

# 2.COMMUNITY PROFILE

## 2.1 LOCATION AND REGION.

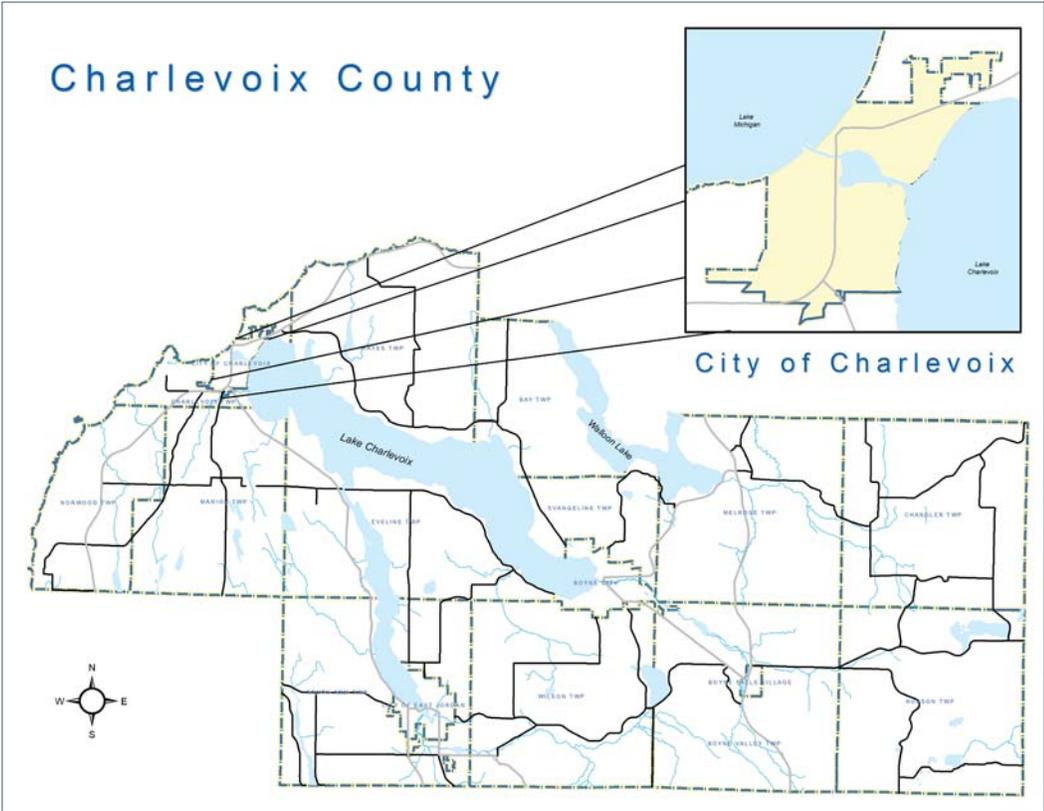
Like many other communities in the region, Charlevoix is a small municipality that relies heavily on a large summertime tourist and resort population. Located in northwestern-lower Michigan, in northwest Charlevoix County, the City of Charlevoix is situated on an isthmus between Lake Michigan, Lake Charlevoix, and Round Lake. It is bordered by Charlevoix Township on the north and south, Lake Michigan to the west, and Lake Charlevoix to the east. The Pine River Channel bisects the City and extends from Lake Charlevoix to Lake Michigan through Round Lake. The total area of the City is roughly 1,352 acres, excluding Round Lake and the Pine River Channel.

Two major highways serve the City: US-31 from the north and south; and M-66 from the southeast. Charlevoix Municipal Airport is the region’s third largest airport and is the base for two commercial airlines serving Beaver Island. Charlevoix’s harbor is one of the busiest in the region and is home to a new 67-slip municipal marina. The harbor also serves as a port for the Beaver Island Boat Company ferries and the United States Coast Guard.

## 2.2 A SHORT HISTORY.

In the mid-1850s, pioneers making their way into northern Michigan settled on a narrow isthmus between Lake Michigan and Pine Lake (later Lake Charlevoix). The first of those settlers was the Mormon family of Medad and Phoebe Thompson, who moved to the area in 1854, disappointed with life on nearby Beaver Island, which was under the near-dictatorial rule of King James Strang. The second settler family was John and Phoebe Dixon and their three children, who struggled to keep their mainland home safe against the antagonistic Strangites who would sail over from the island.

By 1856, however, Strang had been assassinated and his followers had fled. It was not long after that the Village of Pine River, which became known as Charlevoix, began to grow. After a strong commercial fishing base was established, the growth was heightened by the region’s booming lumber trade. This was focused in 1868 by the founding of what would become the Charlevoix Lumber Company. Round Lake and Pine Lake were made accessible from Lake Michigan in 1869, which boosted the village’s status as a passenger and freight port.



## 2. COMMUNITY PROFILE



Medad and Phoebe Thompson-1850s

Over the years, Charlevoix was frequented by both small and large passenger vessels, such as the *Manitou*, *Illinois*, and *North and South American*, which filled the City's streets with thousands of tourists and resorters. The local lumber company, along with a mill established next to the bridge in 1885, created constant cargo and freight traffic on the Pine River Channel. Round Lake's fisheries in time made Charlevoix, according to the City's *Sentinel* newspaper, "the largest fishing port on the Great Lakes."

The establishment of the Charlevoix Summer Home Association, (now known as the Belvedere Club) in 1878, and the Chicago Club in 1881, cemented the village's status as a resort destination. The construction of a railroad from Traverse City to Petoskey in 1892 made access to Charlevoix easier than ever, and resorters from all over the Midwest flocked to its beaches and unspoiled countryside during the summer months. For those visitors who did not build summer homes in the City, three great hotels were constructed. The Inn, the Beach, and the Belvedere hotels were located along the shorelines of Lake Michigan and Pine Lake, and towered over the City as reminders of its most prominent industry.

Charlevoix's rapid growth led to its incorporation as a City in 1905. During the Great Depression, hard economic times weakened the summertime resident and tourist base, causing the gradual abandonment of the City's largest hotels from the 1940s into the 1960s. With the passing of the national fervor surrounding World War II, the City's manufacturing base slowly evaporated and Charlevoix's economy fell on hard

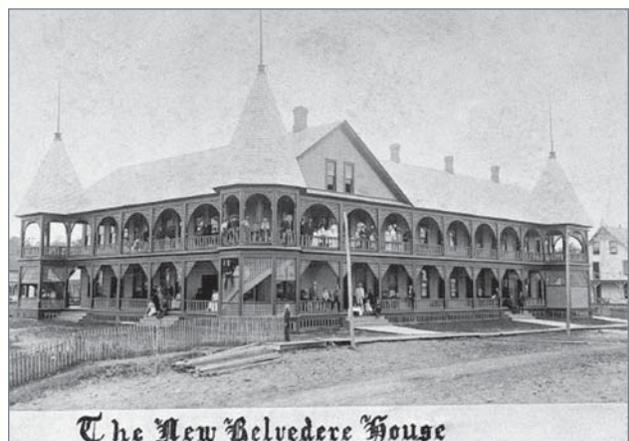


Schooners-Mason Street docks in the 1880s

times, although throughout the mid-twentieth century, the tourism industry, though fallen from its previous levels, remained relatively constant. Despite the economic conditions, the community built new schools, an airport, and continued to improve East Park, which had been founded in 1935. The 1960s and early 1970s showed a marked improvement in the City's economy: Big Rock Point Nuclear Plant went online in 1962, Medusa Cement plant opened in 1967, and in 1973 the first condominiums were constructed on Round Lake.

In the midst of a waning economy, Charlevoix made every effort to keep its downtown storefronts filled, but as growth continued outward, as was the national trend, downtown was no longer the prime economic center, and the City suffered.

However, Charlevoix has made a turn-around. The redesign of East Park, completed in 2007, has given new, unparalleled significance to the landmark, and the



City's new public library, completed in 2008, has proved to be a community center like no other. Community participation and dialogue surrounding both projects has breathed new life into the prospects for a better future. Now the community is faced with much the same question the *Charlevoix Sentinel* posed so many years ago:

*"For many years Charlevoix looked forward to uninterrupted navigation between Lake Michigan and Pine Lake. The blessing was secured.*

*Then we cast our eyes forward for the sight of the locomotive. It is here. Charlevoix has now what we have these long years hoped and prayed for; a harbor and a railroad. We have – or soon will have – a fourteen foot channel into Pine Lake, and the main trunk line of the best railroad system is ours.*

*To what shall Charlevoix next turn its attention? Or shall we set down contented with what has been completed? By no means has Charlevoix reached the fullness of her destiny. There is yet much to be accomplished for Charlevoix. What we have accomplished is only the beginning. We have it within our power to make the fruits of past labor mighty agencies for future progress.*

*Shall we do it?*

*Shall we be content with the ephemeral benefits of summer travel or reach out after the more permanent benefits of industrial growth?*

*We have every requisite for this much desired advancement, and only energetic action is necessary.*

*Shall we look forward or be content with the past and present?"*

—July 13, 1892

It does little good to recount history if nothing is taken away from it. Using the past as a touchstone, the process to prepare this Master Plan has given this community a better appreciation of its present and future. We recognize Charlevoix not as a static place, but rather as one that has evolved and changed over the years. With this understanding, we find ourselves eager to ask, "Where do we go from here?"

## 2.3 ENVIRONMENT.

The City of Charlevoix Master Plan incorporates the environment as a fundamental element and takes into account the geographic conditions that help mold the City's character and setting. These elements must be respected and the original character of the landscape expressed, while at the same time allowing for Charlevoix's future development.

However, development, even on the smallest scale, should not take place in total disregard of its surroundings. Therefore, Charlevoix must be planned and designed so the environment is incorporated as an integral element, rather than something incidental.



### CLIMATE

On any given day, Charlevoix is highly susceptible to quick, sudden changes in the weather. The City's proximity to Lake Michigan sets it and other coastal cities apart from inland communities. The lake keeps the area warmer in the winter and cooler in the summer, with less rainfall than locations further inland. Like many communities with an economy based on tourism and recreation, climate can be both a boon and bust. During the summer, weather can influence the number of tourists or seasonal property owners visiting Charlevoix and in the winter, the amount and duration of snow can impact the operation of local ski hills and resorts.

## 2. COMMUNITY PROFILE



### WATER

Charlevoix has a unique connection with its surrounding water bodies. The lakes and the channel help make up much of Charlevoix's "character," and influence the City far beyond aesthetic value. The City's proximity to and relationship with water also requires that development be assessed on its potential impact on these prized features. Great care must be taken to ensure the quality, availability, and beauty of this valued resource is not harmed.

