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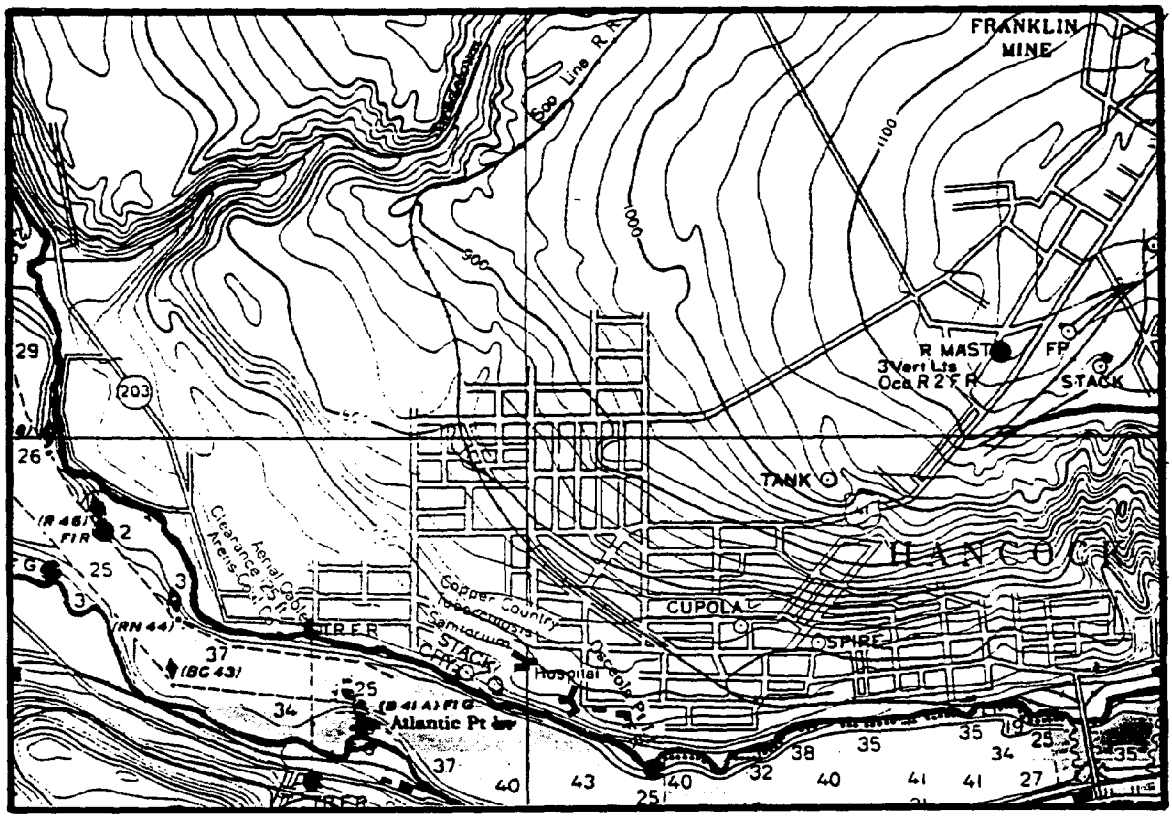

CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

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PREPARED BY:

U.P. ENGINEERING AND ARCHITECTURAL ASSOCIATES, Inc.

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CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

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I. SUMMARY

In April 1986, the City of Hancock retained U.P. Engineering and Architectural Associates, Inc. to provide professional planning assistance and recommendations relative to the future development of the Portage Lake shoreline within the community. The study area was defined as the waterfront-oriented lands lying between Montezuma Park on the east, and the City limits on the west at Swedetown Creek.

To provide for community participation, a series of three planning workshops were held at the Hancock City Hall over the course of the project. These sessions allowed the public to gain an understanding of waterfront issues and to share the risk of creating a plan for the future development of the waterfront. At the same time, participants shared their knowledge of the community's needs and opportunities for the benefit of the plan.

The study area was subjected to an in-depth review and analysis of existing conditions, such as land use, ownership, utilities, topographic conditions, and zoning. As a result of this analysis and the ideas generated at Workshop I, the study area was divided into three development areas. These areas represent lands where significant development opportunities exist. Specific development concepts and plans were prepared for each of these three areas to form the Waterfront Development Plan. Key projects of the plan are highlighted below:

The plan for Development Area #1 conceptualizes the creation of a par three, nine hole golf course, west of Montezuma Park, and an alternate site for the hotel proposed for the waterfront on the old Navy Pier site. The golf course would utilize land that would be considered marginal for other types of development because of topographic conditions. In addition to providing a unique attraction for the City, the course would also enhance the appearance of the community, and could stimulate development of adjacent lands.

Development Area #2, in the area of the City Garage, would receive minimal improvements until the entire site can be acquired. At that time, the site should be developed for residential use. In the interim, we suggest that the City Garage area's appearance be improved. This area is now used by City residents for fishing. A fishing dock and related fish habitat improvements would improve this use.

Development Area #3 consists of the Hancock Beach and Campground Facility. Projects for this area include an expansion of the campground and the development of a lighted ski trail loop. The plan further recommends that surplus land west of the campground be designated for a Planned Unit Residential Development, and be sold to a developer for this purpose. This area would offer highly desirable wooded home sites, and proceeds from the land sale could be used for other waterfront improvements.

The Waterfront Development Plan also includes an Implementation Strategy. This section provides preliminary cost estimates for the projects and suggested financing and implementation techniques. Implementation of the project concepts will require cooperative public and private energy and financing approaches. Some of the projects are fairly easy to implement while others will require a long-term commitment to complete. We suggest that the City designate a group to continue Waterfront Development efforts, such as the Hancock Planning Commission or the Waterfront Advisory Committee.

II. ANALYSIS OF EXISTING CONDITIONS

During the analysis of existing conditions, a great deal of information was gathered on Hancock's waterfront area. This information was organized and analyzed to gain an understanding of the potential limitations and opportunities of the waterfront. The analysis focused upon existing land use, transportation systems, land ownership, zoning, utilities, and topographic conditions, and points out both negative and positive factors that contributed to the preparation of the Waterfront Development Plan.

A. Land Use

The Hancock waterfront and adjacent areas includes a variety of land uses. The waterfront area from Montezuma Park to the Osceola Point navigation light was formerly used for water and shipping-related industrial use, as evidenced by numerous remains of piers, docks and old foundations. The existing use of this area is vacant, open space, with the exception of a large privately owned boathouse structure. Adjacent to this area is single and multi-family housing, and the Central Business District.

West of the Osceola Point, land use is characterized by institutional uses, including the Portage View Hospital, medical offices, the Medical Care Facility and several churches. The waterfront in this area is undeveloped.

Industrial land use is located at the Fisheries and City Garage area. One building in this area is vacant and in an extremely deteriorated condition.

West of the City Garage and the Vittone Warehouse are a number of single-family housing units. This residential area is split by the Mattila Construction Company storage yard and pier, an active industrial land use.

The Hancock Beach and Campground, a multi-purpose recreational facility, comprises the western end of the study area.

B. Transportation

Hancock's waterfront is not served by any major street or highway system, with exception of the beach/campground, which is accessed by M-203. Direct automobile access to the waterfront is possible at Tezcuco Street, Forest Avenue, Birch Street, and a dirt road near the intersection of Jasberg and Hecla Streets.

A two-track, unimproved road exists along the waterfront from Tezcuco Street to Birch Street. This road is primarily used for access to the utility easement along the lakefront, and for recreational use by pedestrians, motorcycles, and three-wheelers.

The lack of direct access to the waterfront presents a severe development limitation. The plan for development of the Navy pier addressed this issue through the proposed improvement of Tezcuco Street, and the improvement of the waterfront road to Montezuma in order to serve a proposed townhouse development, however, extending this roadway beyond Montezuma may not be justified. An improved road would require most of the developable land, and would serve a limited purpose. The Waterfront Development Plan provides for public access along the lake by means of a pedestrian/non-motorized trail, using the existing unimproved roadway and an abandoned railroad grade.

