake
Hart Cemetery
Hart Public Schools
Hart City Hall
Hart Public Library
Hart Area Fire Dept.
City of Hart Dept. of Public Works
Oceana Co. Fairgrounds
Oceana Co. Courthouse
Oceana Co. Medical Care
Veteran's Memorial Park
Gurney Park
Hart Commons
Hart Montague Trail
Tyler
Polk
Fox
Deer
Melody
Colonial
Meadowbrook
Main
Johnson
Hanson
Southern
Enterprise
Wood
Wigton
Jefferson
Lincoln
Church
Washington
Hill N Dale
Circle
Abbey
Lees
Karen
Oceana
Lake
Chester
Mason
Hilltop
Plum
Apple
Peach
Orchard
Mechanic
Water
Courtland
Beagle
Dayton
Gilmore
Riverside
State
Eastern Park
Ridge
Griswold
Union
Dryden
Woodlawn
Parmington
Industrial Park
Spencer
Farm
Young
Flood
Comfort
Creek
Donaldson Creek
64th
72nd
84th
31



Chapter 4

Goals and Principles

OVERVIEW

Through public input and deliberation by the Planning Commission and City Council, goals and planning principles were developed to guide decisions concerning growth, preservation, and investment within the City of Hart. Goals and planning principles, along with the conceptual land use vision provided by the Future Land Use Map, will allow Hart to achieve its future vision of the City.

- Goals. The ends toward which the planning effort is directed; the vision of the desired future of the City.
- Principles. Protocol to guide decisions and achieve desired outcomes. Description of the City's intent regarding land use related issues.

GOALS AND PRINCIPLES

Goal 1: Continue to build a strong downtown that serves as a hub of community activity that provides a unique and beautiful backdrop for area events, social interaction, and commerce, while maintaining its historic nature.

Principles:

1. Focus on design, economic restructuring, promotion, and organization.
2. Continue to facilitate the rehabilitation of existing downtown structures and protect historic buildings with incentives, and as necessary, enforcement actions.
3. Promote infill development that matches and complements the existing classic main street design.
4. Work with anchor downtown businesses to strengthen their position in the community and cross promote with other businesses.
5. Continue to monitor marketing opportunities as outlined in the 2019 Economic Development study. Recruit uses that complement the rural and recreational nature of the area, such as restaurants and retail.
6. Support the Hart Economic and Redevelopment Teams efforts.
7. Preserve the historic nature of the downtown business district.
8. Expand on-street parking opportunities and streetscaping and bike lanes.

Goal 2: Attract new permanent residents to the City that are seeking a vibrant small-town atmosphere.

Principles:

1. Identify target demographics for recruitment as permanent residents of the City. Establish an advertisement campaign to reach out to those demographics.
2. Promote the development of a progressive retirement community; including, independent care, partial care and full care.
3. Provide for a variety of housing types for people wishing to be future permanent residents of the City, including dependent care, senior housing, attached single-family housing, and multi-family.

4. Continue identifying areas in the City that can be beautified and engage in a simple public "spruce-up campaign." Work with civic, business, neighborhood, church and school groups to sponsor activities to upgrade these areas. Efforts may include painting street lights and fire hydrants, street cleaning and planting low maintenance landscaping.

5. Work with local economic development authorities to pursue care facilities and ensure facilities are allowed in target areas.

Goal 3: Maintain, expand, and improve a collection of indoor and outdoor recreational facilities throughout the community for residents and visitors.

Principles:

1. Actively plan for park maintenance and improvements, using the Parks & Recreation Plan as a platform for activity.

2. Work with the Hart Economic and Redevelopment Team and Hart TIFA to develop more facilities in existing parks to increase activity within them and to the extent possible, tie activities to downtown businesses.

3. Promote bicycle and pedestrian facilities and accommodations to ensure safe non-motorized transportation options and opportunities for physical activity and recreation.

4. Capitalize on the Hart-Montague Trail as a recreational resource and economic driver.

Goal 4: Attract tourists to the City and utilize the synergy of Lake Michigan, Silver Lake, Pentwater and Ludington.

Principles:

1. Advertise the City in state and region-wide publications as a place to visit; emphasize events and recreational facilities.

2. Cross promote activities and events in the City with tourist attractions like the state park, Hart historic district, Hart Lake, John Gurney Park, the Hart-Montague Trail, and others.

3. Support and work with local and ethnic businesses to ensure they are unique and attractive fixtures in the community.

Goal 5: Develop a cost effective, consolidated infrastructure system.

Principles:

1. Expand public water and sewer to un-served City locations.

2. Engage in dialog with surrounding communities regarding shared services to stretch limited community resources.

3. Continue to prepare short and long-term capital improvement programs covering major infrastructure and facility needs. Consider the Master Plan during the annual CIP planning process and capital project development and prioritization.

4. Consider traffic calming measures as opportunities arise, particularly in neighborhoods and downtown.

5. Continue support of the Michigan Energy Optimization Program.

6. Encourage neighborhood and development connectivity for streets and non-motorized transportation to ensure a more efficient and convenient transportation network.

Goal 6: Polk Road shall serve as an inviting and attractive gateway to the City of Hart that accommodates economic development and provides a safe travel way for a variety of users.

Principles:

1. Capitalize on the Polk Road and US-31 interchange and the potential to attract visitors into City limits.
2. Ensure a proper mix of commercial and residential designated areas to provide an adequate amount of commercial opportunities for residents and visitors.
3. Work with MDOT to consolidate driveways and plan for safer and efficient access along Polk Road.
4. Ensure safe travel for pedestrians, cyclists, and drivers.



Goal 7: Receive and maintain status as a Redevelopment Ready Community®.

Principles:

1. Follow best practices for the RRC program.
2. Maintain a list of prioritized redevelopment sites.

Goal 8: Protect wetlands, streams, and Hart Lake from environmental degradation.

Principles:

1. Consider water quality during development review and infrastructure projects.
2. Preserve mature vegetated riparian buffer areas.



Chapter 5

Implementation

FUTURE LAND USE PLAN

The future land use plan for the City serves as a guide to assist local officials with decisions regarding day-to-day planning, zoning, land subdivision, and public improvement issues. This section includes descriptions of land use categories planned for the City, a Future Land Use Map, a redevelopment plan, zoning plan, and work plan.

The future land use plan is general in scope. It is not, in most cases, intended to establish precise boundaries of land use or exact locations of future uses in the same way as the Official City Zoning Map. A future land use designation shown on a map does not mean that a rezoning of land to a compatible district is appropriate at the time of an application. The Master Plan is a long-term vision and certain land use decisions will depend on site-specific conditions at the time an application is received.

The timing and appropriateness of zoning map changes is dependent upon many factors, such as availability of public utilities, provisions for adequate roadways, environmental sensitivity, natural and physical site constraints, traffic conditions and congestion, impacts on public services, and the demand for a particular land use as determined by market forces. Many additional case and site-specific factors must be considered when reviewing a request for rezoning a parcel of land, aside from Future Land Use Map consistency.

The key to this section is that there is an important relationship between land use planning and zoning. Planning is guiding land uses from a policy standpoint, while zoning is the act of regulating the use of these lands by law or ordinance. The laws of the State of Michigan require that a community engage in land use planning activities, including the preparation of a Master Plan, prior to the administration of a zoning ordinance in a community.

The following paragraphs address future land use categories and the zoning plan that make the connection between the categories and the Zoning Ordinance and Map.

Traditional Single-family Residential

Land designated as Traditional Single-Family Residential is located throughout the core of the City. Support uses, such as churches, schools, and parks are also appropriate for development within this land use designation. This land use designation is intended as single-family residential development of varying density in a typical grid street pattern. Development in this land use designation should be serviced by public water and sanitary sewer; however, in the event that such services are not available, a decrease in density should apply. Those neighborhoods serviced by both public/community water and sanitary sewer systems could have a density up to seven units per acre. Those not served by public water and sanitary sewer systems should not exceed three units per acre.

Attached Single-Family Residential

To meet housing demands beyond traditional single-family detached housing, the Attached Single-Family Residential category encourages additional forms of single-family housing. These units will blend in with the existing single-family character at modestly increased densities and provide high-quality housing for young families, seniors, and young professionals. This designation will facilitate a transitional use between the downtown area and traditional single-family residential areas. Attached single-family residential housing products are typically separated by a ground-to roof wall, have separate heating/ cooling systems, are individually metered for public utilities,

and are designed in way that does not preclude fee simple ownership. While single-family detached dwellings are not discouraged, townhomes, row houses, and quad, tri and duplex buildings are desirable for this area.

Multi-Family Residential

The Multi-Family Residential land use designation identifies areas of the City that have the appropriate infrastructure to support increased residential densities. These areas are generally in close proximity to arterial roadways and adjacent to commercial properties. Multi-family uses may be used as a buffer or transition area from residential to non-residential land uses. Multi-family developments must be served by public water and sanitary sewer systems and should not exceed 12 units per acre.

Downtown Commercial/Mixed Use

This land use designation encompasses the older, traditional commercial core of the City. Retail, service, and residential land uses are appropriate in this area. However, some additional land uses may be acceptable if they complement the downtown core and provide an activity that is not readily available. In traditional downtown fashion, non-residential land uses (primarily retail and services) should occupy store fronts, while residential and office land uses should be located on upper floors. Further development of this area based on the principles of the Hart Main Street program is highly encouraged.

Mixed use and commercial buildings should fit within the historic context of the downtown area, with facades extending along most of the lot width and established up to the right-of-way, higher levels of window transparency, brick construction, projecting architectural elements and building articulation, and signs that balance the need for advertising with the historic nature of the downtown area. These design elements can be observed in the City of Hart and many other successful Main Street ® communities.

Medical Facilities

This land use designation is located specifically along the eastern boundary of the City, adjacent to Oceana Drive. Much of the area is already developed and serves as a multi-function medical campus for the City and Oceana County. Further development and expansion of this area and use type is encouraged. As the City and the County experience an influx of the baby boomer cohort and aging demographics, the proximity to high quality health care will be a high priority.

General Commercial

Commercial land uses in the City are oriented to community needs and are fairly localized. However, along Polk Road, some commercial uses may be more geared toward providing regional goods and services. General Commercial development is mainly located along State Street, just south of the downtown core. The commercial development along these corridors is typically designed for the traveling public. Control of driveway frequency, location, and spacing should be managed to preserve the roadway capacity and safety. Shared access points and cross access should be encouraged.

Regional Commercial Corridor

This future land use designation recognizes the importance of the Polk Road corridor to allow for highway commercial use, offices, accommodations, hospitality, services, and limited industrial uses that front or are served by the major arterial road.

Not only is future land use contemplated for this designation, but general corridor improvement planning concepts. These design considerations include:

- Cross access easements between parcels for vehicle and pedestrians.
- Service roads.
- Sidewalks.
- Front yard landscaping.
- Improved building materials and architectural design.
- Screening of outdoor storage and loading areas.
- Traffic calming measures.
- Aligned intersections, driveway consolidation, and management of the overall access to Polk Road.

A concept of east/west service "collector" roads to the north and south of Polk Road is contemplated as the corridor continues to develop. Service roads will help to alleviate traffic issues on Polk Road by providing alternative means of access to parcels fronting the major arterial and other rear properties. With service roads, primary intersections are located just east of US 31 at or near Comfort Drive and further east at 72nd. Service roads will lessen the need for additional curb cuts along Polk Road and will provide safer and efficient access between parcels. Future signalization at these locations would help to consolidate turning movements into two key locations, rather than turning movements from multiple driveways. However, two additional minor access points are also contemplated in a future network.

Although the intersections and layout are preliminary and conceptual in nature, the intent of any future service road layout is to consolidate access, lessen the need for curb cuts, provide alternative access to properties, and to allow for ease of movement between parcels. As a concept, a future service road and access management plan would be fully coordinated with MDOT. However, the City has already contemplated taking future ownership and responsibility of this road corridor.



Industrial

Industrial development shall be concentrated along arterial routes and along the boundaries of the City. These properties should be serviced by public water and sanitary sewer and should have direct access to arterial routes. Significant amounts of buffering and separation should be utilized to decrease any detrimental impacts from this land use to neighboring properties.

Public/Quasi-Public

Public/Quasi-Public uses include schools, trails, public and not-for-profit medical facilities, churches, courthouses, city halls, libraries, and a host of other government services and facilities. These particular land uses are not expected to significantly change in the near future during the life of this plan.

Recreational

This designation includes areas planned for or currently utilized as public parks and other recreational or public lands. These areas are to be utilized for both active and passive recreational purposes and can be located in any area of the City. Large scale active recreational areas should be located in close proximity to the major arterial transportation routes in the City.

Re-Evaluation of Future Land Use Area Boundaries

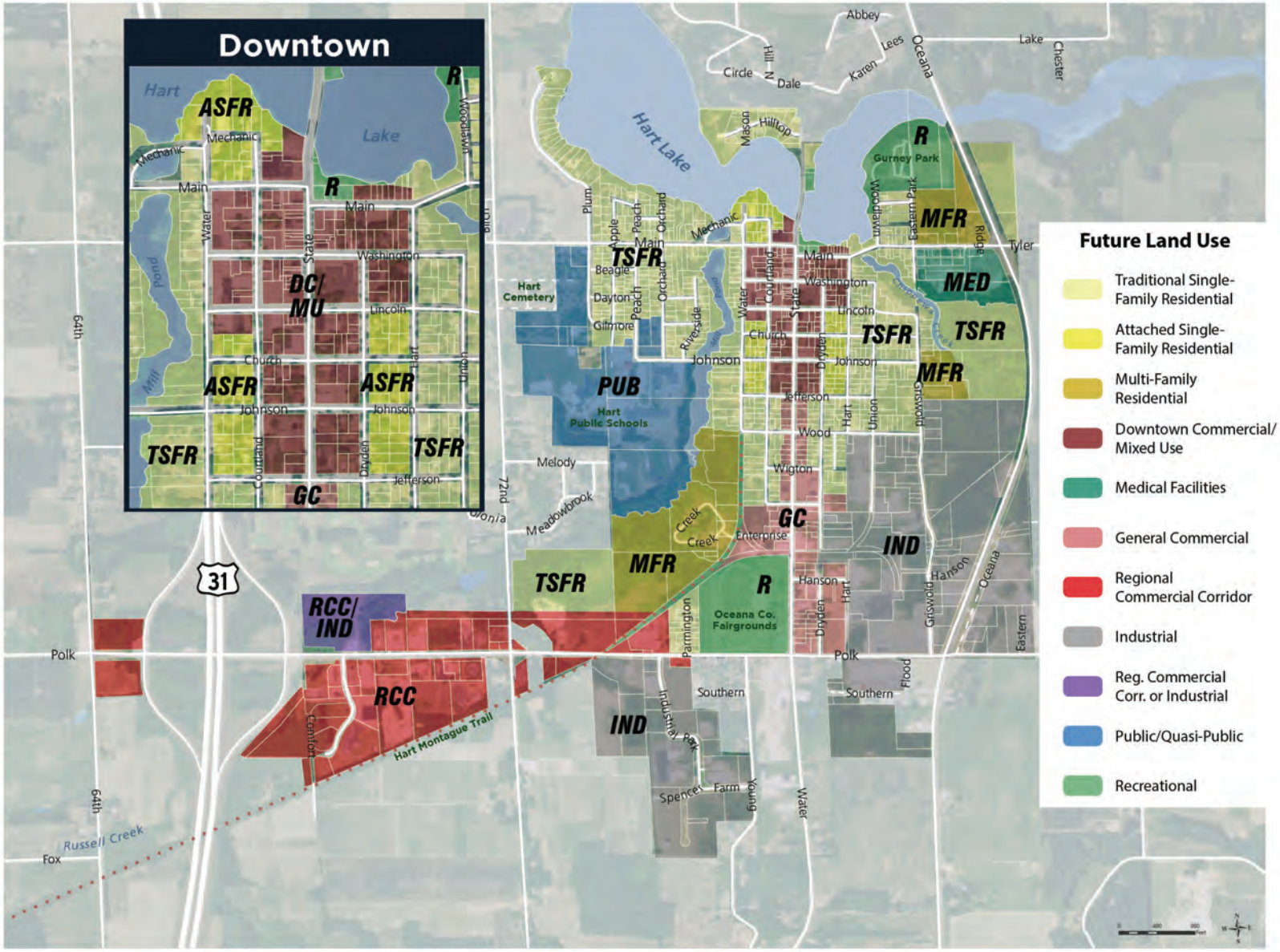
The Michigan Planning Enabling Act requires that the Master Plan be reviewed at least every five years to determine if the plan remains relevant and if changes are necessary. Over time, conditions inevitably change and a reevaluation of goals may be needed.

While the Planning Act does not provide specific guidance for the five-year plan review, the City will use the following criteria for considering amendments to the Future Land Use Map and applicable land use policies:

- Redevelopment opportunities of vacant, abandoned, or underused land.
- Amount and capacity of undeveloped commercial and industrial land.
- Population projections and housing need.
- Present and planned sewer capacity and water availability.
- Road and sidewalk system conditions.
- Public input.
- Environmental constraints and consideration of general impacts.

As conditions change, the City may also consider other strategies to accommodate the need for housing and commercial and industrial growth. These include, but are not limited to:

- Amending zoning regulations to allow denser development, such as lessening building setbacks or increasing height.
- Assessing innovative stormwater management strategies to lessen the acreage necessary for retention while maintaining water quality and increasing development capacity.
- Providing incentives to encourage the redevelopment of abandoned or underutilized development sites.
- Implementing other strategies to maximize use of land to accommodate job growth and to provide goods and services to an increasing permanent and visiting population.


Downtown
Future Land Use
Traditional Single-Family Residential
Attached Single-Family Residential
Multi-Family Residential
Downtown Commercial/ Mixed Use
Medical Facilities
General Commercial
Regional Commercial Corridor
Industrial
Reg. Commercial Corr. or Industrial
Public/Quasi-Public
Recreational
ASFR
R
DC/ MU
TSFR
GC
MFR
MED
PUB
IND
RCC/ IND
RCC
Hart Lake
Hart Cemetery
Hart Public Schools
Gurney Park
Oceana Co. Fairgrounds
Hart Montague Trail
Russell Creek
Polk
Main
Mechanic
Washington
Lincoln
Church
Johnson
Jefferson
Melody
Meadowbrook
Enterprise
Southern
Hanson
Wood
Wigton
Tyler
Oceana
Lake
Chester
Abbey
Circle
Dale
Karen
Lees
Hilltop
Mason
Plum
Apple
Peach
Orchard
Beagle
Dayton
Gilmore
Riverside
Courtland
State
Water
Dryden
Hart
Union
Griswold
Ridge
Eastern
Parmington
Industrial Park
Spencer
Farm
Young
Flood
Comfort
Birch
Woodlawn
Hart
Pond
Mill
Olonia
72nd
64th
31
Fox

REDEVELOPMENT

The City of Hart has taken proactive steps to prepare for commercial and industrial redevelopment in key identified areas on the Future Land Use Map. The City has prepared for new investment and redevelopment through its improvements and upgrades to its utilities and infrastructure as well as providing clear guidance on development processes and procedures. The City strives to be business-friendly to encourage private investment. However, this goal is balanced with preservation of natural resources, environmentally sensitive areas, neighborhoods, and its historic downtown area. Together, this balance will preserve what makes the City of Hart special while opening the doors for economic opportunities.

Strategy

The City of Hart's overall redevelopment strategy includes the following components: placemaking, mobility, streamlining, marketing, and redevelopment sites.

- *Placemaking.* The City is striving to create quality places where people want to live, work, play and learn. Downtown form-based elements are incorporated within the Zoning Ordinance and both public places and private commercial buildings collectively create special and unique places in the City of Hart.
- *Mobility and Complete Streets.* Continued improvements are planned for non-motorized transportation for residents and visitors of all abilities and needs.
- *Streamlining and Processes.* The City continues to assess and improve its development processes and the manuals and outlines available to guide the public and development community.
- *Marketing.* Through partnerships with Hart Economic and Redevelopment Team and the Silver Lake Sand Dunes Chamber of Commerce, promoting the prosperity of all businesses within Hart is a top priority. Develop a strategic marketing plan for the area using the 2019 Economic Development Study as a guide.

Redevelopment Sites

The City has prioritized potential redevelopment sites by assessing the inventory of undeveloped private land and potential redevelopment sites. The prioritization criteria included the following:

- Safe and adequate access state and primary roads.
- Vacant or underutilized buildings and land.
- Availability of utilities.
- Future land use planning.
- Current zoning.
- Environmental suitability.

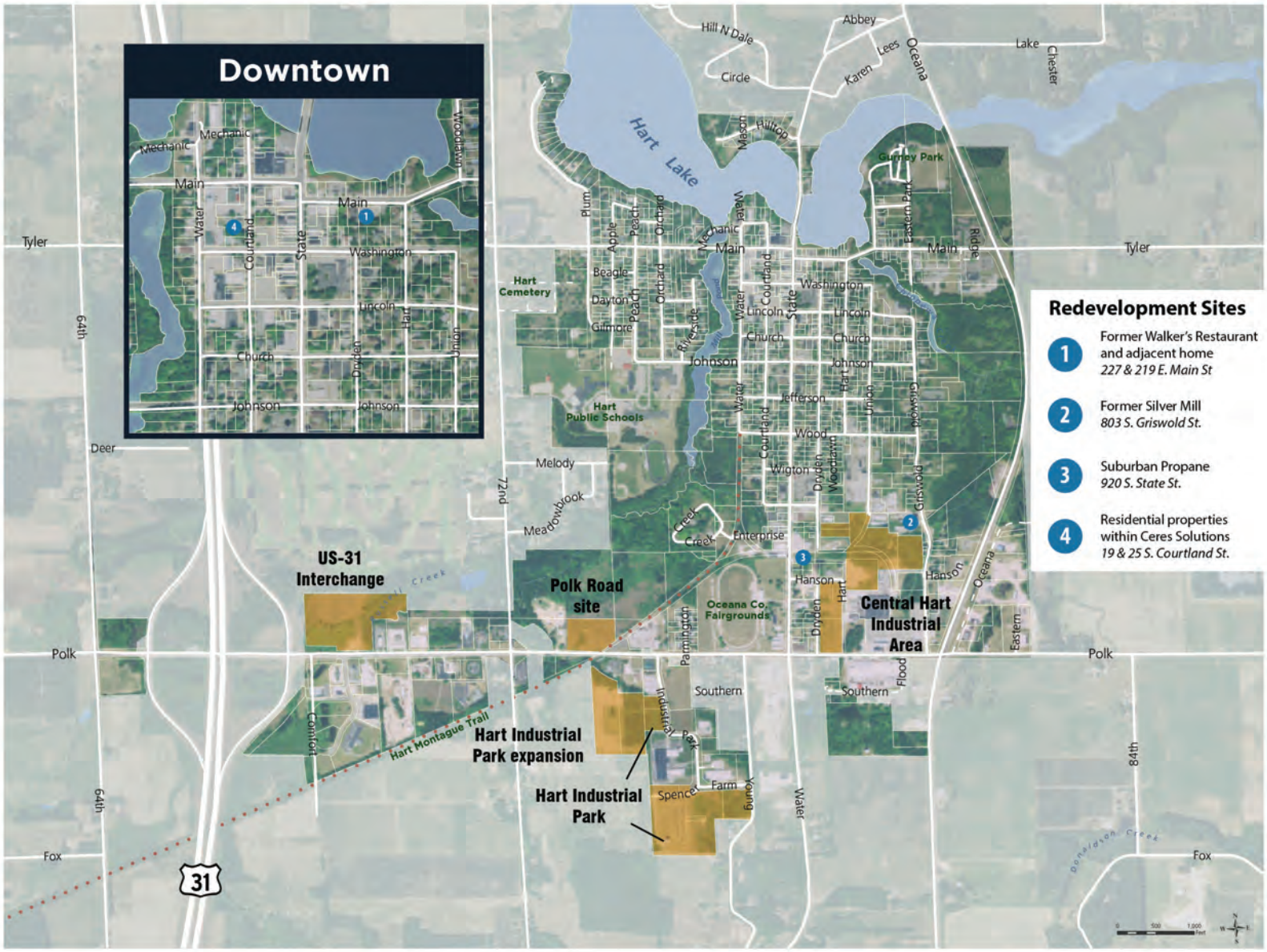
Through this review process potential redevelopment areas were identified. The list of specific sites within these areas will evolve over time and as conditions change. While some of the sites within these areas are currently listed for sale, others are not and the property may not be immediately available.