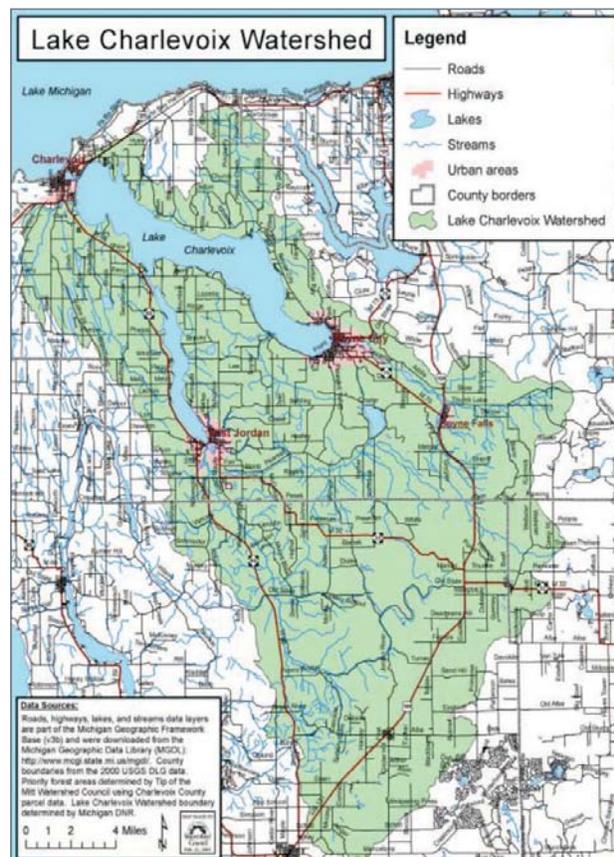
This philosophy has already influenced the design of community investments such as the new Charlevoix City Marina, which is certified as a "Clean Marina," awarded by the Michigan Sea Grant with support for the National Oceanic and Atmospheric Association. In addition, the redevelopment of East Park was designed to respect the qualities of Round Lake. Consequently, the impact on water quality by these two projects was carefully considered and greatly reduced.

Any development adjacent to Lake Michigan should plan accordingly and consider the high and low water cycles of the Great Lakes. Development completed during a low water cycle, that has not accounted for the average high water mark, could be damaged or destroyed when water levels rise, or suffer from storm damage, especially in the late fall.

### SOILS AND SHORELINES

Generally, area soils are sandy loam and present slight limitations to development. However, development, redevelopment and the disturbance of steep slopes,

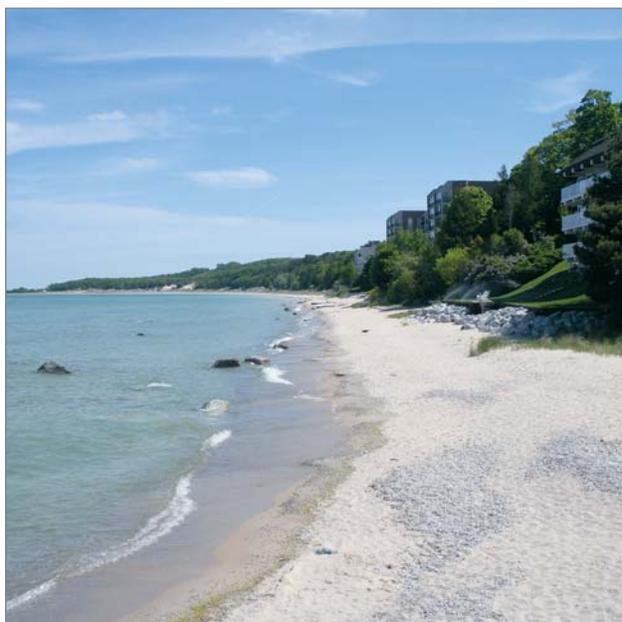
especially on Lake Michigan and Round Lake, must be carefully considered. The potential instability of disturbed slopes reinforces the importance of employing soil erosion and slope stabilization techniques into the design of waterfront development projects. Waterfront development must also respect the environmentally sensitive nature of Charlevoix's lakes and shorelines. This is particularly true when it comes to the simple acts of homeowners, such as lawn and beach maintenance. The use of phosphorus fertilizer has spiked nutrient levels in lakes, which has increased algae and altered native vegetation, fish, and other wildlife habitats. The trend of beach grooming has also played a part in altering native wildlife habitats and planting exotic vegetation has helped spread invasive plant species, including purple loosestrife and phragmites. Seemingly inconsequential individual acts, when combined, can have a cumulative and long term impact on Charlevoix's community character and its quality.



### SAND DUNES

The size and scale of the sand dunes on Lake Michigan adjacent to Mt. McSauba span over a mile of shoreline.

Given their unique qualities and community value, human activities must not destroy or adversely affect them. These areas are highly valued by both private property owners and the general public for recreation and scenic beauty. Although these dunes are partially located in Charlevoix Township, the City should nevertheless be concerned with their long term protection and preservation. While the lots north of the sand dunes in the City are almost fully developed, with the exception of one residential lot at 419 Michigan Avenue, there is the potential for redevelopment in the future.



Dune area looking north from the North Pier along Lake Michigan.

## TREES / WOODLANDS

Most forests have disappeared from Charlevoix during more than a century of development. The most heavily forested areas currently include Chicago Club's Old Island, the Michigan Beach Park on the north side of Park Street and the Belvedere Club's private recreation area. Charlevoix nevertheless retains countless mature hardwoods that line its residential neighborhoods. These trees are highly valued and appreciated by residents and visitors alike.

Due to the importance of urban forestry, Charlevoix has established a Shade Tree Commission, as well as an Adopt-a-Tree program, to protect and to help replace them when they need to be taken down, or when they are lost to disease or storms. While trees are important

community assets it is also recognized that infrastructure maintenance and public safety require trimming, pruning, and in some instances tree removal. The Shade Tree Commission has two volunteer Landscape Architects who provide professional advice on choice of species and maintenance following National Arborist Association Standards. In addition, the City has been a member of the Tree City USA program for the past 18 years. This national program provides local education, financial assistance, and many other benefits for our urban forestry program.



Michigan Beach Park has about 7 acres of forested area on the north side of Park Ave.

## VIEW CORRIDORS

Cities with dramatic topography and natural settings often face the question, "How do we promote development while preserving views of natural resources?" The surrounding lakes, dunes and natural environment make view corridors highly prized in Charlevoix. Scenic views can also have a direct correlation with higher property values, which is the case in Charlevoix.

Great care has already been taken to ensure existing and prominent view corridors are protected and preserved. The recent completion of East Park is a case in point. Park structures were purposely built with low roof lines to avoid obstructing views of Round Lake from Bridge Street. While view corridors remain highly valued by property owners, it is important to note that local government has a limited ability to regulate the height and placement of structures based on views alone.

## 2.COMMUNITY PROFILE



The design and subsequent construction of East Park reflects the importance of the environment, public access to water, and the preservation of views. In 2009, East Park was awarded one of “America’s Best Public Spaces” by the American Planning Association.

### SIGNIFICANCE FOR PLANNING

While Charlevoix is mostly developed, one of its principal attractions remains the abundant natural resources that surround and envelop the City. Water, forests, and sand dunes help define Charlevoix’s character. To protect these resources for future generations, the community will need to strike a balance between the interests and desires of property owners and the community’s inherent obligation to protect its character.

### 2.4 DEMOGRAPHICS.

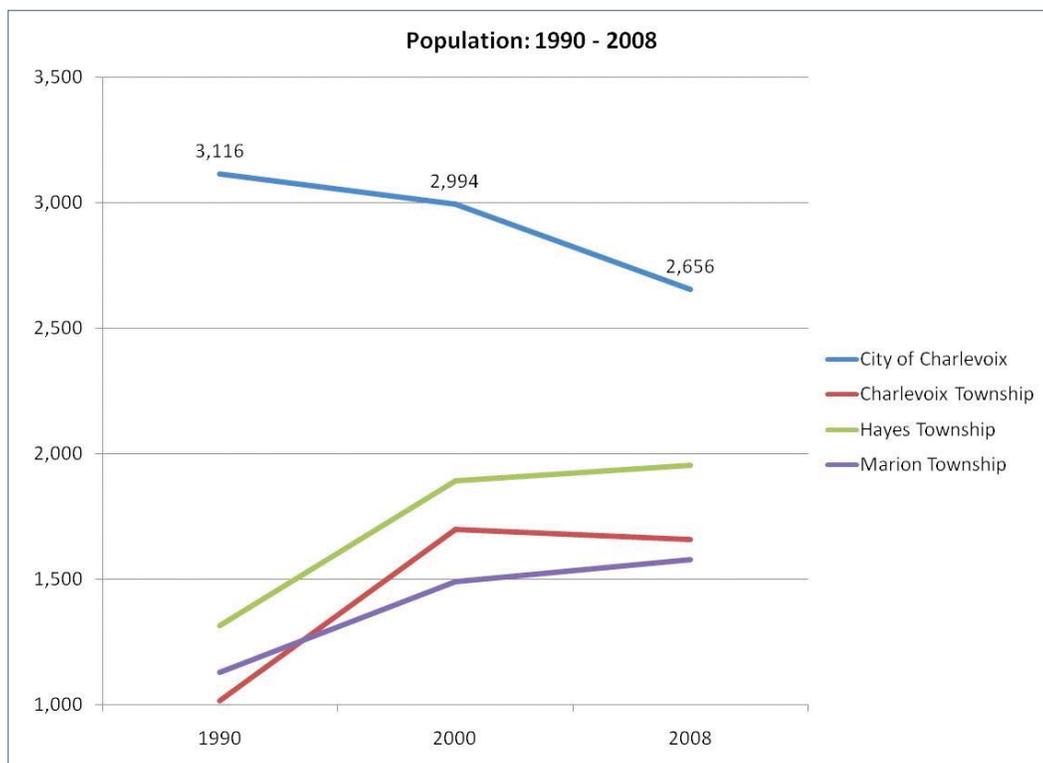
Data gathering is a normal part of any process to develop a master plan. However, information is often simply compiled and reported; rarely is it analyzed to see how it can affect the character and future direction of a community. Just as important is the need to know if conditions, as they exist today, will allow Charlevoix to shape its vision for the future.

What follows is a thumbnail sketch of Charlevoix

showing how it compares to its neighbors. This careful look at population growth, the age of residents, and other vital indicators of the community’s people provides a base for planning for the future. The most recent decennial census, focusing on change between 2000 and 2010, is currently in full swing. Once released by the U.S Census Bureau, its implications will have to be reviewed and may ultimately trigger an update to this Master Plan.

### POPULATION

Population statistics are a vital piece of data necessary to determine whether current and planned land use patterns have the capacity to absorb change. According to the 2000 census, the City of Charlevoix had 2,994 year-round residents, a 15% decrease from 1970. Based on 2008 estimates, the City’s population has continued to shrink to 2,656, an 11.3% decrease since 2000. This indicates Charlevoix has the capacity to handle a population much greater than that which exists today, or is anticipated in the future. Boyne City and East Jordan have experienced similar, but less dramatic contractions.



In contrast, rather than decline, nearby townships have undergone growth between 1990 and 2008. This trend is potentially due to the draw of rural living, larger lot sizes, and lower property taxes.

Charlevoix is also similar to other communities in northwest lower Michigan with a significant seasonal population. While, the census data show a continuing decline in year-round population, there is believed to be an almost three-fold increase in summer-time residents. These population peaks and valleys can have a tremendous impact on the demand for public services and infrastructure and can affect the viability of businesses during the off-season.