C. Land Ownership

For the most part, vacant developable land on the waterfront is held in large tracts. The City of Hancock is a major landowner of Portage Lake shoreline in the study area. Some of the City's land holdings is subject to a DNR Reversionary Clause, if the land is not used for recreation.

Implementation of the development program will be easier on lands already owned by the City. The Plan identifies other tracts for acquisition. For other projects, the City will need to work with landowners to accomplish the plan objectives.

Land ownership for the study area is identified on the map included in the plan.

D. Zoning

Existing Hancock zoning regulations identify four zoning districts on the waterfront; industrial, multi-family, conservancy, and single-family. Existing zoning districts are shown on the map accompanying the plan.

Several zoning changes will be necessary to carry out plan recommendations. Areas proposed for housing development will require rezoning to a residential designation.

E. Utilities

The entire waterfront study area is well served by sewer and water. The main sewer interceptor for the City of Hancock runs along the shoreline from Hecla Street to the Portage Lake Sewer Authority plant. The beach area is not served by sewer, and development of housing to the west of this area would require an extension of service. Should this occur, the beach should be included in this service.

Water service is available at all areas on the waterfront.

A map showing utility service is included in the plan.

F. Topographic Conditions

Over one-half of the waterfront study area is characterized by steeply sloped hillside or bluffs dropping close to the waters edge. Other waterfront areas (west of Birch Street) are slightly sloped to flat.

Severe development limitations resulting from slopes occur in the area bounded by Montezuma and the Fisheries. In the area between Montezuma and the Osceola Point light, a small band of flat land exists at the base of the hill. In some areas, this narrow strip of land is barely above the Portage Lake high water-mark. The construction of a road to serve development would use a large part of this narrow strip and would further limit development.

West of this area, below the Portage View Hospital, the land is steeply sloped directly to the waters edge, with barely enough room for the primitive road that exists along the lake. This condition permits very limited development, such as a foot trail or bike path. The area including the Fisheries building and the City Garage offers a more moderate slope that is developable.

The area proposed for residential land use west of the campground also has a moderate slope, providing an excellent site for housing development.

To summarize the analysis of existing conditions, the Hancock Waterfront is well served by utilities, has limited accessibility, has development limitations resulting from steep slopes, and will require minor changes in zoning. Because of these conditions, development is possible in three areas; from Montezuma to Osceola Point, the Fisheries/City Garage area, and the Beach/Campground property.

III. WORKSHOP REVIEW

To facilitate public involvement and citizen-based decision making, the community was invited to take part in a series of three planning workshops. Workshop participants gained a knowledge of planning issues, and were able to share their ideas and concerns. A summary of the Waterfront Planning Workshops follows:

WATERFRONT DEVELOPMENT PLAN
WORKSHOP REVIEW

The first WATERFRONT PLANNING WORKSHOP was held on July 1, 1986. The meeting started with a review of existing conditions. Participants were given a book with a waterfront map and were sent out on an AWARENESS TOUR in order to gain firsthand experience of the waterfront conditions, problems, and opportunities.

Upon their return to City Hall, participants were split-up into small groups. Each group was provided with a waterfront map and asked to record their impressions and ideas. To close the workshop, a leader from each group presented the idea maps to the entire workshop.

As each group presented their idea maps, it became clear that the problems and issues of the waterfront are difficult to solve. Consensus was achieved on ideas for a number of the waterfront areas, issues and opportunities.

Listed below are some of the ideas resulting from WORKSHOP #1:

MONTEZUMA PARK TO DAKOTA ST.
- Improve road along the waterfront from Tezcuco St.
- Explore use of railroad grade for access/roadway
- Allow mixed-use development
- Improve Montezuma Park
  - landscaping
  - stairway to waterfront
  - trim trees/vegetation to improve views
- Preserve/enhance existing views from neighborhood

DAKOTA ST. TO OSCEOLA PT.
- Continue roadway to the Osceola Pt.
- Encourage mixed-use development
- Pedestrian access from Dakota St.(stairway)
- Preserve stone chimney

OSCEOLA PT. TO FISHERIES
- Roadway should be used for non-motorized use only
- Area needs shoreline protection
- Steep bluff constrains development potential

FISHERIES TO BIRCH ST.
- Encourage mixed-use development
- Improve Birch St. for better access
- Promote further development of Fisheries Bldg.
- Acquire/demolish stone bldg.
- Relocate City garage

BIRCH ST. TO SWEDETOWN CREEK

Encourage screening/buffering of Mattila Construction storage yard
Develop a Master Plan for the Hancock Beach/Campground
Maintain Swedetown Creek area for smelt dipping

The second WATERFRONT PLANNING WORKSHOP was held on July 15. The WATERFRONT DEVELOPMENT FRAMEWORK PLAN was presented. The WATERFRONT DEVELOPMENT FRAMEWORK PLAN provided the basic guidelines for land use, activity centers, and development opportunity areas.

The DEVELOPMENT FRAMEWORK established three waterfront activity centers. These areas are the shoreline area from Montezuma Park to Osceola Point, the Fisheries/ City Garage area and the Hancock Beach/Campground area.

Discussion was held on the uses proposed to be included in each development area. Several new ideas and concepts were generated at WORKSHOP 2, and have been incorporated in the proposed WATERFRONT DEVELOPMENT PLAN.

Workshop #3 was held on August 14, 1986. Concept plans for each of the Development Areas were presented to the public. The participants were split into three small groups and asked to review the plans, and to provide their recommendations to the group. This review provide the final direction for preparation of the Waterfront Development Plan document.

IV. THE WATERFRONT DEVELOPMENT PLAN

The process used for planning the future development of Hancock's waterfront started with the generation of ideas, uses and concepts. These ideas were further refined through the identification of the three development opportunity areas in THE DEVELOPMENT FRAMEWORK PLAN. The WATERFRONT DEVELOPMENT PLAN further refines those ideas and development opportunity areas into conceptual site plans for each of the development areas.

The WATERFRONT DEVELOPMENT PLAN represents development concepts. As conceptual plans, they are subject to the revisions and changes that are typically part of the development process.

Each DEVELOPMENT AREA PLAN is summarized below:

DEVELOPMENT AREA #1
MONTEZUMA PARK TO OSCEOLA POINT

AREA ANALYSIS:
There are several developable sites in this area; a narrow strip of land along the waterfront and a prime development site on top of the bluff adjacent to the Coon Electric Building, the Lahti Apartments, and the Health Department Offices.

Accessing the area along the waterfront is a difficult problem. The Phase I Waterfront Plan by Sundberg-Carlson Associates designated Tezcuco Street as the primary access to the waterfront, to serve a proposed 100 unit hotel/marina complex, 30 units of medium density townhouse-type housing, and public use and recreation facilities. The use of Tezcuco Street as the primary access is dependent upon improving the steep grade associated with this street. Our preliminary analysis of Tezcuco Street is that the grade can be reduced to slightly less than a 10% slope. In addition, acquisition of land at Hancock Street would allow construction of a level turning movement lane to provide for cars driving uphill on Tezcuco and turning right on to Hancock Street.

Despite these access improvements, the use of the former Navy pier property for a major hotel site may be questionable, because of the site's proximity to the sewage treatment facility and because the site lacks direct access from U.S. 41. As an alternative, we have provided another site for the hotel development in this PLAN.

West of Montezuma, the steeply sloped bluff area and the narrow band of flat land near the water are a major constraint to development. Construction of a road necessary to service any proposed project would require the use of a large portion of the developable land. High water levels now being experienced further constrain the use of this land for project development.

The existing railroad grade offers potential for access to the waterfront, but would require substantial investment to accommodate automobile traffic. It also terminates at Tezcuco Street and thus, would duplicate the function of the primary access. However, the railroad grade can be used for a pedestrian/bicycle/ski/snowmobile trail and for linking various development components.

DEVELOPMENT PLAN

Key projects for the DEVELOPMENT AREA #1 include an alternative site for a major hotel complex, and the development of a nine hole, par 3 golf course. Private boat slips would be developed adjacent to the Lahti Apartments.

