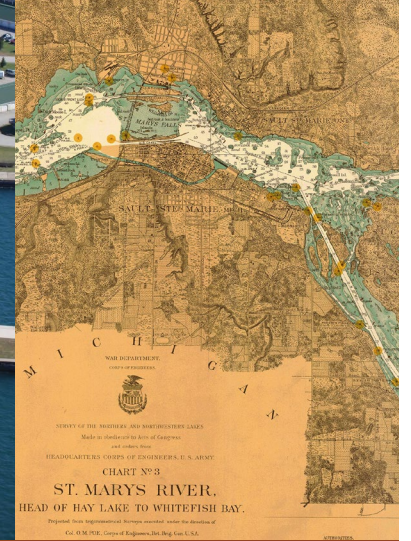




A CASE STUDY

THE CITY OF SAULT STE. MARIE



Michigan Coastal Community Working Waterfronts

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Michigan Coastal Community Working Waterfronts

This case study was compiled as part of a set of 11 working waterfront case studies in coastal communities. For more information on the series, please see the Introduction, Context and Trends, Waterfront Land Use, Best Practices and Recommendations and Next Steps sections.

OTHER CASE STUDIES IN THIS SERIES:

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Michigan Sea Grant

INTRODUCTION

Many coastal communities have areas known as working waterfronts — waterfront lands, waterfront infrastructure and waterways that are used for water-dependent uses and activities. These uses may include ports, small recreational boat and fishing docks and other types of places or businesses where people use and access the water. Coastal communities' working waterfronts offer economic and cultural value, contribute to a community's identity and are intrinsically tied to a region's natural resources.

A number of factors — such as population change, competing land uses and development pressure, fluctuations in water levels, changes in

fish stocks and regulations, aging and inadequate infrastructure, decline in waterfront industry and economic recession — threaten the viability of water-dependent businesses and access to the public trust waters. Left unchecked, these threats can result in the slow loss of working waterfronts and permanent conversion of waterfront property to non-water-dependent uses.

Active waterfront planning and the sharing and implementation of tools, resources and strategies for maintaining and protecting working waterfronts can ensure access for water-dependent uses and activities, as well as preserve options for future waterfront uses.

This case study:

- Characterizes one of many working waterfronts found throughout Michigan's diverse coastal communities.
- Identifies existing waterfront amenities, waterfront history, waterfront zoning and land area occupied by water-related uses.
- Highlights examples of waterfront challenges, threats and opportunities as well as tools and strategies for maintaining the working waterfront.

SUMMARY

Sault Ste. Marie, Michigan was founded in 1668 and incorporated as a city in 1887. It is the oldest community in Michigan and the first non-Indian settlement in the Midwest.

Sault Ste. Marie is located in the northeast Upper Peninsula along the St. Marys River on the U.S.-Canadian International Border. The city has approximately 33 miles of frontage on the St. Marys River, which drains Lake Superior to Lake Huron.

The Soo Locks, which are the largest waterway traffic system in the world, were constructed in Sault Ste. Marie to enable expansion of commerce and trade opportunities in 1852. Today, the U.S. Army Corps of Engineers (USACE) Soo Area Office operates and maintains four navigational locks, channels and structures and some of the community's waterfront property.

The 63-mile long St. Marys River connecting channel flows between Michigan and Ontario, Canada from Lake Superior to Lake Huron. The St. Marys River federally authorized project includes channel maintenance, construction and operation of four locks and two canals, a hydropower plant and anchorage areas in the river. Over 80 million tons of cargo, including bulk commodities such as

iron ore, coal, limestone, petroleum, chemicals, primary manufactured goods, food and farm products, and manufactured equipment, machinery and machine products pass through the channel annually. This generates \$3.9 billion in direct revenue and more than 16,500 jobs annually.

Sault Ste. Marie has two ports that are also Harbors of Refuge, the Charles T. Harvey Marina and the George Kemp Marina. The city has a number of waterfront parks that provide additional access to the upper and lower river. Approximately 500,000 people visit the Soo Locks visitor's center and park every year.

Although much of the waterfront industry has moved inland, the waterfront has retained much of its historical character. The downtown core of the city is separated by a power canal constructed in 1902.

Tourism dominates the economy and much of the waterfront land use in Sault Ste. Marie's downtown is tourist-oriented. Land use along the St. Marys River consists of approximately 73 percent tourist, 16 percent residential, 11 percent industrial and 1 percent commercial uses. Land use within a 1000-foot buffer of the river consists of 45 percent residential,

34 percent other uses, including the tourist district, 15 percent industrial and 6 percent commercial uses. The Tourist District permits water-related uses, among other uses.

Both of the city's commercial docks are underutilized. Sault Ste. Marie's west dock, or Reiss Dock, is the only deep water dock in the region and has the capacity to accommodate a fully loaded 1000-footer. The dock is ideally located at the convergence of deep water, a major rail yard and an interstate freeway. The port has been inactive for 60 years and the city is exploring options to off-load materials at the Reiss Dock instead of the downtown Carbide Dock.

Located on the east side of the city, the Carbide Dock is used occasionally for salt deliveries but is not used to its full capacity. There is potential for this property to be redeveloped for public use in the future.

Additional challenges associated with managing the city's working waterfront include budget cuts, which have resulted in low prioritization for waterfront planning, an outdated master plan and integration of planning across local and federal jurisdictions.

