

# 4. CHARLEVOIX TOMORROW

## 4.1 INTRODUCTION.

When planning for future land uses and development, communities throughout Michigan are faced with difficult decisions. Shaping a community's future is further complicated by changing economic conditions and the inability to predict market demand for certain land uses. In addition, there are sometimes differing opinions among community stakeholders, such as property owners, elected officials, the development community, and the general public. Even though these obstacles exist, communities who do not plan are more likely to experience decreasing property values, incompatibility among land uses, infrastructure and transportation problems, and they are less likely to retain and attract businesses.

This chapter helps define how the City's land uses are to be shaped in the future. It is important to note that future land uses may be subject to change based on emerging market, or economic factors. In some cases a change in land use for a particular area or tract of land is an appropriate and beneficial decision for a community. In other cases it may not be.

The future land use map is found on two pages, one for the south side and one for the north side of Charlevoix. In most cases it matches current land uses, or zoning district boundaries. However, for some areas changes are recommended to address specific issues, to ensure compatible land uses, or to better reflect master plan goals.

Section 4.2 describes existing residential conditions and then recommendations are outlined. Similarly, Section 4.3 describes existing non-residential areas, including commercial and industrial, and then a future direction is outlined. In Section 4.4, a zoning analysis matrix is included comparing existing zoning districts to potential new districts. Finally the City's transportation system is analyzed, evaluated and recommendations are made in Section 4.5.

### DISTINCTIONS BETWEEN MASTER PLAN MAPS

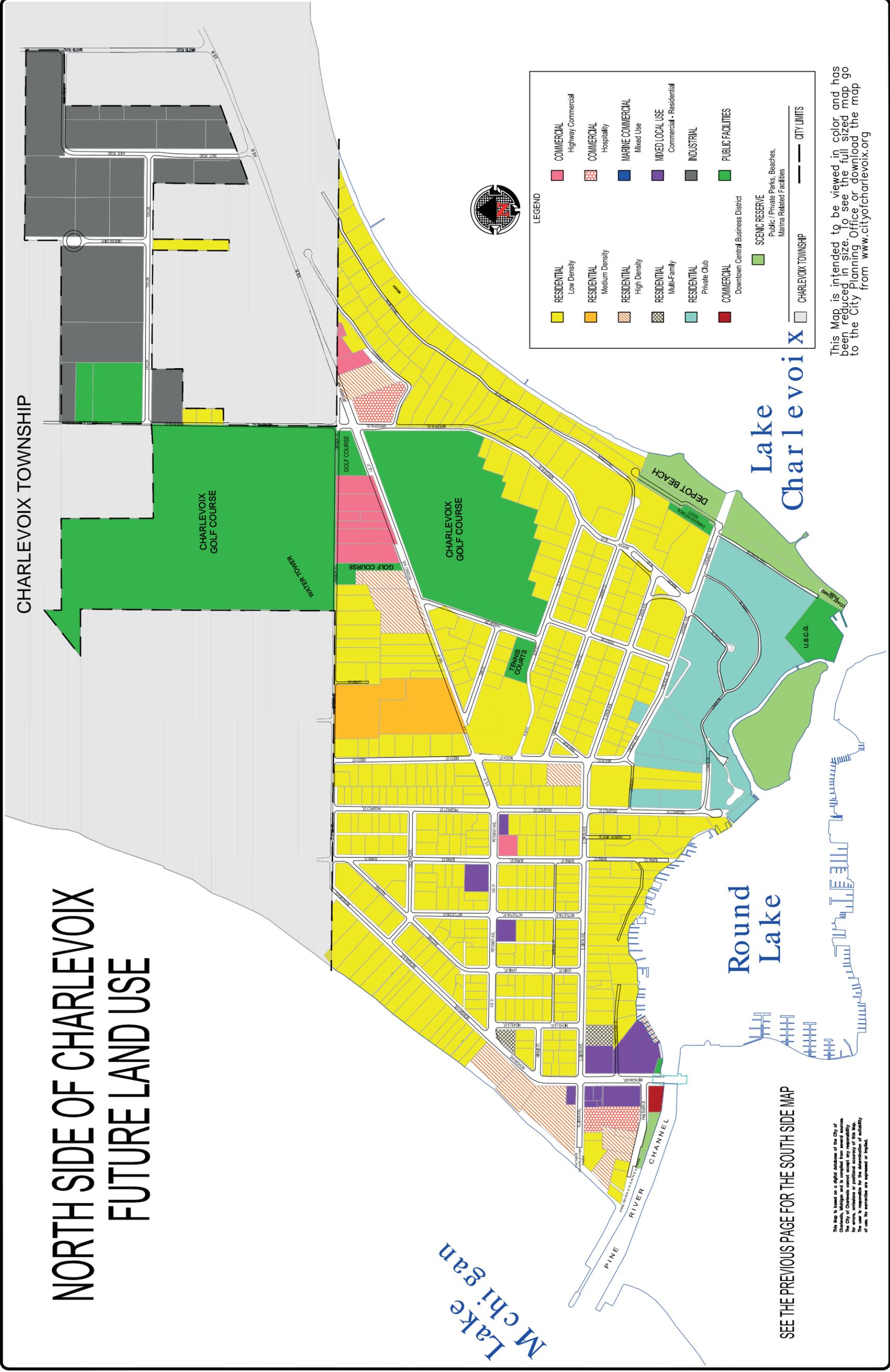
It is very important for the public to understand the differences among the various maps utilized in the Master Plan. The current land use map, future land use map, and existing zoning map in this plan are unique and may show different uses for the same lot or neighborhood. For example, the current land use map