## AGE CHARACTERISTICS

Communities across the nation, including Michigan, are getting older. Life expectancy is increasing and household and family sizes are declining. Charlevoix is no exception. In 2000, Charlevoix's median age was 40.8, significantly older than overall state figures, 35.5. Charlevoix is also experiencing lower numbers of young people. For the State of Michigan, the proportion of people under the age of 18 was higher and for those over the age of 65, much lower. This is a particularly troubling statistic because it indicates that many young

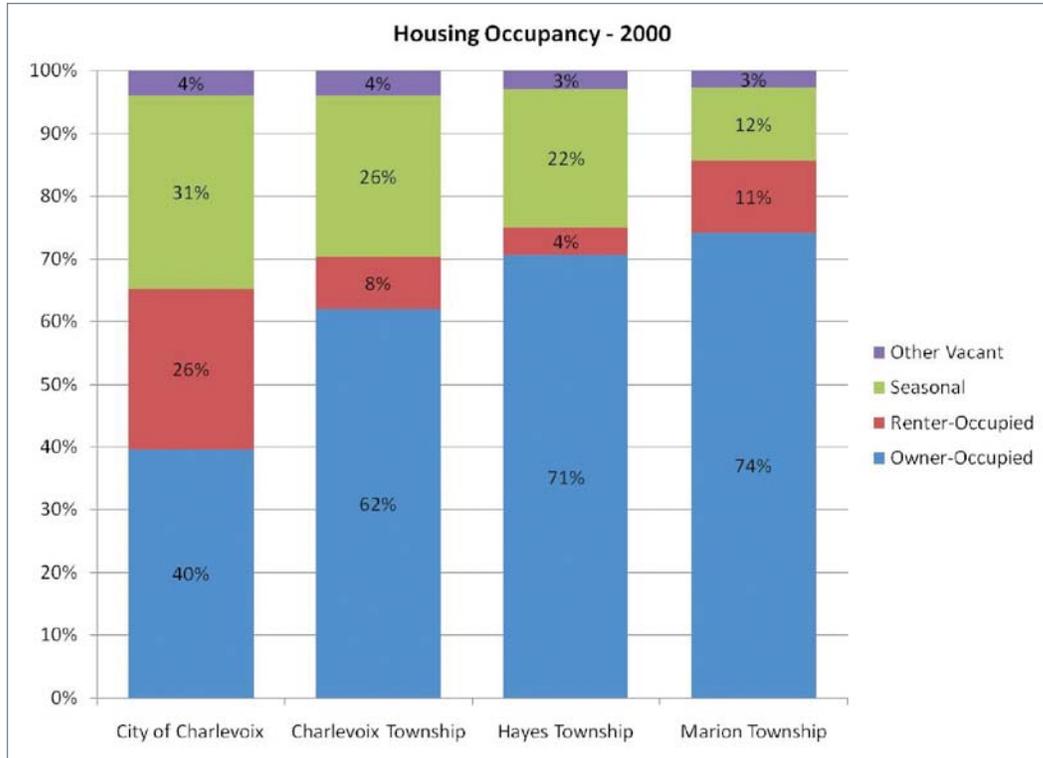
people see a brighter future elsewhere. Consequently, among the questions posed while developing this Master Plan should be what, if anything can or should be done to retain young people in the community?

Given the increasing number of aging residents, the issue is also whether the community is offering the types of programs and housing options that address an older population. Support for aging in place programs, that allow residents to remain in their homes longer and move-down, or into retirement housing, may become more of a reality. These kinds of housing choices and their current availability in Charlevoix will have implications for future land uses.

## INCOME

Household income is one of the key indicators of a community's overall economic condition, particularly when compared to neighboring communities or other larger measurers. According to the 2000 census, the 1999 median household income for Charlevoix was \$35,284; lower than Michigan, \$44,667 and the US, \$41,994. It was also much lower than many of its neighboring communities, specifically Charlevoix and Hayes Townships, with median household incomes of \$45,758 and \$50,478 respectively.

## 2. COMMUNITY PROFILE



Clearly, many of Charlevoix's households are of modest means. This fact stands in contrast with some of the City's neighbors, as well as its wealthier, seasonal residents. Unfortunately, because of the way census data is structured, it is not possible to reflect the household incomes of part-time residents, as they may declare their primary residences elsewhere. While this prohibits us from seeing an image of a year-round resident/seasonal resident socio-economic divide, it at least affords an illustration of the City's year-round residents.

In terms of commercial development, the higher median household incomes of neighboring communities highlight the significance of a broader market view. Especially for downtown Charlevoix, if it is to remain vibrant and successful, it must not just rely on the local market, but consider a much broader definition that includes neighboring communities and seasonal residents and visitors.

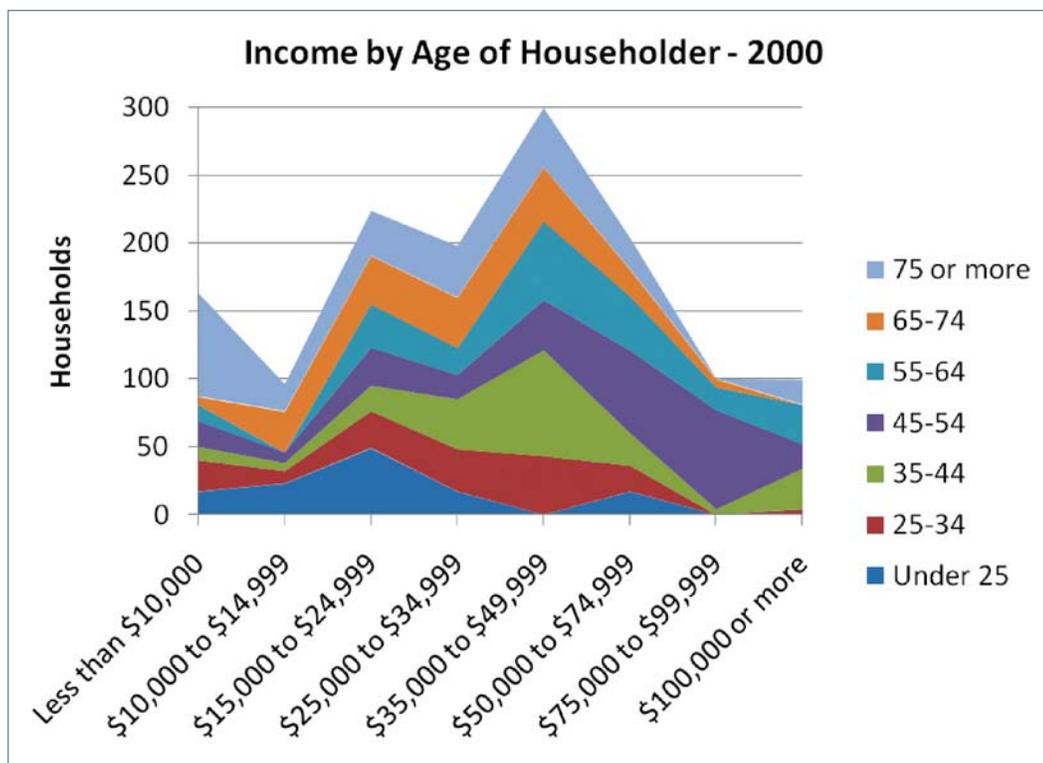
### HOUSING & NEIGHBORHOODS

Charlevoix has a diverse array of housing, including detached single family homes, duplexes, apartments, and condominiums of all different sizes and price points. Michigan's struggling economy and the current home mortgage crisis have triggered a large number of

foreclosures across the state and region and an overall decrease in local property values. However, these factors have also helped drive one of the greatest opportunities in years for residents and seasonal visitors to have a wide choice in affordable, high quality housing in Charlevoix.

Compared to its neighbors, Charlevoix has a very low percentage of owner occupied homes. Over 50% are either seasonal, or rentals and a high number of rentals are most likely seasonal. Clearly, this supports Charlevoix's standing as a resort community. While there is nothing inherently wrong with this composition, it does create some challenges for the City. The peaks and valleys between summer and winter populations can strain road and infrastructure capacity for relatively short periods of time and make it difficult for businesses to survive the off season.

There is also a price to pay when it comes to the vested interests of year-round and seasonal residents, who may see Charlevoix from completely different perspectives. This can substantially influence community values and how certain groups view issues and investment priorities. In addition to the seasonal economy, Charlevoix must actively pursue a broader, year-round employment base to be better integrated into the regional economy. This effort will result in improvements to



existing neighborhoods and the potential for infill development, which can increase property values in the City.

According to the 2000 Census, single-family owner-occupied homes in Charlevoix had a median value of \$113,400 (US median \$119,600). Values in two surrounding Townships, Hayes and Marion, were slightly higher; \$122,800 and \$117,500 respectively. There is a much greater difference between the City and Charlevoix Township (\$167,800).

In part, these disparities can be accounted for by the age of housing. While there may be a perception that new, expensive, waterfront homes dominate a robust housing market in Charlevoix, reality is quite different. Homes in the City are relatively older, with the majority built in 1939 or earlier and the current pace of development is less than robust. Compared to the decades before the 1980s, home construction since 1980 has experienced a significant decline. This is possibly due to limited vacant land in the City and a transformation of the local economy, which has affected job growth. Taking these factors into account, a significant number of new homes are not expected in the near future. Rather, the most likely future scenario is modest infill development, and home reconstruction or rehabilitation.

As homes and neighborhoods age, a decline in upkeep and quality can become a concern. Although there is no evidence of widespread deterioration in Charlevoix, aging homes, along with an aging population is a concern and more attention should focus on this issue. Coupled with the high percentage of rental and seasonal homes, home and property inspection and home maintenance assistance could become a greater City priority in the future.

#### SIGNIFICANCE FOR PLANNING

Socioeconomics play a significant role in the development of a community's master plan. Demographic trends can be analyzed to help identify infrastructure and service needs, take into account seasonal and year-round residents, and help consider the land use implications of an aging population.

While Charlevoix is mostly built-out, there exist significant opportunities for infill and redevelopment. However, unless there is an economic boom that triggers major development, a sizeable increase in population is not expected. While Charlevoix's population may not greatly increase, the population of the surrounding townships could well continue to grow. With Charlevoix as the economic center of the surrounding region, such increases may put pressure on the City and its facilities,

## 2. COMMUNITY PROFILE

but it may also strengthen the economy by continued and expanded support for local businesses and bring jobs.

The City must also be prepared to address the increased needs associated with a growing segment of the population that is older. Charlevoix's aging population is important to recognize because it suggests a potential increase in the demand for medical and certain types of social services, specialized recreation activities, interconnected sidewalks and trails, transportation and housing choice and opportunities to walk from home to personal services and shopping.

The ability to support local retail and commercial enterprises is partially defined by income levels in Charlevoix and surrounding communities. Understanding these indicators can help define the kinds of businesses that can be attracted to and supported by Charlevoix and its neighbors. It also can influence investments in public services, help determine the ability to pay for certain enhancements and guide private investment decisions.

### 2.5 EXISTING LAND USE.

The generalized categories below describe Charlevoix's current land uses and were compiled using zoning information, GIS data, and a parcel database.

- **Single family residential** neighborhoods account for most of the City's north and south sides.
- **Multi-family residential** (consisting of apartments, multi-unit homes, or condominiums) is scattered throughout Charlevoix. It is relatively dispersed except for a high concentration adjacent to Round Lake and the Pine River Channel.
- **Commercial** development is focused on the main highway corridors and downtown. However, there are some scattered commercial uses, including restaurants, stores, and shops on side-streets.

- **Institutional** uses include schools, churches, and federal/state/local government facilities/grounds. A large part of Charlevoix is devoted to these, including the airport and cemetery near the City limits. Some uses, like schools, the public library, and sheriff's department, are located in single-family neighborhoods.
- **Recreational** land uses consist of parks and recreation areas that are publicly owned. These land uses are scattered throughout Charlevoix and some City-owned facilities are even located outside City limits.
- **Industrial** uses are focused at Charlevoix's edges, with some exceptions. Concentrations are near the airport, along Stover Road, and in an industrial park located to the north, on Taylor and Ance Roads.



