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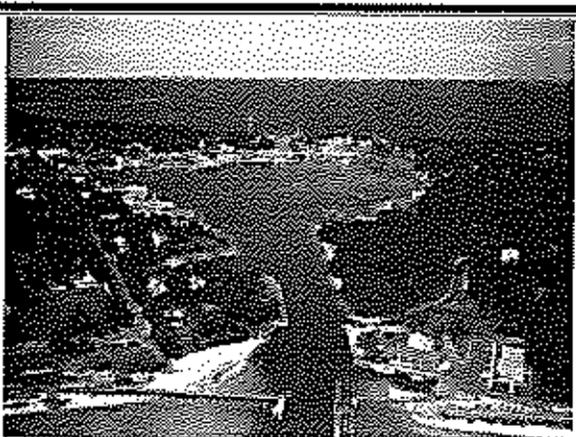
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or any other City ordinances will have to follow a separate legislative process that will include the opportunity for the public to weigh in before passage by City Council.

The City is also in the process of creating a new version of its Parks and Recreation Master Plan, which will outline future goals and direction for City parks, trails, Mt. McSauba, the marina, public beaches, and the City Golf Course. The Airport Technical Advisory Committee (TAC) currently has an adopted Airport Master Plan that establishes the future goals and operations of the City Airport. Since these plans govern parks, recreation, and airport operations they are not covered in this master plan.



(Aerial photo from the 1960s)

What will Charlevoix look like in the future?

The authority to develop and adopt a community's Master Plan is given to the Planning Commission and City Council by the Michigan Planning Enabling Act (M.C., 125.3801).

Ultimately, the Master Plan is unlike any other document. It is not an assortment of recommendations by planning experts, politicians, or special interest groups with personal agendas far-removed from the actual interests of the Charlevoix community. Instead, the Plan has been formed and crafted

by input from members of the community, from year-round and part-time residents, to renters, business owners, elected officials, and City officials. The Plan, in this way, represents the community's vision. This vision helps ensure that planning efforts are firmly lodged in the middle of a delicate push-and-pull between the community's social and economic needs. Communities that seek a healthy and sustainable future must account for each voice within the community. The community vision serves this purpose. (See Chapter 3 for Community Vision and Goals)

Fulfilling the vision outlined in the Plan will not occur overnight. The Master Plan provides a sense of direction for the present and is a guide for the future. Understanding this, the Plan should not be rigidly administered; changing conditions that can affect its original intentions should be acknowledged and addressed.

However, a plan that is not referenced on a continual basis, or one that is outdated, can weaken decisions. Over time, goals may be achieved and new ones needed, or individual zoning decisions may change the direction of development in a certain part of the community. Where decisions lead to land use approvals that are contrary to the Plan, those sections should be amended to reflect these changes.

The Michigan Planning Enabling Act requires the Planning Commission make an annual report to the City Council concerning its operations and the status of planning activities. As part of preparing this report, the Planning Commission should hold an annual meeting to review the Plan and identify changes that should be considered and amendments that must be made to keep it current and consistent with City of Charlevoix philosophies.

This is an update to the plan adopted in 2011 that will serve to establish new land use goals to replace those that have been met in the last five years. Some goals set forth in 2011 still remain, but substantial progress has been made in that time.

1.3 How Does the Master Plan Affect You?

How the Master Plan affects you depends on your particular situation:

- If you are a *property owner*, you may have several interests, including not only your property, but also properties that are similarly designated.
- As a *homeowner*, you may be interested in the properties in your immediate neighborhood and you may wish to know what uses are proposed for vacant land.
- As an *owner of vacant property* you may want to know what land uses are proposed for your property.
- As a *resident* you may be interested in the overall planning concepts, as expressed by its goals. These statements should give you an indication of the community's vision of the City now, and in the future.

The Plan serves many functions and can be used in a variety of ways, but its usefulness is determined by the willingness of City residents to actively support and implement its vision and goals. A plan that is not actively followed and implemented may lead to problems in the future. Failure to follow the Plan may discredit attempts to use it as a defense for legal actions that may result from challenges by property owners or developers.

Likewise, consistent and vigorous use of the Plan will lend credibility to implement controversial land use decisions and re-zonings. While the courts of the State of Michigan do

not recognize the absolute authority of the Master Plan, they do lend much more credibility to actions supported by careful planning than those that appear to be taken arbitrarily against an individual property owner.

1.4 How Should You Use This Plan?

Again, use of the Plan depends on your interest in the future of Charlevoix. Generally, here is a procedure you should follow:

Step #1 What land use is proposed for your property, or the area surrounding your property?

This information is on the Future Land Use map in Chapter 4. This map is divided into separate land use categories. Find the land use category in which your property is located.

Step #2 Determine how the City views development in your area.

The Future Land Use Plan (Chapter 4) and map indicates the type of development planned for your area; it may be fairly specific, or somewhat general. This part of the Plan provides some reasonable direction to the Planning Commission, as well as information to property owners about development within the City.

Step #3 Determine the meaning of the land use designation for your property.