may show one particular lot as residential if it has a home on it, even though it is identified as commercial on the zoning map. This means the property could be used as commercial if the homeowner wanted to sell or convert the home into a commercial use. The future land use map identifies the use that the City feels is the most appropriate for a lot or neighborhood in the future based on several factors. The future land use map can be used as a tool for future rezoning, or establishing land use regulations, so that the City can evolve and be developed in a manner consistent with overall goals of the community.

*\*\*Future Land Use Map on Next Page\*\**

# NORTH SIDE OF CHARLEVOIX FUTURE LAND USE

CHARLEVOIX TOWNSHIP



**LEGEND**

<span style="color: yellow;">■</span> RESIDENTIAL - Low Density	<span style="color: pink;">■</span> COMMERCIAL - Highway Commercial
<span style="color: orange;">■</span> RESIDENTIAL - Medium Density	<span style="color: lightblue;">■</span> COMMERCIAL - Hospitality
<span style="color: pink;">■</span> RESIDENTIAL - High Density	<span style="color: purple;">■</span> MARINE COMMERCIAL - Mixed Use
<span style="color: purple;">■</span> RESIDENTIAL - Multi-Family	<span style="color: lightgreen;">■</span> MINED LOCAL USE - Commercial - Residential
<span style="color: lightblue;">■</span> RESIDENTIAL - Private Club	<span style="color: red;">■</span> INDUSTRIAL
<span style="color: red;">■</span> COMMERCIAL - Downtown Central Business District	<span style="color: green;">■</span> PUBLIC FACILITIES
<span style="color: lightgreen;">■</span> SCENIC RESERVE - Public / Private Parks, Beaches, Marina Related Facilities	<span style="border: 1px solid black;">□</span> CHARLEVOIX TOWNSHIP
	<span style="border-bottom: 1px solid black;">—</span> CITY LIMITS