This DEVELOPMENT PLAN provides for the development of the hotel complex adjacent to the Coon Electric Building. This site is easily accessible with close proximity to downtown, and offers spectacular views. As a result, this site may be easier to attract development to, and should be considered as an alternative to the Navy pier site.

The concept of developing a par 3 golf course in this area was generated at Workshop #2. Development of this "chip and putt" course would accomplish several objectives. The nine hole golf course can be developed at a reasonable cost and may be achievable with a minimum of land acquisition with the cooperation of landowners. The golf course would stimulate interest in developing adjoining properties by attracting people to the waterfront and providing an amenity for such developments. Finally, the project would use areas that have limited value for other development because of slope, site, and other development limitations. Finally, the course would provide an attractive view of Hancock from Houghton and the bridge.

The railroad grade would require minimal improvements to offer access to the waterfront for snowmobiles and skiing in the winter, and bicycles in the summer.

The PLAN proposes the development of several boat slips located below the Lahti Apartments. These slips would be developed as an amenity for the apartment tenants by the owners of the apartments.

Public access along the waterfront would be maintained by providing a trail for year-round use from the cul-de sac below Montezuma Park. This trail would wind through the golf course and connect this area with the Fisheries/City Garage area. The trail would require minimal improvements.

DEVELOPMENT AREA #2
FISHERIES/CITY GARAGE

AREA ANALYSIS:

This area contains one of the larger tracts of developable land along the waterfront, and has several active uses. The Lake Superior Fisheries operates out of the old powerhouse bldg. This structure is in reasonable condition and is of the type of construction that is very adaptable. Lake Superior Fisheries currently employs up to 11 persons on the boat and in the plant. The property is owned by U.P. Fisheries and is for sale. Lake Superior Fisheries now sells fish at retail on a limited basis. It may be possible to expand this function.

The sandstone building located adjacent to the Fisheries is in very poor condition. This property should be acquired and the building demolished.

The City of Hancock Public Works Garage was located at this site when there was little public interest in the waterfront. Relocation of this use would have to be economically justified. However, the property can be improved to allow some public use of the waterfront area.

Development Area #2 also contains a small dilapidated warehouse-type structure. This property should also be acquired if and when it becomes available.

DEVELOPMENT PLAN:
The highest and best use for the entire Development Area #2 would be for a medium-density housing development. The site has a moderate slope and sufficient shoreline area. Given the existing market constraints, achieving a housing development here would be difficult. Housing is being proposed for two other waterfront areas.

Until market conditions change and the other waterfront housing areas develop, Development Area #2 can be improved for passive public use. The DEVELOPMENT PLAN proposes that the stone building property be acquired. The City should improve the Public Works Garage area through a general clean-up. Fencing this property for security reasons may be desirable and necessary. The City should also find an alternative site for the dumping of snow and other materials.

The DEVELOPMENT PLAN proposes that a public fishing pier be constructed in this area. A considerable amount of fishing already occurs in this area. A pier would enhance the area for public fishing. We also propose that cribs be constructed and placed in the deep water off-shore adjacent to the proposed pier. The existing lake bottom contour is very steep in this area and is not attractive for use by fish. The placement of cribs would cause fish to use this area and make them more accessible to fisherman, enhancing use of the pier.

The Fisheries Building is presently only 50% occupied. The City should encourage use of the second level of this building, which has a ground-level access. It maybe possible to use this space for the incubation of a small industry or business. Suomi College has proposed managing such incubation space and may be interested in this building.

Again, at some future date, market conditions or developer interest could justify the development of this entire site and the relocation of the City Garage to another area.

DEVELOPMENT AREA #3
HANCOCK BEACH/CAMPGROUND

AREA ANALYSIS:
The Hancock Beach/Campground is one of the finest multi-use recreation areas in the Keweenaw, and the Hancock Recreation Commission continues to improve the facility.

The City owns land adjacent to the campground that will more than accommodate future expansion of the facility. There is an additional 700+ feet of prime developable shoreline that would be desirable for residential development.

DEVELOPMENT PLAN:
Previous Recreation Commission plans have called for a 40 campsite expansion. There are also plans to develop a beginner/intermediate ski trail system through the Beach/Campground area. These trails are proposed to use existing and proposed lighting for night skiing, which is very popular in communities where such facilities exist. The planned trail system is also proposed to be

linked with the Maasto Hiitto Trail via the Swedetown Creek Gorge. This effort should be encouraged.

The City of Hancock should consider the sale and private development of the land not needed for expansion of the park facility. Approximately 700 feet of shoreline could be made available for a quality residential development. By taking advantage of the Planned Unit Development zoning requirements, development of this site could achieve an adequate density to justify development costs, and provide open space and recreation-use areas for the residents. The DEVELOPMENT PLAN shows a concept design for this site.

V. IMPLEMENTATION STRATEGY:

As part of this planning process, development costs for the projects proposed have been estimated and scenarios provided for implementation of the program. A number of the projects and activities recommended are of a low-cost nature and implementation will not be difficult. Other projects are more complex and will require extensive efforts.

Implementation of the program will require cooperative public/private energy and financing approaches. There are a variety of public-finance programs available to assist with the program. Funding is available for recreation-oriented land acquisition and facilities development. Gap financing for economic development projects is available through several programs, and funds are available to provide infrastructure necessary for job creating projects. The use of tax increment financing for public projects will most likely be necessary to achieve this program.

The process of planning and development is a continuous effort. The failure of plans is typically not in the plan, but rather in the implementation effort. We propose that the City of Hancock designate a group to continue the process. The City should encourage participation of affected and interested property owners in the Waterfront Plan implementation group. A modest budget will be necessary for this group to be effective, which can be provided by public and private sources.

Listed below are waterfront projects, preliminary estimated costs, and a suggested action program for implementation.

DEVELOPMENT AREA 1

Major Development Site

Land Acquisition (5 properties)	
Demolition	$ 20,000
Site Preparation	30,000
Private Construction	
Total Estimated Cost	$ 50,000

Action Program

The major development site should be promoted as an alternative location for a hotel complex, or for office, commercial or multi-family housing. Land acquisition and private construction costs have not been estimated.

Assistance may be required for development of this site. Gap financing through the UDAG and Michigan CDBG programs would be available if new jobs are to be created. Tax Increment Financing may be used for front end development costs.

To begin the process of attracting development to this site, the City should amend its Downtown Development Authority District to include this site. Discussions should be initiated with potential developers to further identify a key project for the site.

Golf Course

Site Work	$145,000
Utilities/Drainage	120,000
Golf Course	277,000
Club House	100,000
Contingency (10%)	64,200
Total Estimated Cost	$706,200

Action Program

The development of a nine hole, par three golf course would involve lands considered marginal for other use, and would stimulate development of adjoining sites. The golf course could be developed in conjunction with the major development site previously discussed.

The golf course site centers on a City-owned parcel of land that is restricted to recreation use by a reversionary clause in the deed. Other lands needed for the course may be leased from property owners.

It is possible to phase the golf course development over a period of time. It is also possible to develop the course using donations of labor and heavy equipment. Funding for the golf course may be available from recreation funding programs, if the City is involved in the project.

However, the development of the golf course may be most appropriately carried out by a private, non-profit group, or as previously mentioned, in tandem with the major development site.

Private Boat Slips

3 Docks @ $5,000 each	$ 15,000

Action Program

This project was included in the Waterfront Plan at the request of the property owner. They would be constructed to provide an amenity for a existing apartment complex and will not require the expenditure of public funds. However, the City will want to coordinate waterfront development efforts with the owners of this property to accommodate other proposed uses.

Pathways

Approximate 4,500 feet estimated cost	$ 11,250

Action Plan

The Waterfront Development Plan proposes a network of pathways to provide public access along the lake and to link various development components. The pathway would extend from the terminus of a proposed roadway at Montezuma to the Fisheries area. The pathway would be restricted for non-motorized use.

It is very possible that the pathway could be developed with a volunteer effort or by using Summer Youth Corps workers. The trail could qualify for funding under two Michigan DNR recreation programs.

Easements for the pathway will be necessary. Amending the existing easement for the sewer interceptor line along the waterfront to allow for the trail use may be possible.