Best practices for maintaining access to the waterfront for the public and water-dependent uses in Sault Ste. Marie include:

- Placemaking and improving public waterfront space.
- Capitalizing on tourism with ample amenities and a well-connected downtown waterfront.

SAULT STE. MARIE, MI



CONTEXT

Jurisdiction / Government

Region

County

Land Area

Watershed / Subwatershed

Dominant Land Use of Subwatershed

Adjacent Bodies of Water

Types of Water Body

Percent of Land Area within the CZM

Population (2010)

Percent of County's Population

Percent of County's Land Area

Urban / Suburban / Rural

Federally Authorized Harbors/Projects

Type of Port

City

Upper Peninsula

Chippewa

9,455 acres / 14.8 square miles

St. Mary's River / Sault Area Watershed

Urban (60%)

St. Mary's River

Connecting Channel between
Lakes Superior and Huron

25%

14,144

43%

<1%

Urban

St. Marys River

Commercial



National Oceanic and Atmospheric Administration

COMMUNITY PROFILE

POPULATION

- The population of Sault Ste. Marie declined 14 percent from 2000 to 2010. In 2010, the city's population density was 956 persons/square mile.
- The population of Chippewa County decreased by less than one percent from 2000 to 2010.
- The median age in Sault Ste. Marie increased from 33 in 2000 to 34 in 2010.

EDUCATION

- Of the city's population age 25 and older (2% of the city's total population), 88 percent have a high school degree or higher and 23 percent have a bachelor's degree or higher.
- Of the county's population age 25 and older (70% of the county's total population), 88 percent have a high school degree or higher and 18 percent have a bachelors degree or higher.

INCOME

- The median household income between 2006 and 2010 in the city of Sault Ste. Marie was \$35,323, compared to the median household income in Chippewa County of \$40,194.

EMPLOYMENT

Of the city's population over age 16:

- 59 percent are in the labor force and employed and 10 percent are unemployed.
- 71 percent are employed in the top 4 (of 13 total) industries classified in the American Community Survey: educational services and health care and social assistance (28%); arts, entertainment and recreation and accommodation and food services (18%); retail trade (13%); and public administration (13%).
- 32 percent are in service occupations, 29 are in management, business, science and arts occupations, 24 percent are in sales and office occupations, 9 percent are in production, transportation and material moving occupations and 6 percent are in natural resources, construction and maintenance occupations.



Ships on the St. Marys River. Elizabeth Durfee

Chippewa County Great Lakes Jobs Snapshot (NOAA)

- In 2009, Great Lakes related jobs accounted for 3.1 percent of total jobs in Chippewa County, representing a decrease of 66 percent since 2005.
- Great Lakes related jobs provide employment for 397 people, provide \$5 million in wages and provide \$10 million in goods and services.

HOUSING

- From 2000 to 2010, the total number of housing units in Chippewa County increased by 5 percent and the percent occupancy of housing units decreased by less than one percent.
- Owner occupied housing units decreased by 9 percent and renter occupied housing units increased by 7 percent from 2000 to 2010.
- Residential construction in Chippewa County declined from 422 buildings in 1990 to 60 building in 2000 and then declined to 20 buildings in 2010.

COMMUNITY OVERVIEW

The city of Sault Ste. Marie is located at the northern tip of the eastern Upper Peninsula along the St. Marys River on the U.S.-Canadian International border. The city is approximately 370 miles north of Detroit. Sault Ste. Marie is the county seat of Chippewa County and is the trade center for the eastern Upper Peninsula. The city is the oldest community in Michigan. Development is relatively concentrated in the north-central region of the city surrounding the downtown in the area known as the “island” that is separated by the Edison Sault Power Canal.

Sault Ste. Marie is home to the Soo Locks that serve the largest waterway traffic system in the world with canals and locks build to overcome the 21-foot waterfalls of the St. Marys River. The Soo Locks were designated a National Historic Landmark in 1966.

The population of Sault Ste. Marie, Chippewa County and the eastern Upper Peninsula increased until the 1960s. Six of the region’s factory’s (Soo Woolen Mill, Cadillac Soo Lumber Company, Retailers Bakery, Lock City Machine and Marine, Northeastern Leather Company, Union Carbide Company) closed in the 1950s and 60s, resulting in a loss of over 2,500 jobs.

Although manufacturing and agriculture sectors are growing, tourism dominates Chippewa County’s economy. Fifty percent of the Chippewa County’s work force is employed in retail, service and tourism related businesses and activities. Roughly 600,000 people visit annually to learn about the locks and history of the region, view ships and enjoy the waterfront park space. In 2011, the Soo Locks employed 105 people. Tourist attractions including the Museum ship employed 27 people.

The city has approximately 1,657 acres of recreational land of which 38 percent is city owned. Among Sault Ste. Marie’s recreational assets include waterfront parks, the Historic Locks Park Walkways, bike trails and the Lower River Islands.

CAPACITY

The City of Sault Ste. Marie operates under a council/manager form of government with a city manager and six council members. The city has a planning and zoning department with one city planner and a nine member planning commission. The city’s parks and recreation department is responsible for managing city parks, the marina and the campground. The U.S.ACE Soo Area Office is responsible for the operation and maintenance of four navigational locks as well as the improvement and maintenance of navigation channels and structures, such as breakwaters, dikes and walls in the St. Mary’s River. In addition to a city master plan, the community has a recreation plan, Soo Locks Master Plan and a Soo Locks historic report.