Round Lake

Lake Charlevoix

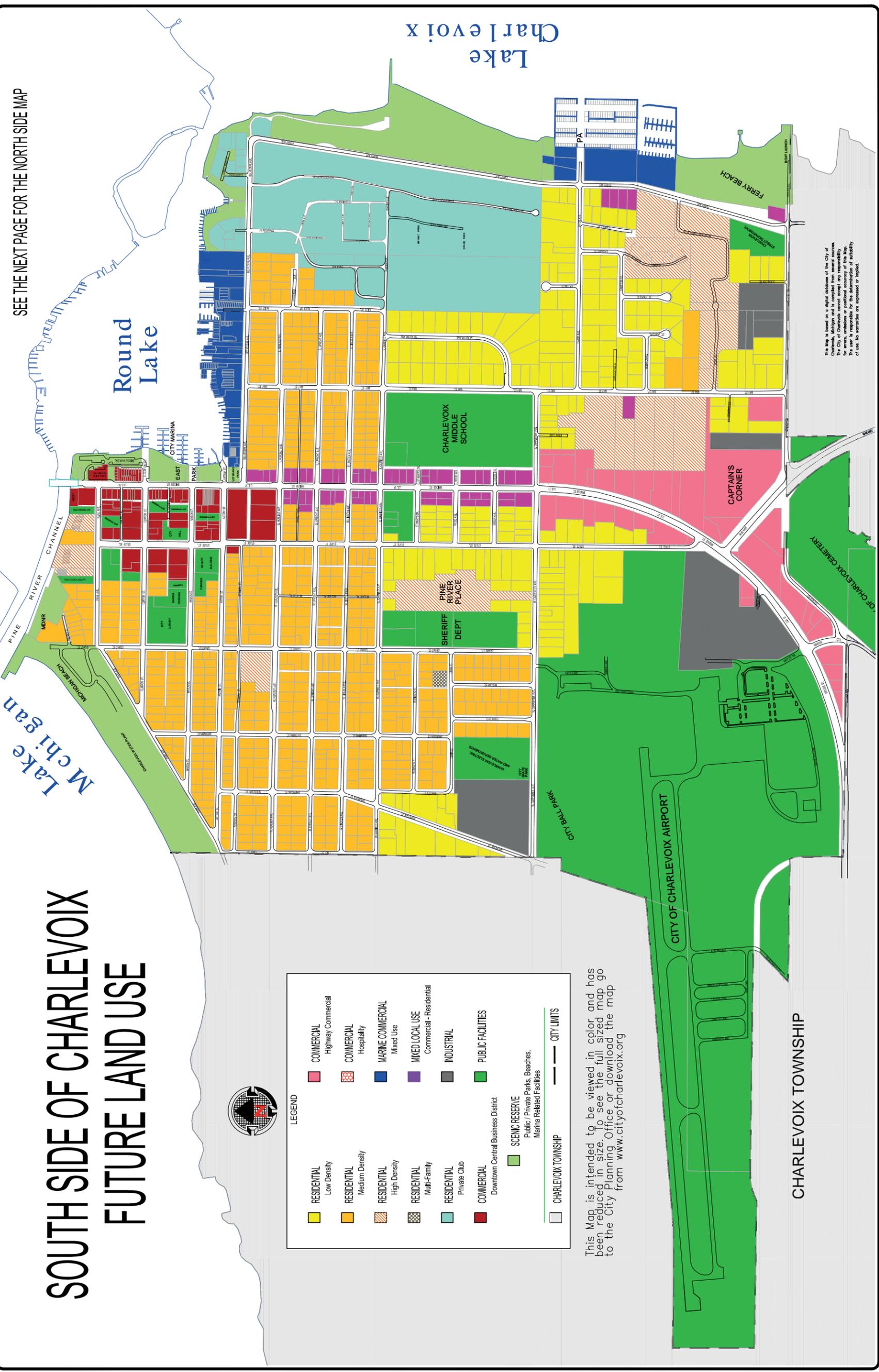
Lake Michigan

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 the accuracy or completeness of the data. The user is responsible for the accuracy of the data of use. 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 to [www.cityofcharlevoix.org](http://www.cityofcharlevoix.org)

# SOUTH SIDE OF CHARLEVOIX FUTURE LAND USE



**LEGEND**

RESIDENTIAL Low Density	COMMERCIAL Highway Commercial
RESIDENTIAL Medium Density	COMMERCIAL Hospitality
RESIDENTIAL High Density	MARINE COMMERCIAL Mixed Use
RESIDENTIAL Multi-Family	MIXED LOCAL USE Commercial - Residential
RESIDENTIAL Private Club	INDUSTRIAL
COMMERCIAL Downtown Central Business District	PUBLIC FACILITIES
SCENIC RESERVE Public / Private Parks, Beaches, Marina Related Facilities	CHARLEVOIX TOWNSHIP
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)

CHARLEVOIX TOWNSHIP

This Map is based on a digital address 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 of liability of use. No warranties are expressed or implied.

SEE THE NEXT PAGE FOR THE NORTH SIDE MAP

Lake Charlevoix

Round Lake

Lake Michigamog

CITY OF CHARLEVOIX AIRPORT

CHARLEVOIX MIDDLE SCHOOL

SHERIFF DEPT

PINE RIVER PLACE

CAPTAINS CORNER

CHARLEVOIX GALLERY

CITY HALL PARK

FERRY BEACH

EAST PARK

CITY MARINA

PINE RIVER CHANNEL

MONR

BEACH

# 4. CHARLEVOIX TOMORROW

## 4.2 CURRENT AND FUTURE RESIDENTIAL LAND USES.

### CURRENT RESIDENTIAL LAND USE

The City's residential areas are very diverse in terms of lot and home size, and density. The vast majority of neighborhoods were established prior to zoning and the parcel division ordinance. This has resulted in a variety of lot sizes and dimensions. In addition, most homes were constructed before zoning, so their location on their lots may vary and lack consistency. From a zoning standpoint, the resulting differences in setbacks create numerous nonconforming structures.

On average, smaller residential lots are located on the City's south side, between Park Avenue and West Garfield and Bridge Street extending west to Lake Street. The smallest are around 6,000 square feet and larger lots average about 11,000 square feet. These lots range in density from 4.5 to 6.5 units (single family homes) per acre.



Larger residential lots are located on the north side of the City and also on the south side, east of May Street. Examples of these lots and associated neighborhoods are shown on the diagrams below.

Larger parcels range from 10,000 to 40,000 square feet with even larger lots scattered throughout. These residential areas average 2.5 to 3.5 units (single family homes) per acre. Due to curved streets and varying intersection angles there are also numerous irregularly shaped lots. Some smaller lots, created prior to current development regulations, are inconsistent with these traditional neighborhoods.



Larger low density lots on the north side between Nichols and Burns Streets.



Larger low density lots on the east of May Street.

High density residential areas include condominiums, apartments, and townhouses located throughout the City. Most condominiums are on the south side of Round Lake and along Ferry Avenue adjacent to Lake Charlevoix. To the north of the Memorial Bridge, multiple developments include condominiums, but there are also hotels, including the Edgewater, Weathervane Terrace, La Croft, and Points North. Apartment buildings are primarily in the 1000 block of May Street, with several others on the north side and Hillcrest Apartments on West Hurlbut.



## FUTURE RESIDENTIAL LAND USE

### Low Density Residential

Low-Density Residential areas primarily reflect the existing pattern of single family neighborhoods at the edges of the City, the north side and the previously described area east of May Street. While most residential development in Charlevoix is fairly mature, Low Density areas reflect more recent, large lot development trends. Densities are typically less than 5 units per acre and any new development should consider both the density and character of neighboring properties and the average density of the area. Low Density areas should serve as transition districts between more dense residential development in the City and newer, large lot development in the township. A continuation of this pattern at Charlevoix's perimeter is appropriate, provided attention is paid to neighborhood connectivity and walkability.

