

(See discussion of Port Facilities Node, Part II below).

With adequate public infrastructure, concentration of such activities in a primary area may eventually encourage the development of more technologically advanced cargo operations (i.e. containerization) which would increase the attractiveness of Muskegon as a cargo port.

Modernized cargo facilities would promote economies-of-scale in the existing break bulk operations found along the lake by allowing existing bulk handlers to share facilities. They may also promote more Foreign Trade Zone (FTZ) designations. These facilities may be best planned and managed under the aegis of a port/ harbor authority (see appendix).

Other Recommendations:

~~□ Promote the formation of a Muskegon Port Authority/ Harbor Commission to manage commercial shipping, and ancillary development along the lake.~~

□ Work with private industry, U.S. Customs and the Department of Com-

merce to designate more Foreign Trade Zones along Muskegon Lake.

□ Provide suitable public infrastructure and access at favored port operation location.

□ Work with existing industries to help improve or mitigate their physical presence on the lake.

□ Work with Lakeside businesses to enhance the Lakeside commercial strip.

C. Recreation & Natural Habitat Areas

Existing Conditions

Like the scattered industrial/ bulk handling operations along the lake, public recreational land uses are distributed fairly evenly along the shoreline. While such a distribution is far more desirable than in the case of the former, they are poorly linked, and sometimes difficult to find - a situation likely to be greatly remedied by the pending construction of the Lakeshore Trail bicycle/ pedestrian path.

Many of these recreational facilities are small, residual lands, or property converted/ adapted from formerly industrial use. The most celebrated of these is Heritage Landing which serves as the City's premier festival park.

Noticeably absent are "active" recreational areas containing ballfields, swimming, playgrounds etc. One of the few remaining natural habitat areas of any size is in the vicinity of Richard's Park, where the tributaries of the Muskegon River flow into Muskegon Lake.

Recommendations

Integration of Recreational Facilities

A fundamental component of a revitalized lakefront is increasing the number and sizes of recreational land uses along the lake. Equally important however, is the goal of creating more

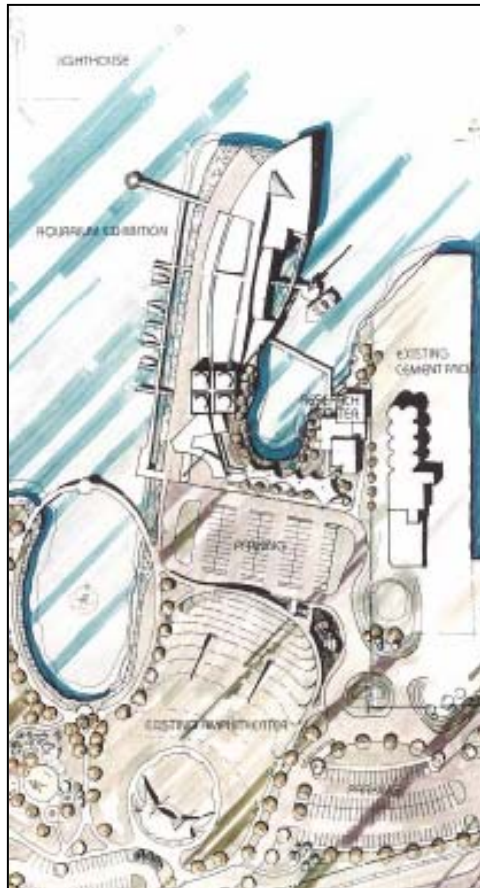


The Lakeshore Trail project will help connect the many sites and activity areas along the shoreline. Clockwise: Richard's Park, Heritage Landing, Fisherman's Landing and the Mart Dock.



effective physical linkages between them. Although the aforementioned Lakeshore Trail project will effectively achieve this, large sections of the proposed bicycle-pedestrian path are set well back from the shoreline and therefore physically and visually off limits to the water's edge.

While the jagged profile of the shoreline clearly makes the development of a continuous pedestrian network of shore-hugging trails impractical (to say nothing of the legal and financial issues involved), large tracts of water frontage



suitable to the development of esplanades and boardwalks do exist and should be pursued. These could be obtained via easement (preferred), purchase (less preferred), or condemnation (least preferred). Where the profile of the shore makes this physically infeasible (i.e. where there are numerous jetties and land spits), a series of trail spurs, finger piers and lookouts should be developed. These should be connected to, and architecturally consistent with, the proposed Lakeshore Trail. These spurs could run perpendicular to the Trail, and would be chosen for maximum contact with the water, and widest possible view radius.