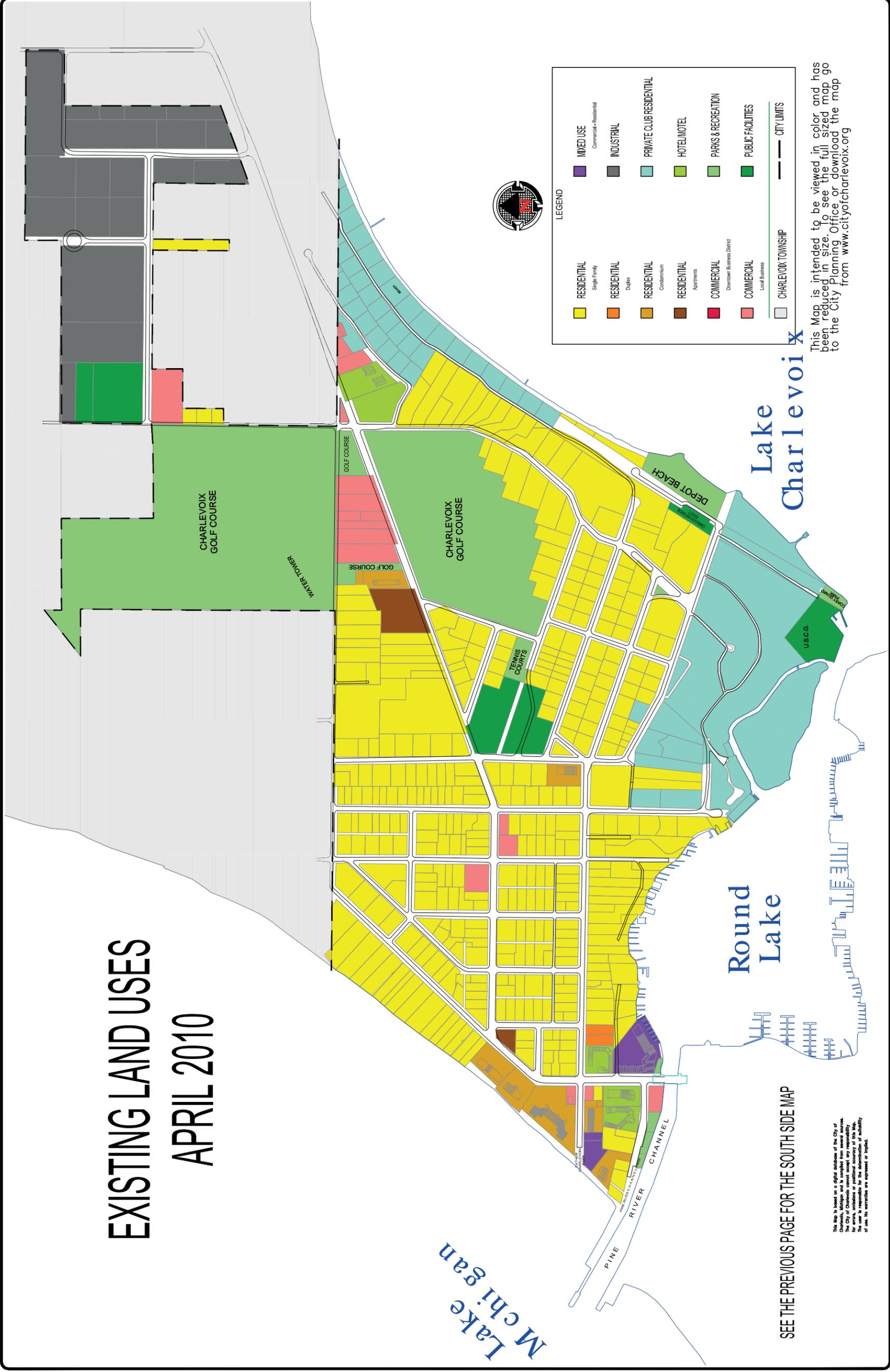
This picture shows the Charlevoix Lumber Company that started operating in 1868. This is current location of the Edgewater, which is mixed-use residential and commercial development. This is local example that demonstrates how land uses change over time.

*\*\*\*The maps on the next two pages are color coded to identify existing land uses within the City of Charlevoix. The map is intended to be viewed in color and has been reduced to fit within the Master Plan. The Map was completed in April and May of 2010.*

*Please note that the existing land use map is different from the current zoning map and the future land map in Chapter 4. The existing land use map only identifies the current use of the property in 2010. \*\**

# EXISTING LAND USES

APRIL 2010



**LEGEND**

RESIDENTIAL (Single Family)	RESIDENTIAL (Duplex)	RESIDENTIAL (Condominium)	RESIDENTIAL (Apartments)	COMMERCIAL (Downtown Business District)	COMMERCIAL (Local Business)	MIXED USE (Commercial - Residential)	INDUSTRIAL	PRIVATE CLUB RESIDENTIAL	HOTEL/MOTEL	PARKS & RECREATION	PUBLIC FACILITIES	CHARLEVOIX TOWNSHIP	CITY LIMITS
[Yellow]	[Orange]	[Light Orange]	[Brown]	[Red]	[Light Red]	[Purple]	[Grey]	[Light Blue]	[Green]	[Light Green]	[Dark Green]	[Grey]	[Dashed Line]

SEE THE PREVIOUS PAGE FOR THE SOUTH SIDE MAP

This Map is based on a digital database of the City of Charlevoix, Michigan and is compiled from several sources. The City of Charlevoix cannot accept any responsibility for the accuracy or completeness of the data. The user is responsible for the accuracy of the data. No warranties are expressed or implied.

This Map is intended to be viewed in color and has been reduced in size. To see the full sized map go to the City Planning Office or download the map from [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)

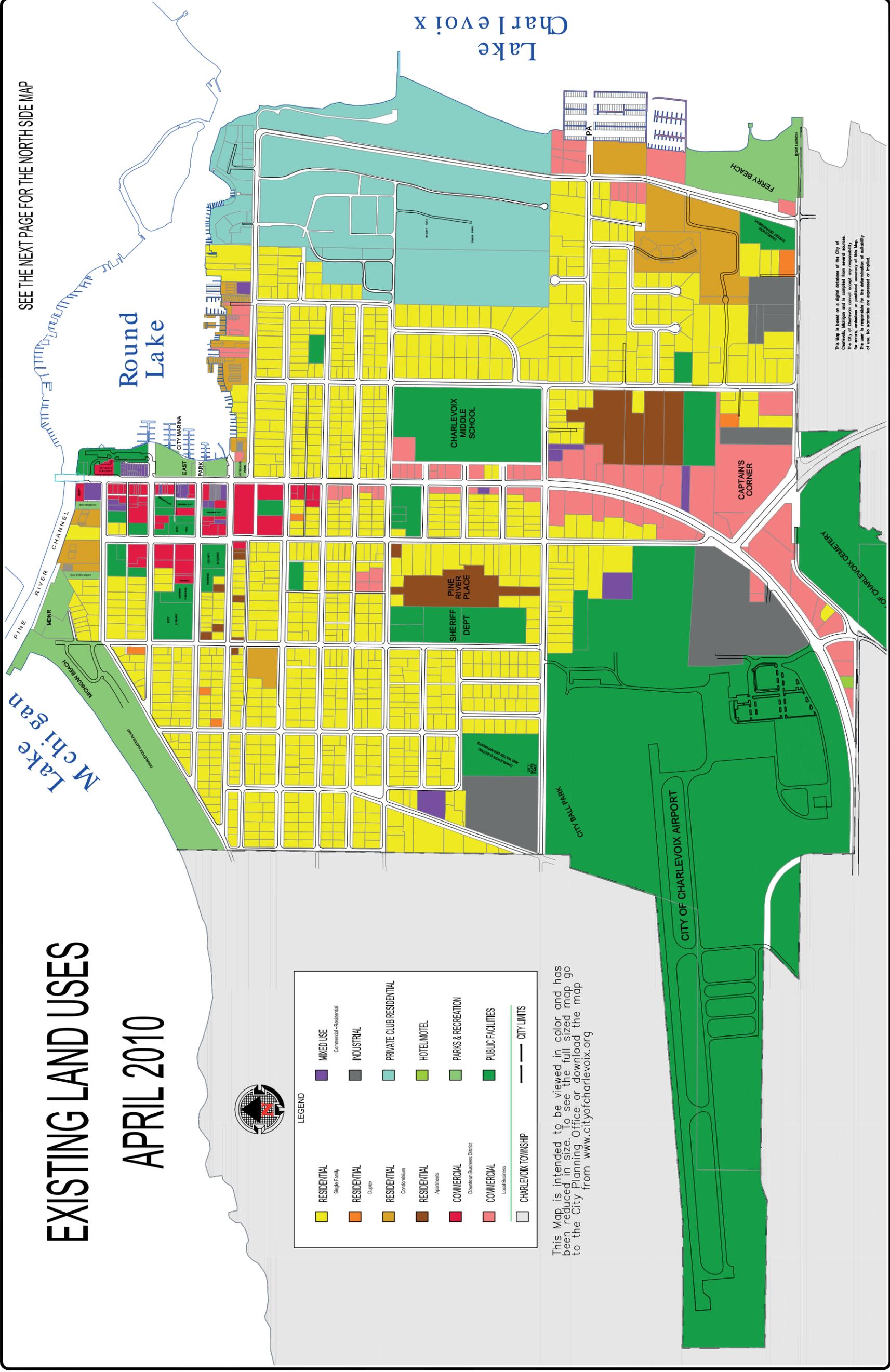
# EXISTING LAND USES

## APRIL 2010



LEGEND	
	RESIDENTIAL Single Family
	RESIDENTIAL Duplex
	RESIDENTIAL Condominium
	RESIDENTIAL Apartments
	COMMERCIAL Downtown Business District
	COMMERCIAL Local Business
	CHARLEVOIX TOWNSHIP
	MIXED USE Commercial-Residential
	INDUSTRIAL
	PRIVATE CLUB RESIDENTIAL
	HOTEL/MOTEL
	PARKS & RECREATION
	PUBLIC FACILITIES
	CITY LIMITS

This Map is intended to be viewed in color and has been reduced in size. To see the full sized map go to the City Planning Office or download the map from [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)



This Map is based on a digital database of the City of Charlevoix. The City of Charlevoix cannot accept any responsibility for errors, omissions or positional accuracy of this Map. The City of Charlevoix is not responsible for the accuracy or reliability of data. No warranties are represented or implied.

SEE THE NEXT PAGE FOR THE NORTH SIDE MAP

## 2.6 COMMUNITY CHARACTER AREAS.

Charlevoix has many unique areas and neighborhoods that help define its overall look and feel. These distinct sub-areas can be defined by multiple attributes, such as dominant land uses, the period of development, architectural character, lot size, street patterns, the location of development on a property and other such features. A later and more detailed assessment will have to document the forms that define community character so that future development is responsive to a particular neighborhood or setting. Nine distinct character areas have been identified for Charlevoix including:

- Downtown Central Business District
- Marine Commercial District
- Industrial District
- Core neighborhoods
- Commercial Corridor
- Modern subdivision areas
- The Belvedere Club
- The Chicago Club
- The C & O club



Tall ships lined up in what is now the Marine Commercial District in the late 1800s.



The Mushroom House is an example of the unique stone work and architecture from Earl Young that helps define the unique character of Charlevoix's historic core neighborhoods.