Fishing in the St. Marys River. *Elizabeth Durfee*



Freighter traveling down the St. Marys River. *Elizabeth Durfee*



Soo Locks ferry..*Elizabeth Durfee*

WATERFRONT HISTORY

Sault Ste. Marie is the oldest community in Michigan, the first non-Indian settlement in the Midwest and one of the earliest continuously settled communities in the country. Sault Ste. Marie was founded in 1668, incorporated as a village in 1879 and as a city in 1887.

The St. Marys River and rapids were central to development in the Sault region. According to records from French explorers the Sault was the center of Native American life in the upper Great Lakes in 1622. Father Jacques Marquette founded the first European community, a Jesuit mission, in the Sault in 1668. Fort Brady was constructed shortly after the Treaty of the Sault officially brought the Sault under American control in 1820. In 1902, the Edison Sault Electrical Powerhouse began operating and as of 1995 was the largest building in the world dedicated to power production.

As copper and iron ore were discovered in the Upper Peninsula, the need to expand commerce and trade opportunities and ship materials south from Upper Peninsula mines grew. An 1852 Act of Congress granted 750,000 acres of public land to Michigan to compensate the Fairbanks Scale Company for construction of the locks. The locks were constructed in two years. The locks were owned and operated by the State of Michigan from 1855 until 1881, when they were transferred to the U.S. government under the jurisdiction of the U.S. Army Corps of Engineers.

Land use along the waterfront evolved as older industrial areas moved or closed however the waterfront has retained much of its historical character. There are over 50 documented historical sites in the city including 12 National Register Sites and an additional 16 historically significant sites in the downtown. The St. Marys Falls Canal-Soo Locks, Old Fort Brady and SS Valley Camp are among National Register Historic Sites.



Edison Sault Electrical Powerhouse. *Elizabeth Durfee*



SS Valley Camp. *Elizabeth Durfee*

WATERFRONT SUMMARY

Land use along the St. Marys River consists of a mix of commercial, industrial and tourist-related uses in the city's downtown. Waterfront land use along the western and eastern shoreline of Sault Ste. Marie consists of residential uses as well as some tourist-oriented uses along the eastern shore.

The St. Marys River connecting channel is approximately 63 miles long and flows southeasterly from Lake Superior to northern Lake Huron. The international channel flows between the State of Michigan and the Province of Ontario, Canada. The St. Marys Falls Canal and Locks enable vessels to navigate around a 21 foot drop over the falls. The St. Marys River federally authorized project includes channel maintenance, construction and operation of four locks and two canals, construction of a 20,000 kilowatt capacity hydropower plant and construction of anchorage areas in the river. The deep draft commercial channel handles over 80M tons of cargo annually. Bulk commodities that pass through the channel generate \$3.9 billion annually in direct revenue, \$760 million annually in personal income and provide over 16,500 jobs. Among the commodities shipped through the channel include iron ore, coal, limestone, petroleum, chemicals, primary manufactured goods, food and farm products and manufactured equipment, machinery and machine products. A loss of channel depth of one to two feet results in increased transportation costs of up to \$20.6 million annually due to light loading. The St. Marys River is the sole connecting channel between Lake Superior and the lower Great Lakes and disruption of service in the channel would have catastrophic maritime and economic impacts.

Much of the waterfront is devoted to uses related to water transportation including recreational craft and larger vessels. The Reiss Coal Dock and Carbide Dock have an 800 foot slip and 780 feet of St Marys River frontage, respectively. There are two Harbors of Refuge in Sault Ste. Marie: the Charles T. Harvey Marina, a 5.4 acre marina located on the lower St. Marys River and the George Kemp Marina located downtown. Charles T. Harvey Marina has 31 seasonal slips and no transient dockage. George Kemp Marina has over 50 slips and can accommodate vessels up to 100 feet in length.

Waterfront parks including Aune Osborn Campground and Park, Ashmun Bay Park and Rotary Island Park have boat launches that provide additional access to the upper and lower river. At Alford Park, a lighted waterfront walkway is utilized by fishermen and sightseers.

The Soo Locks are a significant tourist attraction. Both fishing and sightseeing charters, including boat tours of the Soo Locks, are popular in Sault Ste. Marie. The federal project has a visitor's center and park and handles 500,000 visitors annually. The Historic Locks Park Walkway, initiated by the community in 1982, provides interpretive information about the many historic features along the waterfront. Among these historic features include the Locks Overlook Station, the Plank Alley Station where the original business district and railroad were located, the Fort Brady Station and the Johnston Homestead Station with historic homes and the Valley Camp Museum Ship.

The U.S. Coast Guard Sector Sault Ste. Marie facility is located to the east of the Soo Locks.



Brady Park. Elizabeth Durfee



Charles T. Harvey Marina. Elizabeth Durfee



Fish cleaning station at Aune Osborn Campground. Elizabeth Durfee

CHALLENGES AND ACTIONS

UNDERUTILIZED COMMERCIAL DOCKS

The city's west dock or Reiss Coal dock is the only deep water dock in the region and has capacity to accommodate a fully loaded 1000-footer. The property is a Superfund site contaminated by a tannery that burned in the 1950s. After over 30 years of clean up, the property is nearing delisting. There is potential for redevelopment at the port, which has been inactive for 60 years. Among potential reuses of the 100 acre property include a ship repair facility. The dock is ideally located at the convergence of deep water, a major rail yard and an interstate freeway. The city's 2020 Vision is to have evaluated and developed the Reiss Coal Dock as a port facility that will alleviate the need to off-load materials at the downtown Carbide Dock.