While the sites may change over time, the general locations include the following:

- US 31 Interchange.
- Polk Road/72nd.
- Hart Industrial Park.
- Central Hart Industrial Area

Further, the following buildings are included:

- Gales IGA Building.
- Ceres Solution Buildings.
- Congregational United Church on State Street.
- The Starting Block in the Industrial Park.
- Hart Historic District Property.


Downtown
Redevelopment Sites
1 Former Walker's Restaurant and adjacent home
227 & 219 E. Main St
2 Former Silver Mill
803 S. Griswold St.
3 Suburban Propane
920 S. State St.
4 Residential properties within Ceres Solutions
19 & 25 S. Courtland St.
US-31 Interchange
Polk Road site
Central Hart Industrial Area
Hart Industrial Park expansion
Hart Industrial Park
Hart Lake
Hart Cemetery
Hart Public Schools
Oceana Co. Fairgrounds
Gurney Park
Hart Montague Trail
Tyler
Polk
Fox
Deer
Main
Mechanic
Washington
Lincoln
Church
Johnson
Melody
Meadowbrook
Enterprise
Hanson
Southern
Farm
Spencer
Industrial Park
Parmington
Dryden
Hart
Oceana
Eastern
Flood
Young
Water
Courtland
State
Ridge
Griswold
Wood
Wigton
Jefferson
Beagle
Dayton
Gilmore
Riverside
Plum
Apple
Peach
Orchard
Mason
Hilltop
Hill N Dale
Circle
Abbey
Lees
Karen
Lake
Chester
Woodlawn
Union
Comfort
64th
72nd
84th
31

ZONING PLAN

The Michigan Planning Enabling Act (Public Act 33 of 2008) requires that a master plan include a "zoning plan" with an "explanation of how the land use categories on the further land use map relate to the districts on the zoning map" (MCL 125.3833). In some identified cases, the corresponding zoning district requirements must be amended to better reflect the intent of the future land use designation.

Future Land Use Designation	Corresponding Zoning
Traditional Single-Family Residential	A, Residential. This district provides primarily for single family dwelling units and includes the majority of the existing residential areas in the City. A-1, Residential. This district also allows for single-family dwellings with larger lot sizes. Both districts allow duplexes as special land uses. A-1 is essentially unused in the City and it may be appropriate to combine these districts.
Mixed Single-Family Residential	This is a new designation with no direct corresponding zoning. Although PUD or multi-family could be used for town-houses, row houses, and attached single-family dwellings, a new zoning district may be more appropriate to develop.
Multi-Family Residential	A-2, Apartment. It is the intent of this district to provide for relatively lower density multi-family residential development at a maximum density of 12 units per acre. PUD, Planned Unit Development. Multi-family units have historically been developed as PUDs in the City.
Downtown Commercial Mixed Use	B-1, Central Business. The B-1 district serves as the downtown shopping district for the City. A wide range of commercial, institutional, and residential uses are permitted which include development standards focusing on building location, pe-destrian accessibility, and special parking provisions.
General Commercial	B-2, General Business. This district is intended to provide orderly and concentrated development of businesses outside the downtown core.
Medical	M-I, Medical-Institutional. Medical-Institutional district provides the need for medical facilities as well as supportive com-mercial, service, and residential uses associated with such institutions.
Recreational	Recreational land uses are allowed in all zoning districts with the exception of industrial zones.
Public/Quasi-Public	Public/Quasi-Public land uses are allowed in all residential zoning districts as well as B-1, Central Business.
Regional Commercial Corridor	CCO Commercial Corridor Overlay District and B-2 General Business. The CCO would need to be updated to reflect the design recommendation of Regional Commercial Corridor.
Industrial	D-1, Industrial & D-2, Industrial Park. The D-1, Industrial and D-2, Each of these two industrial districts allow for the pro-cessing, manufacturing, treating, and assembling of materials.

FUNDING

The City of Hart utilizes several sources of revenue: property taxes, fees for service, grants, and various financing tools. Specialized programs like a tax increment financing authority (TIFA) can utilize tax capture to support redevelopment efforts.

WORK PLAN

The following table outlines the City's proposed future work plan to implement the Master Plan.

Action	Responsibility	Timing
1. Determine a strategy to help existing businesses expand and recruit new businesses to respond to today's market.	**H.E.A.R.T, Chamber, City Council, City Manager**	**Year 1**
2. Market the downtown's unique characteristics to residents, visitors, investors and business owners. Prepare and marketing, branding and signage plan to promote City businesses and attract visitors to downtown businesses and to attract new residents; include information in regional publications and focus on City events, historic district, and recreational opportunities. Goal #1 Downtown, Goal #2 Residents & Small-Town Atmosphere, Goal #4 Tourism	**H.E.A.R.T, Chamber, City Council**	**Years 2-3**
3. Identify key structures to protect and renovate and search for State and Federal historic preservation grants for long-term protection. Goal #1 Downtown	**City Council, Planning Commission, Staff**	**Years 2-3**
4. Assess downtown zoning districts and the City's ability to allow and incentivize redevelopment of existing vacant or underused structures. Investigate the possibility of amending the zoning ordinance to accommodate redevelopment and revise regulations as necessary. Goal #1 Downtown	**City Council, Planning Commission, Staff**	**Year 1**
5. Extend on-street parking on State Street south of Church Street. Goal #1 Downtown	**City Council, Staff**	**Years 2-3**
6. Review and revise anti-blight regulations and revise as necessary. Initiate an anti-blight code enforcement program with initial focus on the downtown core. Begin with an educational process and follow with notice of violation or non-compliance after sufficient time is given to landowners and occupants. Allow for the ability to clean up blighted areas and recover the cost from landowners. Goal #1 Downtown, Goal #2 Residents & Small-Town Atmosphere, Goal #4 Tourism	**H.E.A.R.T Staff**	
7. Assess the zoning ordinance regulations concerning housing types common for retirement age residents and ensure there are no regulatory barriers for a variety of housing types for potential permanent residents. Expand residential zoning to consider attached single-family dwellings. Goal #2 Residents & Small- Town Atmosphere	**City Council, Planning Commission, Staff**	**Year 1**

Action	Responsibility	Timing
8. Target areas for beautification, identify needs, and coordinate with community groups willing to assist with clean up and beautification efforts. Goal #2 Residents & Small-Town Atmosphere	**City Council, Staff**	**Year 1**
9. Mark "neighborhood walk and bike tours" in designated areas to promote physical activity and to provide an interpretive history of the City of Hart. If possible, tie these walks into the Hart/Montague Rail Trail. Goal #1 Downtown, Goal #3 Recreation.	**Staff**	**Years 2-3**
10. Design neighborhood walk and bike routes along safe travel areas and provide interpretive signage and brochures. Continue to build upon past efforts. Goal #1 Downtown, Goal #3 Recreation	**City Council, Planning Commission, Staff**	**Years 2-3**
11. Identify key areas and opportunities to improve bicycling and pedestrian accommodations to ensure safe travel. Investigate crosswalk striping, signage, signals, bump-outs, and other methods to calm traffic around bike and pedestrian facilities and create awareness of nonmotorized transportation. Goal #3 Recreation, Goal #4 Infrastructure	**City Council, Planning Commission, Staff**	**Years 2-3**
12. Continue a sidewalk improvement program and ensure connections between developments. Goal #5 Infrastructure	**City Council, Planning Commission, Staff**	**Years 2-3**
13. Expand water and sewer and assess CDBG and other grant opportunities. Goal #5 Infrastructure	**City Council, Staff**	**Ongoing**
14. Identify potential services that can be shared over jurisdictional boundaries and initiate conversations with adjacent communities. Goal #5 Infrastructure	**City Council, Staff**	**Years 2-3**
15. Revise the Commercial Corridor Overlay District to regulate access management, landscaping, design, architecture, signs, and sidewalks along the Regional Commercial Corridor. Goal #5 Infrastructure	**City Council, Planning Commission, Staff**	**Years 2-3**
16. Investigate the feasibility of accepting the Polk Road and Oceana Drive segments within the jurisdiction into the City system to address speed, access management, and signalization. Goal #5 Infrastructure	**City Council, Planning Commission, Staff**	**Years 2-3**
17. Investigate US-31 interchange improvements, such as entry and welcome signage, landscaping and lighting. Goal #4 Tourism, Goal #6 Polk Road	**City Council, Planning Commission, Staff**	**Years 2-3**
18. Assess the possibility of zoning regulations to protect water quality and amend the Zoning Ordinance as applicable. Goal #8, Water Quality	**City Council, Planning Commission, Staff**	**Years 2-3**



Chapter 6

Appendix A

TRAFFIC

Daily traffic counts on US-31 have increased the last several years including the most recent traffic count MDOT performed in 2016. See table below:

Traffic Counts, Vehicles per Day (VPD) 24-hour Count	1988	1992	1996	2002	2011	2016	2023
U.S. 31, South of Hart	8,600	7,200	8,100	10,000	8,500	10,600	10,866

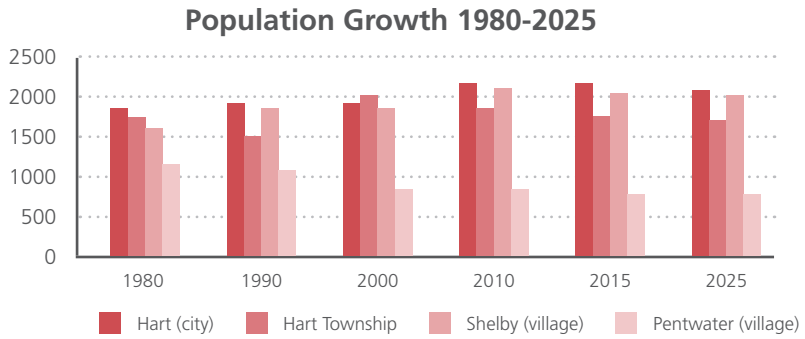
Source: MDOT average vehicle volumes

POPULATION

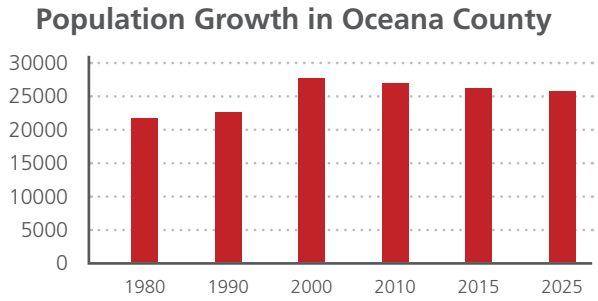
Trends

Hart's population was 2,139 in 1970, it dipped to a low of 1,888 in the 1980s primarily due to reductions in manufacturing jobs in the greater Muskegon area, to which many people commuted for employment. Since that time, the population has increased slightly to 2,126 by 2010. Most cities have experienced a slower growth in their population than surrounding townships due to a decrease in family sizes, out-migration and an increase in single-person households. This is consistent with state and national trends. By comparison, Oceana County's population increased by about 20% in the decade of the 90's. The county's 2020 annual population estimate was 26,659, representing a slight increase from the 2000 figure of 26,873 like City of Hart which grew slightly in population between 2000 and 2010, decreased in 2016 and increased to an all time high in 2022.

1970	2,139
1980	1,888
1990	1,942
2000	1,950
2010	2,126
2016	2,086
2022	2,173



Source: WMSRDC demographic and economic projections 2015-2025



Source: WMSRDC demographic and economic projections 2015-2025

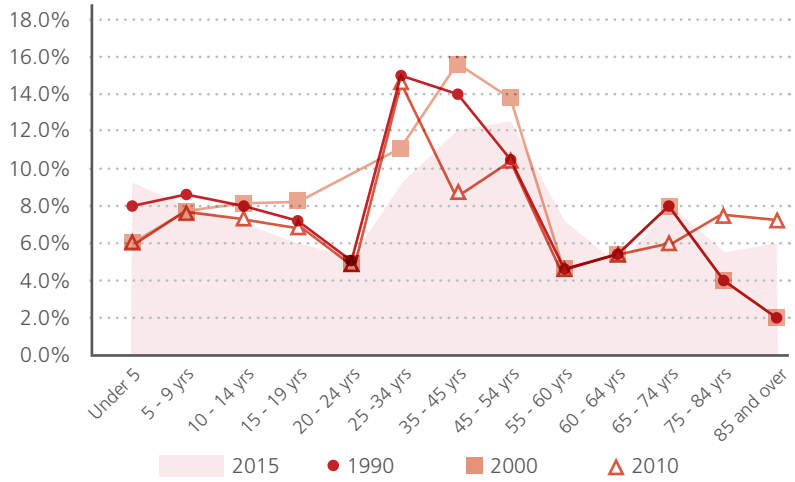
Age

Demographically, the composition of Hart's population has changed over time. While the total population has not experienced any drastic changes, the makeup of the population has. Nationwide trends show that communities across the country are getting older and household sizes are getting smaller. Some of these trends hold true for Hart, while others do not. This is what makes Hart a unique community with qualities and

characteristics only unto itself. In 2022, estimated median age in the City of Hart is 39.5 years of age, slightly under state (38.9) and county (42.3) figures and an increase from the 2010 median age of 37.3.

Understanding age distribution of the population is important for several reasons. This provides an indication as to which cohorts will be in most need of provisions such as housing, education, or recreation. As seen in the figure below, the two most significant changes in the age distribution is the decrease in residents between the ages of 25 to 54 and the increase of residents 65 and older. Prior decades saw greater numbers of school-aged children and their parents with sharp declines in 20 to 24 year olds who leave the city for economic and education opportunities and 55 to 65 year olds who leave once their children become of adult age. In 2010, there is a greater percentage of children 5 years and younger as well as young adult between the ages of 20 and 24 than in decades past. These are promising yet important trends as Hart will need to cater to the needs of an ever-changing demographic.

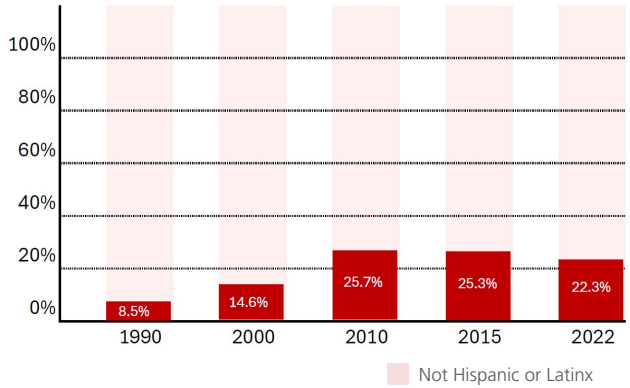
Population Age Shift



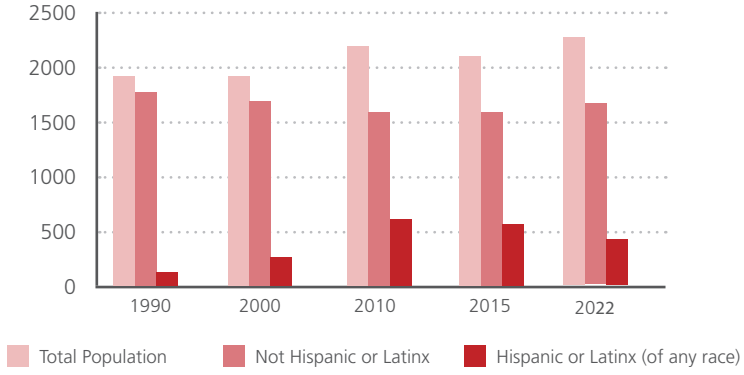
Race

Hart has also experienced a shift in ethnic makeup of the city. Due to the number of agricultural jobs in the community, Hart has seen an increase in residents of Hispanic origin. This in-migration of Hispanic residents is largely the reason for Hart's recent population growth. In 1990, Hispanic residents comprised of just over 8% of the total population. By 2010, over a quarter of the total population of Hart was Hispanic. That proportion has held steady through the second half of the decade.

Hispanic Population Percentage Growth

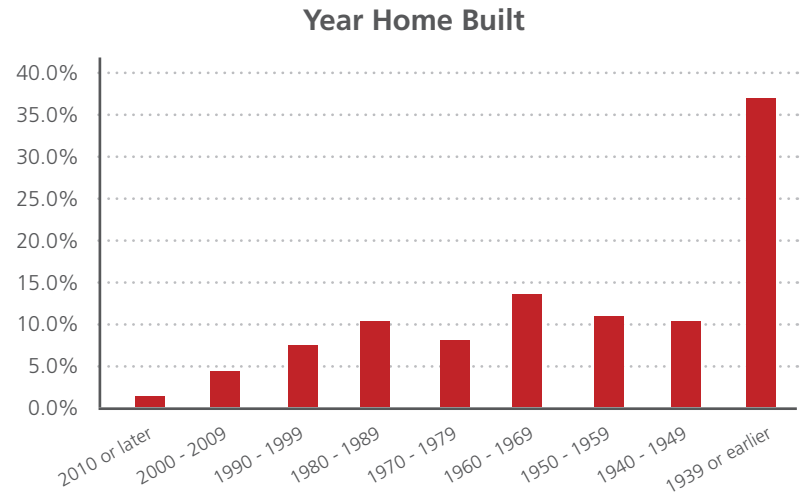


Hispanic Population Growth



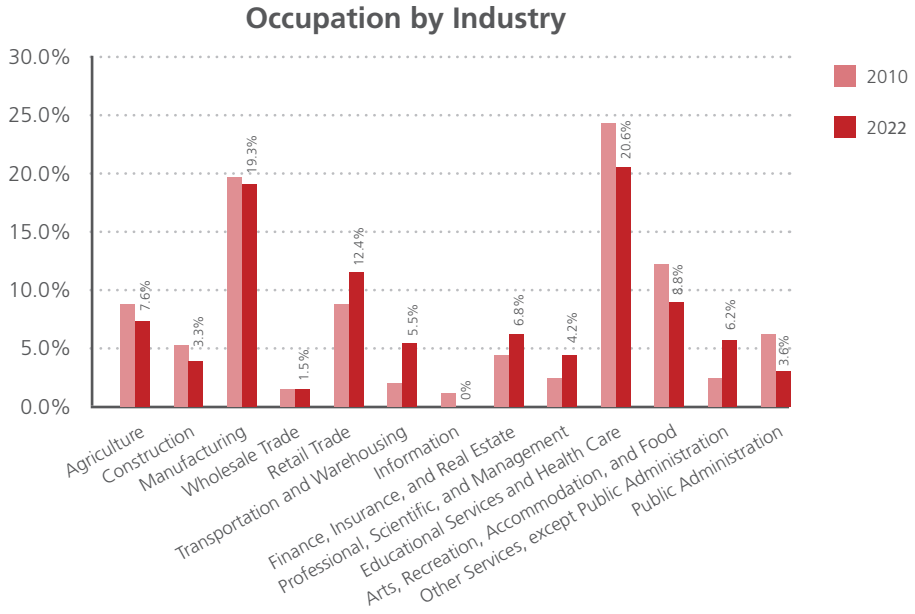
HOUSING

Median housing value for owner-occupied homes was just over $115,100 in Hart as of 2022. Over one-third of all housing units in the city were constructed prior to 1940. Several of these homes are historic treasures which are important in preserving to continue Hart's legacy as a small, main street town.



OCCUPATION

Manufacturing, although decreasing, is still a significant employment sector in Hart today. While jobs in this field are diminishing, fruit crops and the agri-business industry is still the backbone of the community. Approximately one-fifth of Hart residents work in some type of manufacturing role. Additionally, retail trade sector comprises an increasingly significant portion of the employment composition of the town with 12% of Hart residents working in this sector. The largest sector, however, is educational services and health care. Institutions such as the Oceana County Health Care facility, Hart Public Schools, and a Michigan State University extension continue to make up a large portion of the employed population in the city. These are higher-paying occupations which greatly add to the Hart employment base.

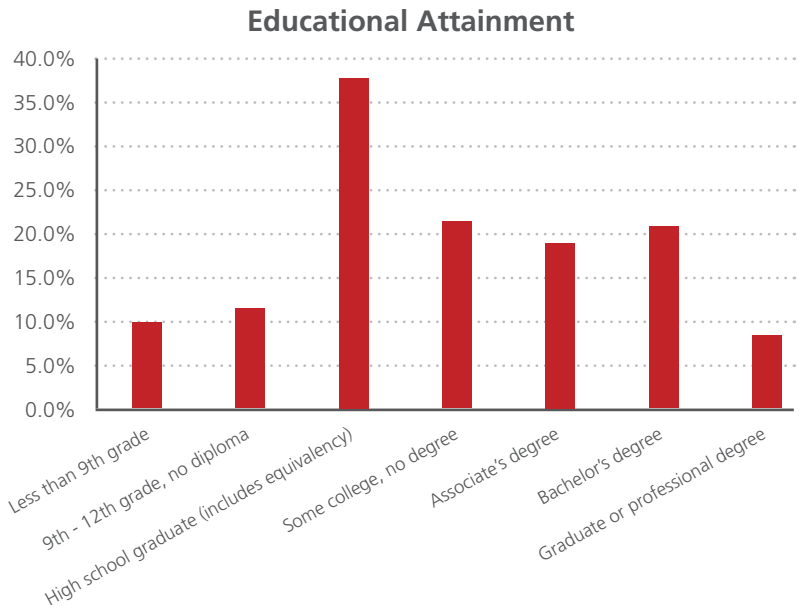


INCOME

In accordance to Hart's high number of agricultural and manufacturing positions, Hart's residents typically live in modest means. Median household income in the City is $56,979 year. This figure is less than the rest of Oceana County ($60,691 a year). This represents a significant increase over the 2015 figure of $26,587 year but less than the 2000 figure which was $25,000 and inflation should be taken into consideration.

EDUCATION

The local economy is typically reflected by the educational attainment of those in the community. As higher-paying positions in the fields of medical and educational services locate in the city, residents arriving in the area typically have more education than their predecessors. In 1990, nearly one-third of the population had no high school degree. In 2016, that figure fell to nearly one-fifth. Graduation rates have increased slightly since 2010 (36%) to 37%. Over 19% of the population holds a higher education degree, an increase of 4% since 2010.