While the Planning Commission has expressed an interest in allowing "granny-flats," or smaller accessory apartments above garages, neighborhood character, parking, and other factors must be carefully considered before granting such an option.

Since lot sizes vary greatly in this category, maximum size requirements for structures may need to be considered so that any future development is consistent with the surrounding neighborhood. This will prevent homes and structures that are inconsistent with existing and expected traditional development patterns.

### Medium Density Residential

Medium Density Residential includes smaller lot single-family neighborhoods. Lot and home sizes are smaller, which will require shallower setback dimensions and greater lot coverage. Infill development is appropriate in these areas provided there is consistency with the placement of structures. Since the lot sizes are smaller and only certain blocks have alleys, special zoning considerations will have to take into account the size and placement of accessory structures, like garages.

### Medium Density Multi-family Residential

Medium Density Multi-family Residential includes two-family, and multi-family dwellings, at densities less than 13 units per acre. Such uses may be appropriate as buffers between single family neighborhoods and non-residential areas located along major streets. In addition, they may also be appropriate for larger in-fill sites, or along the waterfront, if designed properly to protect viewsheds, complement the scale of the surroundings, and reflect surrounding, established architectural character. Creative site planning techniques such as clustering, interconnected open space, and pedestrian linkages (particularly to Round Lake and Lake Charlevoix) should be incorporated to the extent possible. Consistent front set-backs, rear or side yard garages, building orientation to the street, and a grid street pattern should be reflected in any future development. A pattern that is consistent and aligns with the character areas will help maintain Charlevoix's strong sense of community, quality of life, and neighborhoods.

### High Density Residential

High Density development, at 13 units per acre or more, will likely be limited to multiple family (either apartments or condominiums). Similar to Medium-Density Multi-Family Residential, these higher density developments can be used as transition areas, or for in-fill. However, care should be taken to ensure development at this level of

## 4. CHARLEVOIX TOMORROW

intensity is designed to blend with and not dominate its surroundings. Open space, connectivity and walkability are its essential components. This district does not contemplate, or consider any high rise buildings, which should not be permitted.

There are a number of condominium and hotel developments within the City that are used as rental units and may have separate ownership, which is typical for the local resort economy. These developments have different demands for parking, intensity of use, and impacts on the transportation system. Some hotel developments, including the Weathervane Terrace, have expressed their concern over the ability to revert to a less intense condominium or high density residential use based on changes in the economy, or the preference of their owners.

### Private Club Residential

Compared to other traditional single family residential neighborhoods, the Belvedere and Chicago Clubs are unique. The associations own the land and accessory buildings, including boat houses and meeting halls, while individuals own the homes. Each club has individual design and review standards for structures, which is also not typical of traditional single family neighborhoods. Because of these unique circumstances, future zoning regulations must be carefully crafted to balance club interests with those of the broader community.

### 4.3 CURRENT AND FUTURE NON-RESIDENTIAL LAND USES.

#### CURRENT NON-RESIDENTIAL LAND USE

Despite its small town scale, Charlevoix has five distinct commercial development districts, segments or nodes, distinguished from one another by their predominant use and development character.

#### Highway/Regional Commercial (Marion Center Road to Carpenter Street)

The intersection of US-31 and M-66 near the Charlevoix Airport has a dominant regional/highway orientation. Large strip development, national restaurant chains and convenience stores, gas stations, banks, and other auto-oriented uses provide goods and services to tourists and residents, as well as the surrounding townships. Buildings

are primarily single story and set back 75 feet or more from the roadway. Parking dominates the remainder of the lot and there are limited, if any, connections between adjacent developments.

#### Mixed Local Service Commercial/Residential

The character of development along US-31 south of downtown reflects an area in transition, introducing local service commercial into the once primarily residential corridor. Historically, this roadway was lined with early 20th century homes, much like those found in abutting neighborhoods. While many of these homes still exist, some have been converted to nonresidential uses (offices or other businesses). Over time non-residential infill development has occurred where homes were removed or vacant land between residences became available.

Nonresidential uses in the corridor include a variety of offices, local retail, and a church and school. Most of this development has mimicked the setbacks and pattern of residential development along the corridor reasonably well. However, some infill development is significantly out of character. Parking lots and landscaping between the roadway and buildings are minimal. Strip commercial architecture interrupts the rhythm of the corridor.

#### Downtown Charlevoix (Hurlbut Avenue to the Pine River Channel)

Downtown Charlevoix is the retail, cultural, and historic heart of the region. Most of downtown consists of traditional one to three story attached structures built to the sidewalk's edge. The exception is Oleson's Plaza, which is a strip-style development. Bridge and East Park afford public access to Round Lake and the marina. Much of the business community (mainly restaurants and retailers) caters to the Charlevoix's explosive influx of summer tourists. However, a variety of offices and personal service establishments are oriented mainly to local residents.