The city owned Carbide Dock is located on the east side of the city. Although used occasionally for salt deliveries, the dock is not utilized to its full capacity. With significant investment from the city, there is potential for the property to be redeveloped for public use in the future. Results from a 1995 citizen survey indicated that the public was divided with regard to the future use of the property: 18 percent voted to sell the property for commercial development, 38 percent voted to keep the entire parcel for public use and 28 percent voted to keep the waterfront as public walkway and sell the rest of the property.



SS Valley Camp. Elizabeth Durfee



New development along Lake Superior. Elizabeth Durfee



Marquette Dock Association docks. Elizabeth Durfee

ZONING ORDINANCE

ZONING DISTRICT	INTENT OF DISTRICT	PERMITTED USE
R-1, RS-1, RS-2 and R-1A One Family Residential Districts, R2 Two-Family Residential Districts, RM-1, RM-2 and RM-3 Multiple-Family Districts	Designed to provide for one-family dwelling sites and residentially related uses, mobile homes or trailers, student dwelling, two-family and multiple-family dwelling sites.	Publicly owned and operated libraries, parks, parkways and recreational facilities, accessory buildings and uses customarily incident to permitted uses.
General Business District	Designed to furnish areas served typically by the Central Business District with a variety of automotive services and goods incompatible with the uses and with the pedestrian movement in the CBD.	
Tourist Service District	Designed to accommodate those activities necessary to service tourist needs including retail activities, tourist accommodations, parks and public uses of interest to the tourist.	Marina and boat livery facilities including boat sales and services facilities, tourist services and attractions, including land or water-based tour or transportation facilities, historic displays and parks and recreation facilities, non-recreational ship and boat docking and tie-up facilities, including public ports.
I-1 Industrial District	Designed to primarily accommodate wholesale activities, warehouses and industrial operations.	Transfer and storage yards, water supply and sewage disposal plants, utility and public service facilities and uses.
1-2 Industrial District	Designed primarily for manufacturing assembling and fabrication activities including large scale or specialized industrial operations.	Railroad transfer and storage tracks, heating and electrical power generating plans.

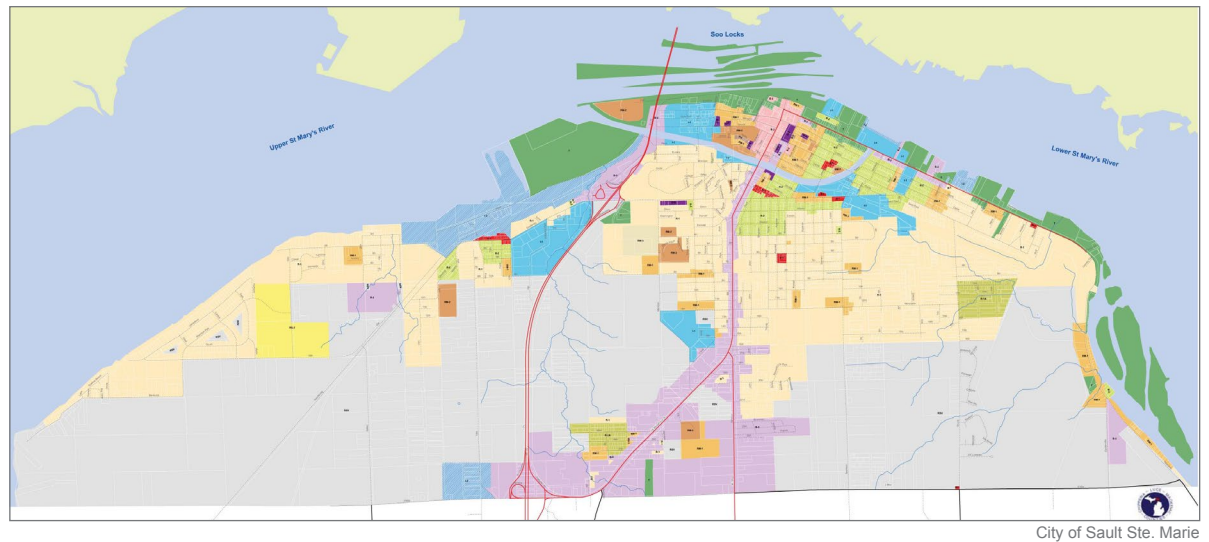
TABLE 1. INTENT, PERMITTED USES AND SPECIAL USES OF ZONING DISTRICTS THAT ACCOMMODATE WATER-DEPENDENT USES AND/OR PUBLIC ACCESS.

ZONING

Waterfront land use on the southwest and southeast sides of the city is dominated by residential and industrial uses. Land use in the central, downtown region of the city, adjacent to the Soo Locks and along the eastern shore along the St. Marys River is dominated by a tourist zoning district as well as a mix of commercial, residential and industrial zoning.

Thirteen of the city's 16 zoning districts fall within a 1000-foot buffer of the St. Marys River. Figure 4 displays zoning within this 1000-foot buffer. Nine districts are adjacent to the St. Marys River.

Sault Ste. Marie's primary waterfront zoning district is the tourist district, which is designed to accommodate activities necessary to service tourist needs such as retail, lodging and parks and public uses. Publicly owned and operated parks, parkways and recreational facilities are permitted in all residential districts (Table 1). A majority of identified water-dependent uses are located in the tourist district (Figure 4).