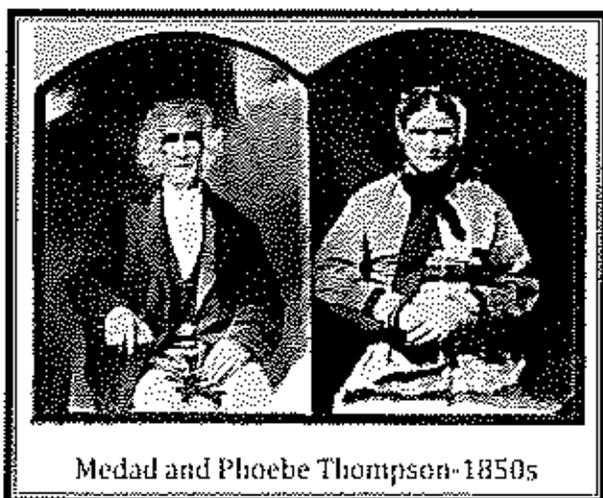
In Step #1 you were asked to determine the land use category for your property. Find the category that applies to your property and read the land use designation. Depending on the nature of your interest, this may be as far as you want to go. If you have a specific proposal that does not match the expectations of

HISTORY OF PLANNING AND ZONING EFFORTS

- 1954 City passes Resolution 203 establishing the first Zoning Ordinance.
- 1970 Charlevoix Regional Comprehensive Plan is published covering the City and Charlevoix Township. Plan includes Implementation measures such as government consolidation, subdivision regulations, zoning and capital improvement programs.
- 1978 City passes Resolution 369 repealing the original Zoning Ordinance and establishes a new Zoning Ordinance. Specific provisions of this Ordinance have been amended many times over the years.
- 1982 First Waterfront Area Management and City Master Plan is passed.
- 1990 City Planner provides portions of an updated draft Master Plan to the Comprehensive Plan Review Committee.
- 2002 A second effort was made to update the City's Master Plan. A mockup master plan was created, along with a future land use plan. The plan was not officially updated.
- 2004 City takes part in a Regional Multi-Jurisdiction Smart Growth Planning Initiative with Charlevoix, Norwood, Marion, Eveline, and Hayes Townships. This regional planning process addressed issues relating to transportation, housing, economic development, environmental protection, and the delivery of public services.
- 2005-06 City Planner works with the Planning Commission to publish a community survey, holds a community meeting to gather public input, and drafts the 2006 Plan Revision- Goals, Objectives and Policies.
- 2008 Planning Commission has multiple meetings and training sessions on master plan topics to help define goals, objectives, and policies.
- 2010 Draft Master Plan utilizing public feedback gathered in 2009 released to the public on June 14 with educational forum held at the Charlevoix Public Library.
- 2011 Master Plan adopted by City Council on January 17, 2011.
- 2015 Planning Commission and Planning Departments begin work on updating the 2011 Master Plan.

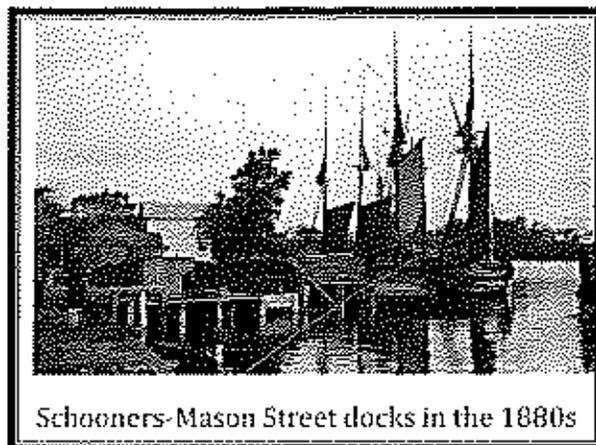
2.2 A Short History

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.



Medad and Phoebe Thompson-1850s

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.



Schooners-Mason Street docks in the 1880s

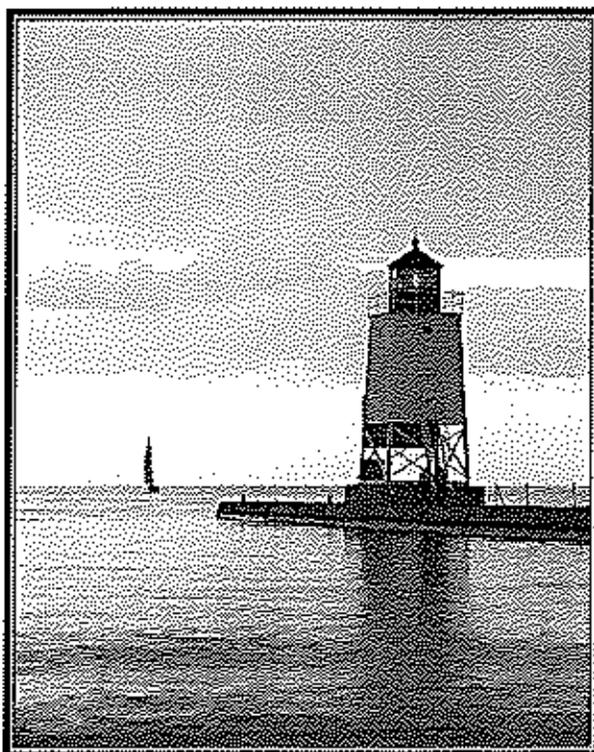
Over the years, Charlevoix was frequented by both small and large passenger vessels, such as the *Manitou*, *Illinois*, and *North* and *South American*, which filled the City's streets with thousands of tourists and resorters. The local lumber company, along with a mill established next to the bridge 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.

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?"

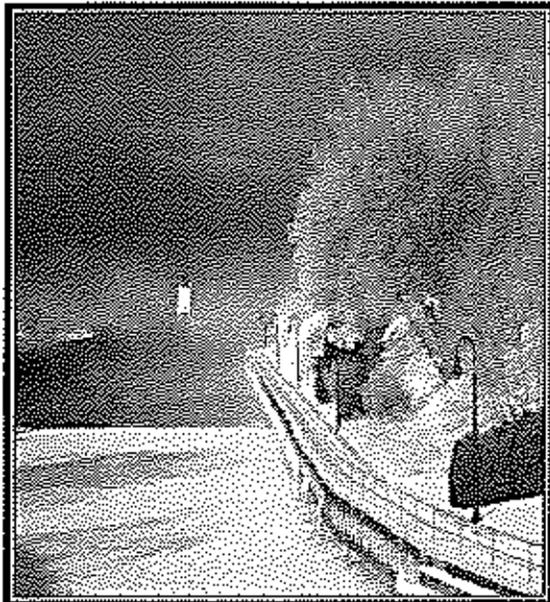
2.3 Environment

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.