DEVELOPMENT AREA 2

General Area Improvements

Land Acquisition/Demolition	$ 25,000
City Garage Clean-Up & Security	10,000
Total Estimated Cost	$ 35,000

Public Fishing Site

Fishing Pier	$ 18,000
Habitat Improvements	10,000
Pit Toilets	4,000
Road/Parking Improvement	10,000
Total Estimated Cost	$ 42,000

Action Program

While the Waterfront Development Plan indicates this area for a future residential development, the site could be improved for better public use of a City waterfront property. The above-listed projects can be phased in over a period of time.

Land adjacent to the City's property should be acquired for future disposition for the residential development. The existing building should then be demolished and the site cleaned up.

The Public Works garage should be secured and cleaned up.

The area is now popular with youth and other shore fisherman, because of its central location. This use should be further encouraged through the construction of a fishing pier and related fish habitat improvements. The placement of crib structures adjacent to the pier will attract and hold fish in the deep water found in this area. This project could become a major attraction for the community. As the use of this area increases, roadway and parking improvements, and the provision of primitive restroom facilities may be desired.

Funding for the recreation-oriented improvements is obtainable through the Michigan DNR. There is funding available to construct fishing and habitat improvements in urban areas. It may also be possible to attract the assistance of local sportsmen and civic club volunteers to implement this project.

At some point in the future, market conditions could justify the development of this site for housing sites. This would require the acquisition of the Fisheries property, relocation of the Public Works facility, and moving the existing roadway away from the lakeshore. Presently, these costs exceed the market value of the site, however,the City should begin to plan now for an eventual relocation of the Public Works facility.

DEVELOPMENT AREA 3

Campground Expansion

40 Units	$290,000
Total Estimated Cost	$290,000

Action Program

The City's Recreation Commission plan for the Hancock Beach and Campground proposes a 40-unit campground expansion. This project should be implemented when use of existing facilities justifies an expansion program. Land needed for this project should be reserved for this use.

DNR Recreation funding is available through two programs for implementation of this project. Matching fund requirements may make this project difficult to implement.

Planned Residential Development

Sewer Force Main (2700')	$ 40,500
Pumping Station	5,000
Gravity Sewer (700')	7,000
Water Line (900')	18,000
Roadway (700')	25,000
Total Estimated Costs	$ 95,500

Action Program

This project should perhaps become a priority for implementation. Interest has been expressed by potential developers, and sale of approximately 700 feet of surplus land could generate revenues to implement other waterfront projects.

There are two alternate courses to follow on this project. One approach would be for the City to develop the land as was done with the Sylvan Estates subdivision. The second and better approach would be to request development proposals from private entities. Proposals should outline the type of development proposed, what improvements will be the City's responsibility, timetable, and proposed purchase price. The proposals should also include documentation relative to the developers experience and financial capacity.

A scenario for the sale of this property follows:

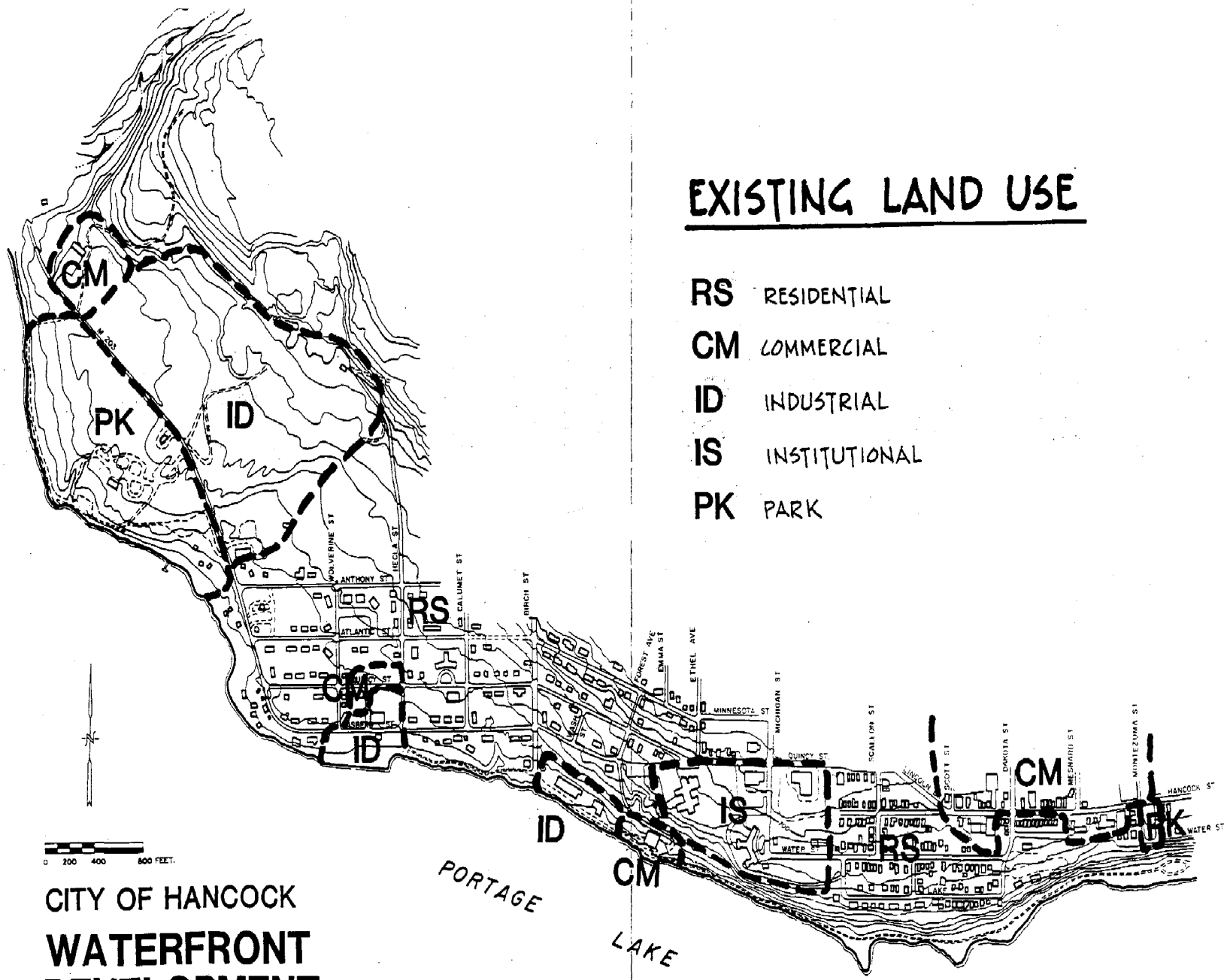
Sales price - 700' @ $200/shoreline foot =	$140,000
Less: Force Main, Pumping Station	- 45,500
Net to City	$ 94,500

By using the PLANNED UNIT DEVELOPMENT approach allowed under the Hancock Zoning Ordinance, sufficient density is achievable to provide the economic justification for development of this site.