SAULT STE. MARIE 2007 ZONING DISTRICTS

Central Business District	Multiple-Family Residential-RM3
General Business	One-Family Residential-RS2
Local Business	One-Family Residential-R1
Office Service	One-Family Residential-R1A
Heavy Industry	Two-Family Residential-R2
Light Industry	Tourist
Multiple-Family Residential-RM2	Vehicular Parking
Multiple-Family Residential-RM1	Reserve Residential

1 mile N

FIGURE 2. CITY OF SAULT STE MARIE 2007 ZONING DISTRICTS.

ZONING ADJACENT TO WATERFRONT

The Tourist District accounts for approximately 73 percent of the frontage along the St. Marys River. Remaining land use along the waterfront consists of 16 percent residential, 1 percent industrial and 1 percent commercial uses (Figure 3).

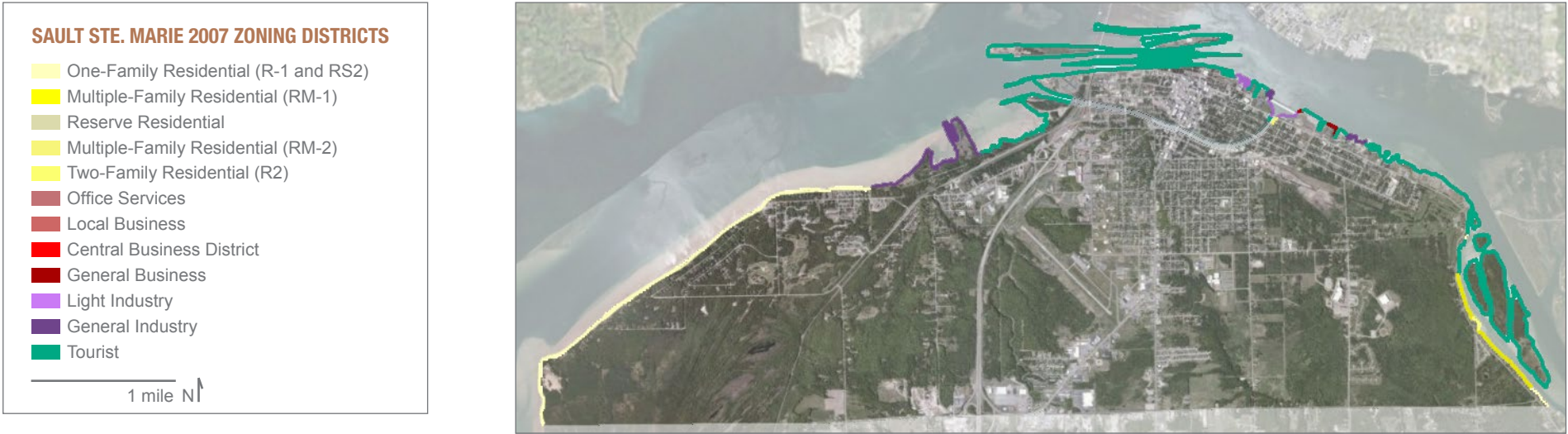
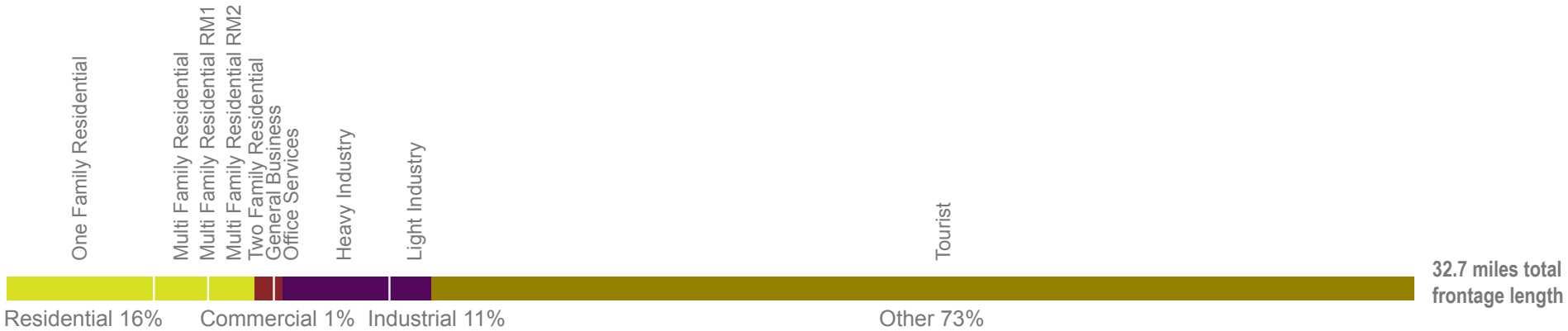


FIGURE 3. MAP OF ZONING ADJACENT TO WATERFRONT (RIGHT) AND FRONTAGE BY ZONING CATEGORY (BELOW).