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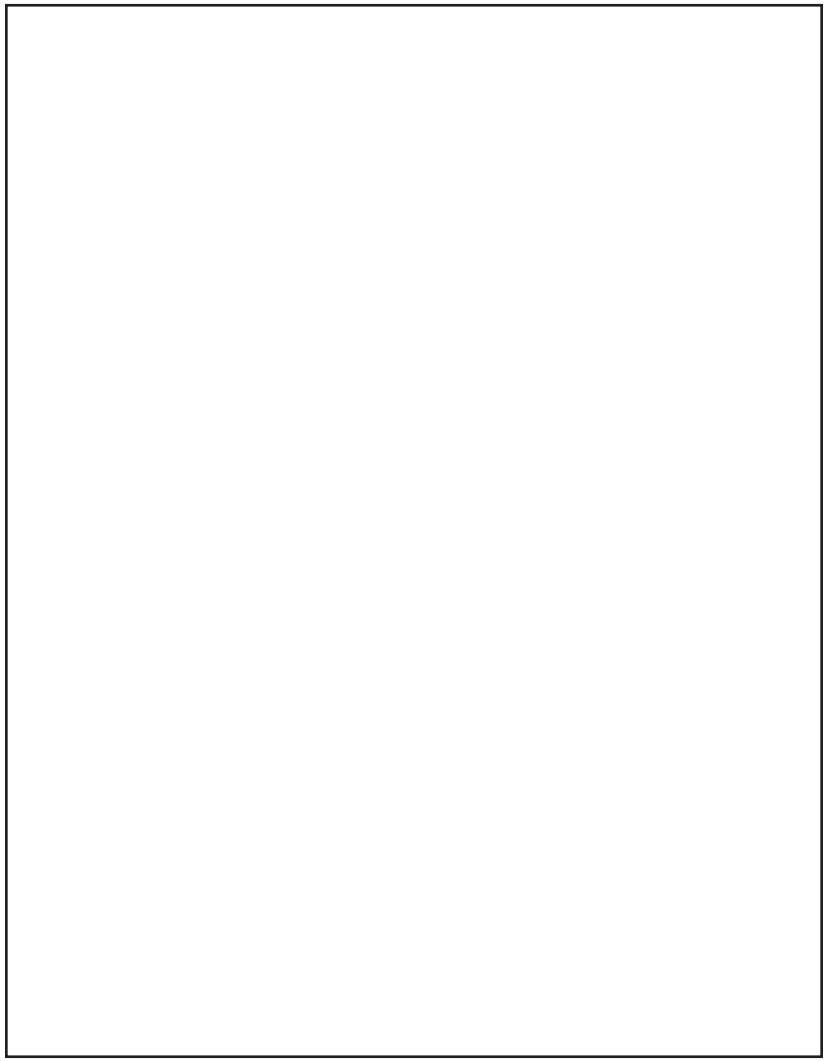
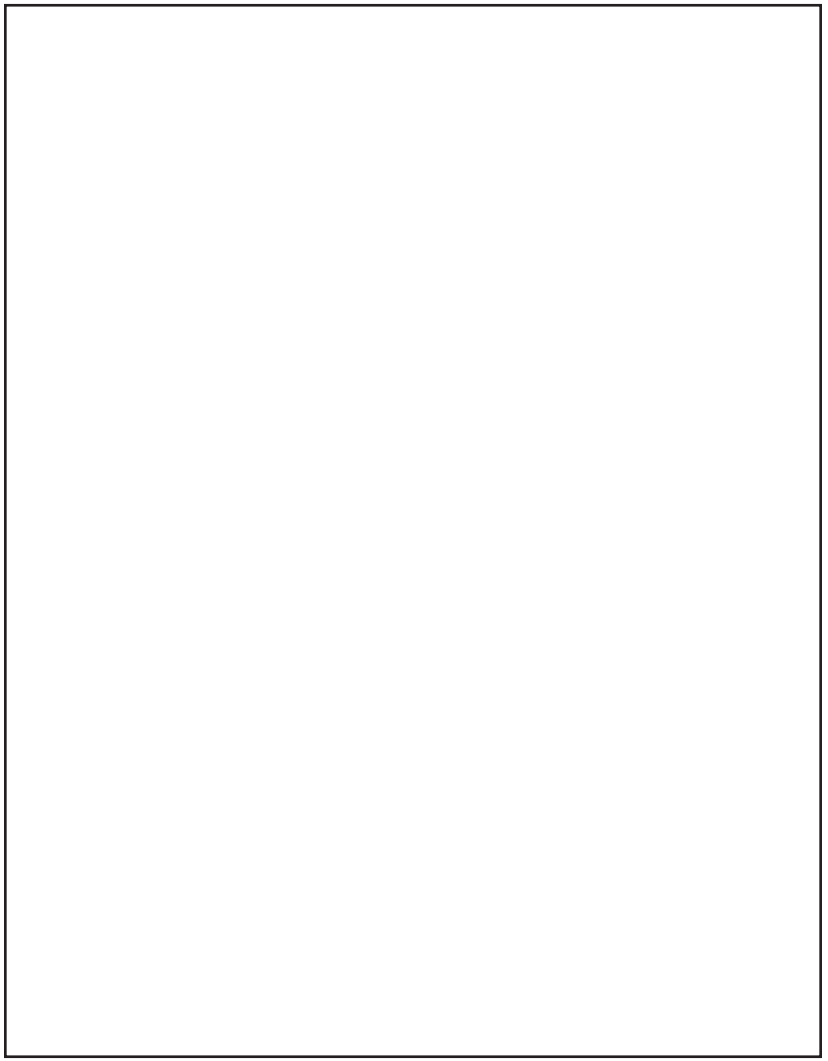
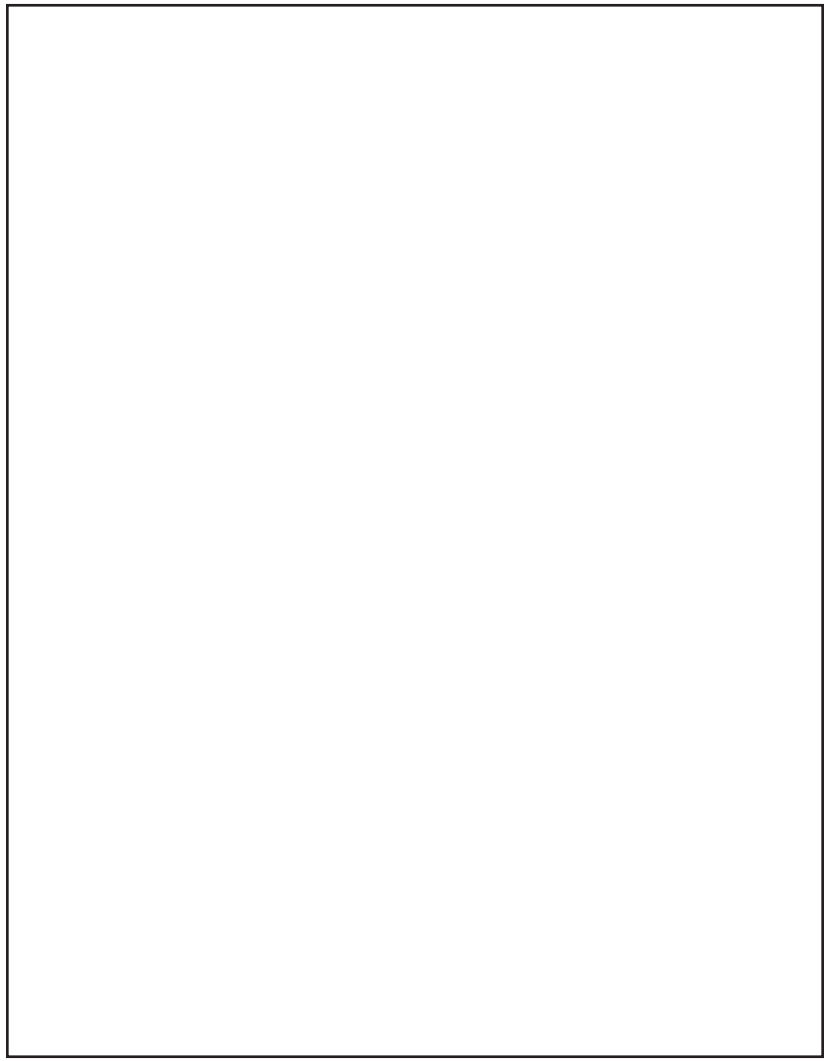
PLANNING COMMISSION RESOLUTION





CITY COUNCIL RESOLUTION





City of Hart

Oceana County, Michigan

5-Year Park & Recreation Plan 2024 - 2029

Prepared by

FLEIS&VANDENBRINK
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October 2021

September 2024 - Reaffirmed

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Council Member	Dean Hodges
Council Member	Jim Evans
Council Member	Kris Trygstad
Council Member	Jim Cunningham

Parks & Recreation Committee

Member	Travis Larson
Member	Catalina Burillo

City Manager – Rob Splane

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-

Section A – INTRODUCTION & COMMUNITY DESCRIPTION

Part 1 – Introduction & City History

The City of Hart is located in the west central lower peninsula of Michigan. Hart is in the northwest portion of Oceana County and is the county seat. It is the only City in the County. Oceana County is a tourism and agricultural community of 26,659 people (2020 census) located on Lake Michigan. Other notable features within the county, aside from the shoreline, include the Manistee National Forest, MDNR owned land, and a variety of smaller lakes. The City of Hart is situated approximately seven miles from Lake Michigan and is part of Hart Township. It is adjacent to Hart Lake, a 250-acre impoundment of the South Branch Pentwater River.



Location Map

Hart is located along US-31 in the western Ocean County. It's an important highway of the State's highway system that passes just west of the downtown, making the area highly accessible from both the north-south routes. The cities of Muskegon and Ludington are the nearest commercial centers within 40 miles. Grand Rapids (pop. 193,710) is the second largest city in Michigan about 75 miles from Hart. Chicago and Detroit markets are about four hours by vehicle, both of which play a significant role in the tourism trade and growing industrial and commercial development. The City of Hart is in the Township of Hart. Additional nearby municipalities include Weare Township, City of Mears, Shelby, and Pentwater.

Hart was named from its central position in the "heart" of Oceana County. It was founded in 1856 by early pioneers including Nelson Grove. Hart Township was named after Wellington Hart.



Map of the City

Before any recreation plan is adopted and enacted, it is first important to understand the needs of the community and its residents, what recreational opportunities already exist and what future projects and programs are relevant to the residents of the Community. This is based on the age, ability, population, density and the availability of recreation in the surrounding communities. This input is a critical component of this plan and the Community has united to develop a recreation plan to enhance the quality of life for everyone in the Community.

The foundation for the development of the Hart Parks and Recreation Plan was based on the following goals:

- Involve the community in the process to develop a Five Year Recreation Master Plan,
- Inventory and map existing Hart recreational facilities,
- Build a strong foundation of Hart area stakeholders in addressing the future Recreational needs and priorities of the Community,
- Enable the City of Hart to be eligible for financial assistance based upon the Recreation Plan,
- Facilitate interagency collaboration in establishing recreation goals, objectives, and actions,
- Continue to support and implement improvements for barrier–free, Universal Access to Hart area parks, and
- Consistency with and expansion upon goals and objectives set forth in existing planning documents that deal partially or wholly with recreation.

The newly revised Recreation Plan's intended use is to guide the City of Hart officials on all future recreational and parks projects within the City of Hart. Specifically, this plan is developed in accordance with the guidelines for Community Park, Recreation, Open Space and Greenway Plans published by the Michigan Department of Natural Resources (MDNR). A five-year, MDNR-approved Recreation Plan is necessary for the government entities to pursue MDNR-administered grants. This plan is written for the City of Hart and it covers all aspects of park facilities and recreation within the community.

Part 2 – Social Characteristics

Population

The population of the City of Hart increased by 10 persons to 1,574 between 2010 and 2020, or 0.99%. The County as a whole has also experienced some small growth from 2010-2020.

Table 2-1 City of Hart Population, 2010 -2020			
	2010	2020	% Change 2010-2020
City of Hart	1,564	1,574	0.99%
Oceana County	26,570	26,659	0.99%

Source: U.S. Census Bureau 2010 & 2020

Median Age

While the overall population is the most important consideration, there are other characteristics to consider when planning for a community's recreation. The age distribution of a community influences the types of facilities and programs needed. Table 2 shows that the City's median age (37.4) is lower than the County but on par with the State of Michigan average. This would indicate that the City has a younger age base than the rest of the county due to a higher percentage of persons in the 18 and under age groups. Of course, the City should not ignore the other age groups since they still comprise a large proportion of the overall population.

Table 2-2 Median Age in City of Hart 2010-2019		
	2010	2019*
City of Hart	37.3	37.4
Oceana County	45.1	43.2
Michigan	38.3	39.2

** U.S. Census Bureau 2019 estimate*

The size of families in Hart follows the Oceana County and Michigan trend of staying fairly even when compared to the State of Michigan trend for smaller households. The general trend toward smaller family size may be due to many factors including end of the baby boomer generation, divorce, widowed older persons and young people waiting longer to get married.

Table 2-3 Average Household Size in City of Hart 2010-2019			
	2010	2019	% Change 2010-2019
City of Hart	2.67	2.56	-39.1%
Oceana County	2.58	2.53	-1.9%
Michigan	2.49	2.47	-0.8%

** U.S. Census Bureau 2010 & 2019 estimate*

Income, Poverty and Employment

Year-around Hart households had a median income of $40,521 in 2020. This compares with $50,104 for Oceana County and $59,584 for the State of Michigan. This would place the City's bottom 1/3 in the ranking category of median income for communities across Michigan. The MDNR guidelines for income categories are recalculated every year and has not been done for 2021 yet, but if they change at all, it is very minimal. So, the figures below are a guiding point:

Bottom 33% = $0.00 - $43,897.00
Middle 33% = $43,898.00 - $54,432.00
Top 32% = $54,433.00 - $95,780.00
Top 2% = $95,781.00 - Above

	Hart City, Michigan					
	Total		**With a disability**		**Percent with a disability**	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total civilian noninstitutionalized population	1,951	±252	370	±91	19.0%	±4.5
SEX						
Male	983	±156	175	±53	17.8%	±5.3
Female	968	±130	195	±56	20.1%	±5.7
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	1,794	±246	333	±87	18.6%	±4.7
Black or African American alone	9	±17	0	±10	0.0%	±86.7
American Indian and Alaska Native alone	34	±23	17	±17	50.0%	±33.6
Asian alone	0	±10	0	±10	-	**
Native Hawaiian and Other Pacific Islander alone	4	±5	4	±5	100.0%	±100.0
Some other race alone	63	±34	6	±9	9.5%	±12.4
Two or more races	47	±34	10	±14	21.3%	±23.5
White alone, not Hispanic or Latino	1,291	±180	306	±81	23.7%	±5.9
Hispanic or Latino (of any race)	615	±185	57	±41	9.3%	±6.0
AGE						
Under 5 years	147	±52	3	±4	2.0%	±2.7
5 to 17 years	420	±101	52	±48	12.4%	±10.5
18 to 34 years	403	±78	27	±19	6.7%	±4.5
35 to 64 years	710	±108	173	±49	24.4%	±6.8
65 to 74 years	131	±37	40	±31	30.5%	±18.5
75 years and over	140	±39	75	±31	53.6%	±14.3

** U.S. Census Bureau 2019 estimate*

The disability status of a population may be especially significant when considering recreational needs for a community. With 19.0% of the total the City population affected by some form of disability, these individuals may have difficulty participating in recreational programs, accessing facilities or even getting to designated public areas. Understanding the disability status of the City's population may assist decision-makers in determining adequate programs and appropriate locations for recreational activities. With the passage of the Americans with Disabilities Act of 1990 (ADA), all areas of public service and accommodation became subject to barrier-free requirements, including parks and recreation facilities and programs.

Part 3 – Physical Characteristics

Climate

The climate in and around Hart is considered continental and is strongly influenced by Lake Michigan throughout most of the year. Spring and early summer temperatures are cooler than those observed in central and eastern Michigan because of prevailing westerly winds which blow across Lake Michigan. Similarly, temperatures of fall and winter are milder. The area rarely experiences prolonged periods of either hot, humid weather in the summer or extreme cold during the winter.

Mean daily maximum temperatures during the summer months typically range between 74- and 78-degrees Fahrenheit, while the mean daily temperatures during the winter typically range between 15- and 20-degrees Fahrenheit. The annual precipitation is around 32 inches, with the average annual snowfall being 85 inches.

Woodlands

Originally, Michigan was covered with a dense forest of deciduous trees. As the area was cleared for farming and development, or the trees were removed for timber, the area's forests were replaced by farm fields, open field areas, orchards and smaller forested areas containing both deciduous and coniferous trees. Much of the City's original vegetation has been replaced due to the land use patterns that typically develop within a densely populated community. Most of the natural vegetation in the City is located along the floodway/floodplain corridor along the Pentwater River, Chippewa, and Russell Creeks.

Wetlands

The wetlands in the City are similar to the County in that wetlands with associated woodlands that existed during the time of large expanses of pre-settlement wetlands have been reduced to small, scattered upland areas or wetlands associated with floodway/floodplain areas. Upland wetlands have been reduced due to filling, subsurface drainage and drain construction undertaken to improve agriculture. Most upland wetlands are forested and are less than 20 acres in size. Both upland and coastal wetlands provide opportunities such as hiking, nature viewing, hunting, and environmental education.

The Wetlands Map shows wetland areas that serve to provide wildlife habitat, stormwater storage, water quality improvement, natural scenery, and other benefits. Generally, these areas exhibit severe limitations for the use of individual waste disposal systems. A majority of the wetlands are located along the various waterbodies such as rivers, creeks, streams, drainage ditches and other water bodies.

Hydric soils are also identified. These are soils that have formed in the presence of water for sustained periods. They can be used to help locate wetlands, especially those that have been disturbed or altered by fill or excavation. Hydric soils may be unsuitable for certain types of development and can be an indicator of high groundwater levels.

Because they occur where the dry land meets the water, wetlands play a critical role in the management of our water-based resources. Acre for acre, wetlands produce more wildlife and plants than any other Michigan habitat type. Wetland species also comprise a critically important segment of these species.



Benefits of wetlands are many. Wetlands help:

- Reduce flooding by absorbing runoff from rain and melting snow and slowly releasing excess water into rivers and lakes - a one acre swamp when flooded to a depth of one foot contains 330,000 gallons of water
- Filter pollutants from surface runoff, trapping fertilizers, pesticides, sediments, and other contaminants and helping to break some of them down into less harmful substances, improving water clarity and quality
- Help recharge groundwater supplies when connected to underground aquifers
- Contribute to natural nutrient and water cycles, and produce vital atmospheric gases, including oxygen
- Provide commercial or recreational value to our human economy, by producing plants, game birds (ducks, geese) and fur bearing mammals - many fish are directly connected to wetlands, requiring shallow water areas for breeding, feeding and escaping from predators
- When wetlands occur adjacent to inland lakes or streams, they serve as nutrient traps that then enrich the larger body of water of which they are part

The last century has seen a greatly increased rate of wetland loss due to filling and drainage by man. Prior to World War II, drainage to expand agricultural lands accounted for most of this loss. Recently, much wetland destruction has been caused by commercial, industrial, and residential expansion. The estimated 11 million acres of Michigan wetlands existing in pre-settlement times has now been reduced to less than 3 million acres. Recent legislation has slowed the loss rate somewhat but threats to these habitats, particularly the smaller wetlands, continue in many areas.

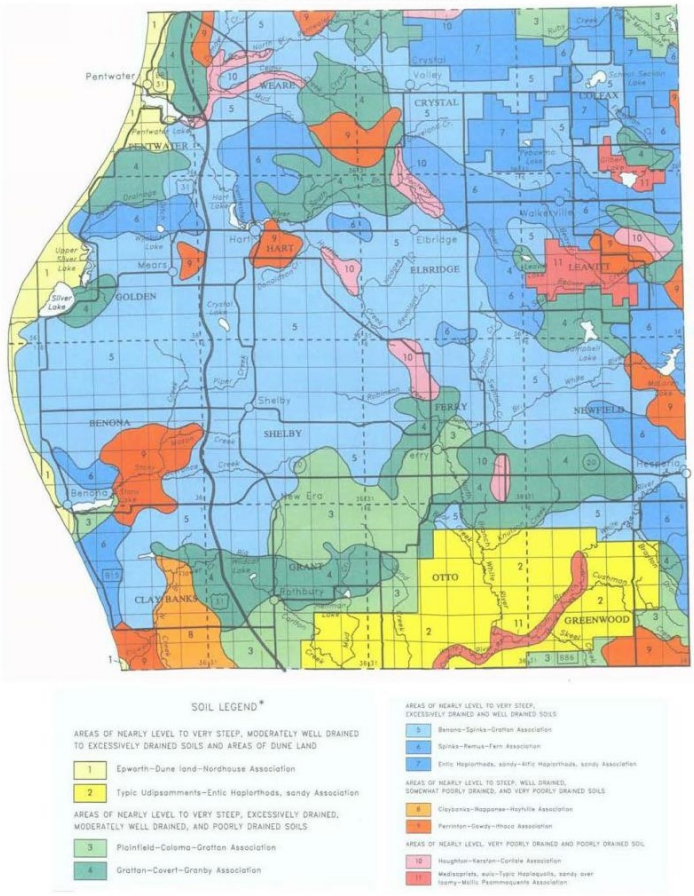
Prior to park & recreation development, the Michigan Department of Natural Resources (MDNR) should be consulted to review the results of a wetlands determination. The impacts of development within

wetland areas should be carefully considered, and a permit from the MDNR should always be obtained if regulated wetlands are to be impacted.

Soils

Soils are a primary factor in determining suitability for a given development, and must be considered to ensure a sustainable balance between development and the natural environment. Soil surveys assist in determining the extent of flood prone areas, prime farmland potential, access to aquifers, erosion and sedimentation potential, ability to site septic tanks and absorption fields, and limitations for construction and foundations. In addition, soil surveys can give direct information regarding areas more or less suitable for such recreational uses as camping facilities and golf courses.

GENERAL SOILS MAP
Source: USDA/Mich.Dept.Agr.(compiled 1995)



In general, Oceana County's soils were formed from the remains of the last glacial retreat. This means that in Oceana County, like much of western Michigan, sandy soils are predominant. The Soil Survey of Oceana County includes detailed soil maps with interpretation guides to help determine the suitability of particular sites for various kinds of development. It identifies 93 different soil types, which fall into 60 soil series. The Survey also includes a General Soils Map, which enables a broad overview of the county's soils through identification of major soil associations based on attributes such as pattern of soils, relief and drainage.

Water Resources & Drainage

Hart Lake, in addition to being an important community amenity, is a 240-acre impoundment of the Pentwater River which has a hydroelectric dam that generates electricity for many area businesses and residents. Chippewa and Russell Creeks are part of the Hart Lake watershed and provide green spaces and wildlife habitat.

Fish and Wildlife

The area's wildlife is typical of that found in most of Lower Michigan. Common wildlife includes deer, raccoons, opossums, rabbits, muskrats, beavers, squirrels, rodents, and other small mammals. The area is home to a variety of birds including owls, wild turkeys, pheasants, and many others. The area is also a seasonal home to many migratory birds including ducks and Canada Geese.

Utilities Services

Hydro Electric. Improvements to the City's hydro-electric system are necessary to ensure long-term provision of electrical power to area residents and businesses. Expenditures for the hydro-electric

system typically include electric improvements, meter reading technology, new vehicles, and the reuse and refurbishment of decommissioned infrastructure.

Water Pumping and Distribution. In order to ensure the longterm provision of water service to existing and future residents and businesses, expenditures such as meter reading technology, repairs and maintenance, rehabilitation and repairs of wells, construction of water transmission mains, and the design, planning, and construction of boost stations are needed. These projects are commonly identified in Water System Reliability Studies conducted by the City.

Sewer Collection. Similar to the water pumping and distribution system, the City depends on a well-functioning sewer collection system to ensure the health and safety of its residents and businesses. Common expenditure items under this category include the design, planning, and construction of sewer transmission mains, purchase of new equipment, and the construction or repair to lift stations.

BioPure Treatment. The BioPure system treats wastewater at the City's sewage treatment facility. Aeration of wastewater and irrigation are key components of the system process and expenditures will commonly be earmarked for the maintenance and repair to these systems.

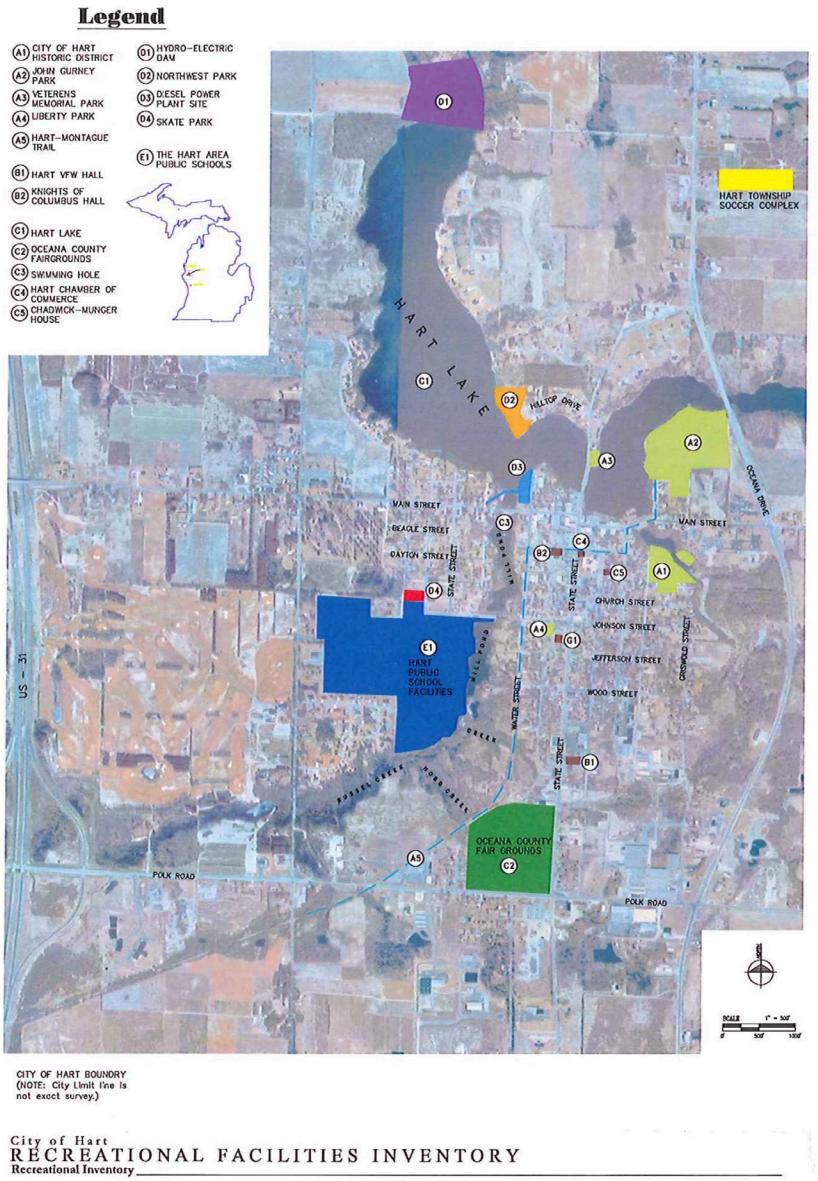
Community Services

Hart is the only city in Oceana County and is the county seat. The community was established around the fruit farming industry and is the home to several large fruit storage and processing facilities. Just east of US-31, Hart is only seven miles from Lake Michigan and close to Silver Lake State Park.