CONCLUSION

The Waterfront Development Plan identifies a number of projects along the Hancock shoreline, requiring a variety of participation and funding levels. We suggest the following priority schedule:

1. Residential Development at Hancock Beach/Campground
2. Fishing Pier and Related Improvements
3. Major Development Site
4. Golf Course
5. Pathway
6. Private Boat Slips
7. Residential Development at the Public Works Facility Site



EXISTING LAND USE

RS RESIDENTIAL

CM COMMERCIAL

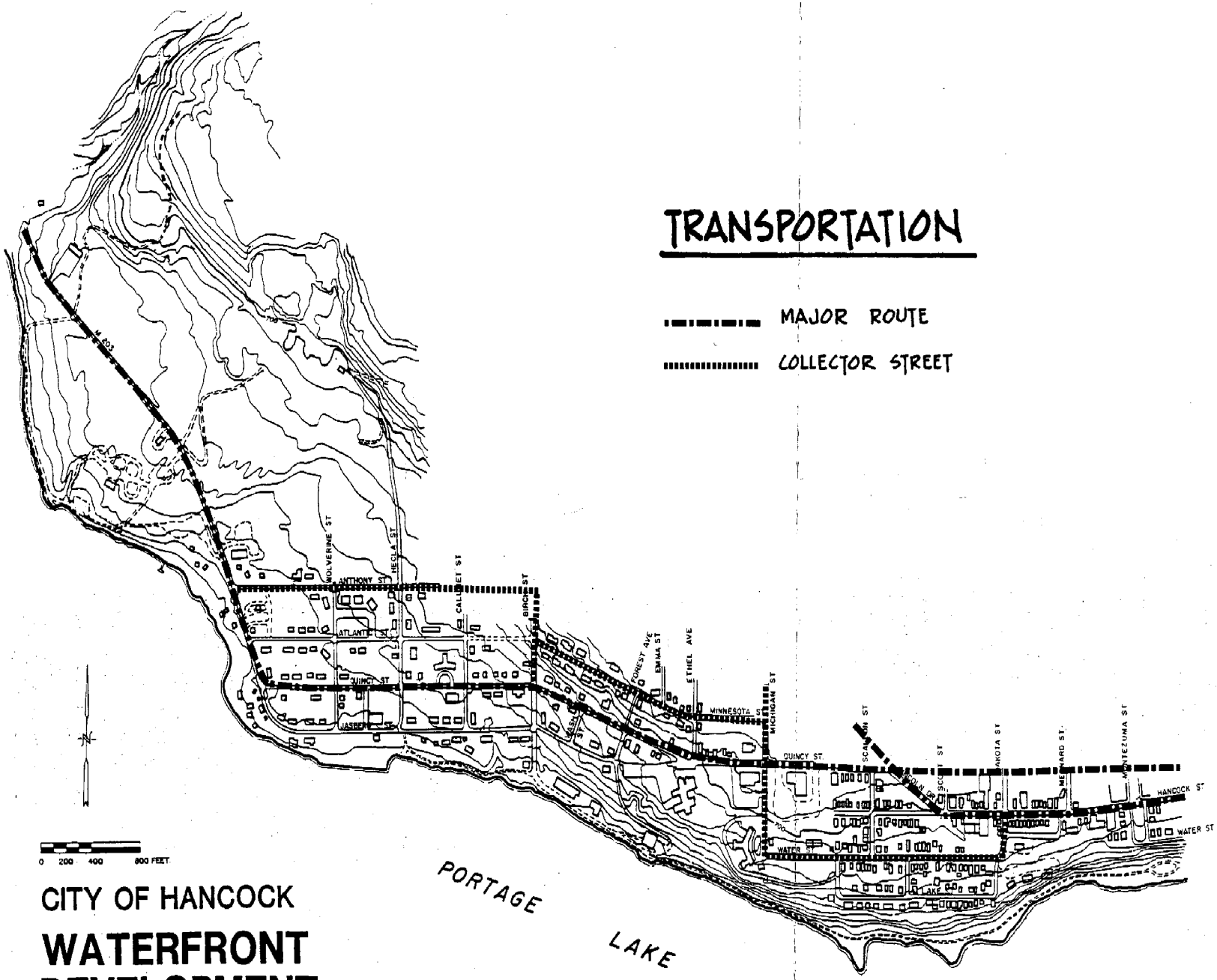
ID INDUSTRIAL