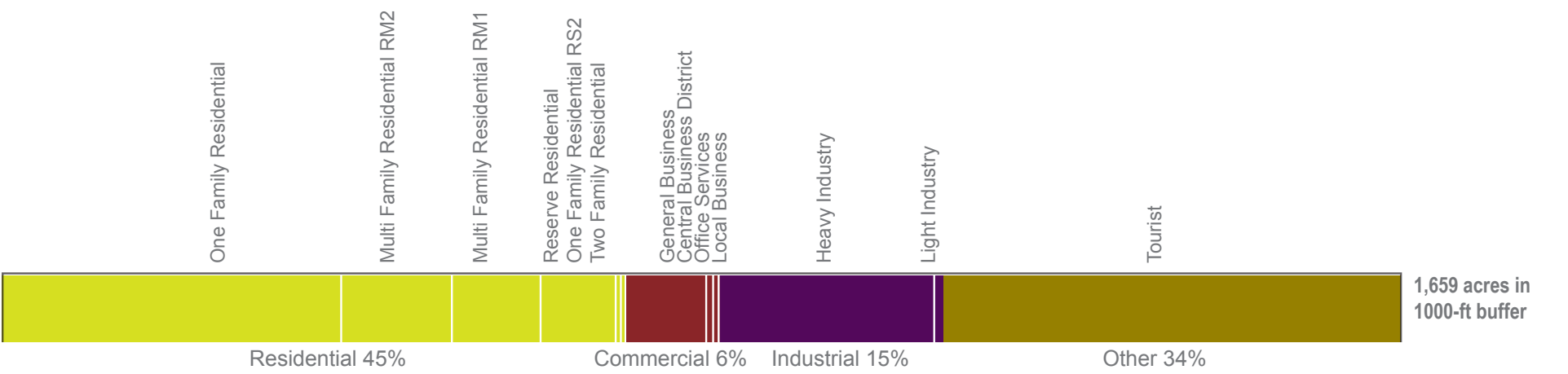


WATERFRONT DISTRICTS AND WATER-DEPENDENT USES

Land Use within a 1000-foot buffer of the St. Marys River consists of 45 percent residential, 34 percent other uses including the tourist district, 15 percent industrial and 6 percent commercial uses (Figure 4).



FIGURE 4. MAP OF ZONING AND LOCATION OF WATER-DEPENDENT USES WITHIN A 1000-FOOT BUFFER OF WATER BODIES (RIGHT) AND WATERFRONT LAND AREA BY ZONING CATEGORY (BELOW).