#### Hospitality Commercial (Pine River Channel to Dixon Avenue)

While downtown Charlevoix extends a short distance across the Pine River Channel, the character north of the channel is decidedly different from the downtown core. Hospitality related uses including hotels, bed and breakfasts, and restaurants, rather than retail and office

uses, lend a residential character to the corridor and blend with homes in surrounding neighborhoods. This transitional area features buildings set close to the roadway and includes elements of residential character including landscaped front yards, street trees, and pitched roofs.

#### Mixed Local Service Commercial/ Light Industrial Residential (Fairway Drive to Martin Road)

The US 31 corridor between Mercer Road and Martin Road is a mix of rural residential with scattered commercial and light industrial development. The C&O Club, Charlevoix Industrial Park, and Charlevoix Golf Course flank the corridor. Most nonresidential buildings are set 100 feet or more from the roadway and exhibit varied and not entirely harmonious construction styles. While most of this corridor is located in Charlevoix Township, the development pattern influences the perceived character of the City.

#### FUTURE NON-RESIDENTIAL LAND USE Regional Commercial

Given the existing development pattern, high traffic volumes, excellent visibility, and proximity to the airport, the area surrounding the intersection of US 31 and M 66 is well suited for intense Regional Commercial, including highway commercial or auto-oriented uses. The following elements should be considered for such development:

- This area is a major gateway into the community. Site design and building standards should be established to ensure future development reflects an appropriate image for Charlevoix. Residents and visitors should be greeted with a first impression of a distinct, attractive, quality-conscious community, different from the monotonous repetition of other cities. This can be accomplished through zoning requirements and by introducing gateway elements, such as “welcome” and wayfinding signs, special landscape treatments, public art, etc.
- Since the continued development and promotion of downtown Charlevoix is identified as a priority, uses allowed along US 31 near M 66 should be of a different type and scale than those found downtown. The two commercial areas should be

distinct from one another to avoid duplication and undue competition. Both districts can thrive, if they retain their individual focus.

- The City should coordinate future land use plans with Charlevoix Township to prevent sprawl along US 31 and M 66 and to develop a unified character across community borders. Redevelopment of existing sites over new “greenfield development” should be encouraged.
- Access management requirements should be established through the zoning ordinance (possibly as an overlay district). Service or frontage roads, parking lot connections, shared driveways, and other techniques will ensure safe, convenient, and coordinated access to businesses, while protecting the traffic-carrying capacity of US 31 and M 66 and minimizing conflicts.

#### Mixed Use

This style of development promotes blending businesses and dwellings within the same site, or building. Low-intensity businesses and institutions that serve nearby neighborhoods are appropriate, such as offices, small convenience stores, and personal service establishments.

Three areas of the City that currently exhibit a variety of uses should retain that mixed use character. These locations are: 1) Along Bridge St. from Carpenter Ave. to Hurlbut Ave., 2) north of downtown on US 31 from the Channel to Dixon Ave., and 3) from the south shore of Round Lake to Belvedere Avenue. These mixed use corridors should retain their current character of relatively low intensity office, condominium, single family and service uses.

Future nonresidential development along the corridors should reflect a residential character to blend with Charlevoix’s well-established neighborhoods, east and west of US 31. Site development and building design elements of a high-quality residential atmosphere – pitched roofs, parking to the rear or side of the structure, well-maintained front yards and streetscape, entrances and windows facing the public street, and pedestrian amenities should be incorporated into future development.

In order to permit the appropriate mix of uses and ensure compatible design character, a more specific mixed use zoning district should be established.

## 4. CHARLEVOIX TOMORROW

### Central Business District

Downtown should retain its position as the activity hub, not only for the City but also for the surrounding area. Rather than expanding its geography, attention should instead focus on continued infill development, redevelopment, revitalization projects, streetscape and landscaping enhancements, and continued support for building façade improvements.

The ultimate mixed use district, downtown should contain a mix of retail, service, office, residential, public, and entertainment uses. Retail, services and entertainment uses should be located at street level to enhance their visibility and pedestrian access. Other uses such as offices and residential, while important to the health of the business district, should be confined to upper floors of downtown buildings.

Upper level residential uses, in particular, are important to add energy and density to the downtown. While downtown Charlevoix is surrounded by residential neighborhoods, within easy walking distance of the business district, the addition of loft apartments will inject a needed residential option to further support the vitality of the central core.



Example of a mixed use building downtown with condos over retail space.

Attention to pattern and form in the downtown is as important as compatibility of use. New development should complement the established character. A consistent edge should be maintained along the street frontage with buildings built to the sidewalk. Parking should be located to the rear of buildings, ideally in central locations to serve entire blocks or sectors. Where parking is visible to the street, an attractive edge of landscaping or a low wall should be provided.

Building façades should be divided into smaller bays to maintain a rhythm of storefront patterns along the street to retain the pedestrian scale. A consistent height, preferably two to three stories, should be maintained and reflected in appropriate development regulations.

Where feasible, rear access to businesses should be considered from central parking lots, often located behind downtown buildings. However, such access is not always possible due to building layout, location of storage rooms or because of security concerns. In any case, primary access should remain at the front to promote interaction among businesses and promote the street level activity that is essential to the health of the downtown.