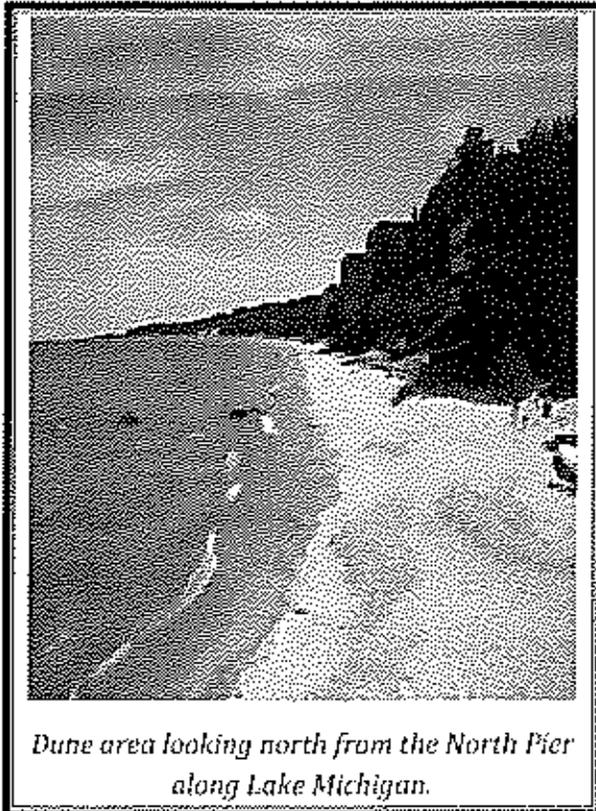
CLIMATE

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.

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

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.



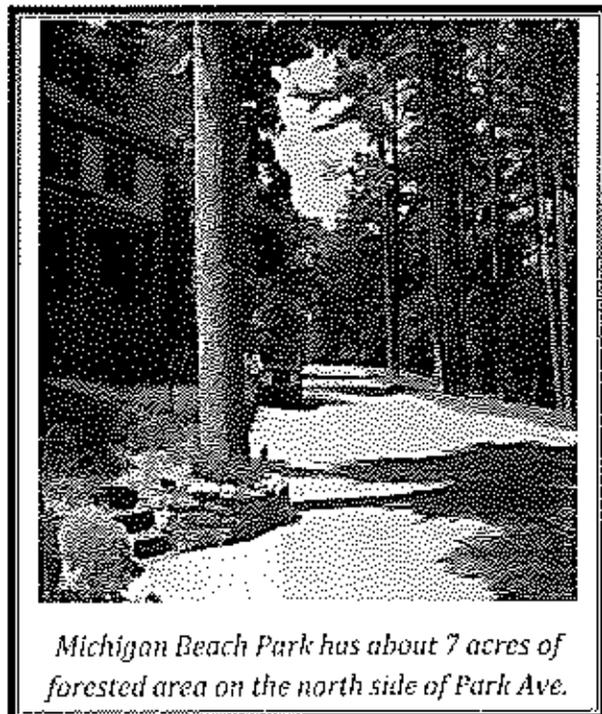
Dune area looking north from the North Pier along Lake Michigan.

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 23 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

2.4 Demographics

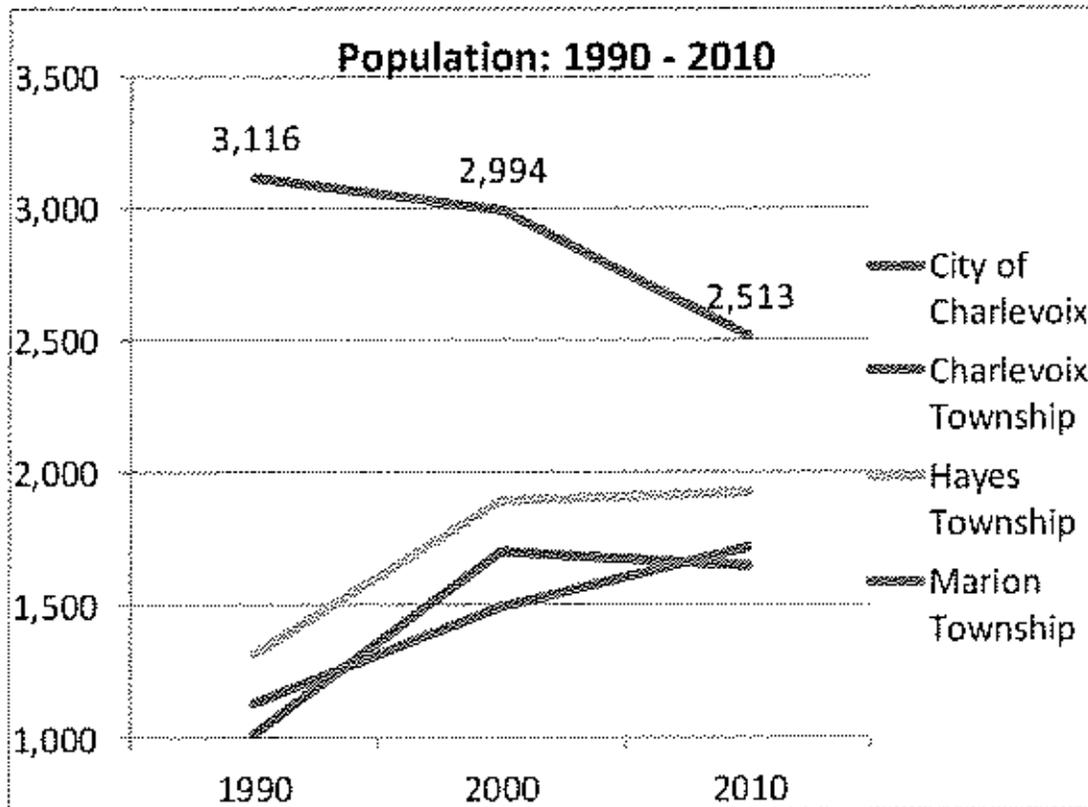
Data gathering is a normal part of any process to develop a master plan. However, information is often simply compiled and reported; rarely is it analyzed to see how it can affect the character and future direction of a community. Just as important is the need to know if conditions, as they exist today,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

shown in the previous 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 2010 census, the City of Charlevoix had 2,513 year-round residents, a 28.6% decrease from 1970, the highest in Charlevoix's history. Based on 2010 data, the City's population has continued suffered an 16.1% 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.