WATER-DEPENDENT USE BUILDING FOOTPRINTS

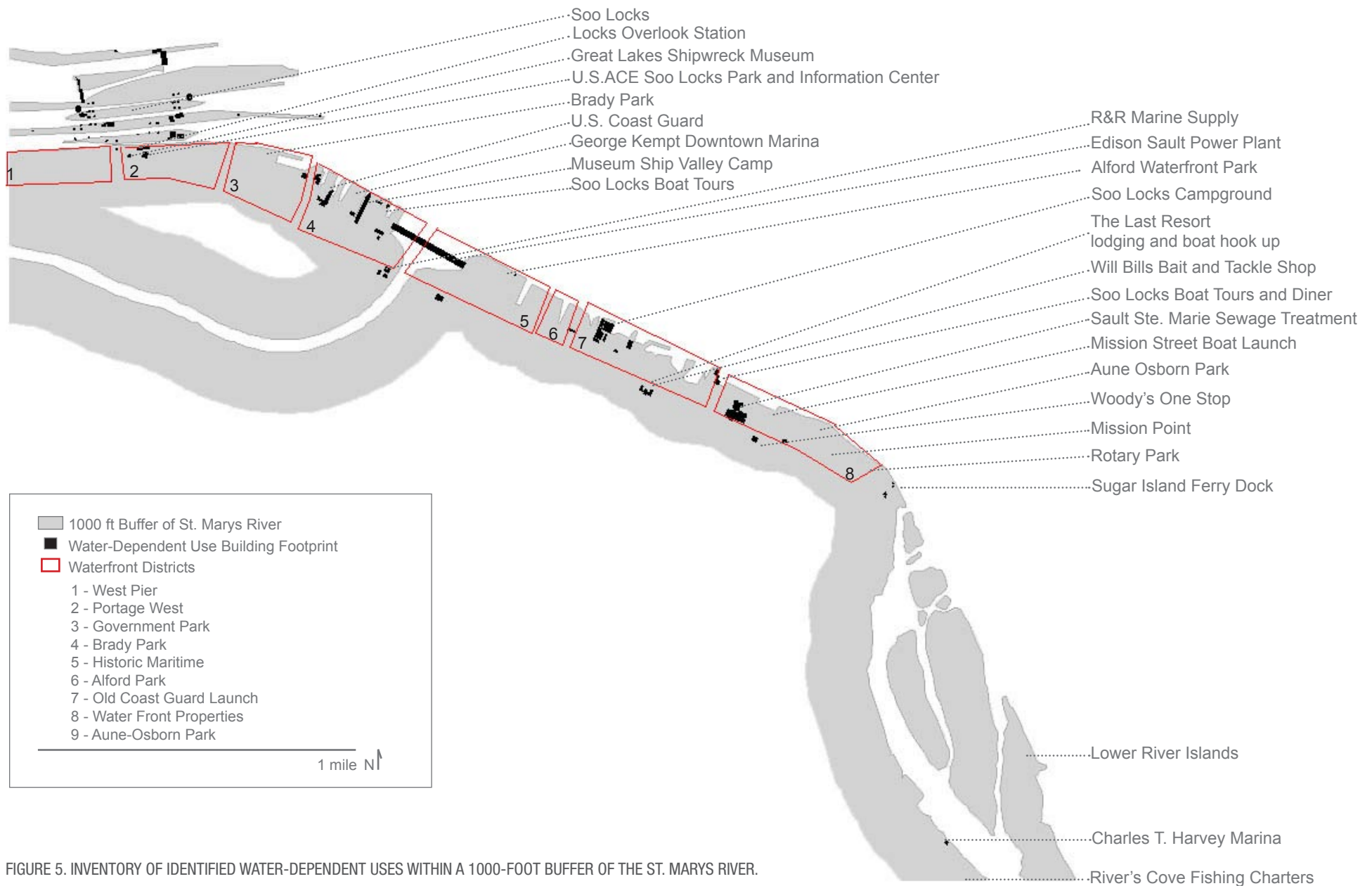


FIGURE 5. INVENTORY OF IDENTIFIED WATER-DEPENDENT USES WITHIN A 1000-FOOT BUFFER OF THE ST. MARYS RIVER.

INFRASTRUCTURE AND ACCESS

Figure 6 displays aerial imagery with waterfront infrastructure within a 1000-foot boundary of the St. Marys River that has identified water related uses and highlights parks and beaches that provide public access.

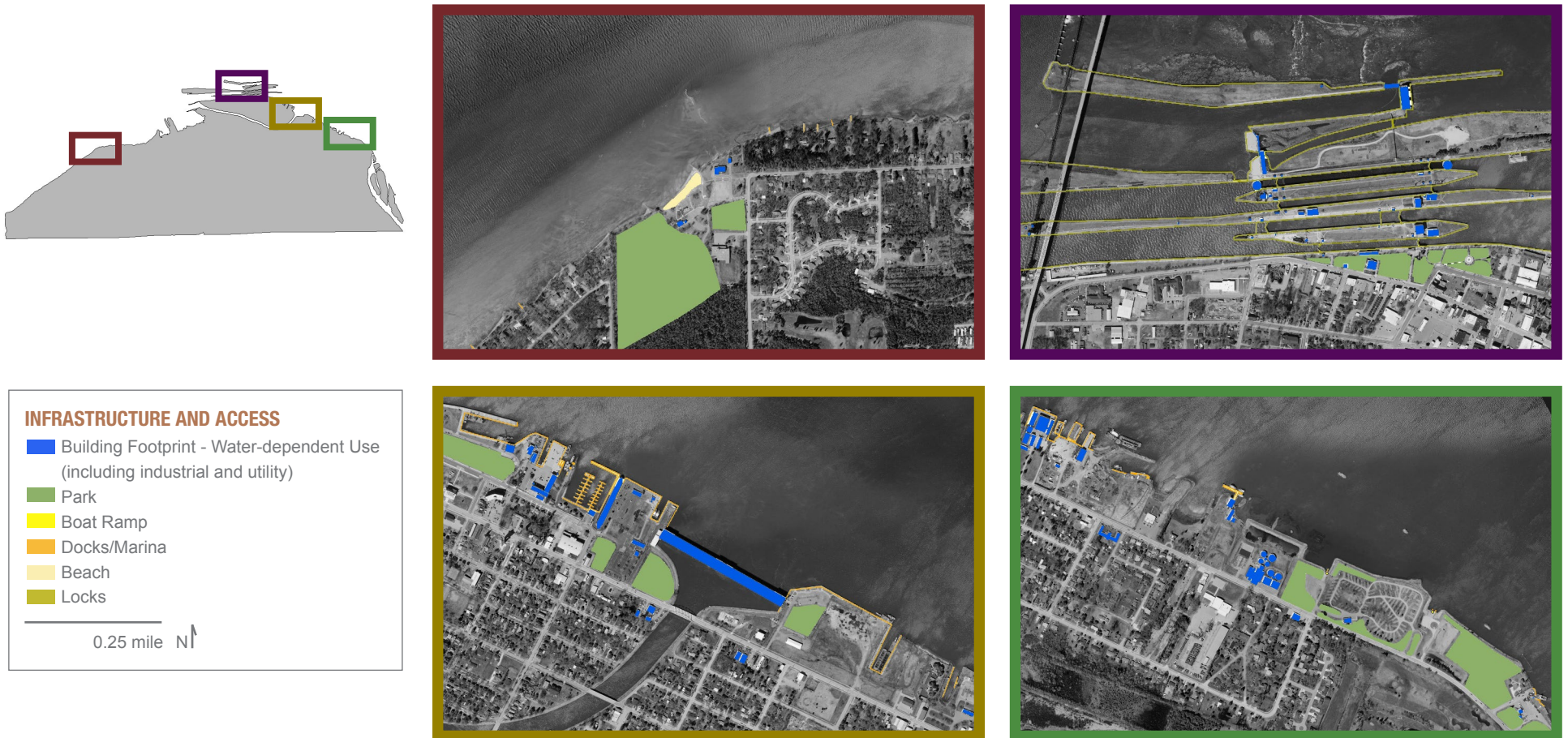


FIGURE 6. WATER-DEPENDENT AND ENHANCED USES, DOCKS, WATERFRONT PARKS ALONG THE WATERFRONT AND WITHIN 1000 FEET OF WATER BODIES.