The City is an employment and service center to the greater Hart community and is the home of several service businesses that are vital to everyday living, including grocery, hardware, and financial services. A Michigan State Police Post and County Road Commission facilities are also located in the City along with Oceana County offices. The Oceana Medical care facility is in the northeast portion of the City. Most of the community is walkable, having ready access to parks and the downtown by foot.

Land Use

The City is approximately one square mile in size with a well-defined, active downtown commercial business district, a designated industrial district, a designated historic district, a central school campus and well-developed residential neighborhoods interspersed throughout the City. In addition to the eight block square downtown commercial area, the Polk Road corridor provides a highway commercial district which is mainly highway convenience shopping and continues to experience growth.



Residential – The majority of land use within the City of Hart is residential, with single-family detached housing comprising the majority of the residential. The central and northwest areas are predominately the core single-family housing units with medium density lot sizes. Multiple family housing does exist including the Parkview Apartments, Chippewa Creek Apartments, Lake Pointe senior apartments and the Oceana County Medical Care Facility.

Commercial – Two distinct commercial districts exist within the City limits. The downtown central business district is located around the State Street and East and West Main Streets intersection and includes retail, boutiques, office and service related business and both City and County governmental centers. The south end of State Street also provides retail stores, service business such as tourist accommodations and restaurants and some industrial uses as well as the County Fair Grounds.

A second commercial district exists along Polk Road west of State Street and extends to the US 31 expressway at the west City limit. The Polk Road commercial district is primarily highway development and includes a supermarket, farm market, hotels, financial institutions, construction, landscaping nursery, fast food, service stations and a visitor information center.

Industrial – Industrial land use is primarily located in the southeast corner of the City and south of Polk road and includes a mix of warehousing and industrial developments. A 40-acre industrial park has been developed which is anchored by an automotive manufacturer and a regional kitchen

incubator. Agribusiness flourishes here with processing and cold storage for cherries, asparagus, carrots, zucchini, apples, potatoes and celery.

Public/Semi-public – These uses include local parks, public schools and other public and quasi-public facilities.

Water Features, Non-Developed/Vacant, Woodlands, Other – A significant land use within the City limits is Hart Lake and its tributaries. The lake covers 250 acres and provides opportunities for viewing, fishing, boating, birding, and a source of renewal electric power for Hart Hydroelectric customers. Russell Creek and Chippewa Creek are scenic brooks that feed Hart Lake and feature undeveloped riparian zones and adjacent woodlands. Both tributaries have unique geologic and vegetative attributes, are situated within the core residential fragile ecosystems that should be preserved and protected while providing public access for wildlife observation, passive recreation and educational opportunities.

Road Network

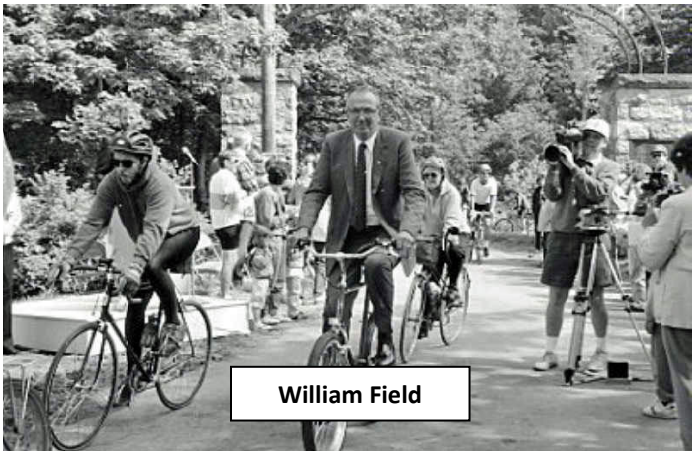
Like most communities, Hart has four types of roadways, which function in a hierarchical fashion. These are major arterials, minor arterials, collectors, and local streets (See Transportation and Public Facilities Map). How a street functions in a community is important with respect to land use decisions, public walking routes, and public road improvements. The function of each roadway type is briefly described below. Depending on location, some systems may serve in more than one purpose:



- Major Arterial - A roadway whose principal function is the movement of high volumes of traffic into and through the city. Polk Road and Oceana Drive are the City's major arterials.
- Minor Arterial - A roadway whose principal function is the movement of traffic received from the City's system of collector streets intended mainly to move traffic to major streets. Minor arterials include Main and State Streets.
- Collectors - Collectors provide access to minor or major arterials by traffic originating from local streets. Collectors include Griswold and Johnson.
- Local Streets - Local streets are the neighborhood (residential) streets on which homes are located. Their only purpose is to provide land access.

Regional Linkage – Hart is located along US-31 in the western Oceana County. The cities of Muskegon and Ludington are the nearest commercial centers within 40 miles. Grand Rapids (pop. 193,710) is the second largest city in Michigan about 75 miles from Hart. Chicago and Detroit markets are about four hours by vehicle, both of which play a significant role in the tourism trade and growing industrial and commercial development.

City's Street System – Internally, the City's streets are orientated in traditional grid form with State Street and Polk Road as the main north-south east-west corridors, respectively. Old US 31, otherwise known as Oceana Drive is located along the east side of the City and is another important arterial road that traverses Oceana County and neighboring counties. The City street system has extensive infrastructure, providing two-way traffic, and little congestion. The road system offers connections to the City's local parks and recreational facilities.


William Field

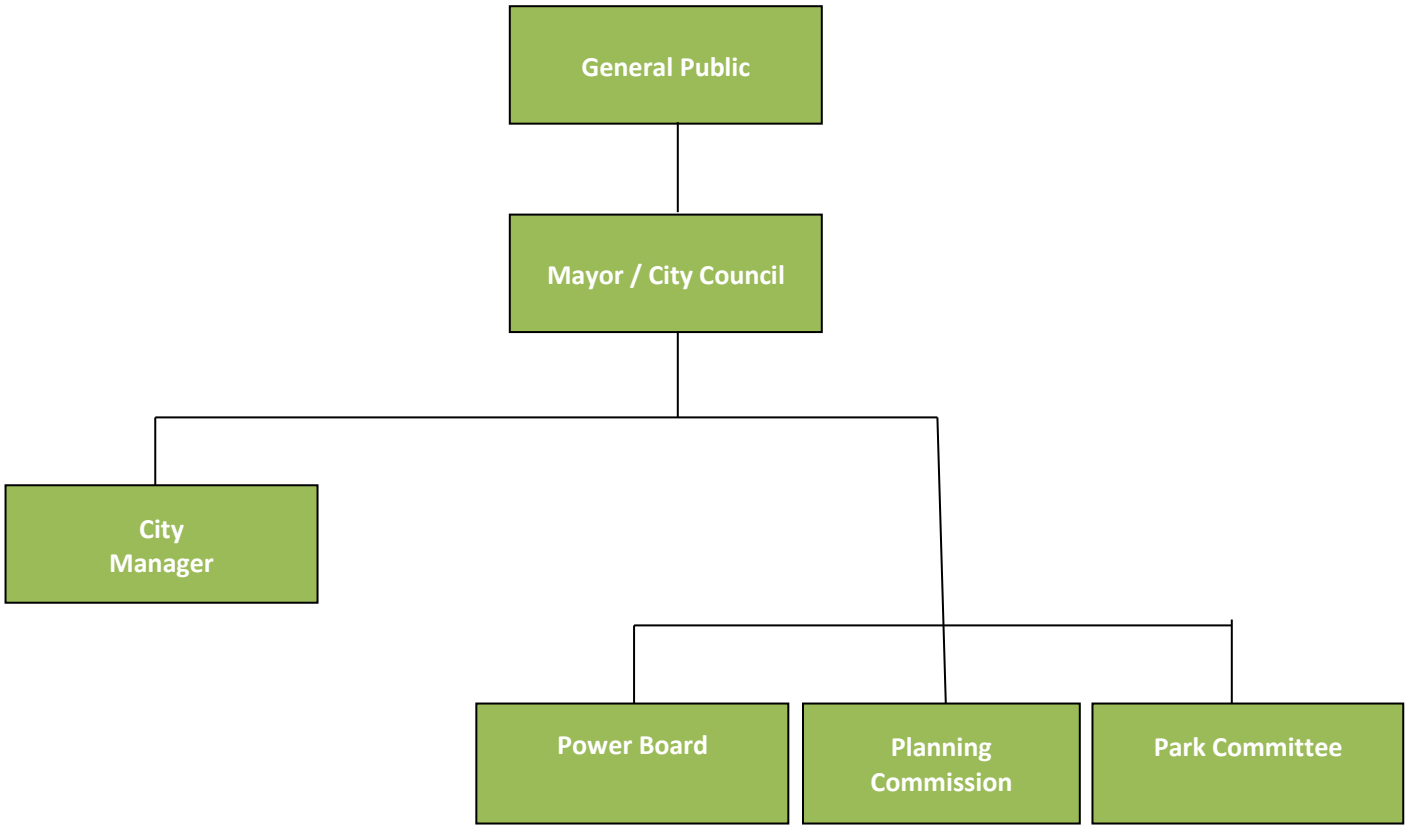
Non-Motorized Transportation –The William Field Memorial Hart-Montague Trail (HMT), formerly an abandoned rail line, has been converted to a multi-modal recreation and transportation corridor. Running north from Dalton Township, the 30+ mile long trail connects the communities of Whitehall, Montague, Rothbury, New Era, Shelby, Mears, and Hart. The HMT is a segment of the recently established U.S. Bike Route 35 that traverses West Michigan north to south along Lake Michigan. It is estimated the pathway brings in excess of 60,000 bicyclists to, but not into, the City every year. The northern portion is to be refurbished in 2015 and includes improvements that extend to East Main Street in downtown Hart. The southern connection to the City of Muskegon is to be completed by 2016. This connection will create a fully improved non-motorized pathway from Hart through Muskegon and beyond to Grand Rapids and the pathways to many other parts of the state that connect or pass through Grand Rapids. It is anticipated the improvements and connectivity to the rest of the western Michigan pathways will significantly increase bicycle tourism in the City and County.

SECTION B - ADMINISTRATIVE STRUCTURE

The City of Hart is a Council / City Manager form of government. The city commission members elect mayor and mayor pro tem from among the seven. They set the fiscal budgets for the City, approve contracts, and works with the City Staff to set policy and takes recommendations from the Planning Commission, City Manager, and committees. The City Manager, appointed by and reports to the City Council, oversees the general operations of the city and enforces the established commission policies. This includes the management and oversight of the City Staff, departments, and is the primary liaison to committees. An organizational chart of the administrative functions within the City is included below.

The Hart Park Committee is administered and funded through the Hart City Commission. The Committee members are appointed through the Hart City Commission to work with staff and John Gurney Park Superintendent to make recommendations to the City Council with regards to ongoing projects. The Committee reviews and provides oversight to the Council on recreation plans and projects. All decisions made by the Parks and Recreation Committee are forwarded to the Hart City Commission for approval or adoption.

The City Manager is the liaison between the Parks Committee and the City Commission and is responsible for the appointment and supervision of any staff recommended by the Committee. The Superintendent works specifically with the Power Board, Planning, and Park Committee and provides oversight and guidance with relation to recreational improvements, activities, and recommendations. The chart illustrates the relationship among the various entities involved in recreation within the City. The administrative structure is as follows:



The Planning Commission members are charged with the responsibility of interpreting, updating, and amending the City Master Plan, Zoning Ordinances, Site Plan Reviews, and work with recommendations of the Park Committee, City Manager, and City Staff.

The Power Board has oversight of the Hydroelectric Utility. They review budgets, contracts, and rates and make recommendations to the City Council. Due to the Federal Energy Regulatory Commission (FERC) issued license to operate the Hart Dam, the Power Board also recommends recreation related actions to comply with the FERC order.

The Hart Economic and Redevelopment Team works with the public and private sectors to attract and retain talent, promote the area, and improve the quatility of life for Hart residents and visitors.

The City leases the Hart Historic District to the Hart Heritage Preservation Group (HHPG), a private club, to manage improvements, maintenance, operations, events, and historic collections. In 2014, the City restructured the Hart Historic District to provide more support services.

The City is a charter member of the Hart Area Recreation Commission, now a 501c3 organization. This group dates back to the 1960s but has accelerated their efforts in recent years through paid staff, volunteer recruiting and website.

The City's budget includes a Park Fund that operates from revenues gained from park use and camp site rentals, mainly from John Gurney Park Campground. The revenues generally provide ample funding to manage and provide maintenance for Gurney Park. All other park facilities and available recreation programs are maintained and / or funded by the Public Works and Hydroelectric Departments.

The City maintains the facilities, including grass mowing and landscape, general maintenance, and trash removal. However, in-kind and volunteer services to various facilities have included improvements such as the installation of wildlife (bird) nesting boxes and numerous Eagle Scout projects by the Boy Scouts of America Troop 1155 including trail maintenance, natural resource interpretation, placement of life rings on Hart Lake and baseball dugout repairs.

Hart Park, etc. Budget Total Revenues			
	2019-20	2020-21	2021-22
Park - 208	$120,030	$112,030	$167,000
H.E.A.R.T.	$67,290		
Historic Commission - 701	$5,050	$50	$50
Historic District - 702	$66,950	$67,260	$67,260
Rail Trail – 284 (S.F.)	$8,000	$8,010	$8,010

Hart Park, etc. Budget Total Expenditures			
	2019-20	2020-21	2021-22
Park - 208	$106,860	$111,335	$131,020
H.E.A.R.T.	$65,700		
Historic Commission - 701	$5,000	$0	$0
Historic District - 702	$57,010	$57,009	$29,760
Rail Trail – 284 (S.F.)	$8,000	$8,000	$8,000

Expenditures from the funds of the Hart Park Fund consist of:

Salaries	FICA/Medicare	Combined Benefits
Operating supplies	Professional Services	Management Fee
Contractual Service	Utilities	Community Promotions- Fireworks
Advertising, Printing, Publishing	Equipment Rental	Insurance (Property, Liability)
Utilities	Membership/Dues	Equipment rentals

SECTION C – DESCRIPTION OF PLANNING PROCESS

Community recreational facilities cannot be effectively provided without some basis from which the type, quantity, location, need, and priority for that facility has been determined. Several methods for determining a community's recreation needs and priorities have been identified. These include observed use levels for existing facilities, comparisons of recreational facilities between similar communities, unique opportunities for certain types of facilities, guidelines or standards based on quantity per population, and projected population growth, to identify a few methods.

Existing recreation opportunities can be compared to recreation standards to determine deficiencies. However, great care must be taken to apply common sense and knowledge of the community. These standards will be used only in conjunction with other methods to determine recreation deficiencies and priorities.

It is highly recommended that additional effort be put forth to solicit comments from residents in close vicinity to or who may be negatively impacted by future projects. Public review and comment were done when this plan was in its draft stage.

For this Recreation Plan, public strategic planning workshops facilitated by the City Staff and planning consultant were held on (Date) and (date). At the workshops, it was determined that a strong desire existed within the City to improve the recreational facilities throughout the City but with an emphasis on _____
_____
_____.

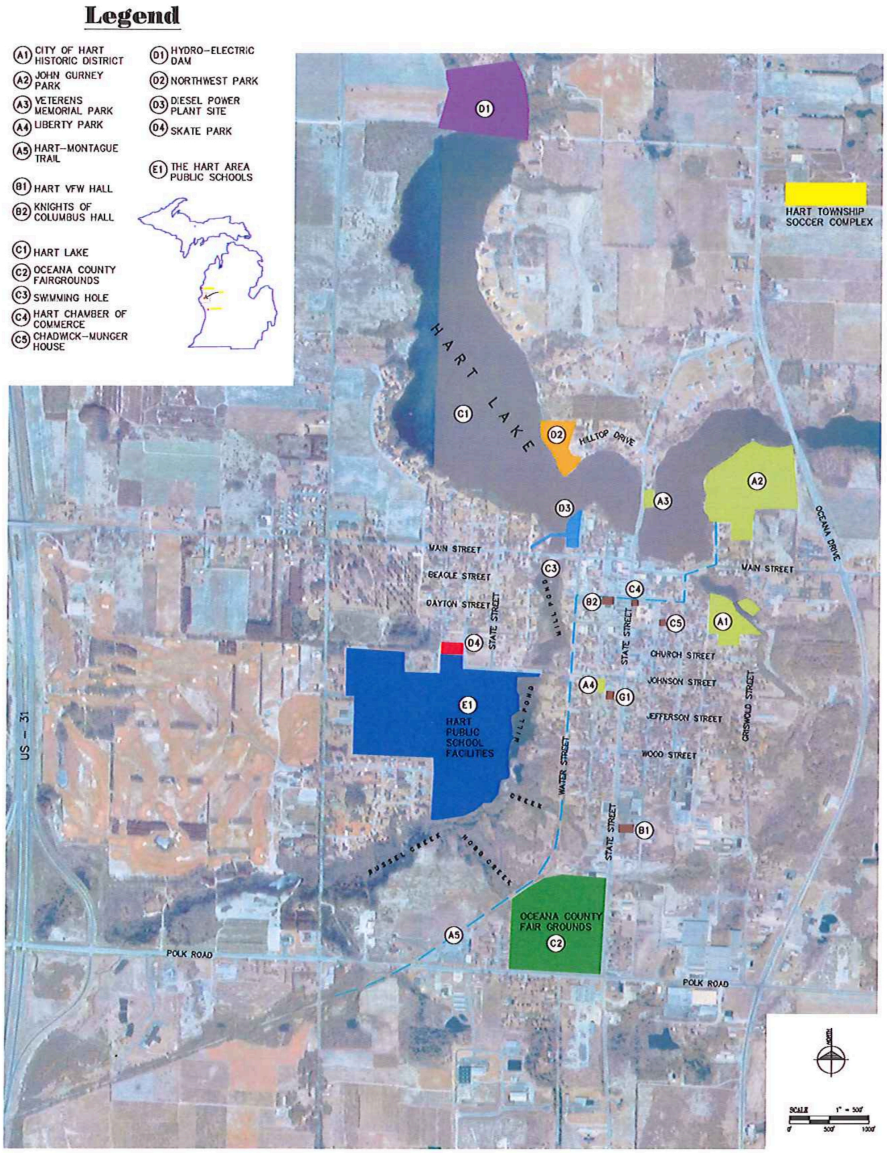
The purpose of the strategic planning process was to receive direct input from key individuals within the community relative to the identification and ranking of the community's current recreation needs. The issues and needs were identified and discussed at the workshop and are incorporated into this document. A draft copy of this plan was placed on file at the City Hall and a public notice was placed in the (Place ad info) to invite further public comment on the plan.

The information contained in the draft report was presented to the City Council at a public hearing on (Date) to further allow public comment to discuss the issues and needs of the community.

On (Date) a public hearing was held with the Hart City Council to review and formally adopt this recreation plan. Meeting minutes are attached (see appendix).

SECTION D – EXISTING RECREATIONAL INVENTORY

An essential element of a recreation plan is the inventory of local and regional, public, and private recreation facilities that are available to a community's resident. Such an inventory provides a basis from which a comparison can be made of existing recreation opportunities with the community's identified recreation needs. This inventory process also identifies barrier-free facilities. This will ensure that citizens with disabilities will fully enjoy these facilities. Involving advocate organizations and utilizing the knowledge of the City staff will help facilitate this element of the inventory process. Further, this facility inventory establishes the foundation from which a recreational improvement program can be developed and implemented.



City of Hart
RECREATIONAL FACILITIES INVENTORY
Recreational Inventory

1 – CITY RECREATIONAL FACILITIES

John Gurney Park (1912): is a large community park along the shores of Hart Lake. The Park is a short walk from the Downtown Business District. The campground is open April 15 to end of October. The Park provides scenic views to the west and north along the Hart Lake shoreline. The State of Michigan recognized the Park with a Historic Marker in 2009. A private contractor manages the Park for the City.

Park	Size	Facilities / Amenities	
John Gurney Park	17 Acres	▪ Wooded campground with 84 Campsites, with 50 Amp Hook Ups ▪ 10 Primitive Campsites ▪ Boat launch and Dock ▪ Swimming Beach on Hart Lake ▪ Soccer ▪ Pickleball Courts (4) ▪ Baseball fields (2) ▪ Horseshoe pits (2) ▪ Shuffleboard Courts (2) ▪ 108 Picnic Tables ▪ Playground, new in 2017 ▪ Fishing ▪ Kayaking ▪ Hiking ▪ 22 Miles of Bike Trails	▪ Basketball Courts (2) ▪ Restroom and Shower Facility ▪ Concession stand ▪ Camp Store ▪ Rec Room ▪ Coin Laundry ▪ John Gurney Park Pavilion (Enclosed Pavilion w/ Kitchen) ▪ Open Air Pavilion on Hart Lake (seats 50) ▪ Restroom Building / Storage ▪ Boy Scout Cabin ▪ Scenic wooded bluff overlooking Hart Lake ▪ Parking areas – informal grassed & gravel parking areas are scattered throughout the Park



Veterans Park: It is located just north of the City across the bridge dividing Hart Lake. The Park is foremost a memorial for veterans with a granite memorial, flag poles, commemorative bricks, and a historic US Air Force Jet; however, the primary use of the park seems to be fishing access to Hart Lake and the bridge. The boat launch area has experienced erosion problems and currently fabric and gravel are being used to retain the soil.

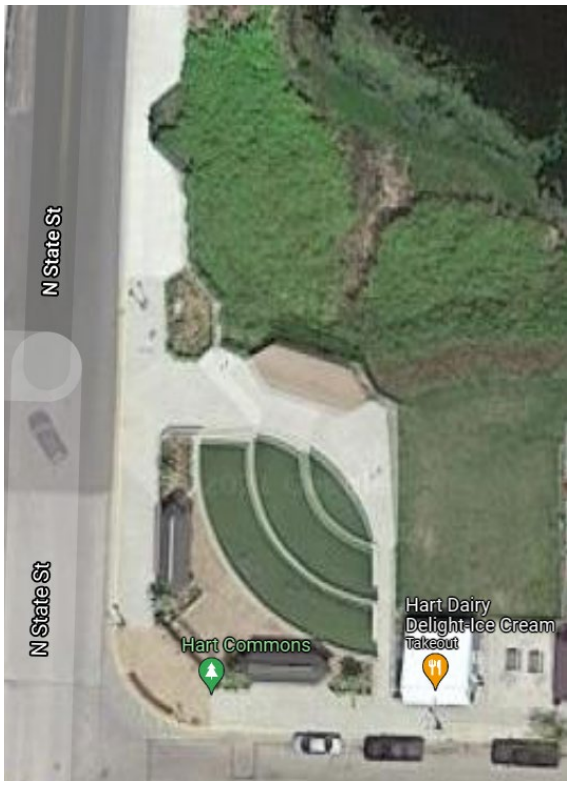
Park	Size	Facilities
Veterans Park	0.6 Acres	▪ Boardwalk & Railing (210') with public viewing and fishing ▪ Veterans Memorial ▪ Picnic Tables (3), Benches (5), Waste Receptacles (1) & Bike Rack (1) ▪ Substantial maintained lawn area ▪ Decorative Masonry Wall w/ cap (2.5' tall x 180') spans the distance between the street and the park ▪ Restroom is currently a porta-john in the summer months only. ▪ Parking area (unimproved gravel) of approx. 8-10 spaces, which also serves as an impromptu boat launch for kayaks and canoes. Parallel parking for 4-5 cars is also available along State Street.



Current Planning: The residential lot adjacent to the north line of the existing park may be available for acquisition by the City in the near future. The purchase would increase the area of the park and lake frontage by about 25%. It would allow reconfiguration of uses in the park to enhance the veteran's memorial, provide more waterfront access, and provide more space for parking. The house and stone building on the property could be used for restrooms and / or other programmable indoor space.

Hart Commons: This open-air park was built in 2011 and is in the center of the downtown business district. It's the location for all community events that involve the core community, entertainment, parages, sale days, holiday celebrations and related events as well as being the principal "gathering place" for the community.