vides a base for planning for the future. The most recent decennial census, focusing on change between 2000 and 2010, is currently the best source of raw population data. Upon its release, it showed a broadly continuing trend as to what occurred within the City between 2000 and 2008, which was

Boyne City and East Jordan have experienced similar, but less dramatic contractions over time as well. In contrast, rather than decline, nearby townships have undergone growth between 1990 and 2010. This trend is potentially due to the draw of rural living, larger lot sizes, and lower

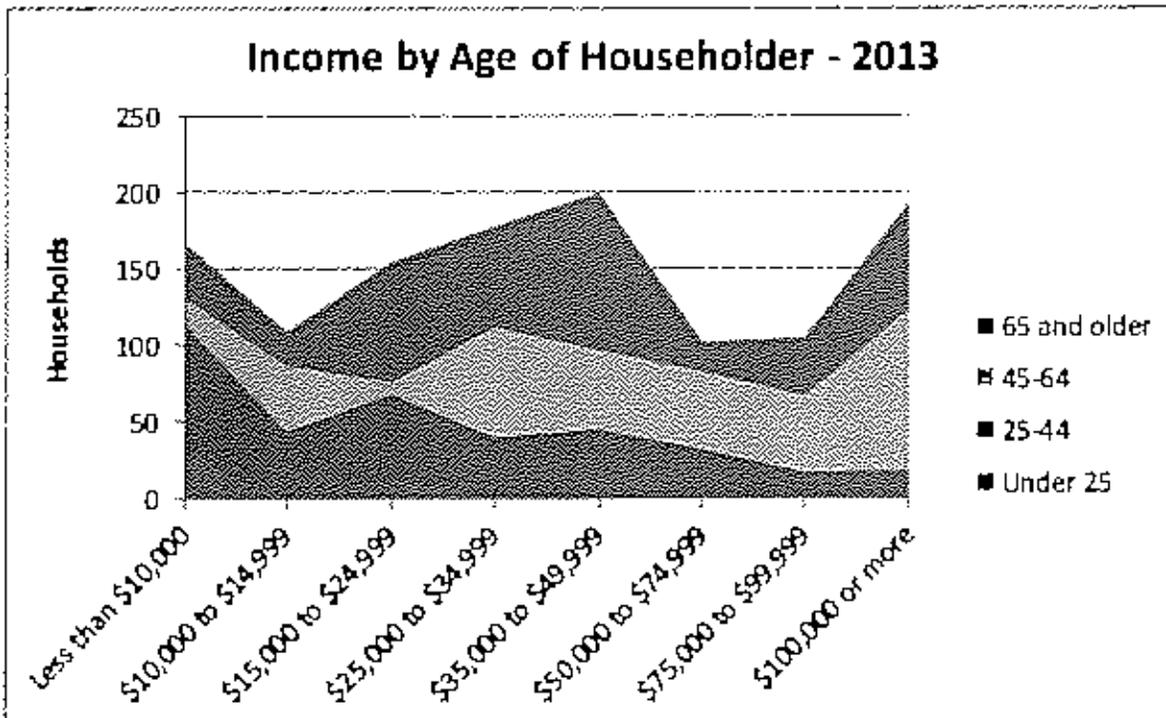
reality. These kinds of housing choices and their current availability in Charlevoix will have implications for future land uses.

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 2013 Ameri-

residents, as they may declare their primary residences elsewhere. While this prohibits us from seeing an image of a year-round resident / seasonal resident socioeconomic 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 sig-



can Community Survey, the median household income for Charlevoix was \$34,792; lower than Michigan, \$48,411 and the US, \$53,046. It was also much lower than many of its neighboring communities, specifically Charlevoix and Hayes Townships, with median household incomes of \$50,721 and \$52,000 respectively.

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

nificance 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



housing stock continues to age.

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, 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 indi-

cators 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.