WORKING WATERFRONT SWOT ANALYSIS

There are a number of factors that influence a community's ability to maintain a robust working waterfront. The strengths, weaknesses, opportunities, and threats (SWOT) analysis below (Table 2) provides examples of the challenges and opportunities associated with maintaining Sault Ste. Marie's waterfront as a place that provides public access and supports and is well integrated within the community from a planning and physical perspective. A SWAT analysis is a

strategic planning tool with four elements: strengths, weaknesses, opportunities and threats. The analysis identifies the positive, negative, internal and external factors that influence an individual, business, organization or place's ability to achieve an objective. For example, internal factors may include human, physical or financial resources and past activities or programs. External factors may include future trends, the economy, or the physical environment.

<p>STRENGTHS</p> <ul style="list-style-type: none"> ■ Soo Locks a significant asset to the community, region, country ■ Stakeholders including U.S. ACE, U.S. Coast Guard ■ Recreation Plan, Soo Locks Master Plan ■ Historic Locks Park Walkway and historic district ■ Tourist Destination ■ Location at an international boarder ■ Numerous waterfront parks, campgrounds, fish cleaning station, locations for viewing freighters ■ Boat launches provide access to upper and lower river ■ Only deep water access in region ■ City developing sense of place along waterfront ■ 2 Harbors of Refuge ■ Hydro plant ■ Charter tours, charter fishing, tours of the Locks ■ Technical assistance for placemaking 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> ■ 2nd floor of the Edison Sault Power Canal building never developed/occupied ■ Lack of economic diversity ■ Underutilized commercial docks ■ 85 percent of the waterfront under control of federal government ■ Lack of specific waterfront zoning district, many uses permitted in the Tourist District out ■ Tourism market and strong local interest in boating indicates that continued improvements and expansion of docking and marina space is needed ■ Outdated master plan
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> ■ Capitalize on new location of city hall, waterfront festivals ■ Lower River Islands - recreational opportunities ■ Increase visual access and connectivity to waterfront ■ Redevelopment/reuse of Reiss Coal dock once the site is delisted ■ Park improvements slated for Rotary Park ■ Integrate city and Soo Lock master plans and coordinate waterfront planning ■ Waterfront Smart Growth 	<p>THREATS</p> <ul style="list-style-type: none"> ■ Budget cuts impact lower priority issues including waterfront planning ■ Decline in tourism would have significant impact on local economy ■ Waterfront viability directly linked to Soo Locks

TABLE 2. STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS RELATED TO MAINTAINING SAULT STE. MARIE'S WORKING WATERFRONT.

TOOLS, STRATEGIES AND BEST PRACTICE FOR MAINTAINING WORKING WATERFRONTS

CAPITALIZE ON TOURISM

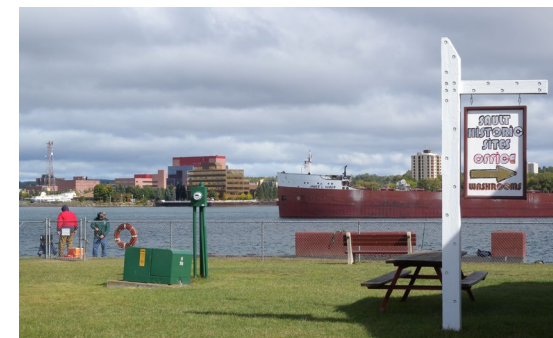
Offer diverse activities, such as charter tours, historic maritime museums and ship viewing, to attract tourist and offer visitors a variety of ways to experience the waterfront. Assets including a range of lodging options, transient slips, information centers as well as a well-connected downtown waterfront with shops and restaurants that meet the needs of visitors increases the economic potential of the local tourism industry.

ESTABLISH A SENSE OF PLACE ALONG THE WATERFRONT

Incorporate placemaking strategies — planning, designing and managing public spaces and form through identifying a common community vision — and strategic placemaking, which promotes talent attraction and retention and economic development opportunities, to establish a sense of place on the waterfront. Identifying historic corridors with signage or hosting events and festivals in public waterfront space can contribute to the public value of the waterfront. Resources including the Placemaking Technical Assistance Workshops, offered by the Michigan Municipal League and Michigan State University through an MI Place Partnership, help a community design and plan for transformative placemaking projects.



Charles T. Harvey municipal marina. Elizabeth Durfee



Waterfront park next to visitor center. Elizabeth Durfee



Freighter on the St. Marys River. Elizabeth Durfee

GUIDING PRINCIPLES

MANAGING WATERFRONTS AND WATER-DEPENDENT USES AS AN IMPORTANT ELEMENT OF A SUSTAINABLE COASTAL COMMUNITY

PROCESS-BASED

- Engage diverse stakeholders and local, regional and state partners in waterfront planning.
- Integrate waterfront planning with local and regional master and comprehensive planning.
- Incorporate adaptation planning into waterfront planning.
- Articulate the community's vision for future of the waterfront.

OUTCOME-BASED

- Protect the natural resources that working waterfronts uses are intrinsically tied to and dependent upon.
- Maximize the public benefit of working waterfronts through visual and physical access and amenities.
- Permit compatible mixed uses along the waterfront.
- Emphasize the economic and cultural value of local water-dependent uses.
- Preserve visual and physical access to water resources.
- Balance waterfront land uses to meet the needs of residents, visitors, water-dependent uses and ecological communities.
- Increase resiliency by promoting diverse and flexible water-dependent uses.

CITY OF SAULT STE. MARIE

- ✓+ Emphasis the economic and cultural value of local water-dependent uses.
- ✓+ Balance waterfront land uses to meet the needs of residents, visitors and water-dependent uses.

How does your community stand up?

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