Park	Size	Facilities
Hart Commons	0.45 Acres	▪ Terraced amphitheater with concrete curbed and synthetic turf seating terraces ▪ Viewing deck and lake overlook ▪ Two shelters with multi-purpose tables and seating ▪ WI-FI service in the park area ▪ Community Christmas Tree ▪ Bike racks and trash receptacles ▪ Entrance arch and community "identity sign" that has become integral to the identity of the community, and particularly the downtown area. ▪ Accessible parking is provided on-street and in parking lots No. 1 and No. 2 near the park. ▪ Not in the park, but adjacent private walk-up ice cream shop, Dairy Delight, is a community gathering place and "treat" stop in the warmer seasons and is a significant asset for the park and the community.



Current Planning: The planned bike network for the community and region converge at the Commons and a bike repair station is planned for the park.

Liberty Park: It is located on the same property as the City Hall and Hart Area Public Library. The Park is designed as a play equipment area with clustered playground equipment for children of all ages and benches for parents and guardians. Restroom facilities are available in the City Hall during normal business hours.

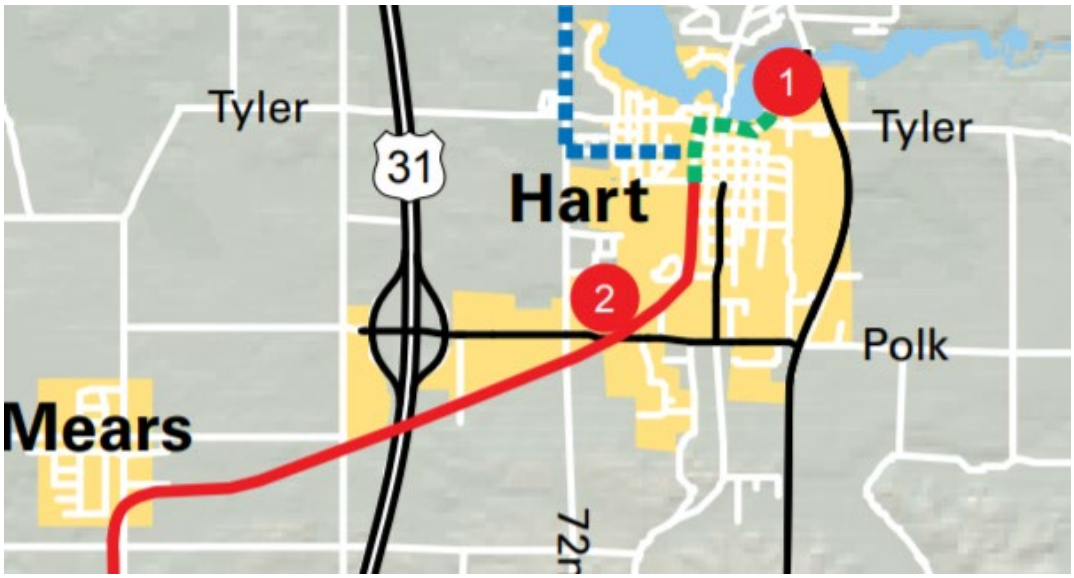
Park	Size	Facilities
Liberty Park	0.25 Acres	▪ Play Structure in mulch surfacing ▪ Swings ▪ Spring Rides ▪ Benches ▪ Parking on-street or in City Parking Lot

Liberty Park



William Field Memorial Hart-Montague Trail (HMT): This trail is recognized throughout the State of Michigan as an excellent rails-to-trails pathway park. It was the first in the State to be a State Park specifically designated for trail users. The over 22 miles of rail-to-trail conversion connects the communities of Whitehall, Montague, Rothbury, New Era, Shelby, Mears, and Hart. There is a planned trail going west out of Hart and then north to Pentwater.

Park	Size	Facilities / Amenities
William Field Memorial Hart-Montague Trail (HMT)	22 miles (0.6 miles in City of Hart between Polk Rd and Wood St)	▪ Bituminous Paved Trail – 10' wide for ADA Standards ▪ Trail signage ▪ John Gurney Park Trail Head **(#1 on map)** o Unimproved parking with location signage but does not directly connect to HMT; offers a connector route. o Waste receptacles and benches ▪ Polk Road Trail Head **(#2 on map)** o Barrier-free restroom facility o Handicap accessible bituminous parking area o Trail signage o Waste receptacles and benches o Exercise station o Way finding kiosk

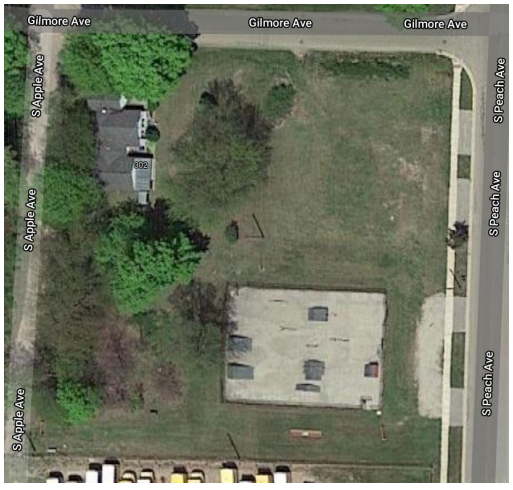


Source: MI Trails Magazine 2021

Current planning: Rest areas are planned to be expanded to other parts of the City.

Ramps & Rails Skate Park: This skateboard/inline skating park was constructed in 2008, with on-street parking and a fenced in paved area with ramps and rails, a paved entry walk and seasonal porta-johns.

Park	Size	Facilities / Amenities
Ramps & Rails Skate Park	Approx. 0.2 acres	▪ Fenced in paved area with ramps and rails ▪ Seasonal porta-johns ▪ On-street parking



Current planning: A portion of the site is available for additional development which could be skate area expansion, Pickleball court or neighborhood play area.

Hydro Disc Golf Course Park: This 18-pin course was newly completed in the fall of 2017 and is open to play all year round.

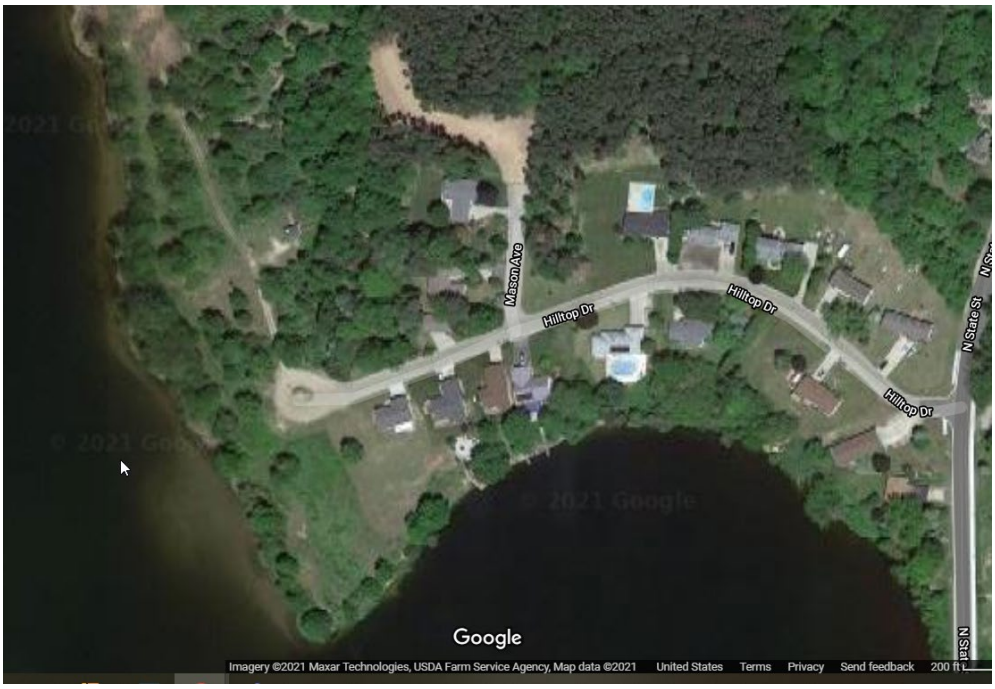
Park	Size	Facilities / Amenities
Hydro Disc Golf Course Park	Approx. 24 acres	▪ 3681 W. Harrison St, near Hart Dam ▪ 18-pin course





Pointe Park: (Northwest Park) is a city-owned undeveloped property with nearly 1,100 feet of shoreline on Hart Lake. The site is undisturbed and may contain historical artifacts. The FERC has suggested that an archaeological survey be conducted before improvements are made.

Park	Size	Facilities / Amenities
Pointe Park	Approx. 1,100' shoreline on Hart Lake	▪ Undeveloped shoreline on Hart Lake ▪ Access is from Hilltop Drive off State St through Hardy's Subdivision. ▪ Several power lines in a corridor through the land that are primary conductors for the city power plant and a small bldg. for a pumping station that requires access by City vehicles and service equipment.



Current planning and FERC order requirements: A Conceptual Master Plan has been prepared for the land and reviewed and approved by the City, Park Committee and the community as a goal to be achieved as soon as possible within the limits of the City and possible grant funding capabilities. Northwest Waterfront Park improvements are included in the Capital Improvements Program (under FERC order) for completion in the next planning period. The following aspects need to be considered in order to proceed with development of the proposed park:

Confirm and submit the approved site plan, or "undertaking" to the appropriate agencies for their review, approval, and potential funding assistance commitments. A past FERC order and input from the recreation planning public input has identified improvements are warranted for public access to the park. These included improved paved parking in the road R.O.W., possible overlook deck areas, group shelters, footpaths, and canoe/kayak launch and swimming area.

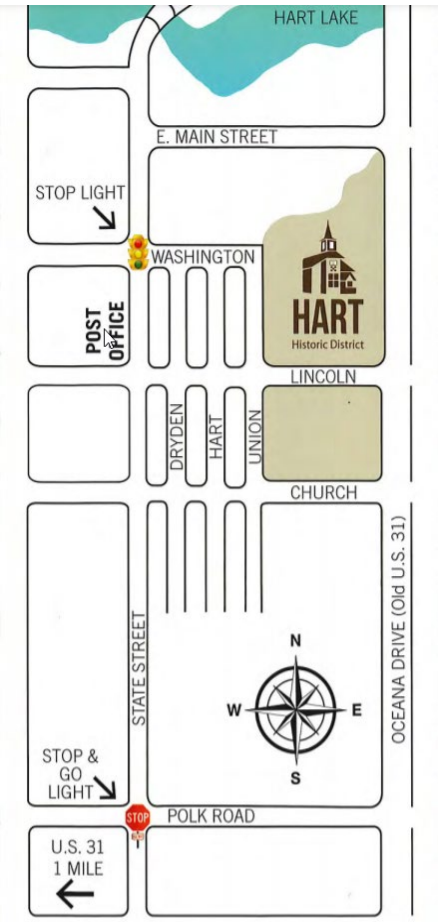
Diesel Power Plant Site
Park Type: Undeveloped, currently a Diesel Electric Generation Plant
Size: 1-1.5 acres approximately (not including dam and Mechanic St. R.O.W.)
Service Area: Community.

The Diesel Power Plant is currently under evaluation on whether to remain open as a power plant. The City has opened talks for potential adaptive re-use of the site to become a recreational facility. A possible use that is currently under consideration is to improve the southern part of the property as a trailhead, convenience, and parking area for the Hart Montague Trail and USBR35 pathways. The facility will serve the trail systems at a convenient location and support activities and improvements in the downtown area.

Hart Lake: (250 acres) located just to the north of the city offers an array of recreational opportunities that include boating, swimming, and fishing. Hart Lake is formed by a hydroelectric dam on the Pentwater River just north of the city.

Hart Historic District: The City of Hart leases the Hart Historic District (circa 1989) to the Hart Heritage Preservation Group (HHPG), a private club, to manage improvements, maintenance, operations, events, and historic collections. In 2014, the City restructured the Hart Historic District to provide more support services. The District is located centrally at the east side of the downtown area long the west back of the Chippewa Creek ravine. The District consists of native historic structures. The park-like setting provides programmable space for historical collections, summer concerts and special events. The Mudget Pavilion provides a large, covered picnic area in the center of the District.

Park	Size	Facilities / Amenities	
Hart Historic District	Approx. 6 Acres	▪ B.R. Mudget Pavilion (1993) ▪ Heritage Hall (2002) ▪ Historic Structures: o Schaner Feed Mill (1911) and fruit processing structures o Sackrider Church (1897) o Randall (1-room) School (1876) o Chief Cobmoosa Log Cabin (1858) o Log House (1947) o Hart Railroad Depot and caboose	▪ Historic Collections: o Rider Indian artifacts o Animated dolls o Wildlife mounts & furs o Antique hand tools ▪ Open Space / Lawn Area between the Pavilion, Church, and School. ▪ Parking / Entrance Drives



Current Planning: The Historic District has acquired by donation two (2) parcels of land across Chippewa Creek. The HHPG and the City have proposed the design and construction of a pedestrian bridge to connect the District to the east side of Chippewa Creek. Accessing the east side would allow more direct pedestrian access from John Gurney Park, more opportunity for historic display and increased connectivity with the entire community pathway network. Currently, there are no designated parking areas with most of it on-street along Washington, Union, and Lincoln Streets and special event parking next to the Mill and Heritage Hall.

Chadwick-Munger House - Built in 1893 on Dryden Street, the house is the home of the Oceana County Historical & Genealogical Society. It offers a museum, library, and display and archive of Oceana County history. www.oceanahistory.org

Oceana County Fairgrounds - The County Fairgrounds (30 acres) is owned and operated by Oceana County Agricultural Society. The property is located within the City limits and abuts the Hart-Montague Trail as it enters Hart from the southwest and the large parcel of land is primarily used for the County Fair at the end of summer. The Fairgrounds are available for programmed activities such as the annual Folk Festival. www.oceanafair.com

2 – SCHOOL RECREATIONAL FACILITIES

In addition to the city and county recreation facilities, there are public schools with recreation facilities located in and around the region. They are briefly described as follows.

Public Schools

The Hart Public Schools campus covers 68 acres and provides public education to the residents of the City of Hart and surrounding area. The district serves over 1,300 students and has four schools, all of which are located in the City.



- **Hart High School** – 300 W. Johnson Street, Hart, MI. Houses grades 9-12. Recreation facilities include one indoor gymnasium with seating for 1,500 people and parking for 400 cars, a weight room with training facilities, and an outdoor athletic complex that includes all-weather track, lighted football field, soccer field, one softball and baseball field. All have bleacher seating.
- **Hart Middle School** – 308 W. Johnson Street, Hart, MI. Houses grades 5-8 as well as the district auditorium. It has a large gymnasium and indoor and outdoor basketball facilities.
- **Spitler Elementary** – 302 W. Johnson Street, Hart, MI. The school houses grades K-4, has a multipurpose room with a basketball hoop. Outdoor facilities include a basketball hoop, playground equipment, and wooden fort.
- **Diman-Wolf Early Childhood Center** – 306 W. Johnson Street, Hart, MI. It houses Head Start, Great Start Readiness Program and the Central Office facilities.

3 – PRIVATE FACILITIES

There are some private facilities in and around the City of Hart which include recreation amenities. While they provide public access to varying degrees, they are important in providing recreation opportunities. Some of these facilities are listed below.

Location	Facilities
Lakeside Rehabilitation Family Fitness (LRFF) – downtown Hart	Offers fitness classes, weight room and aerobic activities www.lakesiderehab.com
The Eagle's Club	Bowling alley Ballfield Other recreational opportunities
American Fitness Center (AFC) – in downtown Hart	Gym and fitness center www.afcmichigan.com
Colonial Golf Course – located just west of Hart	18 holes of golf Driving range www.colonialgolfhart.com
Comfort Inn Hotel – located adjacent to the Hart-Montague Rail Trail	Swimming pool Sauna and whirlpool Exercise Room Sun patio Facility for conferences
Hart VFW Hall	Offers available space to groups for meetings and special programs.
Knights of Columbus Hall	Offers available space to groups for meetings and special programs.

4 –REGIONAL RECREATIONAL FACILITIES

Silver Lake State Park and Sand Dunes - located less than 10 miles from the City of Hart, they offer a large spectrum of recreational opportunities for the family on the Lake Michigan shoreline. Recreational opportunities include driving the dunes, hiking the dunes, boating, and sunbathing. The Silver Lake area also offers a broad array of recreation for the family that includes water sports, putt-putt golf courses, zip-line, and go-carts (Craig's Cruisers).

West Michigan Sand Dragway - located west of Hart and offers five classes of sand dragsters: top fuel, pro classes, sportsman, ATV, and juniors May – September. www.sanddragways.com

Hart Township Soccer Complex - consists of two (2) soccer fields. The Hart Area Recreation Club has volunteered their time to construct, operate and maintain the fields and the facility.

Gale's Pond Park - This County Park offers passive recreation including a boardwalk. Doolittle Park is also adjacent to Gale's Park.

Charles Mears State Park - This State Park is a 179-acre park along the shores of Lake Michigan. Mears State Park offers an array of recreational opportunity. Attractions include camping, swimming, boating, fishing, hiking, and relaxing on the beach. Winter activities are also available that include snowmobiling, snowshoeing, and cross-country skiing.

Star Hill - a snowboarding attraction and is located about 1.5 miles south of Hart on Oceana Drive. It derives its name from a "star" shape formed by pine trees planted over 0 years ago. Hart Township oversees and manages the site.

Pentwater Artisan Learning Center - was developed to transfer artisan skills to other interested artisans in a safe, clean, and mentoring environment using specialized equipment and tools. www.pentwaterartisan.org

Friendship Center - located in Pentwater and has programs such as dancing and other recreational activities for seniors.

Oceana County Parks - a park system of (7) parks that include Crystal Valley, Cedar Point, Stony Lake, Ferry, Gale's Pond (Doolittle), Black Lake, and Marshville. All the parks are available for day-use recreational activities such as fishing, picnicking, boating, and ball fields except for Black Creek which has 20 campsites.

State Parks and Federal Lands - Within Oceana County the state and federal government own and manage several recreation facilities. Facilities include parks, national forest, and public access sites such as Silver Lake State Park, Charles Mears State Park Pere Marquette State Forest and Pentwater State Game Area, Public Access Sites (Crystal Lake, McLaren Lake, and the White River), Manistee Nation Forest.

State Parks in neighboring counties includes Ludington State Park, Newaygo State Park, Duck Lake State Park, and Muskegon State Park.

Country Dairy, Inc and Farm Store - offer tours of their dairy processing plant in New Era, Michigan. The processing plant and display barn provide the backdrop for an educational tour of the (bovine-free growth hormone) bottling facility.

Rainbow Ranch Horse-back Riding Stables - offer 85 available horses for riding on over 300 scenic acres of private land. Rainbow Ranch is in New Era, Michigan and is open to the public including the elderly and developmentally disabled.

Double JJ Resort - The Resort is located approximately 10 miles south of Hart in Rothbury and offers indoor and outdoor recreational opportunities including indoor/outdoor water parks, golf, mini-golf, equestrian, hiking, dog sledding, X-country skiing, and tubing run.

Farm Markets - Dillingham and Rennhack Farm Markets are located in the Hart city limits. Other Oceana County markets included Woodland Farm Market (west of Shelby), Lewis Farm Market and Petting Farm (west of Rothbury), Brubaker Market (Mears) and Cargill Market (east of Hart).

Golfing - Other nearby Oceana County golf courses include Golden Sands Golf Course (west of Mears), Oceana Golf Club (north of Shelby) and Benona Shores Golf Course (west of Shelby) offer golf both recreationally and competitively through league programs and tournaments.

5 – BARRIER FREE EVALUATION & UNIVERAL ACCESS

The ultimate goal is to provide recreation opportunities that include everyone. With the passage of the Americans with Disabilities Act of 1990 (ADA), all areas of public service and accommodation are subject to barrier-free requirements, including parks and recreation facilities and programs. This planning process should include methods to ensure that the City park and recreation system is accessible to persons with disabilities. The City completed an evaluation of existing facilities in 2010 to determine if they are barrier-free.

When looking at areas to determine their accessibility to all people, we started by asking these simple questions:

Can a person who has a sight or hearing disability, uses a wheelchair, uses a walking aid such as crutches or braces, has a mental disability that affects learning and understanding, safely and independently:

- *Get from the arrival place to the activity area?*
- *Do what others do in the area?*
- *How can this barrier be removed?*
- *Move around the area?*
- *If not, what is getting in the way?*

Common components that need to be looked at to answer these basic questions include parking, paths of travel from parking, street or sidewalk to activity areas, the activity areas themselves, signage, support facilities such as restrooms, surfacing, and communications required for recreation programs and general use of a facility or area. The existing parks were evaluated on the following criteria and scored 1-5.

> 5- Facility is fully accessible. Features and facilities meet and exceed the Uniform Building Code and take into consideration Universal Design principles. Main elements such as the washrooms, entrances, parking, and amenities are barrier free.
>
> 4- Majority of the facility is accessible; however, there are some accessibility barriers. Some improvements are needed to make the facility fully accessible.
>
> 3- Facility is partially accessible. Barriers exist to fully accessing the facility and an alternate facility may be necessary.
>
> 2- Facility is partially accessible. Barriers exist to fully accessing the facility and an alternate facility may be necessary.
>
> 1- Facility has poor accessibility. Accessibility barriers may exist at entranceway, recreation area and washrooms. Alternate facility is recommended if barrier free access

Hart Historic District: Upon completion of barrier-free compliance analysis the Historic District scored "2". Currently, most structures and connections between structures are not ADA accessible and no barrier-free parking exists.

John Gurney Park: Upon completion of barrier-free compliance analysis John Gurney Park scored "2". The new shower/bathing facility is the only improvement that meets ADA guidelines. Existing restrooms, picnic pavilion, parking areas, beach access, boat launch and dock, baseball dugouts, and campsites do not meet ADA guidelines and need improvement.

Veterans Park: Upon completion of barrier-free compliance analysis Veteran's Memorial Park scored "3". Barrier-free access is limiting with regards to connection point of sidewalk and boardwalk not being smooth and flush. Parking area is sandy gravel and unimproved lacking proper signage.

Hart Commons: Upon completion of the barrier-free compliance analysis, Hart Commons scored "5" for the park itself. However, improved access to parking lot No. 1 would enhance accessibility for the park.

Liberty Park: Upon completion of barrier-free compliance analysis Liberty Park scored"2". Improved access to the play area and some of the facilities in the play area would be beneficial.

William Field Memorial Hart-Montague Trail (HMT): Upon completion of barrier-free compliance analysis Hart-Montague Rail Trail scored "5". Currently, all existing trail heads, restroom facilities, and existing wayfinding points have been designed for barrier-free access.

Ramps & Rails Skate Park: Upon completion of barrier-free compliance analysis Hart Skate Park scored "5". Currently, access and use areas provide for barrier-free access.

Hydro Disc Golf Course Park:

Universal Access

Another often overlooked category is Universal Access. This practice goes way beyond typical Americans with Disabilities Act (ADA) regulations to practice "common and equal experiences for all." The goal of universal access is, throughout concept and design phases, to incorporate technology, materials and other considerations that promote equal opportunities for people of varied abilities. These concepts should be kept in the forefront as a prime consideration in the 5-year Master Plan and individual parks or projects as they develop and progress.

	Universal Access Design Considerations:
Archery range	▪ All stations ▪ Route to retrieval area for each target ▪ Targets also usable with cross bows ▪ Arrow back stop to limit retrieval distance ▪ Larger maneuvering spaces to accommodate archers with shooting assistants
Beach	▪ Routes over the beach and into the water, can be portable/temporary matting if it needs to be taken in and out for beach cleaning/dragging or in the off season ▪ Wide enough for side by side walking/passing ▪ At beach route end have an accessible area at the water's edge large enough to park multiple chairs while the owners are in the water ▪ With a transfer system at the water's edge so people can get down to the ground level and into the water
Boardwalk wetland and water access	▪ 6 feet minimum width so two people can walk side by side or people can pass ▪ Edge treatment to prevent roll/step off ▪ If side rails are used, **more than 25%** must lowered for easy viewing in various places along the boardwalk ▪ Interpretive information in a variety of alternative formats such as auditory, large print, Braille, pictures, etc.