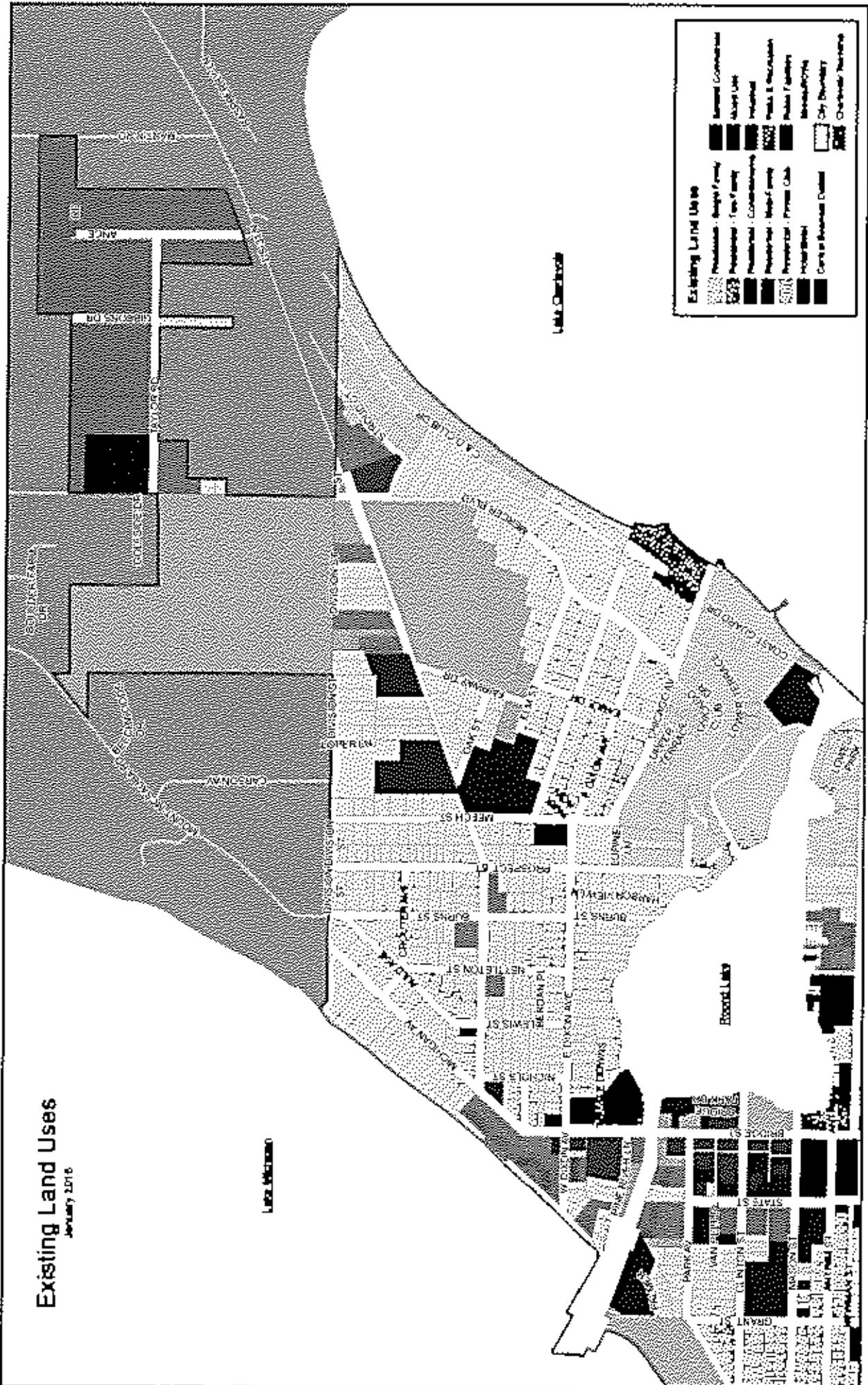
2.5 Existing Land Use

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 disbursed 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.

Existing Land Uses

January 2016



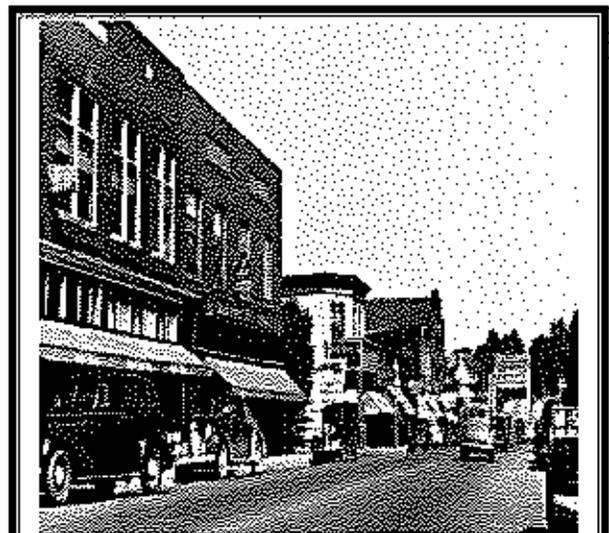
2.6 Community Character Areas

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



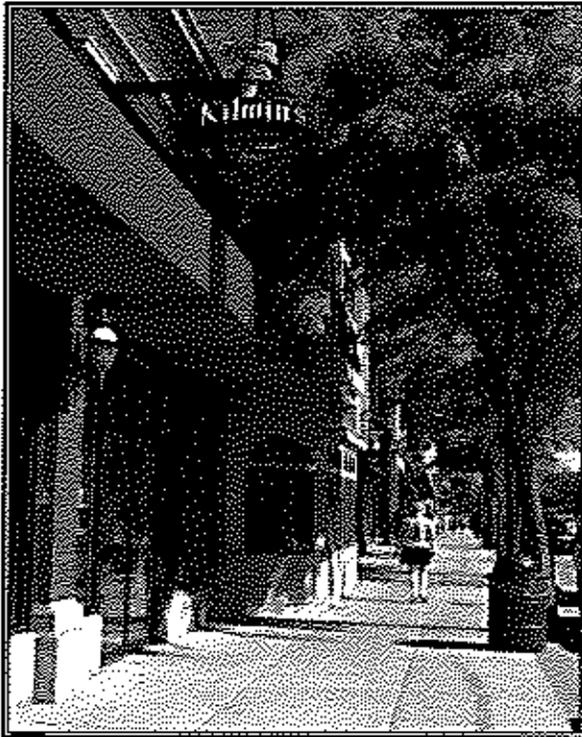
Tall ships lined up in what is now the Marine Commercial district in the late 1800s.



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

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 ac-

cessed 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.