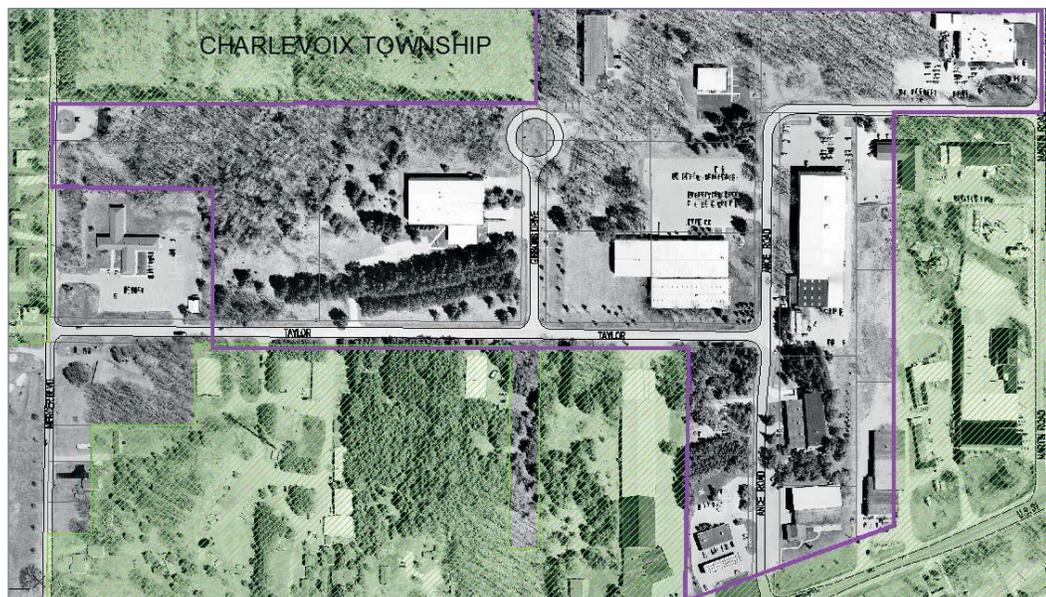
The 2007 Downtown Blueprint provides guidance and strategies for the future of downtown Charlevoix. The City should continue to work with the Downtown Development Authority to facilitate the recommendations and actions of the Blueprint as well as the preferred streetscape improvement alternatives for downtown area roadways.

### Employment Areas

Two areas of Charlevoix are natural attractors for employment opportunities; 1) the area surrounding the Charlevoix Municipal Airport, and 2) the Ance Industrial Park located on Taylor Street north of US-31. The City should work with the township toward a mutually beneficial plan for expansion of the industrial park.

A growing trend in business park development is to better integrate employment areas with the rest of the community. Certain enhancements should be explored, such as pedestrian connectivity with nearby restaurants, businesses and neighborhoods; improved streetscapes and landscape standards. Design standards addressing building materials and facades should also be considered.

Greater flexibility should also be considered for the future



The Ance Industrial Park on the north side of Charlevoix.

expansion of the City's employment districts. A wider variety of potential uses such as office, research and development, laboratories, light industrial/manufacturing, and service commercial can act to stimulate development. Supporting green efforts such as on-site alternative energy generation, coordinated recycling, innovative stormwater management practices, and LEED building certification and construction practices could attract new users to the industrial park. High speed internet and fiber optic systems being installed along US 31 could also spur economic development in the form of software companies, E-commerce (internet based sales), and even home based businesses.

### Scenic Reserve

Scenic Reserve properties include both public and private lands that have high scenic, recreational and aesthetic value. These properties are typically along the water and help define the character of Charlevoix. Private property owners who actually own the land and those that live in the immediate vicinity are concerned about future development of these properties. The general public also has a keen interest in future development of these properties because of their scenic and environmental value.

Publicly owned examples of Scenic Reserve properties include Ferry and Michigan Beach Parks, East Park, and City owned land along the north side of the Pine River Channel and the DNR Fisheries Station. Privately owned examples of scenic reserve properties include Old Island

owned by the Chicago Club, and the beach area on the east side of Ferry owned by the Belvedere Club.

Future zoning considerations should allow for continued recreational facilities and associated development. Limited development should occur in these areas paying special attention to structure heights, set-backs, stormwater management, and other environmental considerations.

### Public and Institutional Facilities

Uses in the Public and Institutional Facilities designation are limited to government and quasi-government facilities such as schools, libraries, and government centers. Examples include the County Building, City Hall, the Electric Department, Water Treatment Plant, the Commission on Aging Building, and the Charlevoix Middle School.

## 4.4 ZONING ANALYSIS AND THE ZONING MAP.

The following Zoning Analysis provides a description of existing zoning districts and their uses and compares that with proposed future land uses. This allows property owners to see how their existing zoning district relates to future land uses. Following this zoning matrix, a scaled down copy of the current zoning map is provided to determine which zoning district your property is located in.