Campgrounds	▪ All sites and amenities ▪ Accessible surface on all sites, including rustic sites ▪ Larger spaces to accommodate side lifts on campers and vehicles ▪ Accessible tables, grills (15 " minimum, 34 " maximum height), and fire rings on all sites ▪ Centrally located restrooms on easy routes from each site
Camping Cabins and Yurts	▪ Larger clear space and maneuvering spaces in between all furnishings, including when all are in use (beds, tables/chairs with people seated at the table, shelves within lowered reach ranges, lowered wall hooks, etc.) ▪ Larger clear space thoughtfully located for typical portable items such as coolers, luggage, equipment/food bins/tubs, etc.
Canoe/kayak/boat launch:	▪ Wider route so someone can hand wheel boat on dolly to launch pulling boat next to them if they are in a wheelchair or two person carry down ▪ Accessible surface to water's edge and into water at launch ▪ More gentle slopes for easier entry and exit when hand wheeling a boat ▪ Some type of "rack" to stabilize boat at a transferable height then some type of mechanism/roller system to move, while seated in the boat, into the water Some means of transfer assistance such as overhead bars ▪ Some type of wench system to help pull boat out of water back into the rack to exit/transfer out. ▪ If there is a dock provide a transfer system on the dock so a person can be seated on the dock to transfer over to a boat in the water that is in some type of a stabilizer rack ▪ Adaptive kayaks available for use Shore station with a platform (instead of "V" rack) with a transfer system on the deck of the shore station, located next to a dock so someone could roll/get on the platform and lower it to the right level to transfer into a boat
Type of Recreation Facility	**Universal Access Design Considerations:**
Fishing dock/pier and observation/viewing decks:	▪ More than 25% of the rails are lowered in various locations or no rails at all with only an edge treatment to prevent roll off ▪ Sitting benches (all with backs and arm rests) scattered about so anglers can choose to sit or stand to fish ▪ Tackle box stands next to one bench end (not both) leaving one end clear space for sitting side by side with someone in a wheelchair ▪ A variety of fish landing cutaways strategically placed ▪ Variety of accessible opportunities—over-water fishing, shore fishing, in-water fishing, etc. ▪ Transition plates between access route and deck/pier
Nature center	▪ All interpretive information in a variety of alternative formats such as auditory, large print, Braille, pictures, etc. ▪ Creative use of technology such as mp3 players for auditory descriptions (this gives the info. directly to the individual) closed loop assistive listening devices and closed-circuit captioning of all interpretive presentations ▪ All displays at lowered heights for sitting or standing viewing ▪ All operating mechanisms that are operable with one hand and do not require tight/pinch/grasp/wrist twist to operate
Parking	▪ More than minimum number of accessible spots ▪ Each connected directly to an accessible route to the park elements

	and NOT into the traffic flow ▪ Thoughtfully located nearest the activity entrance, which might require multiple lots (some near the beach, some near the playground, some near the bathhouse, etc.)
Picnic areas and elements: Pavilions, picnic tables, grills, fire rings, water pumps, etc.	▪ All located on accessible routes ▪ All tables, grills, fire rings, water pumps, etc. accessible ▪ Level routes onto pavilions with no changes of level from path to pavilion surface ▪ Wider routes and clear space with firm surface around all elements so someone with mobility limits can easily move around the element (table, grill, etc.) ▪ A variety of table styles, some with clear sitting space on the side, some with extended table tops on the end ▪ Some fixed tables to ensure they remain accessible (not moved off into a grassy or sandy area, etc.) ▪ Clear space all around each element so people can approach and use the grill, fire ring, etc. from the front, back and either side ▪ Grills you can lower/raise the cooking surface with one hand ▪ Raised fire building surfaces so you can place wood without learning too far over from a standing or seated position
Playgrounds	▪ Ramps and transfers ▪ Has both ramp and transfer access to all play components ▪ Ramps to every "getting on spot" or "sit/stand & do it spot" of every play component ▪ Transfer system from the ground up to the main deck located near the exits of slides and climbers furthest from the ramp onto the structure ▪ Only unitary safety surface such as poured-in-place or rubber tiles NOT any loose fill materials like shredded rubber, wood chips, engineered wood fiber, or any other non-unitary surface material.
Type of Recreation Facility	**Universal Access Design Considerations:**
Playgrounds (Con't)	▪ On deck transfer platform at the entry point of every slide ▪ On deck transfer platform with one open transfer side and one side with transfer steps to every entry/exit point of every climber, so kids climbing up can get down to the deck to move to another component, as they may have left an assistive device at the ground ▪ A good variety of things to manipulate that make noise or music, have high contrast/bright colors, games that two kids can play (to foster social interaction), Braille and sign language panels to teach awareness, easy to operate with just one hand with a whole fist (does not require tight/pinch/grasp/wrist twist to operate) ▪ Different high contrast colors for decks versus transfers so kids with low vision can perceive a change in level ▪ Play panels are located at heights so they can be used from a seated position or standing
Restrooms	▪ More than the minimum number of accessible units ▪ Multiple unisex/single user toilet rooms/units so opposite sex care givers can assist; also good for parents of young children of the opposite sex so kids aren't sent alone into the multi-user restroom ▪ Thoughtfully located near areas of activity such as play areas, beaches, fishing piers, etc. ▪ Accessible door pulls and water faucet handles - all accessible port-a-johns, again big enough for individual use or care giver/parental assistance.

Skiing/sledding hill	▪ Accessible route to top (no steps), possibly using a "magic carpet" lift ▪ Level surface for sled mounting at hilltop ▪ If staffed, provide ATV transport, or have policy allowing personal ATVs ▪ Transfer at hill bottom to help transfer
Sports fields/courts Fields: soccer, football, baseball, etc. Courts: tennis, basketball, bocce, horseshoes, etc. Other: skate parks, frisbee golf	▪ Routes to both sides of all fields and courts, not just end zones ▪ Accessible seating spaces both ground level and elevated if risers/bleachers are provided ▪ Accessible seating spaces scattered throughout all viewing areas and levels with companion seating on both sides of the space ▪ All lowered service windows at all concession areas ▪ Wider gate openings into court areas (tennis, bocce, basketball) and skate parks to accommodate wider sports wheelchairs ▪ Routes to both horseshoe pits and along both sides of the route between pits ▪ Level routes onto bocce courts with sitting benches at both ends
Trail: nature trail, walkway, pathway, etc	▪ Multi-use trail - 8 feet, with slopes under 2%, wider width so two people can walk side by side or people can pass ▪ Walkways within a site – at least 6 feet wide and have slopes under 2% ▪ Regional trail system - at least 10 feet wide, with 1-foot buffers on either side, with slopes under 2% ▪ Unitary surface like concrete, boardwalk or asphalt, crushed aggregate/screenings that have been "stabilized" or natural soils enhanced with soil stabilizers ▪ Transition plates between trail and pedestrian bridges, decks, etc. ▪ Contrasting color treatment of the surface and textured surface treatments such as brushed concrete at intersections or interpretive stations to cue people who have vision impairments that there is something to pay attention to at that spot ▪ Close to level cross slopes (side to side) and very gentle running slopes, no steep sections, larger (greater than 60" X 60") level areas at all turns and intersections ▪ Thoughtfully laid out on the site to maximize the experience with minimal difficulty ▪ Accessible amenities such as benches, restrooms, drinking fountains, etc.

The goal of full accessibility is stated as a primary goal in the action plan outlined by the City.

6 – RECREATIONAL PROGRAMS / EVENTS / FESTIVALS

1. **HART REC** - A non-profit 501c3 organization whose goal is to offer the youth of the Hart area a safe, fun environment to learn and develop athletic skills while promoting good sportsmanship, respect, and strong work ethic. Offers Baseball/Softball, Basketball, Football and Soccer. http://www.oceanacoa.com/

2. **SENIOR SERVICES** - Oceana County Council on Aging (Hart) http://www.oceanacoa.com/

3. **SOCCER, BASEBALL, SOFTBALL, BASKETBALL, CHEER, FOOTBALL PROGRAMS**
   Hart Area Recreation Club (Hart) www.hartrec.com

4. **THEATRE/ARTS/MUSIC**
   Summer Youth Theater Program (Hart)
   http://www.hartauditorium.org/oceana-summer-youth-theatre.html
   Performing Arts Series (Hart)
   http://www.hartauditorium.org/performing-arts-series.html
   Ruthie's Music Café (Hart)
   Oceana Singers (Hart)

5. **DANCE**
   Melody Mates Square Dancing (Shelby)
   Cedar Creek Cloggers (Montague)
   Custer Boot Scooters Line Dancing (Custer) http://bitelybasementbats.com/

6. **SCOUTS**
   Boy Scout Troop #1155 (Hart) and Girl Scout Troop #4596 (Hart)

7. **4-H** http://msue.anr.msu.edu/county/info/oceana

8. **SHOOTING SPORTS**
   Hart Long Rifles (Hart) www.hartlongrifles.com
   Oceana Archers (Hart)
   http://www.thinkdunes.com/memberProfiles/oceana-archers,-inc-393.html

9. **CYCLING**
   Shoreline Cycling Club (Ludington) http://www.shorelinecyclingclub.org/

10. **SAILING**
    Pentwater Junior Sailing Program (Pentwater) http://www.pentwaterjrsailing.org/
    Pentwater Yacht Club (Pentwater) http://www.pentwateryachtclub.com/

11. **DUNE/SPORT BUGGIES**
    Michigan Sport Buggy Association (Ann Arbor)
    https://www.facebook.com/pages/Michigan-Sport-Buggy-Association/122088946149

12. **CROSS COUNTRY SKIING**
    Oceana Cross Country Ski Association http://www.oceanaski.org/index.htm

13. **SNOW MOBILE RACING**
    Whiskey On Ice (Whiskey Creek Campground, Custer)
    http://www.whiskeyoniceraces.com/home-1.html

14. **ICE SKATING/ICE HOCKEY**
    West Shore Community College Ice Arena (Scottville) - West Shore Wolves Amateur Hockey Association http://www.westshore.edu/community/recreation/ice_arena/index.html

15. **Oceana County Fair** - The Fair is an end of the summer event where residents can come together as a community. Activities include 4H horse, cattle, livestock, and poultry shows and other craft displays. A large commercial building on-site allows vendors to display their goods and products

including tractors, cars, and snowmobiles. The fair is also a venue for horse races, tractor pulls, riding shows, demolition derbies, livestock auction, and most importantly for the children, a carnival midway. The County Fair is annually on the third week of August and draws an estimated 30,000 people. www.oceanafair.com

16. **National Asparagus Festival (NAF)** - The festival, since 1974, is county-wide and includes a celebration that is hosted in the City of Hart and other County locations. Many activities are available that include a parade on State Street, craft fair, asparagus farm tours, 5K 'Spear-It" Run (Silver Lake), and Taste of Asparagus Competition. The Village of Shelby hosts the NAF "Asparagus Queen Pageant and Banquet". Asparagus Queens visit many West Michigan parades and festivals to promote the asparagus industry. The Parade and Festival occurs in June every year and draws over 5,000 people. www.nationalasparagusfestival.org

17. **Antique Snowmobile Show -** This is held on the first Saturday in February. The vintage snowmobile show was held at the Oceana County Fair Grounds!

18. **Hart Hills Bike Race -** Annual gravel road bike race, offering 50-mile, 25-mile, and 5/10-mile waves separately, that are traveled in, out, and around the City.

19. **Memorial Day Parade -** Annual parade to honor those who have given their all in service to our country.

20. **Hart Heritage Car Show -** Annual car show in Hart's Historic District. Also offers entertainment, concessions, pony rides and prizes.

21. **Labor Day Hart Healthy 5K Run and 2.2 Mile Bridge Walk** - Hart Main Street hosts this fun family event in downtown Hart and around Hart Lake. www.hartmainstreet.org

22. **Friday Night Concert Series -** The Friday Night Concerts take place in the Historic District starting in July and ending in August. The concerts draw hundreds to the District and Hart downtown area.

23. **Music on the Commons** - H.E.A.R.T. offers a wide variety of musical talent for all to enjoy at the Hart Commons.

23. **Folk Festival -** The Folk Festival occurs annually in the month of April. The festival and workshops are hosted by the Oceana County Fairgrounds which draw music students from Oceana County.

24. **Heritage Days -** Heritage Days is an event held in the Historic District which draws over 700 people on Labor Day Weekend. The Hart Heritage Preservation Group hosts this event to honor Hart and Oceana County history with music, BBQ, clogging and tours.

25. **"Hart Sparks" Fireworks** - Typically held on July 2nd, the event attracts West Michigan families to hear live bands and watch the show over Hart Lake in downtown Hart. www.hartmainstreet.org

26. **Pow Wow** – Area native tribes host the Annual Pow Wow which is held in September at the Oceana County Fairgrounds. Enjoy a traditional Native American pow-wow with Intertribal dancing, Native singing, storytelling, arts and crafts, food and more.

27. **Veterans Day Service -** Annual event held at Veterans Memorial Park on November 11 each year and features a guest speaker. Parade starts at County Courthouse and ends at Veteran's Memorial Park.

28. **Hispanic Heritage Celebration -** This takes place on the third weekend of September at the Hart Commons. The cultural celebration brings together the diversity of our community and celebrates Hispanic Heritage Month. Activities include live music, folkloric dancers, kid activities, contests, and authentic Mexican food.

29. **"Lighted Christmas Parade"** - This evening Christmas Parade welcomes Santa Claus to Hart the first Friday after Thanksgiving. Santa will be there for the lighting of the Christmas Tree and will be available at the Commons for a "meet and greet" time.

30. **Winterfest** - Sponsored by Hart Main Street, Winterfest is held in February and takes place in downtown Hart and on Hart Lake. The festival offers ice fishing and broom ball tournaments, State Street 1-mile fun run, homemade soup, and campfires. www.hartmainstreet.org

7- PAST GRANT STATUS

SECTION E – ACTION PROGRAM, CAPITAL IMPROVEMENT SCHEDULE AND RATIONALE

In defining the action program, the formulation of community goals and objectives for the provision of recreation is a vital component. The goals and objectives represent the purposes for a community's role in providing recreation to its residents as well as outlining the direction that the community's effort should take in the long term. Goals are the general targets for which a community aims for while objectives are the specific steps that can be taken towards that goal. A recreation plan identifies those actions that can be undertaken to implement the objectives and fulfill the community's goals. The goals and objectives for the City in meeting the recreation needs of residents are outlined below.

GOALS AND OBJECTIVES

GOAL 1

PROVIDE RECREATION OPPORTUNITIES THAT FOCUS AND TAKE ADVANTAGE OF HART AREA WATER RESOURCES.

Objectives:

Many residents and visitors comment on the natural beauty of our trails and parks in Hart which utilize the Hart Lake/Pentwater River as a focal point. They also responded that they also felt it was important to develop recreational opportunities that take advantage of what the river has to offer. This can be very important to local residents as well as those interested in visiting the community. Hart Lake and the Pentwater River recreational opportunities can be seen as an economic development tool.

Potential Actions:

A. Develop opportunities with other agencies in our community to educate our residents about our local natural resources.
B. Enhance fishing, canoeing and kayaking opportunities the Hart Lake.
C. Enhance and expand our use of our natural resources for festivals and special events.
D. Promote stormwater run-off quality control measures to improve water habitat for fish.
E. Evaluate improvements at Veterans Memorial Park such as:
    I. Acquire adjacent property to allow for park expansion and additional parking
    II. The boat launch area and water's edge has been eroding and may require stabilization improvements to protect the water resources
    III. Demolish vacant structure
    IV. Construct additional parking and amenities
    V. Construct kayak and canoe launch
    VI. Construct public restrooms
    VII. Repair existing boardwalk

GOAL 2

PROVIDE ADDITIONAL NON-MOTORIZED TRAILS FOR RECREATIONAL AND TRANSPORTATION USE.

Objectives:

Providing the community with trail system which is our "safe highway" across the community connecting our schools, parks and the downtown district is a high priority in our community.

Potential Actions:

A. Expand the accessible trail system in the Hart area with a focus on continuing to connect our existing parks, neighbors, and destination points.

B. Connect Hart's trail system to neighboring communities.

C. Explore cooperative effort with the surrounding communities to promote, manage, oversee, plan, and seek joint funding for trails in the regional area and to avoid duplication of efforts and to enhance the connectability of the trails and ensure the best regional outcomes.

D. Develop system of wayfinding signage to aid users in navigating and utilizing park facilities

E. Support, promote and fund HMT and USBR 35 reconstruction and extension into and through Hart as soon as possible.

F. Plan and develop a "welcome station" at the City water booster facility on Polk Road.

G. Develop an improved trailhead feature at John Gurney Park and at the Diesel Power Plant site.

H. Develop and adopt a pathway and trail plan that connects to HMT and USBR 35 to a intra City network of walks, trails and pathways that utilizes natural corridors like Russell Creek and Chippewa Creek and connects directly to John Gurney Park, the Historic District, downtown, school campus, Fairgrounds site, City parks and other important features in the community.

I. Develop unified route identification and delineation system for the pathway network with distinctive lines, patterns, colors, and wayfinding system informs and directs residents and visitors alike. Cross Chippewa Creek ravine through the Historic District from the Lincoln-Griswold intersection in the District and extend the route north to John Gurney Park.

J. Develop a Trail and Pathway Management Plan that guides development, operation and maintenance and funding of HMT / USBR 35 and the Intra-City pathway network in the future.

K. Provide unified theme bike racks at all destinations on the pathway network with benches, tables, and convenience opportunities where appropriate.

L. Provide a bicycle repair station at Hart Commons or other key trail head location or City parking lot.

GOAL 3

PRESERVE THE HISTORIC ELEMENTS AND UNIQUE NATURAL RESOURCES OF JOHN GURNEY PARK WHILE PROGRAMMING IMPROVEMENTS THAT RESPECT AND MAINTAIN THE TYPE AND PURPOSE OF EXISTING FACILITIES AND PROVIDE DIVERSE ACTIVE AND PASSIVE RECREATIONAL OPPORTUNITIES THAT COEXIST WITHOUT CONFLICT AND MEET THE RECREATION NEEDS OF THE COMMUNITY.

Objectives:

The various input received from the community during this planning process has provided many suggestions for improvements in our park facilities and recreational programs. The City of Hart will continue to use these suggestions to guide their planning for the future.

Potential Actions:

A. Rehabilitate 2 existing tennis courts for conversion to 4 Pickleball courts.

B. Approve a Master Plan for the entire park area that will better define and control access to the various use areas in the park and guide future planning, funding and improvement actions.

C. Develop a Management Plan that will facilitate implementation of the Master Plan and create "universal access" to all existing and new facilities.

D. Improve Park circulation and construct park road and entry feature improvements on Eastern Park Road.

E. Construct new Oceana Drive entrance and parking facility.

F. Improve trail head area and non-motorized pathway along Chippewa Creek to historic district, downtown and the Hart-Montague Trail / USBR 35.

G. Build a new, safer pedestrian bridge or earthen causeway between the south and north areas of the park for improved access to the pavilion.

H. Construct permanent boat dock for camper use.

I. Relocate and improve the swimming beach area to eliminate erosion and improve beach quality.

J. Develop new drive and parking for the beach area, pavilion, and scout cabin.

K. Continue to add amenities and support facilities to the current Hart Park facilities based upon community input and current needs of the community.

L. Provide recreational opportunities for people with disabilities. Ensure that improvements and upgrades to existing park facilities are handicap accessible, where feasible.

GOAL 4

PROVIDE QUALITY LEISURE TIME ACTIVITIES WITH SPECIAL CONSIDERATION GIVEN TO IMPROVE HEALTH AND FITNESS.

Objectives:

The Community's recreational facilities and programs offer the community an opportunity to enjoy nature and take part in activities that will improve health and fitness. The Hart community realizes the importance of providing top quality park facilities and programs and also would like to continue to improve the health and fitness of its residents.

Potential Actions:

A. Provide both passive and active programming for a variety of ages and abilities of the population.

B. Add recreational facilities based upon recreation trends and input from the community. Negotiate acquisition of the property adjacent to John Gurney Park, Veterans Memorial Park, Northwest Waterfront Park, Hart Commons and along Russell Creek and Chippewa Creek that would protect wetlands and natural areas and provide improved organization and development as well as increased opportunities for access and use of these facilities.

C. Acquire high-quality remote wooded sites adjacent to the City's Valley wells and Russell Creek (near 72nd Avenue) to preserve natural areas, preserve and enhance Russell Creek, protect the City's wellhead property; and protect a watershed that delivers cold water to the Hart Lake impoundment. The Russell Creek watershed is a complex geologic construct of natural ravines with steep slopes, diverse vegetative communities, natural springs and spring pools and streams, sensitive wetland, and diverse seasonal and resident wildlife populations. Much of the land in both corridors is undevelopable and the cold-water streams are essential to the character and

quality of Hart Lake. Preservation protection and managed public access to and through all the tributary and watershed ecosystems within the City are extremely high priority acquisition, development and management objectives of the City.

D. Develop Pickleball courts on available land at the Peachy Skate Park, John Gurney Park, Hydroelectric Site and/or vacant lot at Wood –Water Street intersection.

E. Develop new access and parking at Hydroelectric Park with trails for hiking, nature observation, picnicking and fishermen.

F. Develop gathering and sitting open space nodes in the downtown area with benches, shade elements, public art, and landscaping.

G. Complete development of Hart Commons with a performance stage and shelter and access to City parking lot No.1 in cooperation with the Dairy Delight.

H. Develop Northwest Waterfront Park with the initial phase of parking, shoreline clean-up, trails and canoe/kayak launch and fishing pier with accessible walk connecting to parking.

I. Develop a plan for the Diesel Power Plant Site that will improve the recreational value of Hart Lake and Russell Creek frontage, provide educational opportunities, repurpose historic elements of the site and provide access and parking.

J. Develop and adopt a master plan for the Historic District that will identify the renovation needs and sequence, enhance open space areas, provide organized bike and vehicle parking, creates an information and interpretation system, provides improved security, and creates and promotes identity and curb appeal.

GOAL 5

ACQUIRE AND RETAIN PUBLIC LAND FOR FUTURE GENERATIONS.

Objectives:

As the Hart community continues to grow our local officials need to be conscious of the need for acquiring additional park land as it becomes available.

Potential Actions:

A. Retain existing parkland and acquire new public lands to meet the future recreational needs of the community.

B. Preserve and protect open space and other important natural features in the Hart area.

C. Develop programs for evaluating future land acquisition.

D. Preserve floodplains and wetlands for recreation purposes whenever possible.

E. Acquire property adjacent to existing park properties whenever possible to allow for the greatest flexibility and offer economy of sharing infrastructure when expanding or adding recreation activities to existing dedicated parklands.

GOAL 6

CREATE COMMUNITY AWARENESS OF HART AREA RECREATIONAL OPPORTUNITIES AND PROMOTE THEM TO OUR LOCAL CITIZENS AS WELL AS TO VISITORS OF THE COMMUNITY.

Objectives:

Several respondents indicated in the past that they were not aware of all the parks that were available in our local community. They also indicated that they were not aware of all the adult and youth recreational programs that we offered in our local recreation department.

Potential Actions:

A. Develop additional print and web-based media to describe existing recreational opportunities available to the residents of our service area.

B. Develop additional print and web-based media to describe and highlight our existing park facilities.

GOAL 7

DEVELOP A SYSTEM OF PARK FACILITIES THAT PROMOTE FOUR SEASON USE.

Objectives:

Provide residents with opportunities for recreation that provide multiple seasons of use within the City and the respective park facilities.

Potential Actions:

A. Construct compatible yet diverse uses within the parks that promote spring, summer, fall, and winter uses.

B. Explore options for all-season facilities such as improvements to cross country ski paths, warming shelters and restrooms in the parks as appropriate.

GOAL 8

CONTINUE THE IMPROVEMENT AND DEVELOPMENT OF UNIVERSAL DESIGN CONCEPTS AT ANY AND ALL CITY PARK LOCATIONS IN ACCORDANCE WITH THE PARK'S DEVELOPMENT MASTER PLAN.

Objectives:

Develop new and expanded facilities and programs at the park including new restrooms, picnic facilities, paved parking, walking paths, new play equipment and lighting.

Potential Actions:

A. Improve restroom facilities.
B. Provide for universally accessible play areas, picnic facilities and shelters
C. Provide for paved drives, roadways, parking areas and trails to provide barrier-free access to all areas.
D. Improve signage for any visually or physically impaired park users
E. Upgrade electrical systems and services as necessary

GOAL 9

TO ENHANCE THE QUALITY OF LIFE IN THE CITY BY PROVIDING MULTI-GENERATIONAL, FULLY ACCESSIBLE AND SAFE RECREATIONAL FACILITIES THAT ARE RESPONSIVE TO THE NEEDS OF *ALL*

RESIDENTS WITH HIGH QUALITY RECREATIONAL FACILITIES THAT EFFICIENTLY UTILIZE AVAILABLE RESOURCES.