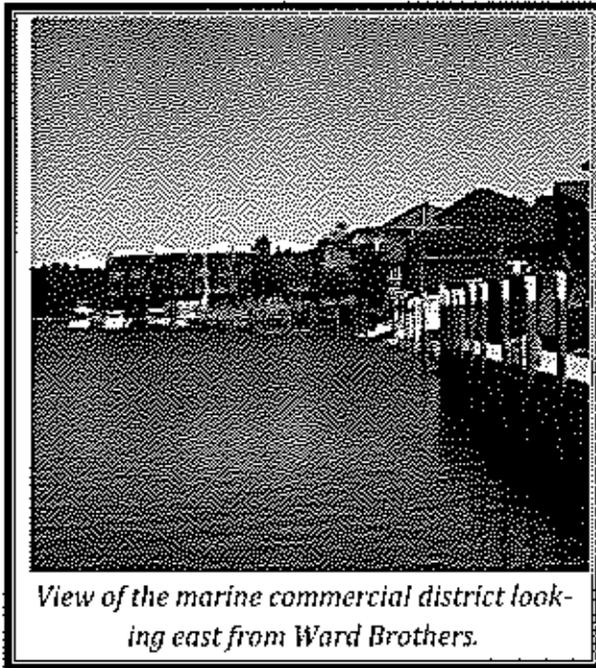
The City Marina, and the numerous festivals and events such as the Summer Concert Series in East Park provide a significant boost to the local economy. Further supporting these efforts is the Downtown Development Authority, which has been instrumental in accomplishing district improvements, economic development, and events. In 2015 Charlevoix was accepted into the Michigan Main Street program as a Select level community. The program utilizes volunteers to lead a comprehensive revitalization effort focused around traditional downtowns. The Main Street board and their committees are hard at work organizing projects and securing buy-in and funding from the community.



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.

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.

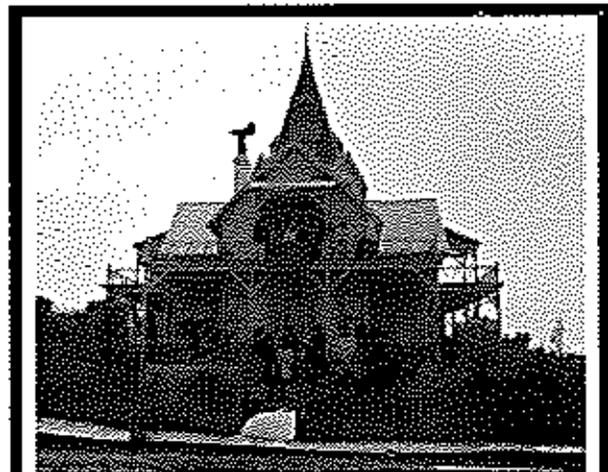
THE BELVEDERE CLUB

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 approximately 104 acres. It also contains 90 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 PC Private Club, a designation that takes into account the absence of lot lines in the club and accommodates the needs of the association and its members. The association, managed by a nine-member Board of Trustees, worked with the City while drafting the 2013 ordinance to ensure 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

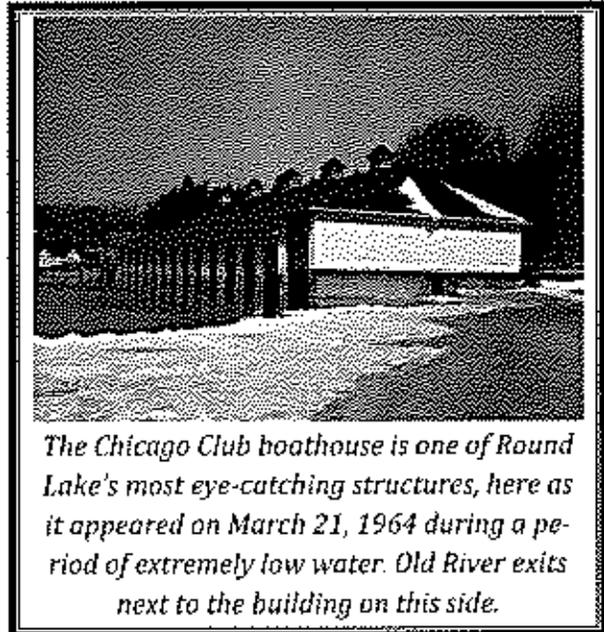
Known as the "Chicago Club," the Chicago Summer Resort Company is also a private summer resort association that was formed in 1881 located on the northeast side of the City of Charlevoix. The association is managed by a 16-member Board of Directors. The club owns all of the land in the resort totaling 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 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 designation as the Belvedere Club since the property 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 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 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.

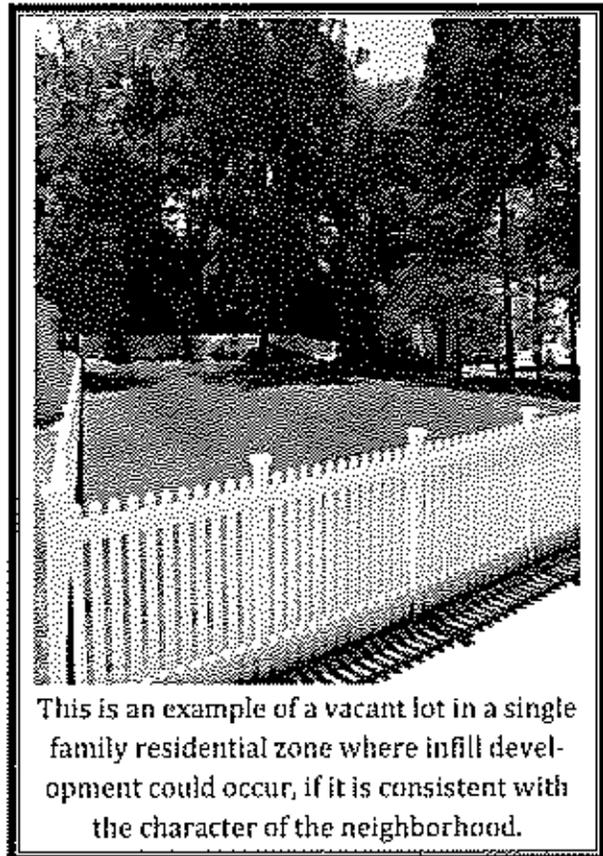
2.7 Infill Development

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 intensity 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 allow and promote infill development in patterns and intensities that are compatible with surrounding development and neighborhoods.