## 4. CHARLEVOIX TOMORROW

Future Land Use Plan Designation	Corresponding Zoning Districts
Low-Density Residential	R-1 and some lots in R-2. The intent of this district is to encourage the construction and continued use of land for low density single-family dwellings and to prohibit other uses that would substantially interfere with the development or continuation of single family dwellings. The City should consider implementing new regulations for certain neighborhoods that can better protect and enhance existing and desired neighborhood character; defining such things as architectural form, building and garage placement and maximum home, and lot sizes.
Medium-Density Residential	R-2 Medium Density Residential. These properties include most residential lots on the southwest side of the City. Typically these residential areas were the first developed as the City spread out from the downtown core. Flexible zoning regulations should allow for and encourage redevelopment and improvement of these older structures consistent with neighborhood character.
High-Density Residential	R-4 Planned Residential: is designed primarily for apartment and condominium style buildings with more units per acre than single family lots.
Residential Multi-family	R-2A Residential Multi-family: These properties include duplexes and could include large Victorian style homes that have been converted into multiple rental units. Careful consideration should be given to ensure these developments do not adversely affect neighborhood character.
Private Club Residential	R-1 Low Density Residential: This includes the Belvedere and Chicago Clubs who have historically been zoned R-1 which has been problematic when administering zoning. The clubs have other recreational and commercial functions within the club boundaries. The homes do not have lots lines surrounding the structures.
Mixed Use	While there is no directly corresponding district this land use designation does encompass portions of the CBD (Central Business District) and the some developments in C-1 (Commercial) zones. This includes developments such as the Edgewater, and older homes on Bridge Street that have offices or retail on the first floor with living space above. Building size, architecture, landscaping and parking will be important factors in ensuring future developments are consistent with the surrounding area.
Highway Commercial	The C-1 Commercial District best corresponds to this category and is intended to provide businesses and services usually found in major shopping centers and business areas on the outskirts of the City. The areas are better suited for larger scale commercial developments including shopping centers, big box stores, gas and service stations, chain stores, car dealerships, and fast food restaurants. These commercial uses are not historically located downtown and could detract from the unique character of the downtown.
Downtown Central Business District	CBD Central Business District: This area is considered the core of the City where a variety of light retail, restaurants, residential (condos), and recreation uses blend to create a vibrant downtown. Special consideration should be given building design and architecture, in addition to addressing parking and congestion problems.
Hospitality Commercial	MH: Motel/Hotel and some properties in C-1: These properties include hotels, motels, potentially bed and breakfasts and associated uses, typically in the same building. Associated uses may include gift shops, restaurants, conference rooms, offices for staff, etc. A number of these properties have separate owners for each unit with oversight by a Board of Directors. Some owners have expressed an interest in being able to construct condominiums in the future, which will have to be addressed in the future zoning ordinance.
Marine Commercial	MC Marine Commercial: This area includes a mixture of land uses including marinas, professional offices, single and multi-family residential.
Industrial	I-Industrial: The Ance Industrial Park is the primary focus for future industrial uses and employment areas, where a variety of uses could occur to boost the local economy including manufacturing, information technology, and green (environmental) related industries.
Public Facilities	There is no corresponding zoning district at this time. This designation will include public buildings such as the library, City Hall, the County building, and other municipal buildings.
Scenic Reserve	PR Public Reserve and SR Scenic Reserve: These areas are typically near the water and have high scenic and aesthetic value to the property owners and the general community. Examples include public parks, the City Marina, Michigan Beach, and beach area owned by the Belvedere Club.

## 4.5 TRANSPORTATION.

### AUTOMOBILE TRAFFIC ON US 31

As it approaches the downtown from the north, US 31 is two-lanes in each direction to Park Avenue and from the south to Antrim Street. Between Park and Antrim, through downtown, US 31 is one lane in each direction with parallel parking on either side. In 2004, the corridor reached a peak of approximately 21,200 vehicles daily. However, the most recent (2008) traffic counts show an average daily volume between 14,200 and 15,000 vehicles, and there is no reason to expect that this will increase significantly.

These figures, however, do not reflect the seasonal nature of traffic volumes, with June, July, and August experiencing the heaviest flows.

Frequent summertime bridge openings also results in regular traffic backups, and another significant and typically overlooked source is the choking of four lanes down to two at the Park Avenue and Antrim Street intersections. However, parking lanes on either side of Bridge Street are not only valued by downtown businesses, they also provide a separation from travel lanes, thereby increasing pedestrian comfort and safety.

New traffic counts should be completed during the summer months and carefully evaluated, in cooperation with MDOT. Such a study may reveal alternative designs or other recommendations such as transitioning from four to two lanes well before downtown, allowing traffic to sort out earlier, and alleviating summer traffic conflicts at least in the downtown.