The Downtown Central Business District has always been the cultural and economic core of the City, as shown in this picture from the 1930s.



This photo taken in the early 1950s shows the Belvedere Club property and part of the Chicago Club on the right side of the Channel. These historic clubs help define Charlevoix's character and provide a significant boost to the local economy in the summer months.

# CITY OF CHARLEVOIX CHARACTER AREAS

This Map is intended to be viewed in color and has been reduced in size. To see the full sized map go to the City Planning Office or download the map from [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)



Lake Michigan  
Round Lake  
Lake Charlevoix



## LEGEND

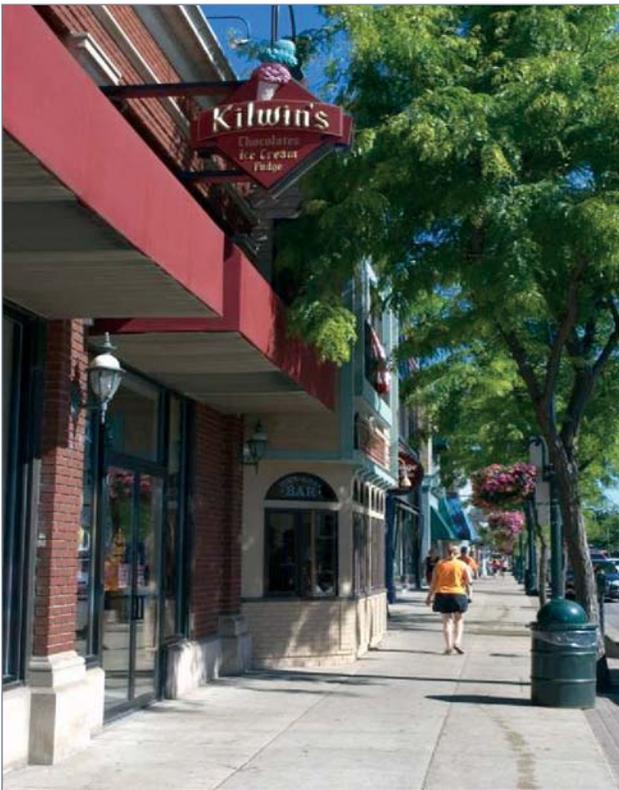
	BELVEDERE CLUB (PRIVATE CLUB RESIDENTIAL)		DOWNTOWN - BUSINESS DISTRICT
	CHICAGO CLUB (PRIVATE CLUB RESIDENTIAL)		INDUSTRIAL
	C&O CLUB (PRIVATE CLUB RESIDENTIAL)		MARINE-COMMERCIAL (SOUTH SIDE OF ROUND LAKE)
	COMMERCIAL STRIP (US 31 & M 66)		MODERN SUBDIVISION
	CORE NEIGHBORHOODS (PART OF ORIGINAL TOWN PLAT)		PUBLIC LANDS (SCHOOL, GOVERNMENT, RECREATIONAL)
			CITY LIMITS

This Map is based on a digital database of the City of Charlevoix, Michigan and is compiled from several sources. The City of Charlevoix cannot accept any responsibility for errors, omissions or positional accuracy of this Map. The user is responsible for the determination of suitability of use. No warranties are expressed or implied.

## 2.COMMUNITY PROFILE

### DOWNTOWN CENTRAL BUSINESS DISTRICT

The Downtown Business District is generally defined by State Street east to Round Lake and from Dixon Avenue south to Hurlbut. It is a vibrant, mixed use area that many consider to be Charlevoix's most important asset and a regional focal point for events, culture, recreation, tourism, and commerce. It was also the first area in Charlevoix to develop during the mid to late 19th century. Later, during the 20th century, residential and commercial development spread to its north and south.



The district is characterized by streets lined with charming buildings of varying architectural styles that contain small retail shops, offices, and restaurants. Typically, the one to three story buildings are built right to the edge of the sidewalk. The streetscape is well defined with amply wide sidewalks, street trees and pedestrian-scale lighting. While parking is provided on Bridge Street, off-street lots are located behind, or to the side of buildings and are accessed from side streets. Some buildings contain apartments, professional offices, or condominiums on upper floors, which further support its mixed-use character. The district is also served with multiple transportation options that include car, boat, biking (on street only), and walking.



The City Marina, and the numerous festivals and events such as the Summer Concert Series in East Park provide a significant boost to the local economy. Further supporting these efforts is the Downtown Development Authority, which has been instrumental in accomplishing district improvements, economic development, and events. In 2006 Charlevoix received the "Cool Cities" designation, which is a State of Michigan initiative designed to spur downtown investment, especially during challenging economic times.

### MARINE COMMERCIAL DISTRICT

The Marine Commercial District encompasses about 10 acres and is located on the south side of Round Lake and the north side of Belvedere Avenue. It runs from the east side of Veterans Park east to the Belvedere Club. It can best be characterized as a mixed use area with professional offices, single family homes, condominiums and commercial operations, such as Ward Brothers Marina and John Cross Fisheries. Its development, however, has not been free from local controversy due to resident concerns over maintaining views of Round Lake from Hurlbut Avenue.



View of the Marine Commercial District looking east from Ward Brothers.

## 2.COMMUNITY PROFILE

### INDUSTRIAL DISTRICT

In 1937, the Chicago Club generously offered the City of Charlevoix an 18-hole golf course for \$1. The City bought and operated the full course until 1974, when the back nine was converted to the Norman Ance Industrial Park, in order to spur local economic development. This partially developed district is approximately 18 acres and the available land, good access, and public utilities make it an ideal location for future employment. Included could be light industrial uses, manufacturing, and information technology companies. Geographically, the district is a peninsula of the City extending into Charlevoix Township, and its borders follow uneven lot lines, which creates an irregular border with Township land. This being the case, coordination and cooperation with the Township will be very important in future zoning decisions and its development.

### CORE NEIGHBORHOODS

Charlevoix's Core Neighborhoods are very diverse in term of their lot sizes, the age of homes, architecture character, and the location of structures on lots. The City's original plat and subsequent additions were surveyed and created prior to zoning, in the early 1900s, with subsequent additions throughout the 20th century.

The Core Neighborhoods initially developed near downtown and gradually extended outward. Certain blocks and neighborhoods have a more consistent architectural character, such as the Earl Young homes on Park Avenue and the homes lining the north side of Michigan Avenue.



Since the design and appearance of a neighborhood can directly correlate with property and resale values, care should be taken to ensure infill development, or redevelopment is consistent with existing forms. To accomplish this, the character of Charlevoix's neighborhoods must be assessed to identify the forms and features that are desirable and those that should be preserved and enhanced. Typically, such things as garage location, home placement, the location of doors and windows, and roof pitches are analyzed to determine which forms are the most important. Based on this kind of detailed analysis the zoning ordinance can incorporate features to better protect character and achieve more balanced and attractive neighborhoods as renovation, or redevelopment occurs over time.

### COMMERCIAL CORRIDOR

Throughout the City's history, US 31 on the south side of Charlevoix has been a prime commercial corridor. It currently contains a mix of retail shops, salons, real-estate and professional offices, restaurants and a number of homes that have been converted to commercial uses. Given that many converted corridor properties were previously residential, they are quite small, lack adequate parking, and are typically not well suited for this use.

In recent decades several residential properties abutting US 31 on the north side of the City have also been converted to commercial. In some cases, this has been opposed by area residents. Given the concerns for a vibrant downtown and the vitality of existing commercial areas, the City will have to evaluate this trend of commercial expansion and plan accordingly.

### MODERN SUBDIVISION AREAS

These areas represent newer residential developments where lot sizes are fairly consistent and homes were constructed in the 1980s and 90s. Included is part of the Westport Addition with approximately 48 lots. Homes are typically ranch style with side garages since there are no alleys to provide rear access.

### THE BELVEDERE CLUB

The Belvedere Club is private summer resort association originally organized in 1892 under Public Act 39 of 1889. The Club owns all the land, which totals

## 2. COMMUNITY PROFILE

approximately 104 acres. It also contains 91 individually owned cottages, which are primarily older structures with classic Victorian architecture. However, there are still a few undeveloped cottage sites.

The Club also owns and maintains a building called the Casino, which is used for club gatherings, private weddings, and similar events. While the use of Club properties is primarily residential it does accommodate recreational activities, such as boating, tennis, and the use of a private beach.

The greenspace and beach area on the east side of Ferry Avenue remain undeveloped, except for about 25 storage cabanas and a “Kiddy Koop”, used for youth activities. Due to potential environmental and view corridor impacts, the public and some Club members have expressed concern over its future development. The area is currently zoned Scenic Reserve, which allows limited development while protecting scenic character. The Club is currently not contemplating developing, selling or subdividing any portion of the area, but there has been interest in potential renovations to the Casino and additional cabanas.



Soon after the founding of the Belvedere Resort, O. E. Allen of Kalamazoo constructed what came to be known as Blue Belle cottage. The Cottage remains in the same location and condition today.

The residential area of the Club is currently zoned R-1, similar to traditional neighborhoods in Charlevoix. However, this zoning designation creates problems when administering specific dimensional requirements. For example, since lot lines do not define cottage sites, building setback requirements, as defined in the zoning code, do not apply. The association, managed by a nine-

member Board of Trustees, is aware that new zoning regulations are necessary to better accommodate the Club’s unique circumstances, while ensuring development is consistent with City regulations. The Club also has a Building and Grounds Committee that reviews development proposals from members against specific design standards.

### THE CHICAGO SUMMER RESORT COMPANY

Known as the “Chicago Club,” the Chicago Summer Resort Company is also a private summer resort association that was formed in 1881 located on the northeast side of the City of Charlevoix. The association is managed by a 16-member Board of Directors. The club owns all of the land in the resort totaling approximately 40 acres. The Club has approximately 22 single family homes and recreational features including boat houses, tennis courts and private beach areas. The century-old Clubhouse includes a dining room, library and meeting room.



The Chicago Club boathouse is one of Round Lake’s most eye-catching structures, here as it appeared on March 21, 1964 during a period of extremely low water. Old River exits next to the building on this side.

The use of the Club properties is primarily residential with associated recreational activities, such as boating, tennis, and the use of the private beach. The Club has a Building and Grounds Committee that reviews development proposals from members against specific design standards.

The Chicago Club shares the same zoning issues as the Belvedere Club since the property is also zoned single family residential and does not have individual lot lines surrounding the homes. There is available land within and adjacent to the Club that could be developed in the future.

The Club's property includes Park Island, a heavily forested area owned by the Club that is surrounded by Round Lake to the south and a narrow channel around the rest of the 7 acre island. This property is not accessible by vehicles and is used as a recreation area by the club members.

#### THE C & O CLUB

The C & O Club, located along Lake Charlevoix in the northeast corner of the City, is a private development created in the early 1990s. The approximately 15 acre Club contains about 24 homes in the City and two in Charlevoix Township. Several vacant lots have yet to be developed. The Club is named for the Chesapeake and Ohio Railroad that once crossed the property carrying passengers and freight.

### 2.7 INFILL DEVELOPMENT.

The Charlevoix County Future Land Use Plan identifies Charlevoix as one of several urban areas where higher intensity, mixed use development should occur, thereby protecting farmland and open spaces. This approach provides an alternative to suburban development that currently sprawls into rural areas, far from existing utilities and services. Higher density infill development could also enhance individual and municipal budgets with greater efficiencies and by helping spread utility, infrastructure and service costs among more users. Given these factors, Charlevoix's zoning regulations should allow and promote infill development in patterns and intensities that are compatible with surrounding development and neighborhoods.