Objectives:

A. Develop a variety of recreational facilities that reflect the changing and diverse needs of the City residents.
B. Improve existing recreational facilities to fulfill the needs of City residents more effectively and to encourage regular use of these facilities.
C. Develop certain recreational facilities as identified by the survey and needs assessment and establish priorities for their development.
D. Utilize design, construction, and maintenance practices that maximize the benefits provided for the resources expended.
E. Plan improvements that offer both active and passive recreation opportunities.
F. Develop unique recreational opportunities for elderly and physically challenged citizens. Every recreational opportunity should be fully accessible to all individuals whenever possible.
G. Provide play areas that are in conformance with the "Playground Equipment Safety Act".

GOAL 10

IMPLEMENT A PARKS, RECREATION, AND TRAILS OPERATION AND MAINTENANCE PROGRAM THAT ENSURES QUALITY LEISURE TIME RECREATIONAL OPPORTUNITIES FOR ALL CITIZENS AND VISITORS OF ALL AGES AND ABILITIES OF ALL CITY PARKS AND FACILITIES LONG TERM.

Objectives:

A. Develop an operations and maintenance program with City staff to adequately address immediate and long-term equipment, budgetary, and personnel needs for the existing and proposed facilities.
B. Obtain input and general oversight from the Parks Committee and related participant groups to assist staff with management of an operations and execution of maintenance programs and to make recommendations to the City Council for improvements and financing.
C. Seek out additional in-kind or sub-contractual services where and when needed to supplement seasonal maintenance program and staff needs.
D. Consider partnerships with local stakeholder groups to identify and delegate O&M tasks to special interest groups at designated facilities.
E. Inform, educate, and solicit input from Hart area residents of emerging or ongoing recreation projects to encourage broader buy-in and support from City and Township residents.
F. Retain part-time recreation coordinator for the City.
G. Develop partnerships with non-profits and local agencies to achieve goals.
H. Research and develop advertising program to promote more awareness and public involvement.

I. Work with non-profits and adjacent local agencies to promote and encourage their activities wherever possible to broaden programming availability and diversity in the City and surrounding Townships.

J. Engage students and challenged individuals to participate in the planning, review, and operation of community facilities to ensure accommodation of all ages and abilities.

GOAL 11

CREATE NEW PARTNERSHIPS AND COLLABORATION.

Objectives:

A. As Michigan continues to struggle it is important to take advantage of collaborations and partnerships as a cost-effective way to offer recreational programs in the community.
B. Coordinate existing recreational projects and programs with the Hart Area Schools, Oceana County, Hart Township, MDOT, and volunteer groups and look for ways to utilize existing facilities such as well as expanding recreational programs as new facilities are developed.
C. Encourage the cooperation and participation of adjacent communities in the formation of a regional recreational advisory board in an effort to combine resources and avoid duplication of facilities and services.
D. Utilize public and private sector cooperation in the promotion of recreation and the improvement of recreational opportunities.
E. Encourage the participation of volunteers in the development of recreational facilities.
F. Explore options of multi-jurisdictional cooperation with the area school district.

GOAL 12

TO CONTINUALLY IMPROVE THE QUALITY OF AND THE OPPORTUNITIES FOR RECREATION IN THE CITY BY REASSESSING COMMUNITY RECREATION NEEDS, TRENDS, AND CHARACTERISTICS.

Objectives:

A. Periodically update this Recreation Plan.
B. Pursue acquisition and development funding assistance grant(s) through the Michigan Natural Resource Trust Fund (MNRTF), Community Foundation, Passport Program, Land and Water Conservation Fund, MDOT Enhancement and Safe Routes 2 Schools, FERC and all other options that become available for expansion, connection, or improvement to existing City facilities where appropriate and suitable.
C. Develop an expanded survey to ensure public needs and desires in areas of parks & recreation.
D. Expand and develop community park advocates through the ongoing efforts the existing parks & recreation advisory board.
E. Provide opportunities for the involvement of City residents in the identification, selection, and development of recreational facilities.
F. Monitor the effectiveness of the City's efforts in fulfilling identified goals and objectives by providing opportunities for City residents to evaluate the progress of recreational development.

G. Monitor the effectiveness of the City's efforts in providing fully accessible opportunities for City residents.

H. Facilitate regular meetings of the Recreation Board.

RECOMMENDED ACTIONS

A widely publicized public review and input meeting was held at City Hall _____ (date) by the City and facilitated by the City planning consultant. The session included City staff, commission, community stakeholders and citizen representatives from the public at large. The Public Input Session presented all the recreational facilities and programs in the City, reviewed existing goals and objectives, discussed perceived and needed action items and potential costs and provided the residents the opportunity to comment with insights and opinions and make suggestions regarding the importance and value of each of those areas of discussion.

General outcomes of the Public Input Process are described as follows:

1. The family and/or adult age groups were predominantly represented and identified team activities and outdoor activities such as biking, walking, fishing, boating, shopping, going to the movies, taking the kids to the park and related family-oriented activities as most important for the City.
2. An overwhelming number of all members identified walkable/bikeable community as the most desirable recreational opportunity they would like to see developed in the City. Access, without having to drive, to the many attributes of the city including the downtown, the historic district, the Hart-Montague Trail and Hart Lake were cited as extremely important considerations for both current and future community and recreation planning and development. Extension of the HMT and US Bike Route (USBR) 35 into the downtown and through the community to key destinations like the Historic District and Gurney Park with strong identification marking and signage for ease and safety was integral and essential to the walk / bike needs discussion.
3. Residents indicated the existing recreational facilities (Historic District, Downtown Business District, John Gurney Park, and Veterans Park etc.) lacked easy access, diversity, and organized use areas. Master plans for Northwest Waterfront and Hydroelectric parks and a community "Bikeway Plan" needed to be developed to illustrate their potential as community parks and J. Gurney, Veterans, Historic District, Hart Skate Park / Peachy Park all needed to be updated to reflect the current and emerging needs that were being identified by the attendees.
4. Residents view their downtown as the core of activity and would like to see the downtown strengthened with regards to open space, walkability, recreational opportunity, community events, bike lanes and racks, landscaping and identity and wayfinding signage.
5. Improved and expanded access to Hart Lake for active uses like fishing, kayaking, swimming, and boating and more passive uses of viewing, picnicking and meditation were highlighted as very important for the citizens and the identity of the community.
6. Improved facilities such as restrooms, benches and shelters like the Hart Commons and improved maintenance was also identified as important if use of the parks is to increase to any degree.
7. A large improved, accessible public beach on Hart Lake in conjunction with other park facilities and good, paved parking close by was frequently mentioned as very important.
8. Many stated the need to enlarge Veteran's Memorial Park with improved access and parking, respectful separation of the "memorial" area from general use areas, restrooms, and enhancement of the memorial space.
9. Many recognized the quality and importance of the historic district with its many attributes and potentials and there was strong support for the preparation of a Comprehensive Master Plan that develops a long-term strategy for improvements for and development of well-organized structures, exhibit areas and features access and parking, on-site circulation, connection to the city pathway network within a structured phasing plan with procedural and budget direction.

The following recommendation and capital improvement schedule outlines and assigns relative priorities to activities and projects that can be implemented in both the short-term and long-range future to improve recreational opportunities in the City. Those activities and projects that can be undertaken during the five-year planning period (2022-2026) have been summarized in a Capital Improvement Program Schedule**.** This schedule includes cost estimates as well as possible funding sources for each suggested project. Year priorities were first developed by considering the City's pending FERC order, recreational needs and deficiencies identified by user groups during the input process and subsequent meetings, and finally by considering targeted funding and financing timing and grant cycles for various objectives.

Capital Improvement Schedule					
2022	**Project**	**Cost**	**City**	**Grants**	**Other**
1	Trail system lane and sign improvements in town	$60,000	$20,000	$20,000	$20,000
2	Acquire Russell Creek corridor riparian properties	$30,000	$30,000		
3	Prepare Historic District Master Plan with phasing and cost projections	$5,000	$5,000		
4	Construct bridge to John Gurney Park (JGP) pavilion over ravine	$80,000	$60,000		$20,000
5	Submit grant application	$5,000	$5,000		
2023	**Project**	**Cost**	**City**	**Grants**	**Other**
1	Construct Phase 3 of Hart Commons	$120,000	$60,000	$60,000	
2	Construct 2 Pickleball courts at Peachy Park	$60,000	$20,000	$20,000	$20,000
3	Prepare Pointe Park Master Plan	$5,000	$5,000		
4	Develop trailhead parking & bike repair station on Diesel Power Plant Site	$35,000	$20,000		$15,000
2024	**Project**	**Cost**	**City**	**Grants**	**Other**
1	Develop new waterfront drive and parking at John Gurney Park	$60,000	$40,000		$20,000
2	Submit grant application for JGP and/or Veterans Park	$5,000	$5,000		
3	Construct Veterans Park OR JGP improvements	$400,000	$150,000	$250,000	
2025	**Project**	**Cost**	**City**	**Grants**	**Other**
1	Pave N. Griswold and Kathryn to street standards	$150,000	$150,000		
2	Develop parking and overlook at Hydroelectric Park	$200,000	$80,000	$120,000	
3	Submit grant application	$5,000	$5,000		
2026	**Project**	**Cost**	**City**	**Grants**	**Other**
1	Develop Pickleball courts on City land at Water Wood Park	$70,000	$30,000	$30,000	$10,000
2	Expand campsite improvements at JGP	$180,000	$60,000	$100,000	$20,000
3	Construct Phase 1 at Pointe Park	$400,000	$160,000	$240,000	
4	Submit grant application	$5,000	$5,000		

1. Potential Funding Sources: Michigan Department of Natural Resources (MNRTF Acquisition & Development Grants), Land & Water Conservation Fund, Michigan Passport Program, Community Foundation, MEDC Development Grants.

2. Cost projections are provided as a range for the planning/design, development or acquisition project and may vary greatly depending upon scope, phase, and timing or by change of scope.

FINANCING MECHANISMS

The following paragraphs briefly outline existing sources of funds for financing the future recreational improvements in the City.

1. General Funds

The City's general fund has been the primary source of funds for operating and maintaining its current facilities. Future site improvements, acquisition, and development will remain dependent on these tax-supported funds, as will the continued operation and maintenance of these facilities. Consequently, recreation planning must be coordinated with the yearly budgeting process for the City's general funds.

2. Donations and Gifts

The availability of donated land, labor, equipment, and funds from individuals and organizations is an attractive and effective way to improve recreational opportunities in The City. Over the past few years, several groups and individuals have contributed significantly. Such support should be encouraged to continue.

3. Multi-jurisdictional Funding

One of the primary goals of establishing a trail authority comprised of adjacent townships would be to establish a joint source of funding for acquisition, development, and maintenance of multi-jurisdictional trail projects. It is too premature to discuss levels or formulas for financial participation/contribution, but by forming such a coalition, the individual cities and townships will collectively be in a stronger position in seeking future matching grants than if pursuing projects individually.

4. Non-local Financial Assistance

Many communities seek outside sources of funds to supplement their local sources when providing recreational improvements. There are several programs administered by the Michigan Department of Natural Resources (MDNR) that can provide some financial assistance to local recreation projects. Funding amounts available to communities vary from year to year depending on Federal support and State legislative agendas.

The Transportation Alternatives Program (TAP) is a competitive grant program administered by the Michigan Department of Transportation that funds projects such as nonmotorized paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability, and improving the quality of life. The program uses Federal Transportation Funds designated by Congress for these types of activities. Some key information on the TA program are as follows:

- Funding with be reduced from the current $23 million a year to $14-16 million a year. Project funding will be more competitive than previously with the average per capita award in the $44-50 per person range.

- Minimum match is still 20% however historic average is 34% and the 2011 average was 44% local match to grant. Any project request for over $2,000,000 total project cost must be 50%-50%. The most favorable grant request will likely be in the $500,000 range.

- Regional Trails will still be a priority, as will urban area streetscapes. Museums and historic preservation projects will be phased out for funding consideration.

- Preliminary grant application review with regional staff is encouraged to determine competitive nature of project and gather suggestions from TE staff. Project narratives should focus on intermodal transportation opportunities as they relate to the larger picture in the community, traffic calming, improving safety and improving water quality through best management practices.

The **Michigan Natural Resources Trust Fund** (MNRTF**)** is administered by the MDNR. The MNRTF program utilizes the royalties from oil, gas, and other mineral developments on state-owned lands to help finance the acquisition and the development of outdoor recreation facilities. The CMI program is the result of the passage of Proposal C of 1998.

Any unit of government, including school districts, may apply for grants to develop or acquire land(s) for public recreation or resource protection purposes. Application forms are available on February 1 of each year. The application deadlines are April 1 and September 1, of each year. The MDNR submits a list of recommended projects to the legislature the following January and funds are available after legislative appropriation, usually the following fall.

All local units of government must provide a local match of at least 25 percent of total project costs. For **MNRTF** development projects, the minimum funding request is $15,000, and the maximum is $300,000. Proposals must be for outdoor recreation or resource protection purposes. Outdoor recreation support buildings and other facilities are eligible for development funding, as is the renovation of existing recreation facilities.

All applicants must have a current DNR-approved community recreation plan, documenting the need for project proposal.

In addition, any private individual may nominate land for public acquisition under this program. All nominations are reviewed by the MDNR for possible acquisition and the landowner is not required to be the person nominating a parcel of land for public acquisition. Nomination forms are available at any time from the DNR Recreation Division and may be submitted to the Department year round.

The Federal Land and Water Conservation Fund (**LWCF**) program makes money available to the States for land acquisition and development of outdoor recreation facilities. From 1965 to 1996, the Department of Natural Resources (DNR) received over $100 million in LWCF assistance for more than 1,500 projects, over 1,100 of which have been grants to local governments. The objective is to provide grants to local units of government and to the State to acquire and develop land for outdoor recreation.

Applications are evaluated on established criteria including project need, capability of applicant, and site and project quality. At least 50 percent match on either acquisition or development projects is required from local government applicants with a $30,000 minimum and $100,000 maximum funding limit. The Michigan Department of Natural Resources (MDNR) makes recommendations to the National Park Service (NPS), which grants final approval. Criteria are spelled out in the "Recreation Grants Selection Process" booklet given to all applicants.

PA 32 of 2010 created the Local Public Recreation Facilities Fund to be used for the development of public recreation facilities for local units of government. Money for this fund is derived from the sale of the **Recreation Passport** which replaces the resident Motor Vehicle Permit (MVP) — or window sticker — for state park entrance. The passport will be required for entry to state parks, recreation areas and boating access sites. Ten percent of remaining revenue will be used to fund the **Recreation Passport local grant program**. A 25% minimum local match is required for the Passport grant program with a maximum grant amount of $75,000 and a minimum of $7,500.

The grant program may only be used for local development projects. The program is focused on renovating and improving existing parks, but the development of new parks is eligible. In addition, projects must fulfill the following requirements in order to be eligible:

- Current annual capital improvement plan (CIP) – plan must include the proposed project. If your community does not have a CIP, you must have a current approved recreation plan on file with the DNR.

Organizations with an interest in developing fishing conditions in their areas may be able to get financial assistance from a program established through the ***State Game and Fish Protection Fund***.

This fishing development grant is offered through the MDNR and can be as much as $200,000 annually, in cash or in-kind services. Projects eligible for funding include culvert modifications for improved stream flow; livestock or sheet erosion control projects; the development of spawning riffles, fish cover structures, or spawning reefs; and the construction of fishing piers and rough fish barriers.

The MDNR accepts grant proposals from organized fishing groups and local units of government. In all cases, projects can approach other sources such as the federal government for additional matching funds.

The ***Historic Preservation Grant Program*** is administered by the Department of State with funds made available through the National Park Service of the Department of Interior. The intent of the program is to conduct surveys of architectural, engineering, archaeological, and historic resources, to identify and nominate eligible properties to the National Register of Historic Places, and to plan for the protection of those cultural/recreational resources.

The funds for this program are apportioned by the National Park Service directly to the State, which, in turn, allocates funds on a project-by-project basis to local governments, organization, and individuals.

In Michigan the Historic Preservation Grant program is administered by the Michigan Department of State. The amount of assistance is up to 50% of the project expenses. Grantees are reimbursed at the completion of the project for work done within the days of a contract between the Department of State and the grantee. EXPENSES INCURRED PRIOR TO THE EXECUTION OF A CONTRACT ARE NOT ALLOWABLE PROJECT COSTS AND WILL NOT BE REIMBURSED.

The **Inland Fisheries Grant Program** offers grants up to $30,000 for projects that enhance the state's aquatic resources. This program may be applicable to the scenic overlook fishing platforms and educational kiosks.

The City is committed to review all available funding sources and prepare the necessary plans, reports, cost estimates, and funding applications, to achieve the goals of this recreation plan.

Waterways Program Grants are funded through the Michigan State Waterways Fund from state marine fuel tax and watercraft registrations. By law, administration of the Waterways Program is through the Michigan Department of Natural Resources (DNR) and overseen by the Department's Parks and Recreation Division.

Grants provide funding assistance for design/engineering and construction of public recreational harbor/marina and boating access site/launch facilities throughout the state. Only local units of government (city, City, township, or county) and public universities are eligible. Applicants may cooperate with community/sports organizations in the implementation of projects. On-site investigation by DNR, Parks and Recreation Division staff may be required to determine suitability of proposed work. Applicant may also be required to document area boating demand. Greater priority may be given to projects for which a local applicant documents match capabilities equal to or greater than the percentage of project cost they are required to provide. The local match can include in-kind expenses if they are well-documented.

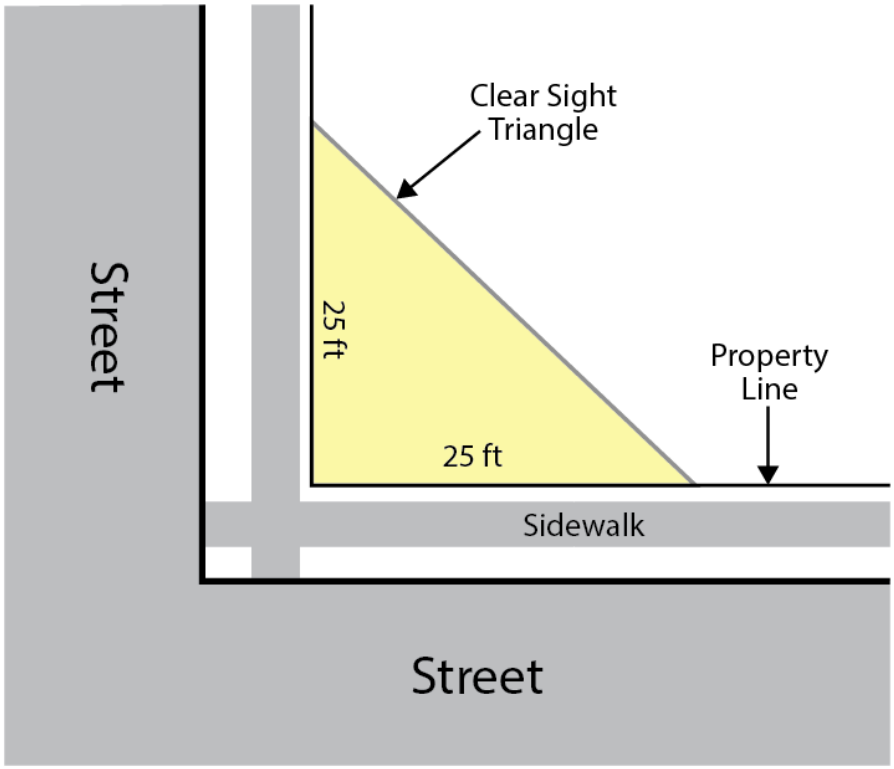
Applications, and all required information, must be received by 5:00 p.**m, April 1st.** If April 1st falls on a weekend, the deadline would be the last State working day prior to April 1st. The application review and funding process for projects is from April 1st until an appropriation is approved by the Legislature. This can take up to 18 to 24 months. Notification of approval for engineering and smaller sized construction projects may occur within six months after completed application form and proper documentation are received. Funding for construction is not released until permits are secured.

5. Millage

In an effort to raise matching funds or fund projects with local money, many community leaders have placed ballot proposals before their residents for a dedicated increase in their existing mill property tax to fund park maintenance and repair, including care for new parks and newly acquired parks, compliance with the Americans with Disabilities Act (ADA), as well as safety and security improvements. Establishment of a Park Improvement/Development, Maintenance and Repair Millage will assure that parks and facilities will be maintained at the level of quality expected by park users and that new parkland will have adequate amenities.