IS INSTITUTIONAL

PK PARK

CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

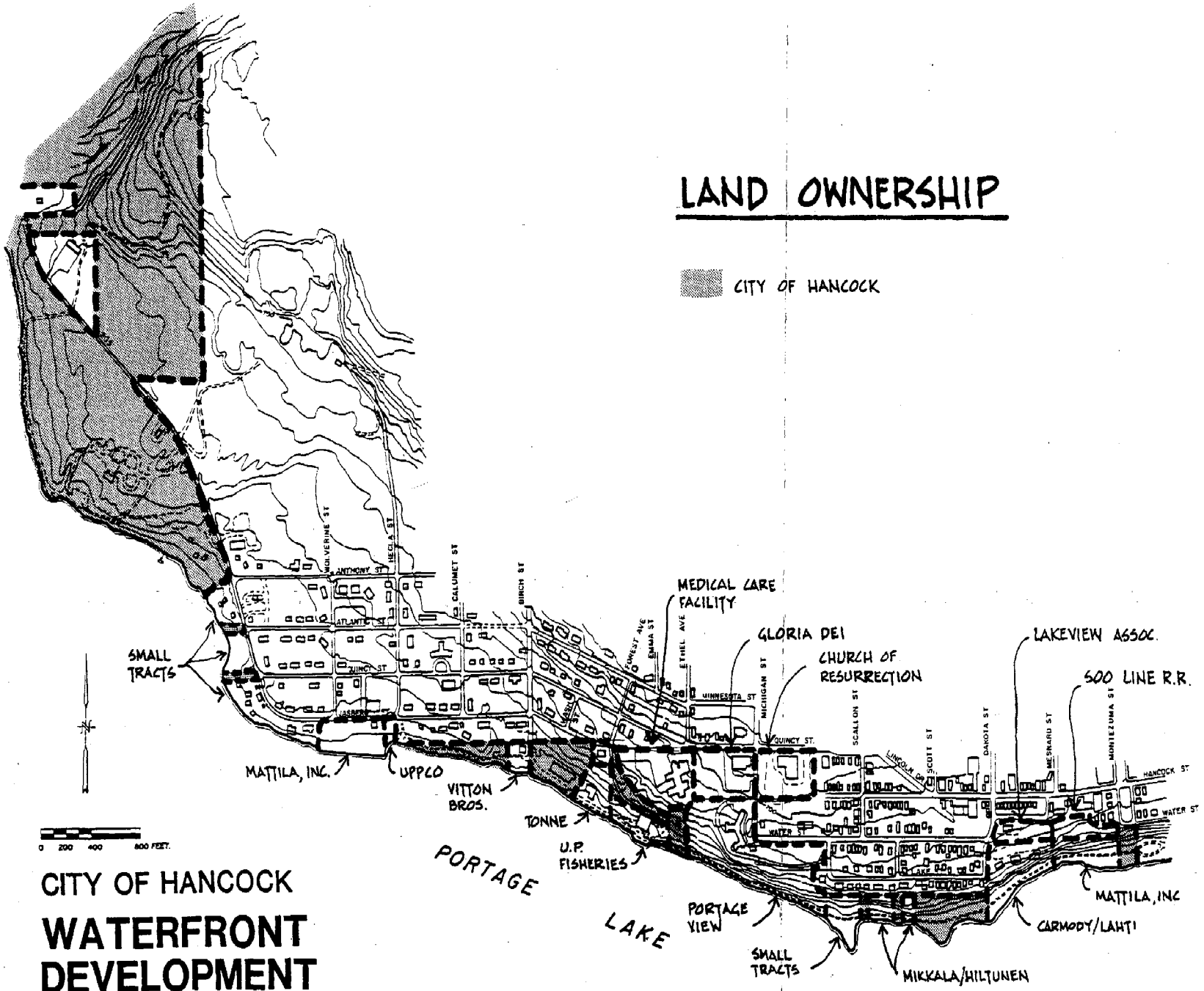


CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

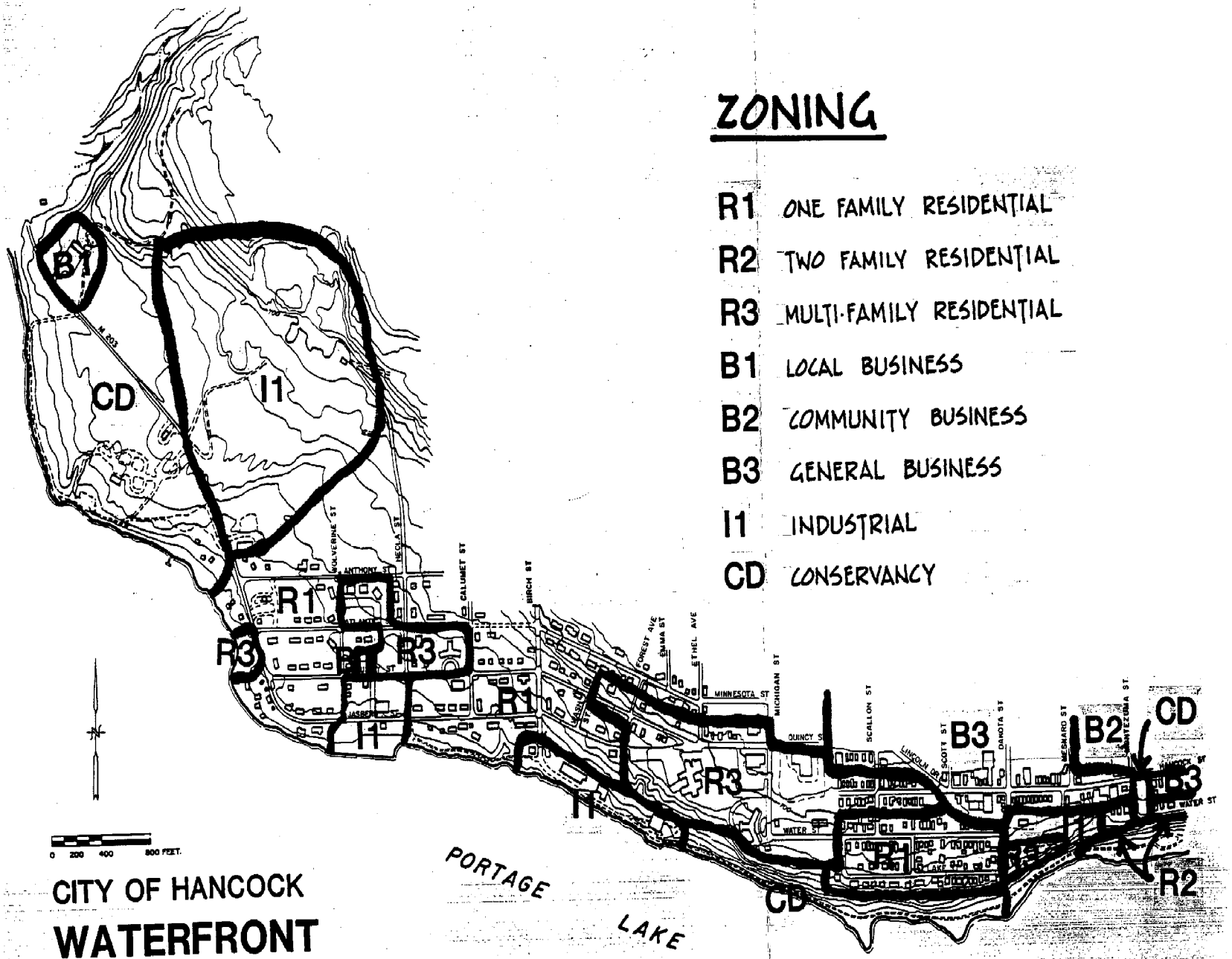
LAND OWNERSHIP

CITY OF HANCOCK



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

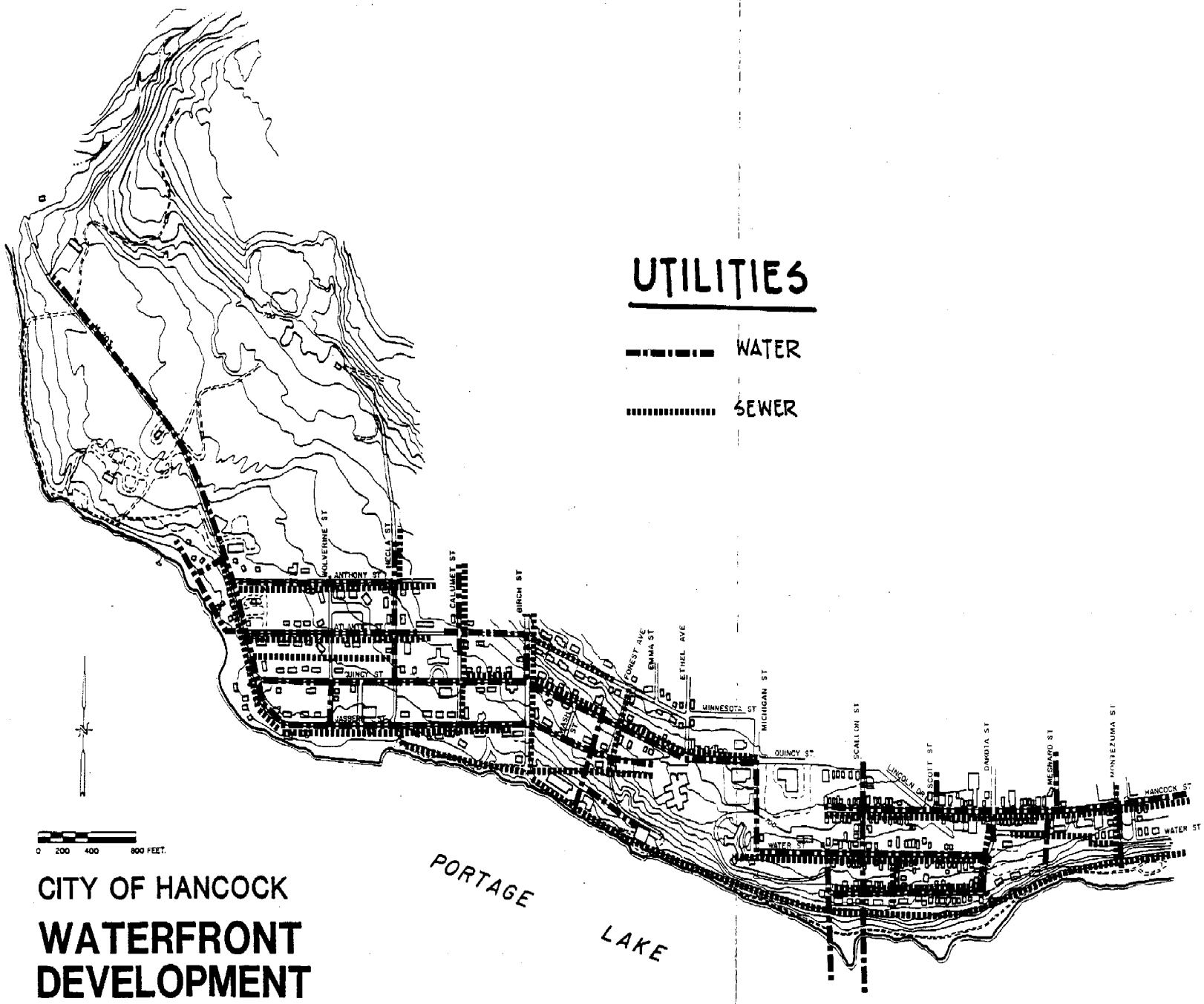


ZONING

R1	ONE FAMILY RESIDENTIAL
R2	TWO FAMILY RESIDENTIAL
R3	MULTI-FAMILY RESIDENTIAL
B1	LOCAL BUSINESS
B2	COMMUNITY BUSINESS
B3	GENERAL BUSINESS
I1	INDUSTRIAL
CD	CONSERVANCY