While it may appear that Charlevoix is mostly built out, there are numerous opportunities for infill development exist. Many neighborhoods contain vacant lots, some homes sit on multiple lots, and some sites are under-utilized. Together, these facts represent an opportunity for new development or redevelopment that is consistent with surrounding character.

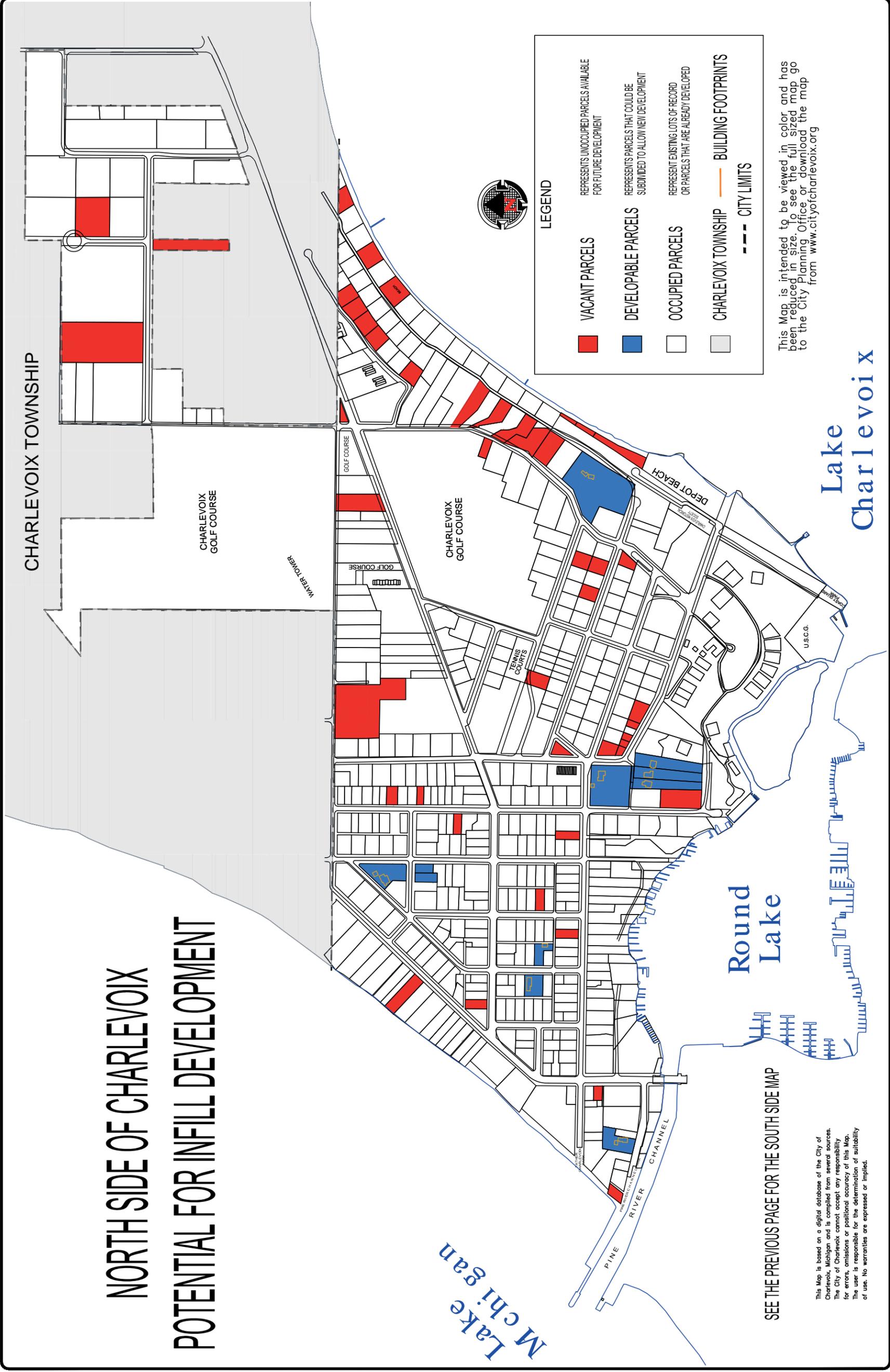
The following map identifies potential infill development sites in Charlevoix. The parcels highlighted in red are vacant, but with a potential for infill development. Those in blue include sites already with buildings, or structures, but with sufficient area to allow future subdivision and/or subsequent development.



This is an example of a vacant lot in a single family residential zone where infill development could occur, if it is consistent with the character of the neighborhood.

*\*\*\*The Map on the following page is color coded to identify vacant and developable parcels in City of Charlevoix. The map is intended to be viewed in color and has been reduced to fit within the Master Plan. The Infill Map was completed in April of 2010. The red areas identify vacant lots that could be developed today and the blue areas identify lots that could be subdivided or developed further in the future. \*\*\**

# NORTH SIDE OF CHARLEVOIX POTENTIAL FOR INFILL DEVELOPMENT



**LEGEND**

- VACANT PARCELS  
REPRESENTS UNOCCUPIED PARCELS AVAILABLE FOR FUTURE DEVELOPMENT
- DEVELOPABLE PARCELS  
REPRESENTS PARCELS THAT COULD BE SUBDIVIDED TO ALLOW NEW DEVELOPMENT
- OCCUPIED PARCELS  
REPRESENT EXISTING LOTS OF RECORD OR PARCELS THAT ARE ALREADY DEVELOPED
- CHARLEVOIX TOWNSHIP  
BUILDING FOOTPRINTS
- CITY LIMITS

This Map is intended to be viewed in color and has been reduced in size. To see the full sized map go to the City Planning Office or download the map from [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)

Lake  
Charlevoix

Round  
Lake

Lake  
Michigan

SEE THE PREVIOUS PAGE FOR THE SOUTH SIDE MAP

This Map is based on a digital database of the City of Charlevoix, Michigan, and is compiled from several sources. The City of Charlevoix cannot accept any responsibility for errors, omissions or positional accuracy of this Map. The user is responsible for the determination of suitability of use. No warranties are expressed or implied.

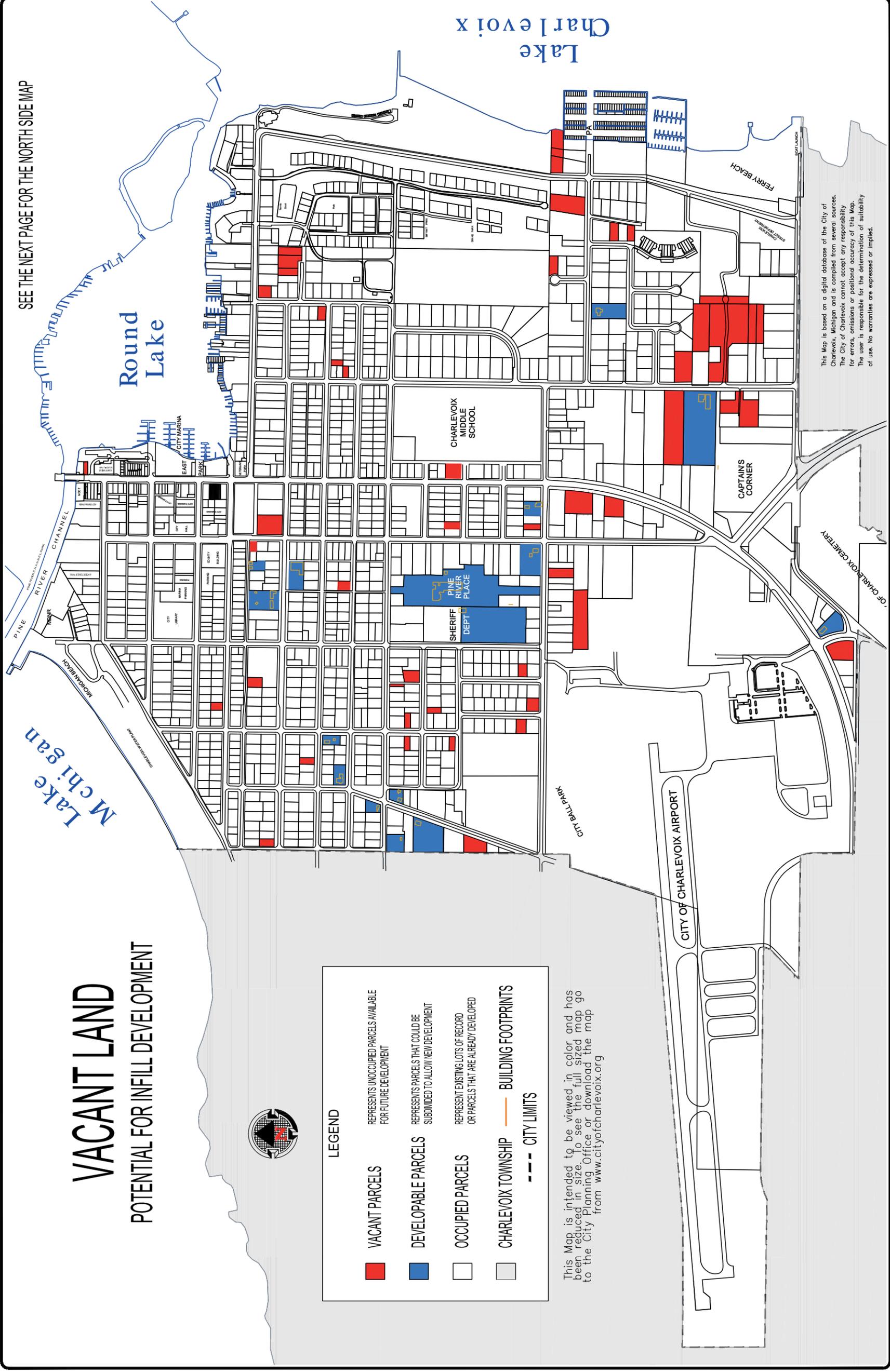
# VACANT LAND

## POTENTIAL FOR INFILL DEVELOPMENT



LEGEND	
<span style="color: red;">■</span>	VACANT PARCELS
<span style="color: blue;">■</span>	DEVELOPABLE PARCELS
<span style="color: white; border: 1px solid black;">■</span>	OCCUPIED PARCELS
<span style="color: gray; border: 1px solid black;">■</span>	CHARLEVOIX TOWNSHIP
<span style="color: red;">■</span>	REPRESENTS UNOCCUPIED PARCELS AVAILABLE FOR FUTURE DEVELOPMENT
<span style="color: blue;">■</span>	REPRESENTS PARCELS THAT COULD BE SUBMITTED TO ALLOW NEW DEVELOPMENT
<span style="color: white; border: 1px solid black;">■</span>	REPRESENT EXISTING LOTS OF RECORD OR PARCELS THAT ARE ALREADY DEVELOPED
<span style="color: gray; border: 1px solid black;">■</span>	BUILDING FOOTPRINTS
---	CITY LIMITS

This Map is intended to be viewed in color and has been reduced in size. To see the full sized map go to the City Planning Office or download the map from [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)



This Map is based on a digital database of the City of Charlevoix, Michigan and is compiled from several sources. The City of Charlevoix cannot accept any responsibility for errors, omissions or positional accuracy of this Map. The user is responsible for the determination of suitability of use. No warranties are expressed or implied.