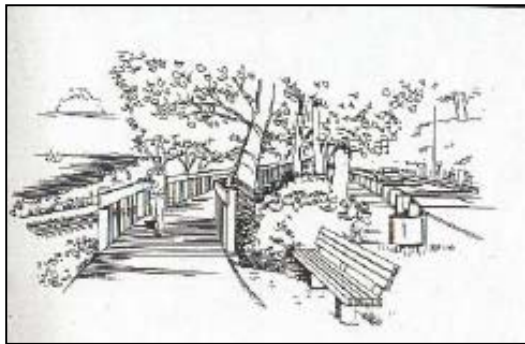
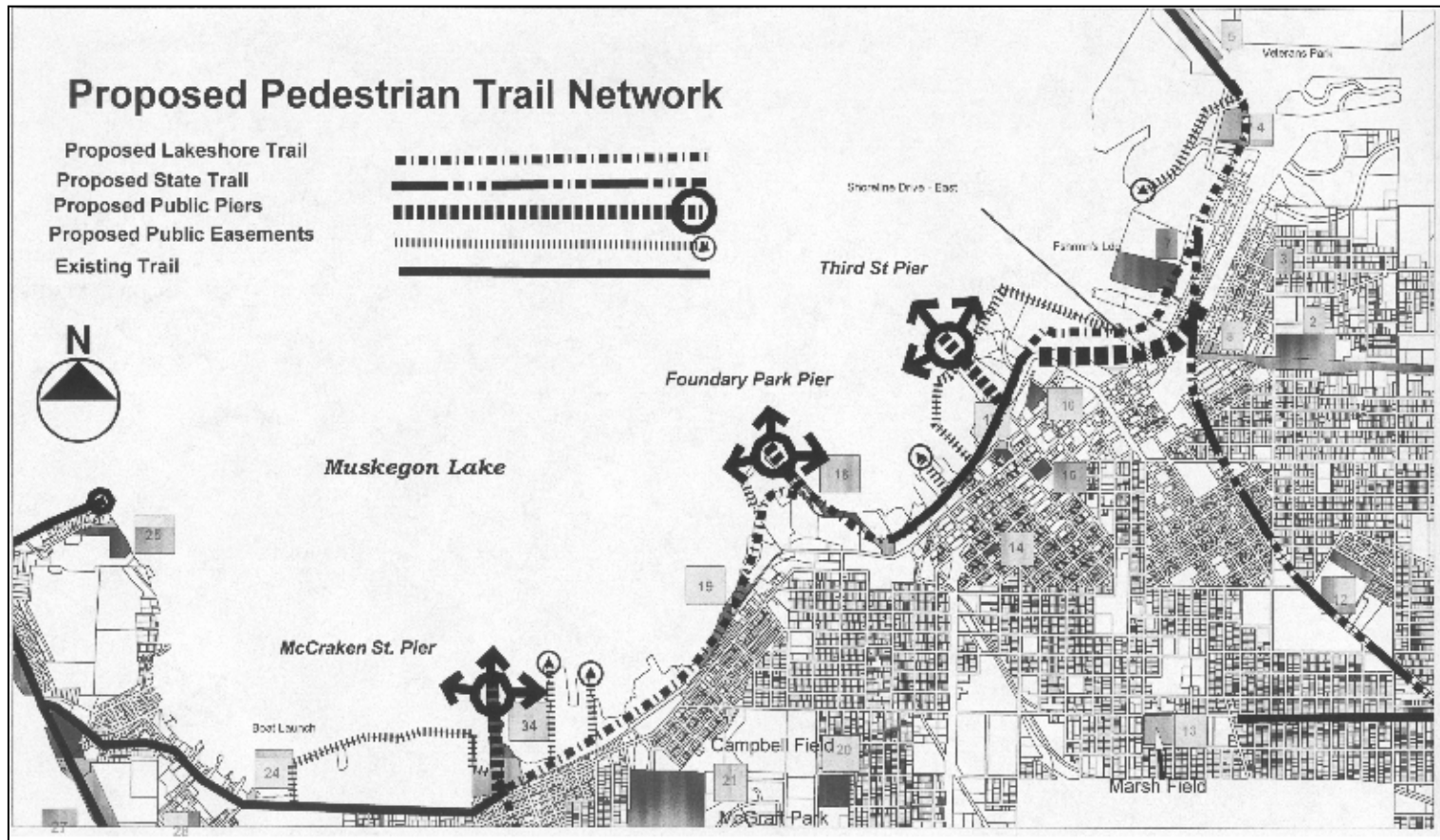


Funding Sources:

Possible funding sources include Department of Environmental Quality (DEQ) Coastal Management Grants and Clean Michigan Initiative (CMI) grant funds.

Other Recommendations:

- Increase the number of active recreational spaces for activities such as swimming and sports.
- Increase the number of transient boat slips (especially proximate to downtown).
- Capitalize on the educational potential of natural habitat areas by developing nature walks that highlight/profile indigenous wildlife and plant species.
- Work to increase the size of - and create more effective linkages between - isolated areas of natural habitat (wildlife corridors).
- Work with landowners to donate, dedicate, and develop public access easements. Create zoning incentives for same



Above and left: Proposed pedestrian trail system. Trail spurs (perhaps in the form of public piers) should be developed on major jetties to take advantage of superior views. Right: Conceptual focal point element at the end of Third Street.