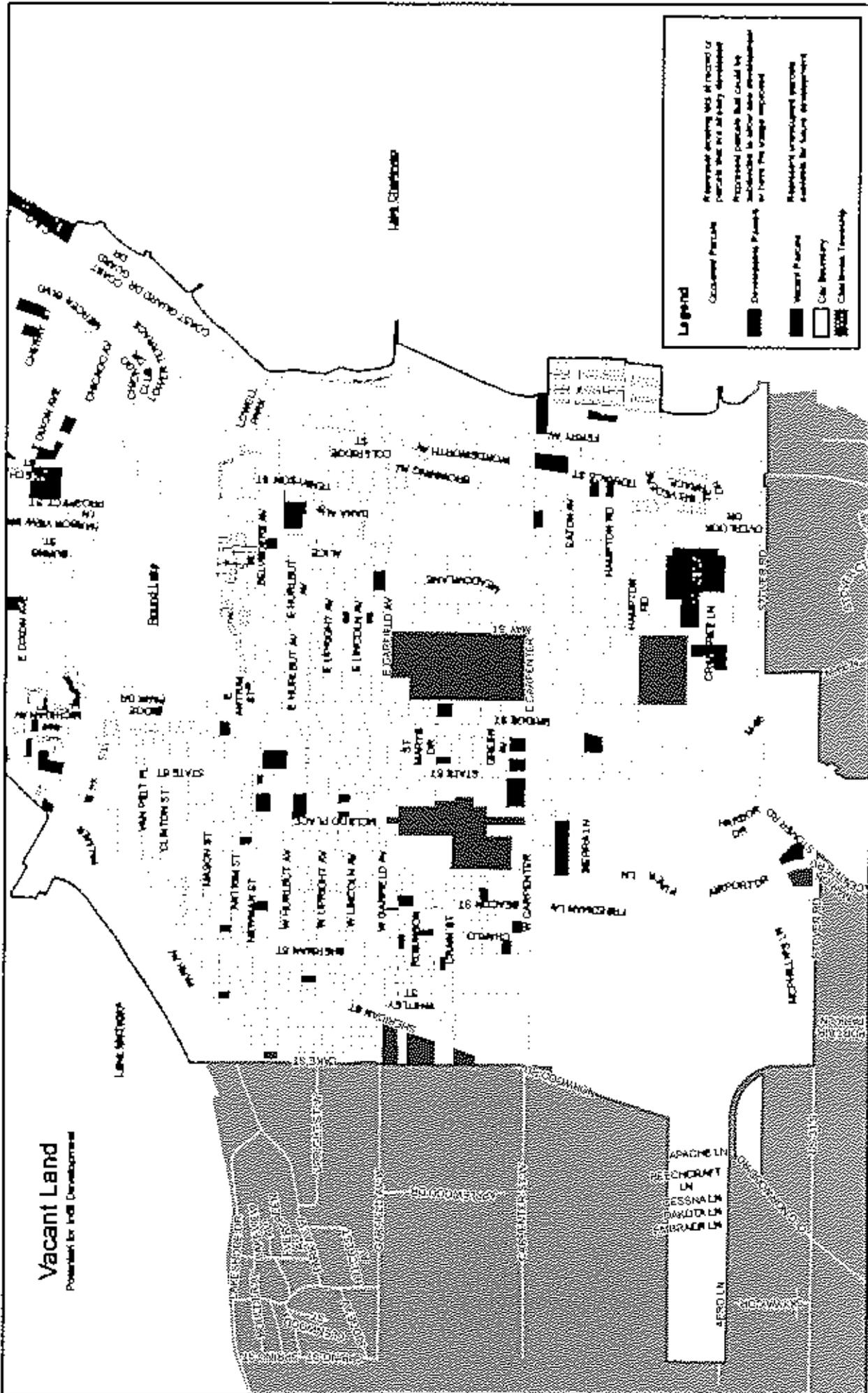
While it may appear that Charlevoix is mostly built out, there are numerous opportunities for infill development exist. Many neighborhoods contain vacant lots, some homes sit on multiple lots, and some sites are under-utilized. Together, these facts represent an opportunity for new development or redevelopment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



***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 November of 2015. 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. ***

Vacant Land
Potential for Infill Development



Legend

- Remains existing but at least 50% of parcels that are already developed
- Potential parcels that could be subdivided to allow new development in form the village incorporated
- Potential unincorporated parcels suitable for future development
- City Boundary
- Child Care Territory

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, pro-

fessional 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 follow the regional Comprehensive Economic Development Strategic Plan (CEDSS) developed by Networks Northwest.

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.