SEE THE NEXT PAGE FOR THE NORTH SIDE MAP

## 2. COMMUNITY PROFILE

### 2.8 ECONOMIC PROFILE.

With local attractions that include boating, golf, fishing, hunting, snowmobiling, and camping, Charlevoix has always been a major destination for tourists and second home owners. While its valued resources and recreational opportunities provide a significant boost to the local economy, other assets, such as venues for weddings, festivals, and corporate retreats serve to bring in additional visitors from around the state and nation.



East Park and the City Marina during Applefest in 2008.

While the influx of visitors and second home owners is critical to the City's economy, now and in the future, we must also look toward other sectors to remain a viable year-round community.

While it may not be as visible as tourism, Charlevoix and the region have a strong industrial and manufacturing base. The City has an Industrial Tax Abatement Policy and an Industrial Park with land available for sale and development. Other contributing economic sectors include health care, professional services, construction, education, and government operations. Charlevoix's Coast Guard Station, the DNRE Fisheries Station, the Charlevoix County Building, City Hall, and most municipal facilities employ full time personnel who ultimately contribute to the local economy.

Given manufacturing's transformation and a clear shift in the economy to the service sectors, the City must work cooperatively with surrounding governments, non-profits, and businesses leaders to innovate and help transform and boost our local economy. Partnering with organizations like the Chamber of Commerce, the Northern Lakes Economic Alliance, and the Michigan Economic Development Corporation will be important to create a regional Comprehensive Economic Development Strategic Plan (CEDS).

Charlevoix should support and provide incentives to assist and help bring emerging industries such as alternative energy, information technology, and advanced manufacturing to the area. Michigan's economy is changing and Charlevoix must also adapt to ensure future economic sustainability. Providing a source of year-round employment for our youth is critical not only for the City, but the region as well.

### 2.9 TRANSPORTATION.

#### ROADWAYS AND TRANSPORTATION

Charlevoix's street pattern is mainly configured as a grid and its most apparent traffic congestion issues are concentrated downtown, and especially around the Memorial Bridge. While additional channel crossings have been explored, they are not practical considering financial constraints and the seasonal nature of traffic backups.

Except for sections of Bridge Street and two one-way streets, all City streets are two lanes wide. Overall, traffic congestion, even during most summer months is not significant, except for a few concentrated problem areas. Traffic congestion on US 31 is primarily between Nichols and Carpenter Avenues. This results from heavy seasonal traffic volumes, bridge openings on US 31, and congestion related to the downtown traffic light and numerous intersecting side streets that empty onto Bridge Street. The narrowing of US 31 from four lanes to two causes further congestion problems in the summer months. While traffic can be quite an issue during the peak tourist season, off-season it is minimal and congestion is seldom an issue. While previous studies have been completed by the Michigan Department of Transportation concerning bridge traffic and backups, summer time traffic counts and further evaluation by a transportation engineer is warranted.

Summertime traffic backups on US 31 make left turns especially difficult for a number of intersections, including West Dixon, Pine River Lane, Park Avenue, Mason and Antrim Streets, Belvedere and Hurlbut Avenues. Consequently, future development and its level of intensity should be carefully considered when reviewing zone changes and subsequent development requests affecting these intersections. Transportation and traffic studies should be encouraged and carefully evaluated, especially for any development that does not have secondary means of access.



## REGIONAL ROAD NETWORK

Two main highways provide access to the City of Charlevoix. From the east, M 66 enters near the south City limits, making Ironton and East Jordan easily reachable. US 31 cuts right through the middle of Charlevoix and connects with Petoskey to the north and Elk Rapids and Traverse City to the south.

The County Road Commission maintains two other regional roads outside the City limits. The Boyne City-Charlevoix Road runs from US 31 to the north of Charlevoix, through Horton Bay into Boyne City. On the south side, Marion Center Road runs south from US 31 to Ellsworth and Central Lake.

## FUNCTIONAL CLASSIFICATION

All Michigan streets, roads and highways have a National Functional Classification (NFC) designation. The NFC is a planning tool that Federal, State and local transportation agencies have used since the late 1960s to help organize a hierarchy of roads. The Federal Highway Administration (FHWA) developed this system to classify all streets, roads and highways according to their function. Basic to this classification is the recognition that roads and streets do not serve a purpose independent of one another, rather each is part of a transportation network. This system helps determine how traffic can best be channeled through the street network efficiently and logically. Functional classification is important to state and federal aid formulas, and for a community's own fiscal planning — especially when it comes to determining maintenance priorities.

Charlevoix has a four-tiered hierarchy and the Functional Classification Map should be referenced for exact designations. Streets should be designed, constructed and maintained in accordance with this hierarchy:

- **Principal Arterials:** Principal arterials generally carry long distance, through-travel. They also provide access to important traffic generators, such as employment centers and shopping areas and include US 31 and M 66. These are important routes through the City and are also primary entrances, or gateways from outlying areas.
- **Minor Arterials:** The primary function of minor arterials is to move traffic between principal arterials

\*\*\* The City Street Map on the following page has been reduced to fit within the Master Plan. \*\*\*

# STREET MAP

## 2010

This Map is intended to be viewed in color and has been reduced in size. To see the full sized map go to the City Planning Office or download the map from [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)



This Map is based on a digital database of the City of Charlevoix, Michigan and is compiled from several sources. The City of Charlevoix cannot accept any responsibility for errors, omissions or positional accuracy of this Map. The user is responsible for the determination of suitability of use. No warranties are expressed or implied.

STREET NAME	MAP INDEX	STREET NAME	MAP INDEX
Aero Lane	G2	Lake Street	E3
Ainslie Street	C6	Leonard Street	G7
Airport Drive	H4	Lewis Street	C6
Alice Street	E6	Loper Lane (Pvt)	B8
Ance Road	A10	Lowell Park (Pvt)	D7
Antrim Street	D4	Lower Terrace (Pvt)	D8
Apache Lane	G2	Lupine Lane (Pvt)	C7
Auld Avenue	B6	M-66 Highway	H6
Beacon Street	F4	Maranatha Lane (Pvt)	G6
Beechcraft Lane	G2	Marina Bluff Dr	G7
Belvedere Avenue	D7	Marion Center Road	H4
Belvedere Terrace Drive (Pvt)	G7	Martin Road	A10
Berdan Place	C6	Mason Street	D4
Bridge Park Drive	C6	May Street	F6
Bridge Street	E5	McLeod Place	E5
Browning Avenue (Pvt)	E7	McPhillips Lane	H4
Burns Street	C7	Meadowlane	F6
C & O Club Drive (Pvt)	B9	Meech Street	C7
Carey Avenue (Pvt)	E7	Mercer Boulevard	C9
Cassina Lane	G2	Michigan Avenue	C6
Charlo Street	F4	Nettleton Street	C6
Cherry Street	C8	Newman Street	D4
Chicago Avenue	C8	Nichols Street	C6
Clayton Street (Pvt)	D7	Oak Street	C7
Clinton Street	D5	Overlook Drive (Pvt)	G7
Coast Guard Drive	D8	Palmer Street	C5
Coleridge Street (Pvt)	E7	Park Avenue	D5
Crab Tree Lane (Pvt)	G6	Park Row	C7
Crain Street	F4	Petoskey Avenue	B9
Crouter Avenue	B7	Pine River Lane	C5
Dakota Lane	G2	Piper Lane	F4
Dana Avenue (Pvt)	E7	Prospect Street	C7
Division Street	B8	Rose Lane (Private)	G6
Eagle Drive	C8	Sheridan Street	E3
East Antrim Street	D6	Sherman Street	E4
East Carpenter Avenue	F6	Sigourney Street (Pvt)	E7
East Clinton Street	D5	Sierra Lane	LL
East Dixon Avenue	C7	St. James Place	G6
East Garfield Avenue	E6	St. Johns Road	G7
East Green Avenue	F6	St. Marys Drive	E5
East Hurbut Avenue	E6	State Street	E5
East Lincoln Avenue	E6	Stockman Avenue	E7
East St. Marys Drive	E5	Stover Road	G6
East Upright Avenue	E6	Stroud Court (Pvt)	B9
East Wood Street	F5	Taylor Road	A9
Eaton Avenue	F7	Tennyson Street (Pvt)	E7
Eaton Court	F7	Terrace Street	G7
Elm Street	C8	Thistle Downs (Pvt)	C6
Embraer Lane	G2	Upper Terrace (Pvt)	D8
Fairway Drive	B8	US 31 Highway	B9
Ferry Avenue	F7	Van Pelt Place	D5
Freedman Lane	G4	West Carpenter Avenue	F5
Gibbons Drive	A10	West Dixon Avenue	C5
Grant Street	E4	West Garfield Avenue	E4
Gray Avenue (Pvt)	E7	West Hurlbut Avenue	E5
Green Avenue	F5	West Lincoln Avenue	E4
Hamilton Place	E5	West Robinson Street	E4
Hampton Road	F7	West Upright Avenue	E4
Harbor Drive	G5	Whitley Street	E4
Harbor View Lane (Pvt)	C7	Whittier Avenue (Pvt)	E7
Holmes Avenue (Pvt)	E7	Wood Avenue	F5
Kipke Lane	F6	Wordsworth Avenue (Pvt)	F7

CITY OF CHARLEVOIX  
210 STATE ST.  
CHARLEVOIX, MICH. 49720

FILE NAME: C:\WORK\2010\2010STREETMAP\2010STREETMAP.DWG  
DATE PLOTTED: 11/11/2010 10:58:58 AM  
PLOT SCALE: 1"=100'

## 2. COMMUNITY PROFILE

and local streets and between major parts of the City such as neighborhoods, employment and shopping. These include Ferry and Belvedere Avenues, State Street, and Stover Road, and Division. Most of the minor arterials provide important roadway links into Charlevoix and to major activity areas and are considered secondary gateways.

- **Collector Streets:** These streets serve as a link between local and arterial streets. The City's most significant collector streets are West Carpenter, May Street, and Park Avenue.
- **Local Streets:** Local or neighborhood streets primarily access individual properties and homes. Charlevoix has a fairly well interconnected grid of local streets on either side of the lake. Such a pattern helps disperse local trips and reduces overall traffic congestion on major streets. A pattern of interconnected local streets should be maintained with all new development and redevelopment.

### NON-MOTORIZED PATHWAYS

The term "non-motorized" refers to sidewalks and pathways used exclusively for walking, biking, rollerblading and other similar modes of travel. It does not involve any motorized equipment such as a car, motorcycle or moped. Providing a separate system for non-motorized travel is important to improve access throughout the entire community, to promote a healthy lifestyle and to help relieve seasonal congestion on the roads. While Charlevoix is compact and almost entirely accessible by foot, there are substantial areas on the City's north and south sides that lack a complete network of sidewalks. In the summertime, pedestrian travel is further complicated by the increase in vehicle traffic, especially along Bridge Street and arterials like State Street. In the off-season, pedestrian travel is impacted by snow and ice, especially on sloping ground. While the City does offer limited sidewalk snowplowing service, comfortable and safe pedestrian routes are still restricted in the winter months.

Charlevoix also has a bicycle path through the downtown and surrounding neighborhoods. It extends across the Memorial Bridge to the north, then through Charlevoix Township before it connects to the Little Traverse Wheelway adjacent to US 31. The Wheelway is a non-motorized route for recreation and travel between

Charlevoix, Bay Shore, Bay Harbor, and Petoskey. Additional forms of travel, such as dedicated bike lanes, should also be considered where pedestrian-to-bicycle conflicts currently exist or are expected to occur.