CITY OF HANCOCK

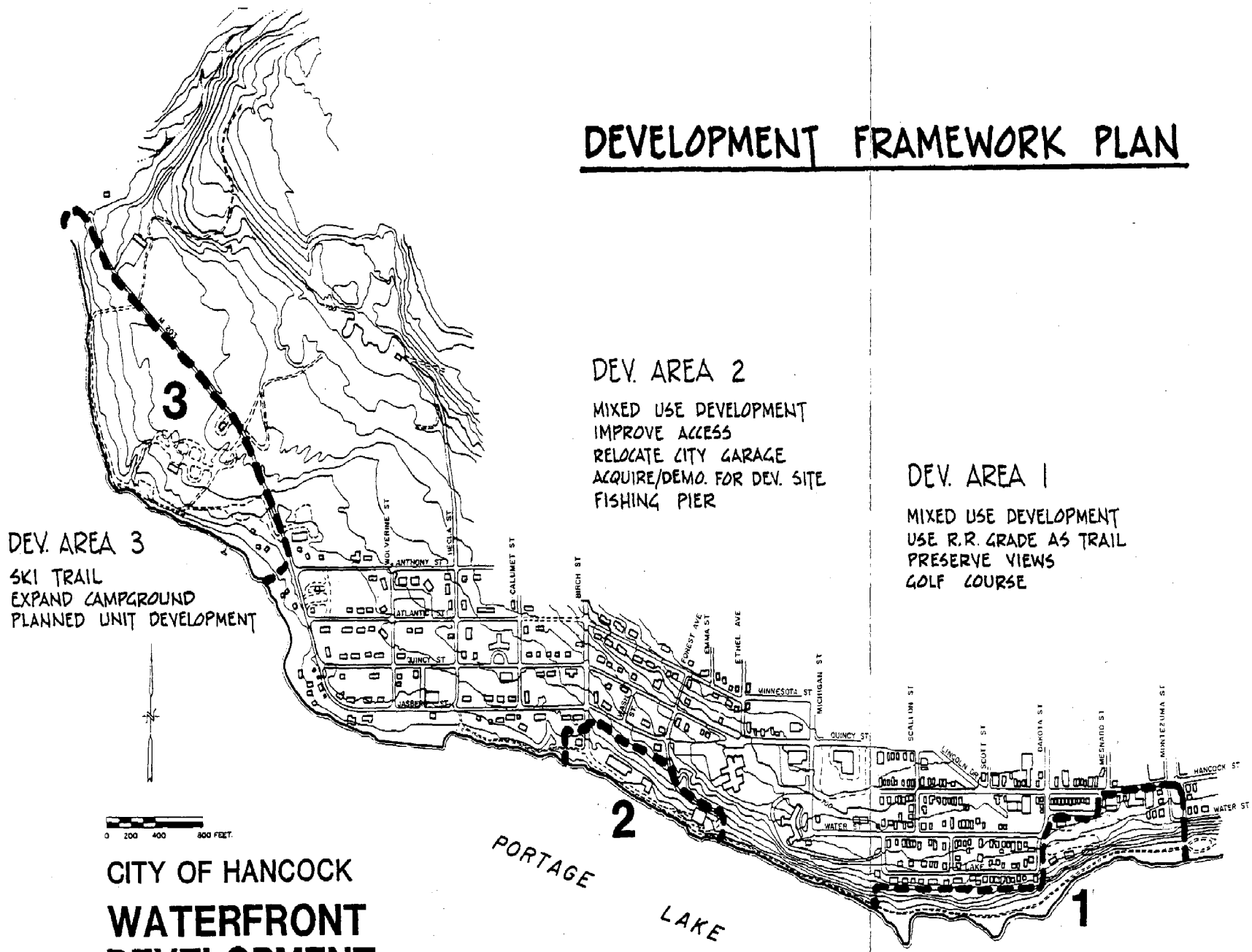
WATERFRONT DEVELOPMENT PLAN



CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN

DEVELOPMENT FRAMEWORK PLAN



DEV. AREA 3

SKI TRAIL
EXPAND CAMPGROUND
PLANNED UNIT DEVELOPMENT

DEV. AREA 2

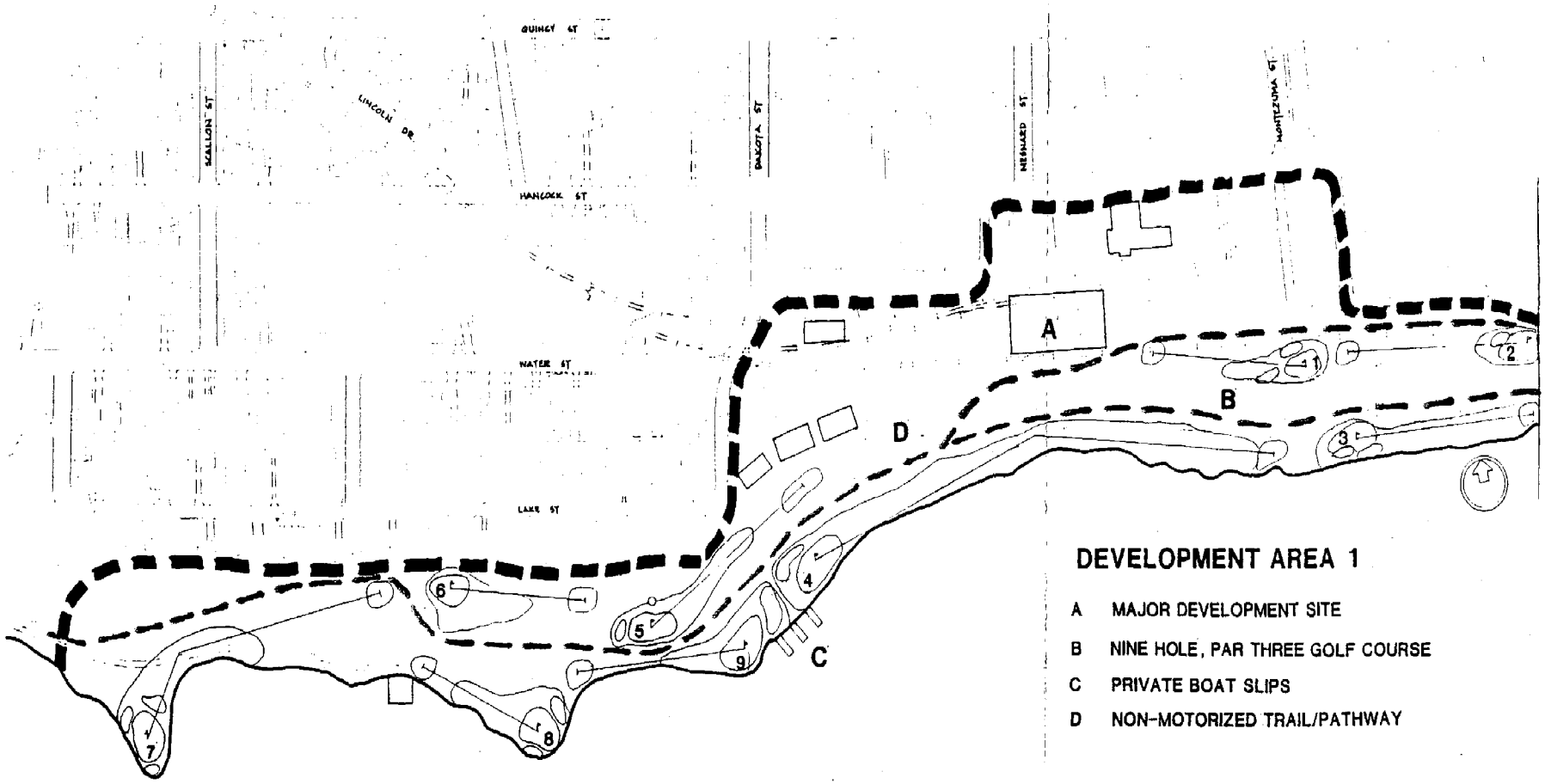
MIXED USE DEVELOPMENT
IMPROVE ACCESS
RELOCATE CITY GARAGE
ACQUIRE/DEMO. FOR DEV. SITE
FISHING PIER