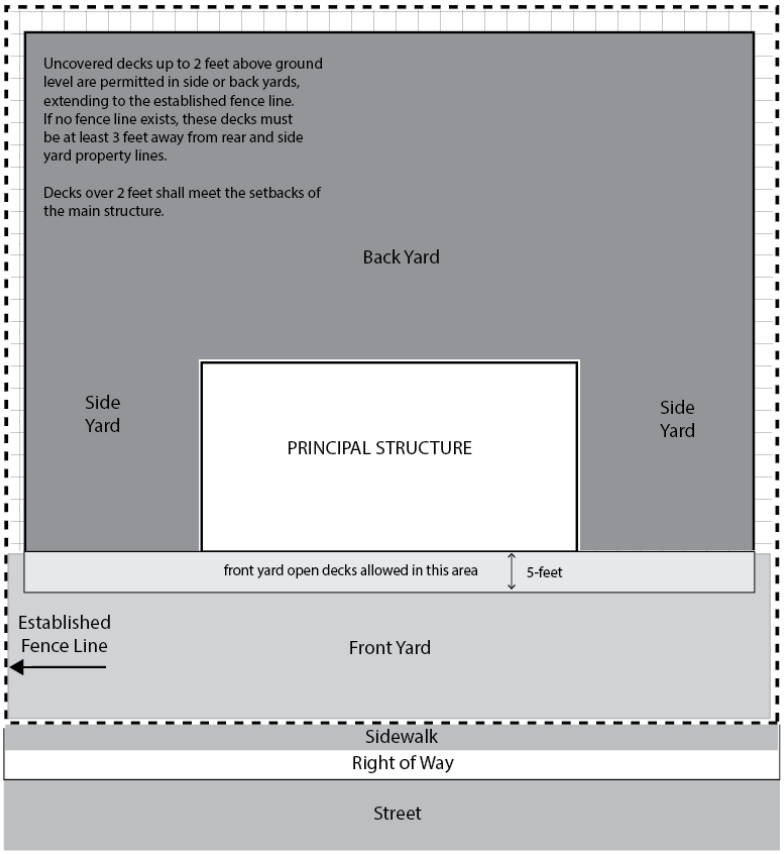
Appendix

ORDINANCE 1243.05, OBSTRUCTION AT INTERSECTION

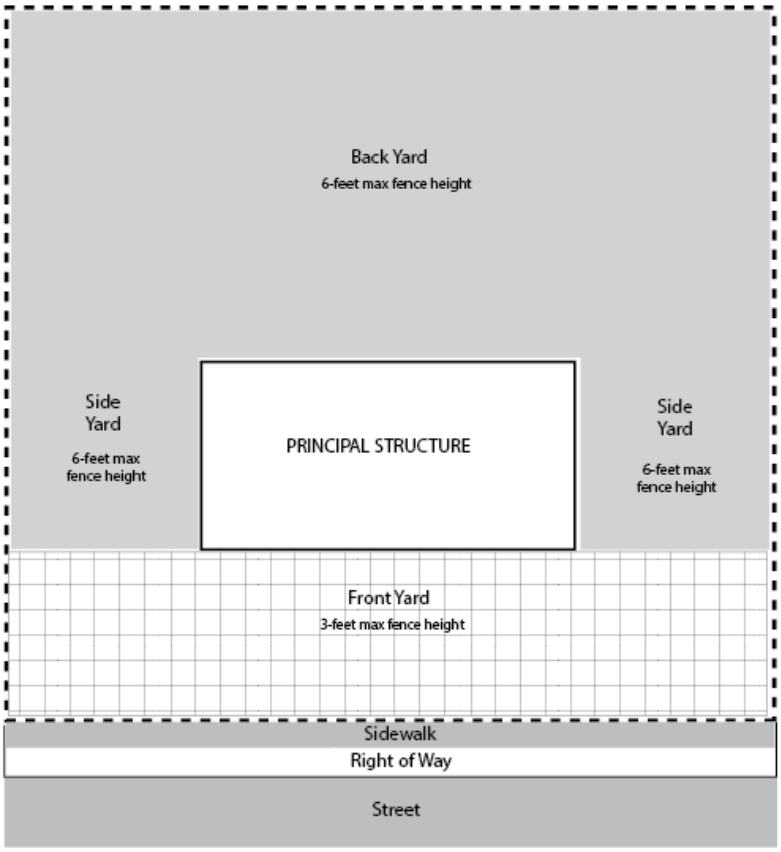


CORNER LOT

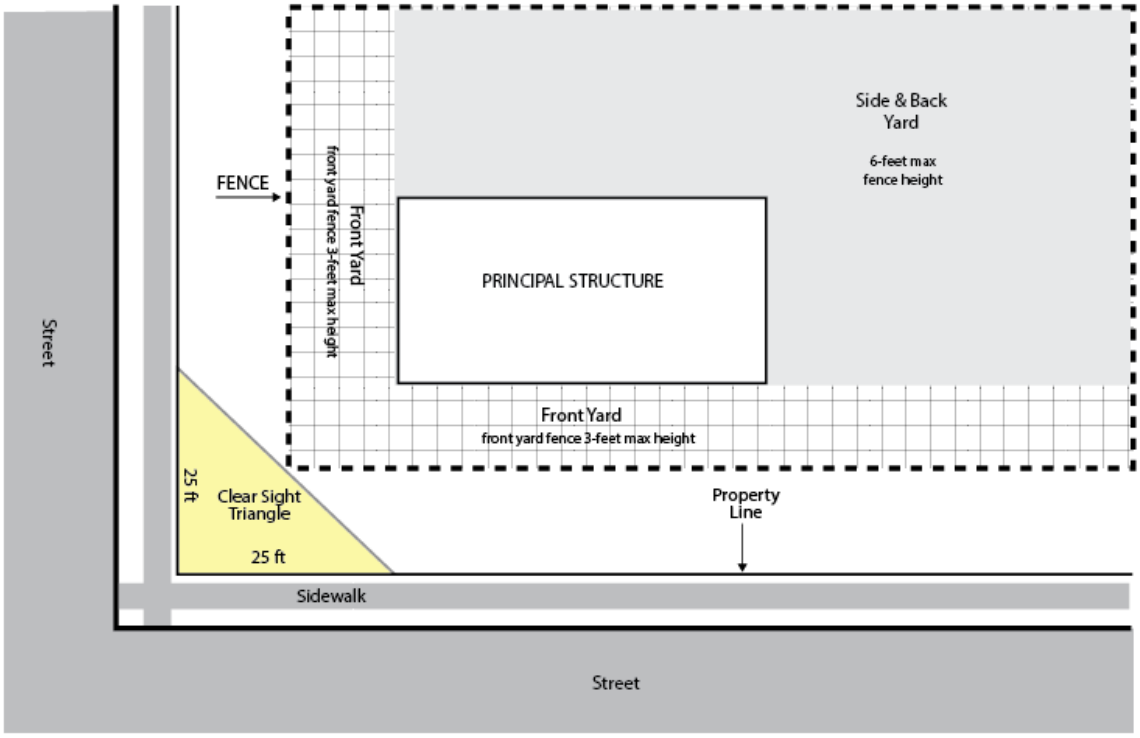
ORDINANCE 1243.23 DECKS & RAMPS



ORDINANCE 1243.21 FENCES, STANDARD LOT

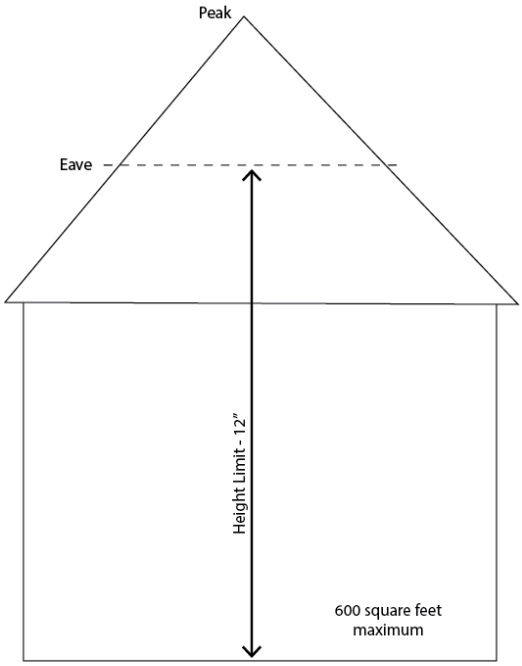


ORDINANCE 1243.21 FENCES, CORNER LOT



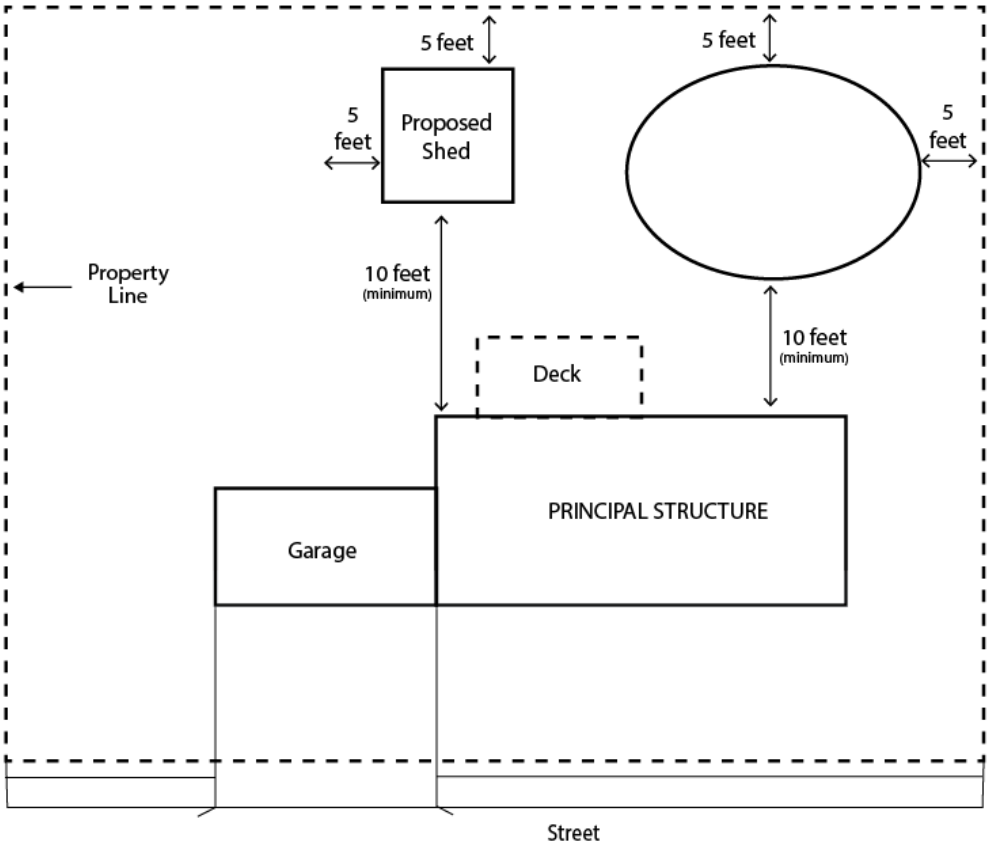
CORNER LOT

ORDINANCE 1243.16 SHED HEIGHT



Height is measured from the midpoint of the eave and peak at average grade.

ORDINANCE 1243.16 SHEDS, DECKS, POOLS



Planning Commission October Meeting Agenda Items:

ZONING ORDINANCE UPDATE REQUIREMENTS TO MAINTAIN REDEVELOPMENT READY CERTIFICATION

1. **PROVIDING FOR HOUSING DIVERSITY**

   We are required to reference at least 3 types of traditional housing our zoning ordinances.

   We currently reference the following TWO traditional housing options:

   Accessory dwelling units (Section 1243.25 Accessory Apartments)

   - *Permitted in B-2 Central Business district: An accessory apartment as part of an owner occupied single-family home, which complies with Section 1243.25, or having an apartment(s) associated with a commercial use.*

   Mixed Use - Residential units above commercial (non-residential uses) (Section 1249.02 Permitted Uses

   - *In the B-1 Zoning District, dwelling units may be permitted within a building where the principal use is commercial subject to the following conditions:*
     - *The dwelling unit shall not be located below the second floor of the building.*
     - *Each dwelling unit shall contain a minimum of 600 square feet of floor area.*
     - *A building permit shall be obtained…*

   WHY? Having an ordinance which clearly allows for diverse housing types creates unique neighborhoods, provides lifestyle options for residents of all ages and income levels, helps attract talent, and provides flexibility for meeting market demand.

   Other acceptable traditional housing options are listed below (planning commission needs to select at least one of the following to become an ordinance)

   Triplexes, Townhomes or Rowhouses (attached single family units)





   Cottage housing/bungalow courts





Tiny houses





Consider revising District Regulations in Section 1245.04 for Residential Zones to reduce minimum floor area for one-story structures from 720 to 480-600 (anything under 600 SF is considered a tiny home). Keep setbacks and language in Section 1258.07 under Site Plan Approval which states, (b) All elements of the site plan shall be designed to take into account the topography, size and type of lot, character of adjoining property, and type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Zoning Code.

First floor residential (in commercial districts)

Ordinance 1249.02(p)(1) currently permits dwelling units within a building where the principal use is commercial subject to the following conditions:

(1) The dwelling unit shall not be located below the second floor of the building.

**Consider revising to:

(1) The dwelling unit shall not be located below the second floor unless it is located in the rear with a separate entrance.

ADDITIONAL HOUSING OPTIONS:

Quadplexes

Sixplexes

Stacked flats

Micro units

2. PROVIDE FOR PARKING FLEXIBILITY:

We are required to include THREE OR MORE of the following flexible parking requirements in our zoning ordinances.

We currently reference the following TWO parking ordinance options:

Shared parking agreements (Joint Use; Section 1260.09 Off-Street Parking & Loading)

- *Parking facilities required for a church, theater, bowling alley, dance hall, etc., may be provided wholly or in part by off-street parking facilities serving other uses, such as banks, business offices, retail stores, personal service shops, household equipment or furniture shops, manufacturing buildings and similar uses which are not normally open, used or operated during the same principal operating hours of churches, theaters or the aforementioned establishments. Such joint use may be authorized by the Zoning Administrator upon application showing that participating uses will be adequately served by such joint facilities, and which application shall be accompanied by a properly drawn legal instrument executed by the parties concerned for the joint use of off-street parking facilities. In no case will the number of required car spaces permitted to serve jointly be less than the greatest requirement of this chapter for any one participating establishment.*

Elimination of parking requirements in the Central Business District (Additional Regulations; Section 1249.05)

- *In the B-1 Central Business District (which is the core downtown area), Section 1249.05(a) states that, "off-street parking regulations of Chapter 1260 shall not apply to uses in the B-1 Zone. If parking is provided, it shall be set back at least 30 feet behind the front build-to area"*

Why? The cost and space consumed by parking can make or break a project financially. Providing flexible options for parking allows for creative and context-sensitive solutions in communities of all sizes and reduces the negative impacts excessive parking can have on a community's sense of place.

Other acceptable parking flexibility options are listed below (planning commission needs to select at least one of the following to become an ordinance)

Connections between parking lots enhances traffic flow and safety by reducing congestion and minimizing vehicle entry points, which also benefits pedestrians and cyclists. It promotes land efficiency by optimizing parking space use, encourages environmental sustainability by managing stormwater runoff better, and facilitates easier access for visitors.

Parking waivers - a formal exception or relaxation of the standard parking requirements for a particular development or property. When a zoning ordinance sets minimum parking requirements for different types of land uses, a parking waiver allows a developer or property owner to provide fewer parking spaces than the ordinance mandates. Parking waivers require application, review and approval, conditions and restriction.

Electric vehicle charging stations - Provisions for the installation, access, and integration of EV charging stations within developments may include requirements such as: new multi-family residential developments with 10 or more units must provide at least one EV charging station per 20 parking spaces, with options for expansion; publicly accessible charging stations are mandated in new commercial developments at a ratio of one station per 50 spaces, adhering to ADA standards; developers may reduce parking requirements by integrating EV infrastructure, with at least 10% of spaces equipped for EV charging; and existing commercial properties must submit a permit application detailing necessary electrical upgrades for new charging stations.

Bicycle parking – to promote sustainable transportation and improve access to bicycle facilities in new developments. SAMPLE: It could requires all residential developments to provide one long-term bicycle parking space for every three dwelling units, while commercial developments must offer one short-term space for every 10 vehicle spaces (minimum of two). Institutional and recreational facilities must provide one short-term space for every 15 vehicle spaces (minimum of four). Bicycle parking must be located within 50 feet of the main entrance, designed to be sturdy and secure, and clearly marked with signage. Developers must include bicycle parking plans in site applications for city approval, and inspections will ensure compliance before occupancy permits are issued. Small developments with fewer than five parking spaces may be exempt but are encouraged to provide bicycle parking where feasible.

Payment in lieu of parking - ordinance allows developers to pay a fee instead of providing the required number of parking spaces for a project. This fee is typically used to fund alternative transportation improvements or public parking facilities. The ordinance aims to reduce the overall demand for parking by encouraging more sustainable development patterns, promoting public transit use, and creating more walkable communities.

Banked/deferred parking - allows developers to set aside or delay the construction of required parking spaces until a later date, based on anticipated demand. Under this ordinance, developers can initially provide fewer parking spaces than required, with the understanding that additional spaces can be constructed later if needed. This approach helps to reduce upfront costs and land use while accommodating future growth or changes in demand. The ordinance typically includes provisions for monitoring usage over time to determine when additional parking may be necessary, promoting a more flexible and adaptive approach to urban development.

3. STANDARDS FOR GREEN INFRASTRUCTURE:

We are required to include THREE OR MORE of the following green infrastructure standards.

We currently reference the following TWO green standard:

Internal Parking Lot Landscaping Standards (Section 1243.22 Landscape Regulations):
Parking area landscaping-

- All parking areas more than 5,000 square feet in area, except those parking areas for industrial uses which are located in the rear yard, shall be landscaped with one canopy and one evergreen tree for every ten parking spaces, with a minimum of two trees shall be planted, adjacent to the parking area.
- Landscape islands or peninsulas shall be installed at the end of those parking rows which are more than twenty spaces long. Within such rows a landscaped island shall be installed every twenty spaces.
- Landscape islands or peninsulas at the end of parking rows shall be a minimum of ten feet in width by the length of the parking space or spaces, with an appropriate curb radius. Islands within parking rows shall be a minimum of six feet wide by the length of the parking space or spaces. Islands shall be separated from the parking area by a rolled or stand-up curb.
- Each island or peninsula within a parking area shall contain a minimum of one canopy tree.
- Landscaping in and adjacent to parking areas shall be of a height and location which will not block the vision of drivers or pedestrians.

Open Space Preservation Development (Section 1247.05 Open Space)

- *Open Space - For multi-family developments consisting of more than one acre, a minimum of ten percent of the gross site area shall be preserved and maintained as common open space for use by all residents and property owners of the development. Play structures, tennis courts, swimming pools may be utilized in lieu of fifty percent of the required open space.*

Why? Integrating green infrastructure can reduce infrastructure and maintenance costs, provide opportunities for recreation and physical activity, reduce exposure to harmful substances, advance placemaking goals, improves safety, promotes community identity and a sense of well-being, and provide economic benefits

Other acceptable green infrastructure options are listed below (planning commission needs to select at least one of the following to become an ordinance):

Low impact development techniques (rain gardens, bioswales, etc) promote sustainable stormwater management practices that minimize environmental impact. These techniques help reduce runoff, improve water quality, and promote groundwater recharge by allowing rainwater to infiltrate the soil naturally. By implementing LID measures, communities can mitigate flooding,

decrease the burden on drainage systems, and enhance urban green spaces. Additionally, such ordinances support climate resilience, protect local ecosystems, and improve the overall aesthetics of neighborhoods, fostering healthier environments for residents.

Rain water collection (blue roofs, cisterns, water harvesting, stormwater vaults) promote sustainable water management practices that enhance water conservation and reduce stormwater runoff. By capturing and utilizing rainwater, these systems help decrease demand on municipal water supplies, lower water bills, and mitigate flooding and erosion. Additionally, they improve water quality by filtering pollutants before they enter local waterways and contribute to the overall resilience of communities against climate change. Such ordinances encourage the efficient use of natural resources, promote green infrastructure, and foster environmentally friendly development practices.

Green roofs help reduce stormwater runoff by absorbing rainfall, which mitigates flooding and reduces the burden on drainage systems. They also improve energy efficiency by providing insulation, leading to lower heating and cooling costs. Additionally, green roofs contribute to better air quality, reduce the urban heat island effect, and provide habitats for various species. By encouraging the installation of green roofs, the ordinance fosters greener, healthier urban environments and supports climate resilience initiatives.

Permeable pavement promotes sustainable land use and effective stormwater management. Permeable pavement allows rainwater to infiltrate the ground, reducing surface runoff and mitigating flooding while replenishing groundwater supplies. This approach helps prevent erosion and minimizes the pollution that often enters waterways from traditional impervious surfaces. Additionally, permeable pavement can enhance urban aesthetics, reduce the urban heat island effect, and improve overall environmental health. By encouraging its use, the ordinance supports eco-friendly development practices and contributes to climate resilience in urban areas.

Steep slope protections to safeguard environmental and public safety by preventing erosion, landslides, and habitat degradation in areas with steep terrain. Such protections help maintain soil stability, preserve water quality by reducing sediment runoff into waterways, and protect natural ecosystems. Additionally, the ordinance can promote responsible land use and development practices, ensuring that construction activities do not compromise the integrity of steep slopes. By regulating development in these sensitive areas, the ordinance supports long-term ecological health and mitigates risks associated with hazardous slope conditions.

Street tree planting standards to enhance aesthetics, improve air quality, and provide environmental benefits within communities. By requiring the planting of trees along streets, the ordinance aims to create green corridors that mitigate the urban heat island effect, reduce stormwater runoff, and promote biodiversity. Street trees also provide shade, which can improve pedestrian comfort and encourage outdoor activity. Additionally, such standards help ensure the selection of appropriate species and planting techniques, fostering healthier tree growth and longevity. Overall, this ordinance supports sustainable urban development and contributes to the well-being of residents.

Tree preservation standards protect and maintain existing trees in a community, promoting environmental sustainability and enhancing urban aesthetics. This ordinance aims to safeguard valuable trees that provide crucial benefits, such as improving air quality, reducing stormwater runoff, offering wildlife habitat, and enhancing property values. By establishing guidelines for tree protection during construction and development, the ordinance helps minimize damage to root systems and promotes the long-term health of urban forests. Ultimately, it fosters a healthier, more resilient environment while contributing to the overall quality of life for residents.

Required native or low-maintenance plantings Native plants are better adapted to the local climate and soil conditions, requiring less water, fertilizers, and pesticides, which conserves resources and minimizes environmental impact. This ordinance encourages the use of plants that support local wildlife, including pollinators, and fosters healthier ecosystems. By promoting low-maintenance landscaping, the ordinance also reduces the burden on property owners and municipalities, leading to more sustainable and resilient landscapes.

Renewable energy promotes the use of sustainable energy sources, reduce greenhouse gas emissions, and enhance energy independence within the community. By mandating the integration of renewable energy technologies, such as solar panels or wind turbines, the ordinance encourages environmentally responsible development. This initiative not only supports climate change mitigation efforts but also fosters economic growth by creating green jobs and stimulating local energy markets.

Buffering standards around water bodies or other natural resources protects these sensitive ecosystems from pollution, erosion, and habitat degradation. Buffers, such as vegetated areas or natural barriers, help filter runoff, reduce sedimentation, and maintain water quality by absorbing nutrients and pollutants before they enter water bodies. Additionally, these buffers provide critical wildlife habitat, enhance biodiversity, and promote natural beauty in the landscape

Off-site stormwater regulations allowing site developers to participate in district-scale stormwater management plan promote efficient and comprehensive management of stormwater at a broader scale. By enabling developers to contribute to shared infrastructure projects, such as retention basins or green roofs, the ordinance helps reduce the burden on individual sites, lowering construction costs and minimizing land disturbance. This collaborative approach enhances the overall effectiveness of stormwater management, improves water quality, and mitigates flooding risks across the district.

CITY OF HART
Zoning Board of Appeals Bylaws

Section 1 - Authority
The City of Hart Zoning Board of Appeals (hereinafter referred to as the ZBA) adopts these bylaws pursuant to Public Act 110 of 2006 of Michigan Public Acts, as amended and provisions governing the Board as specified in Chapter 1261 (zoning) of the City of Hart Code of Ordinances.

Section 2 - Membership
Membership shall consist of five members: one member of the City Council, one member of the Planning Commission, and three citizens of the City, appointed by City Council and shall represent, insofar as it is possible, different interests, professions or occupations. City Council may appoint two alternate members to serve as a regular member in the absence of a regular member if a regular member has abstained for reasons of conflict of interest. Members shall be citizens of the United States of America and residents of Hart. The term of office shall be for three years, except for members serving because of their membership on the City Council or Planning Commission, whose terms shall be concurrent with their term of election or appointment.

Section 3 - Officers
The ZBA shall elect from its membership a Chairperson, Vice-Chairperson and Secretary. The Chairperson shall preside at meetings. In the absence of the Chairperson, the Vice-Chairperson shall preside. In the absence of both the Chairperson and Vice-Chairperson, the Secretary shall preside. The Chairperson shall decide all points of order and procedure.

Officers will be elected annually at the September meeting of the ZBA. Nominations will be made from the floor for one officer at a time. A candidate receiving a majority vote of the entire membership of the ZBA shall be declared elected and will serve for one year. Vacancies in office shall be filled at the same or next meeting by regular election procedures.

Section 4 - Meetings
Monthly meetings of the ZBA shall be held at City Hall on the _____ _____ of each month at ___:00p/a.m. unless otherwise decided by the ZBA. A quorum of the ZBA will consist of three members. In the event a quorum is not present at a particular meeting, the meeting will be adjourned and all proceedings and public hearings shall be scheduled for the next regular or special meeting. In such cases, no additional public notice for any matter brought before the ZBA is required provided the date, time, and place of the rescheduled meeting is announced at the adjourned meeting and posted in City Hall.

Procedures during meetings shall be governed by the most current edition of "Robert's Rules of Order."

Section 5 – Powers & Duties

The ZBA shall have all duties and powers provided by Public Act 110 of 2006, as amended, and those provided by chapter 1261 (zoning) of the City of Hart Code of Ordinances (hereinafter referred to as the city code). The concurring votes of a majority of the members (three out of five) shall be necessary to revise any order, requirements, decision, or interpretation of the Zoning Administrator or any other City official or agency, or to decide in favor of an applicant on any matter upon which they are required to pass, or to effect any variation of the Zoning Code.

Each ZBA member in attendance at a meeting will be entitled to cast one vote on any business brought before the board. In the event any member has any interest of any kind in a matter before the ZBA, that member will disclose his or her interest, remove him or herself from the bench and abstain from voting upon the matter.

All meetings and records shall be open to the public. A verbatim record of any public hearing shall be kept for no less than thirty days following the hearing. All minutes shall be filed in the office of the City Clerk and shall be made available to interested parties upon request.

Section 6 - Procedure

A written agenda for all meetings shall be prepared by the Zoning Administrator using the following general order of business outlined below:

1. Call to order
2. Introductions and Roll Call
3. Conflict of Interest Statement
4. Approval of Past Meeting Minutes
5. Communications
6. Public comments on items not on the agenda
7. Public Hearings/New Business
8. Presentation by Applicant(s)
9. Questions from ZBA
10. Comments & Questions of Public
11. Communications Received
12. *Action of Appeal
13. Business not on the Agenda
14. Adjournment

*Motions shall be restated by the chairperson before a vote on any motion is taken.

Section 7 – Public Participation

For the purpose of public participation during the public hearings or other matter before the ZBA, members of the public may address the ZBA stating their name and address for

the record, and address their comments and questions to the chairperson. Speakers shall be allowed to speak once for no longer than three minutes. Longer allocations of time may be granted by the chairperson.

Section 8 – Attendance

The position of a member of the ZBA will be considered vacant if any member attains three consecutive regular meeting unexcused absences or 25 percent of meetings in the calendar year, unless such absences shall be excused by the ZBA.

Section 9 - Amendments

These bylaws may be amended by a majority vote of the membership of the ZBA. Adopted ____/_____/_____

_____ _____

_____, Chairperson _____, Vice Chair

_____ _____

_____, Secretary _____, Member

_____

_____, Member