The City is currently working with St. Mary's Cement Company, Charlevoix Township, and local citizens on the Lake to Lake Trail Initiative. This initiative will connect Lake Charlevoix with Fisherman's Island State Park along Lake Michigan using portions of the old railroad bed. Grant funding and local donations will be instrumental for this project to succeed. These and other trail systems will promote healthy living, recreation, and alternative transportation in the future.

### SIGNIFICANCE FOR PLANNING

Issues associated with transportation represent a significant part of any community's planning efforts and expenditures. Therefore, the interrelationship between land use and transportation must be considered for all future development and redevelopment choices in Charlevoix.

The City must also take stock of its road network, sidewalks, and bike routes and promote ease and safety for all forms of transportation; from motor vehicles and bicycles to pedestrians. For a community that expects and relies on an explosion of seasonal residents, vacationers, and visitors, Charlevoix must have both an efficient and safe street system and a non-motorized one. Creating a trail system that takes advantage of the old rail corridors, expanding bicycle and pedestrian routes, and emphasizing "walkability" will help lessen traffic congestion and improve transportation choice and safety.

### 2.10 CITY ADMINISTRATION AND SERVICES.

The City of Charlevoix, with an annual budget of approximately \$13.5 million, operates under a Council/Manager form of government with the City Manager serving as its Chief Administrative Officer. The City Clerk is elected and the City Attorney is appointed by City Council. Twelve departments report to the City Manager and City Council and relevant information about each department, its responsibilities and staff are available on the City's website: [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org). City departments include:



- Police
- Fire/EMS
- Electric/Water
- Water Treatment
- Treasury
- Planning and Zoning
- Street/Sewer
- Recreation
- Airport
- Downtown Development Authority
- Golf Course
- Marina

Charlevoix is unique among other Michigan cities since it is only one of 16 providing its own electrical utility services. Additionally, the City operates its own airport, marina, ski area, and golf course. However, in recent years, Charlevoix has been facing budget challenges due to declining property values. Consequently, future budget discussions may well include the feasibility of either consolidating and/or cutting services to avoid deficit spending. During these challenging economic times staff and department heads are already seeking innovative ways to cut costs and improve efficiency.



The City is also working to facilitate open and transparent government, to encourage citizen participation, and to communicate more effectively with the public. In 2009, the first “Citizens Guide to Charlevoix” was created and distributed with the November tax bills. The City also has a newly designed website that updates residents on projects, facilitates online services, and allows users to communicate with staff. The first City of Charlevoix Facebook Page was created and now has over 1300 “fans” who receive frequent updates on projects and events.

## 2.11 CITY UTILITIES.

### WATER SUPPLY

Charlevoix’s water treatment plant, located adjacent to Michigan Beach Park, was opened in April, 1987. Water is obtained via a 1,400 foot intake pipe that extends into Lake Michigan. The Water Department provides safe and reliable drinking water to approximately 3,200 users and it continuously meets or exceeds the standards set and monitored by the Michigan Department Natural Resources and Environment. Water quality information can be viewed on the City’s website.

Treated water can be pumped at a maximum rate of three million gallons per day (gpd), but current production varies from 400,000 gpd in the winter to nearly two million gpd in the summer. Water storage consists of a 300,000 gallon elevated tank in the north part of the City, and a one million gallon above-ground storage reservoir at the treatment plant.

### WASTEWATER

The City’s wastewater treatment plant, built in 1973, is located off Lakeshore Drive in Charlevoix Township. Charlevoix provides wastewater treatment services to about 5,000 users located in the City and Charlevoix and Marion Townships. The plant can handle slightly over one million gallons per day, although present flows range from 700,000 gpd in the summer to approximately 250,000 gpd in the winter. Here again, the City continuously meets or exceeds state standards.

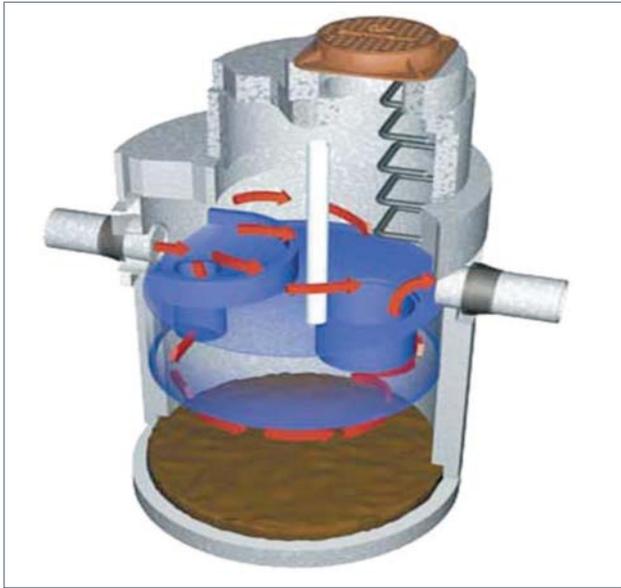
### STORM WATER

The quality of Charlevoix’s water resources is also affected by the flow of stormwater runoff. In several areas, mostly along side streets, drainage has become an issue because curbs, gutters, and other appropriate drainage systems are lacking. However, even for those neighborhoods with storm drains, water quality remains an issue because contaminants such as sediment, oil, gasoline, and chemicals from lawns, streets, sidewalks, buildings and parking lots, eventually end up in Lake Charlevoix, Round Lake and Lake Michigan. Given the community’s unique environment and its reliance on tourism, these are especially good reasons to monitor and enhance water quality.

Charlevoix recently partnered with the Tip of the Mitt

## 2. COMMUNITY PROFILE

Watershed Council to evaluate its stormwater management system (See Appendix G). The report included recommendations on specific stormwater control features such as rain gardens, permeable pavement, and newer technologies that can be incorporated into municipal stormwater systems. Based on this report, the City has incorporated two rain gardens and a stormwater filtration device called a stormceptor into the Park Avenue improvement project completed in May, 2009.



Stormceptor Unit incorporated into the Park Avenue stormwater drainage system.

While much of Charlevoix is served by an ample stormwater system, large areas on the north and south sides currently lack this infrastructure. This increases the potential for street and yard flooding.

Charlevoix, as well as most other Michigan cities, also face the challenges of aging stormwater infrastructure and limited budgets for their replacement or upgrade. Despite this fact, the City understands the importance of infrastructure enhancements and the need to incorporate best management practices that help preserve and protect water quality.

The City is also working with Charlevoix County on a countywide Stormwater Management Ordinance that would establish permit requirements for certain construction projects. This ordinance would be administered and enforced by the County Drain Commissioner. This is another regulatory measure intended to help protect water quality and prevent adverse impacts from development.

### ELECTRIC SERVICE

Charlevoix's electric system serves about 4,500 customers in the City and surrounding townships, including parts of Charlevoix, Eveline, Hayes, and Marion Townships. The City owns a small portion of the Belle River Plant with Detroit Edison, a small portion of the Campbell Plant with Consumers Energy, a small portion of a Gas Turbine plant in Kalkaska, and gets its remaining power from various plants in Lansing through the Michigan Public Power Agency Power Pool.

The City's Electric Department is taking active measures to purchase power from alternative energy sources and offer incentives to both residential and commercial users. Charlevoix has established an Energy Optimization Program to assist residential and commercial customers in cutting energy consumption and associated costs.

### 2.12 COMMUNITY FACILITIES.

Charlevoix has a number of significant social, cultural, educational, and recreational amenities that benefit the broader community. They include the marina, Mt. McSaubia, the golf course, skate park, ball fields, tennis courts, a boat launch, and public beaches. The City's cultural and educational facilities include the Charlevoix Public Library and the Harsha House Museum.

#### CHARLEVOIX PUBLIC LIBRARY

Housed in a building originally constructed in 1927, the library originally served as a school, most recently the Charlevoix Middle School, until 2002. Following its closing, the building was redesigned and rehabilitated and was opened back to the public as a library in 2006.



Besides its tremendous literary and research-oriented resources, the library houses a large community room, teen lounge, and a children's wing. The eye catching architecture, well kept grounds, open floor plan and educational resources for all ages make the library a valued community asset.

## HARSHA HOUSE MUSEUM AND TRAIN DEPOT

Charlevoix benefits from a very active and community-oriented historical society. The Charlevoix Historical Society was originally formed in 1879 and currently operates the Harsha House Museum. The museum has numerous displays, hundreds of artifacts, and thousands of photographs, documents, and other files available for viewing and research. The Museum is listed on both the State of Michigan and National Register of Historic Places.

The Historical Society has a secondary location at the Charlevoix Railroad Depot at Depot Beach. This facility has temporary exhibits and is used for programs, lectures, and social events. The Train Depot is listed on the State of Michigan Register of Historic Sites.



## 2.13 HISTORIC PRESERVATION.

As in many communities, historic preservation efforts in Charlevoix have been challenging and controversial. The demolition of the Appletree Building in 2003, the former office of Earl Young, located on Bridge Street was very controversial and resulted in the establishment of an ad hoc Historical Preservation Committee. Created by City Council on September 2, 2003, the committee consisted of two members from each of the following organizations: Downtown Development Authority, City Council, Chamber of Commerce,

Historical Society, and the City Planning Commission. The committee was ultimately tasked with studying the feasibility of historic districts in Charlevoix.

On January 17, 2005, the committee recommended that it be dissolved and replaced by a Historic District Study Committee. Based on this recommendation the City Council appointed a Historic District Study Committee, charged to undertake a photographic inventory of all resources in the proposed district, research the history of the district, and write a preliminary report. The Study Report included a history of the proposed district, a statement of significance (association with significant events, and design/construction significance), historical research on the buildings in the designated area; a photographic inventory, resource counts and resource percentages. The report was transmitted to the local Planning Body, SHPO (State Historic Preservation Office), the Michigan Historic Commission, and the State Historic Preservation Review Board.

Next, the Charlevoix Historic District Commission was established by City Council, as part of Ordinance 706 of 2005, which was adopted by the Charlevoix City Council October 17, 2005. This Commission is responsible for following the Design Review Guidelines, the US Secretary of Interior's Standards for Rehabilitation and guidelines for rehabilitating historic buildings. The City of Charlevoix Historic District Commission held an Education Forum on December 11, 2007 where all property and business owners in the Charlevoix Downtown Business District were invited to attend, as were owners of historic buildings and all interested citizens. The forum presented information on the benefits and restrictions of historic designation, as well as the local economic benefits of historic districts. A video tape of the session was made available to interested parties who were not able to be in attendance and is still available at the City Planning Office.

The first historic district established was the Train Depot, which was easily done since the property is owned by the Charlevoix Historical Society and was already on Michigan Register of Historic Places. Since then the Historic District Commission has studied the feasibility of a downtown historic district which was not established because there were insufficient contributing properties to meet state guidelines. The Commission then focused on establishing a "theme" district for the Earl Young

## 2.COMMUNITY PROFILE

structures located throughout the City. This district was approved for review by the State Historic Preservation Office, but was ultimately not established due to property owner objections and a lack of political support.

The Historic District Commission and the Historic district Study Committee still exist and meet every other month. Their members continue to work to protect Charlevoix's historic resources, though their efforts have shifted from forming historic districts to educating property owners and looking into the feasibility of the Michigan Main Street Program, which is another mechanism to protect historic buildings.