DEV. AREA 1

MIXED USE DEVELOPMENT
USE R.R. GRADE AS TRAIL
PRESERVE VIEWS
GOLF COURSE

CITY OF HANCOCK

WATERFRONT DEVELOPMENT PLAN



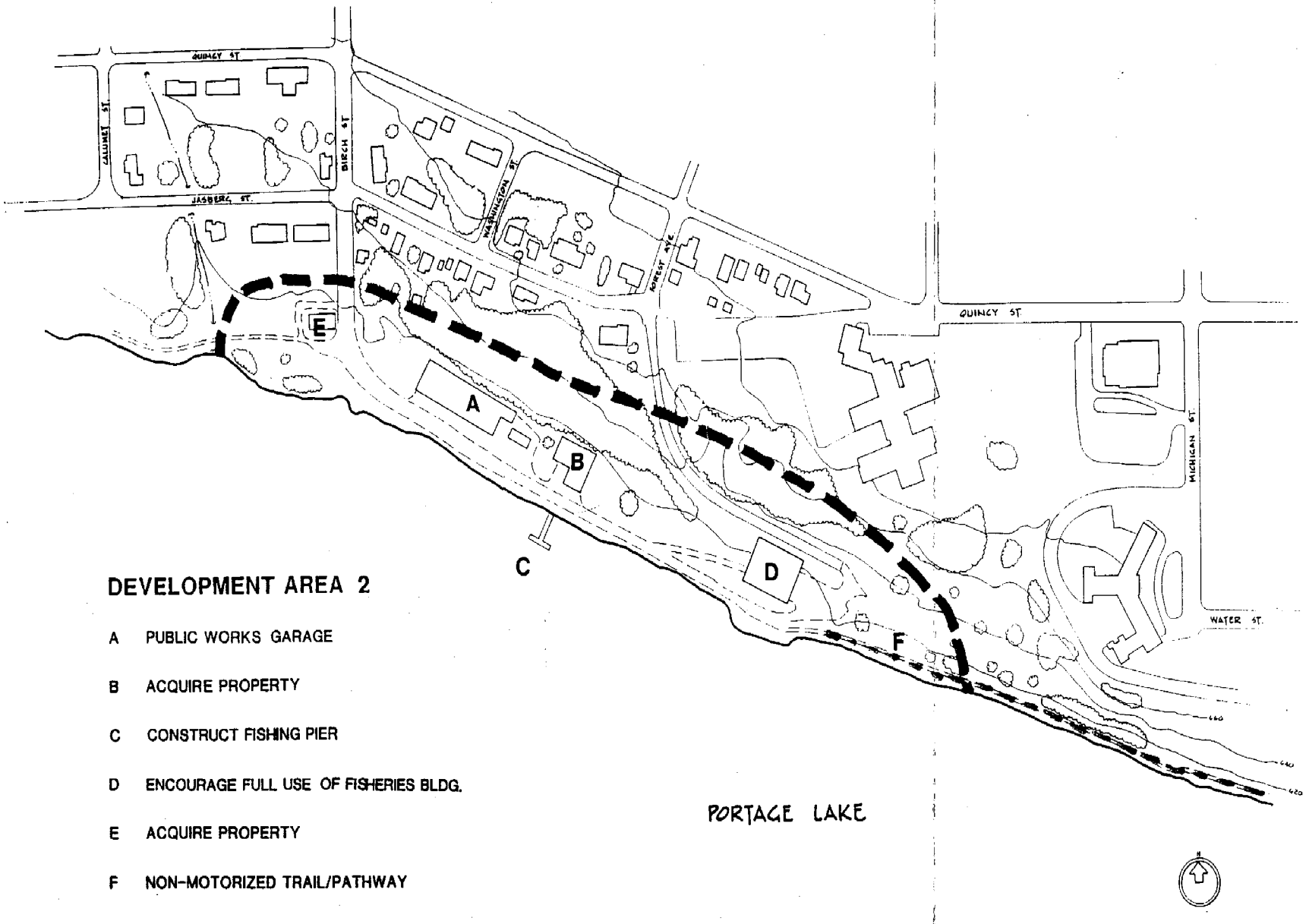
DEVELOPMENT AREA 1

A MAJOR DEVELOPMENT SITE

B NINE HOLE, PAR THREE GOLF COURSE

C PRIVATE BOAT SLIPS

D NON-MOTORIZED TRAIL/PATHWAY



DEVELOPMENT AREA 2

A PUBLIC WORKS GARAGE

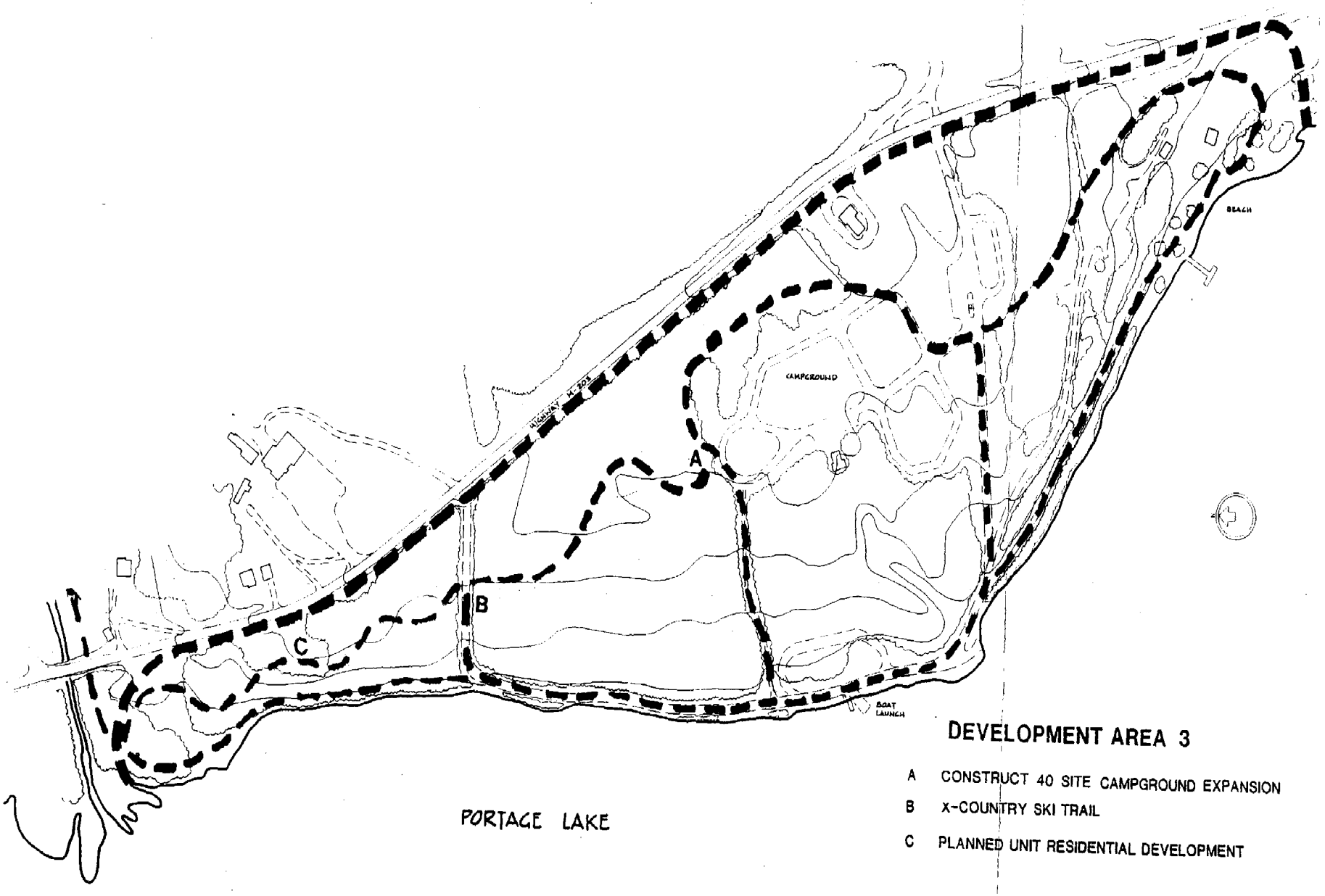
B ACQUIRE PROPERTY

C CONSTRUCT FISHING PIER

D ENCOURAGE FULL USE OF FISHERIES BLDG.

E ACQUIRE PROPERTY

F NON-MOTORIZED TRAIL/PATHWAY



DEVELOPMENT AREA 3

A CONSTRUCT 40 SITE CAMPGROUND EXPANSION

B X-COUNTRY SKI TRAIL

C PLANNED UNIT RESIDENTIAL DEVELOPMENT

US Department of Commerce
NOAA Coastal Services Center Library
2234 South Hobson Avenue
Charleston, SC 29405-2413