Control of the location and spacing of driveways or access points along US 31 outside of the downtown will improve safety and help preserve the roadway's ability to carry traffic. Despite its attractiveness for businesses due to the visibility and daily traffic, US 31 is a state highway that's primary purpose is to carry high volumes of traffic long distances. Balancing these often competing functions is a challenge in any community. One technique that can help is access management, i.e., the control of access to properties abutting busy arterials. Access management can protect the public investment in the roadway by minimizing congestion and crash potential and allow reasonable access to abutting properties. The goal of access management is to facilitate traffic operations and improve public safety along major roads. Access management regulations,

often incorporated into an overlay district, address the following factors:

- **Number of Access Points:** Because the number of driveways allowed along major roads will affect traffic flow, ease of driving and crash potential, the number of driveways should be limited. Alternative access should be provided from side streets or shared driveways wherever possible.
- **Sight Distance:** Proper sight distance needs to be maintained at driveways and intersections to ensure vehicles can safely enter or exit the traffic stream.
- **Driveway Spacing:** Driveways need to be adequately spaced from intersections and other driveways to help reduce conflicting turning movements.
- **Interconnection:** Whenever possible, drives or parking lots should be interconnected so travel from one site to an adjacent or nearby site does not require re-entering the main traffic stream.

The intersections of US 31 with West Dixon and Pine River Lane, are especially problematic because they are dead-end roads and do not provide secondary ingress or egress. The lack of secondary access and the construction of high density developments including Points North, LaCroft, and the Weathervane Terrace increases the traffic loads on these intersections specifically during the summer months. Therefore, additional high density development, or commercial uses that generate significant traffic trips may not be appropriate for this area.

### MUNICIPAL AIRPORT (CVX)

The Charlevoix Municipal Airport is a general utility, primary, public airport currently hosting two charter-based operators, Island Airways and Fresh Air Aviation. These commercial operators provide transportation to and from Beaver Island. CVX also serves the needs of two local flying clubs, local general aviation pilots, business jets, transient charter operations, local businesses, flight training, Coast Guard, medical flights and other periodic military operations. The airport currently provides one all-weather runway and one seasonal grass landing strip. Leasable hanger space, public terminal, flight training, aircraft maintenance/repair, accessibility to car rental, and

## 4. CHARLEVOIX TOMORROW

refueling equipment are among its amenities. The airport also receives traffic from seasonal residents returning to the community throughout the year with especially heavy traffic during the summer months. In the winter, when the ferry is closed, CVX serves as the primary airport for transporting people, goods, services, groceries and medicines to Beaver Island.

The 10-year airport capital improvement program calls for major renovations beginning in 2010. Planned future improvements include a reorientation of the grass landing strip, construction of new hangar facilities, renovation and expansion of the terminal, updating the Airport Master Plan/Lease Agreements/Minimum Standards/Rules & Regulations, 400 foot extension to main runway, construction of a 'free' parking lot, relocation of the fuel farm and paving the grass runway for year-round use. CVX also qualifies for FAA Entitlement monies due to its enplanement numbers; the City currently receives \$1M dollars annually for approved FAA Airport Capital Improvement Projects. (i.e., monies not generated through local taxes) These monies are appropriated to our airport from the FAA through national ticket and aviation fuel taxes, and if the City does not use the funds, they will be lost to other facilities in Michigan or other states. The entitlement dollars can only be used for capital improvements and may not be used for the airport's general operating fund or airport maintenance. Our local fees, fuel revenue, parking revenue, airport land leases and hangar rents support the operating fund.

The airport is an important link between the Charlevoix community, Beaver Island, and distant metropolitan/international areas. The city should continue to expand and enhance the airport and surrounding area to create an attractive regional transportation hub for employers, tourists, and residents. Charlevoix Municipal Airport serves as an important economic catalyst for Charlevoix, Beaver Island and northern Michigan. The airport is the first and last thing many visitors to the area see. The airport also brings valuable dollars into our area hotels, retail, restaurants and businesses. Many of our local businesses use our airport to transport their goods and services to regional/national/international markets. It is in the City's best interest to promote, update and improve its airport to bring more people, dollars and revenue to our community to help ensure future economic growth.

### POTENTIAL AIRPORT OVERLAY DISTRICT

Historically developments around the airport have included a light manufacturing company, storage buildings, and the constriction of larger pole barn type buildings. These structures and uses create a buffer between the airport and surrounding residential areas. The lots surrounding the airport are typically larger and could allow for larger storage buildings and potentially light manufacturing. The City should work cooperatively with property owners surrounding the airport to consider forming an overlay district to allow larger storage buildings and less intense commercial or light manufacturing uses.

### NON-MOTORIZED TRANSPORTATION

Both its small town scale and the influx of seasonal visitors each summer warrant, even demand, that Charlevoix be made as pedestrian friendly as possible. Pedestrian/bicycle pathways can support alternate ways of getting around the City, as well as offering leisure opportunities and public access to its many resources.

Currently, non-motorized transportation in Charlevoix includes intermittent sidewalks and a bicycle path connecting downtown to the Little Traverse Wheelway. Non-motorized links should be expanded to connect parks and recreational areas, schools, downtown Charlevoix, US 31 corridor, and lakeshores. Gaps in the sidewalk system should be identified and prioritized for completion to create easily accessible routes through neighborhoods. To help encourage residents and visitors alike to venture into and explore Charlevoix and beyond, additional interconnected bicycle lanes, trails, and pathways throughout the broader community should be explored. Charlevoix should work with surrounding municipalities, townships, and Charlevoix County to further interconnect regional non-motorized trails that provide opportunities for a wide variety of recreational and transportation options.