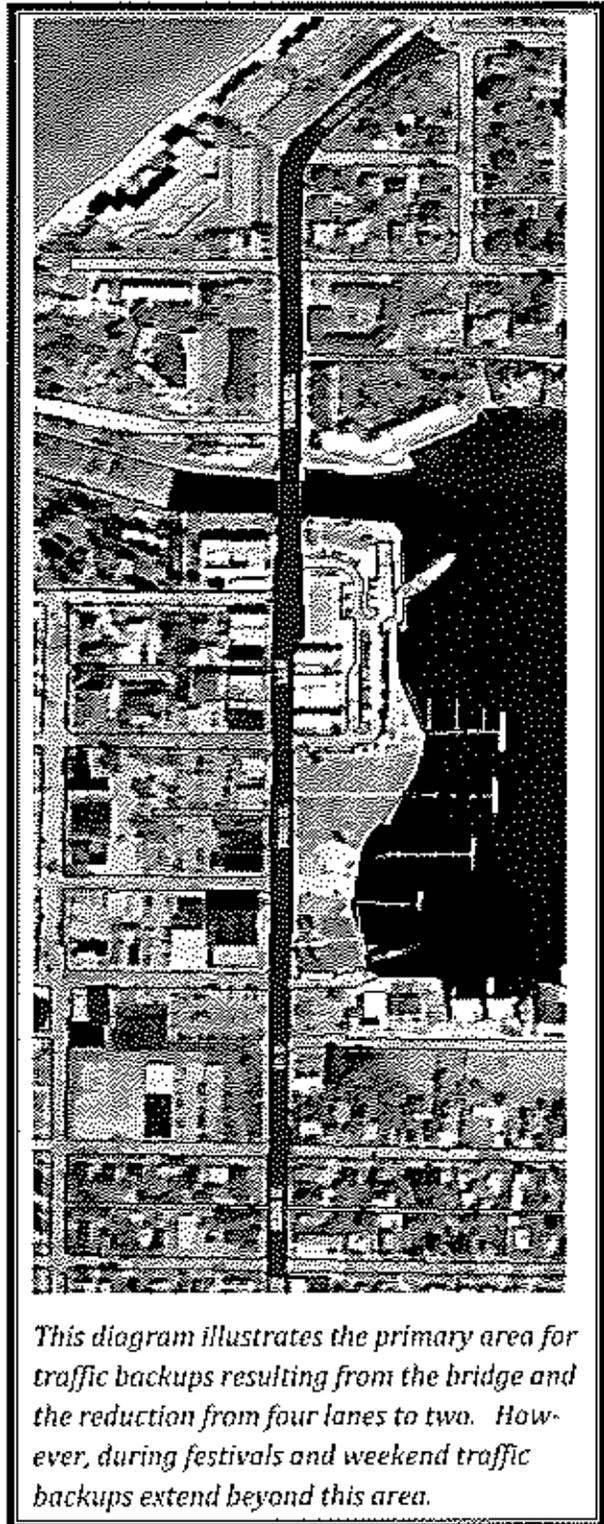
2.9 Transportation

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.



This diagram illustrates the primary area for traffic backups resulting from the bridge and the reduction from four lanes to two. However, during festivals and weekend traffic backups extend beyond this area.

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

REGIONAL ROAD NETWORK

Two main highways access 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 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 includes US 31 within the City. This is an important route through the City and is also the primary entrance, or gateway from outlying areas.
- **Minor Arterials:** The primary function of minor arterials is to move traffic between principal arterials and local streets and between major parts of the City such as neighborhoods, employment and shopping. M-66 between Charlevoix and East Jordan is designated as such by MDOT. This minor arterial provides an important roadway link into Charlevoix and to major activity areas and is considered a secondary gateway.
- **Collector Streets:** These streets serve as a link between local and arterial streets. The City's collector streets are West Carpenter, State Street, and Clinton Street.
- **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 im-

portant 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. The first phase of this trail was completed in the summer of 2015 and connects Lake Charlevoix with Fisherman's Island State Park along Lake Michigan using portions of the old rail-road bed. Grant funding and local donations have been, and will continue to be, instrumental for this project to succeed and further expand and upgrade in the future. These and other trail

systems will promote healthy living, recreation, and alternative transportation in the future.

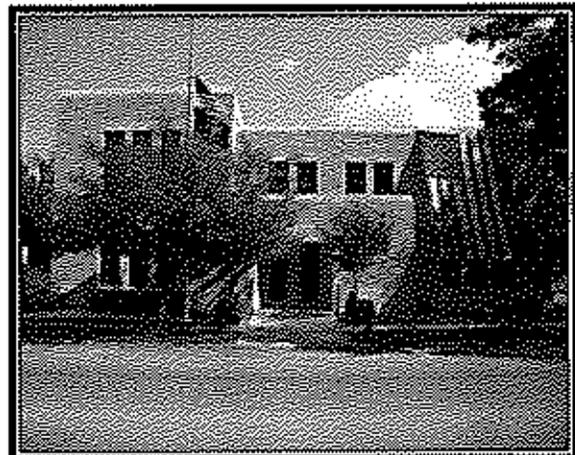
SIGNIFICANCE FOR PLANNING

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 \$15.6 million, op-



operates under a Council/Manager form of government with the City Manager serving as its chief administrative officer. The City Clerk and the City Attorney are 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. City departments include:

- Police
- Fire/EMS
- Electric
- Water Treatment
- Treasury
- Planning and Zoning
- Public Works
- Recreation
- Airport
- Community Economic Development
- 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 a declining tax base and the large cost of upkeep associated with these services. 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 City of Charlevoix Facebook Page now has over 2,800 "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

Due to new federal regulations and ageing equipment, the City's wastewater treatment

plant, built in 1973 and located off Lakeshore Drive in Charlevoix Township, is undergoing extensive renovations. Work on the plant was completed in early 2016, it now meets the new requirements and is more environmentally friendly. Charlevoix provides wastewater treatment services to about 5,000 users located in the City and Charlevoix and Marlon 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.

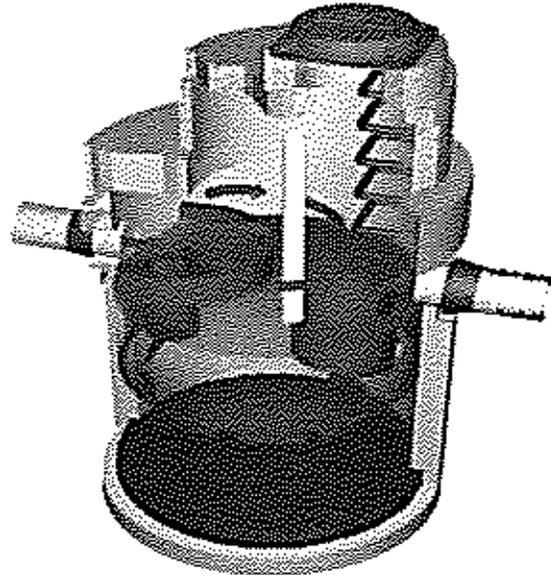
STORM WATER

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 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 storm-

ceptor into the Park Avenue Improvement project completed in May, 2009.

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.



Stormceptor Unit Incorporated into the Park Avenue stormwater drainage system.

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 also works with Charlevoix County under a countywide Stormwater Management Ordinance that establishes permit requirements for certain construction projects. This ordinance is 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.

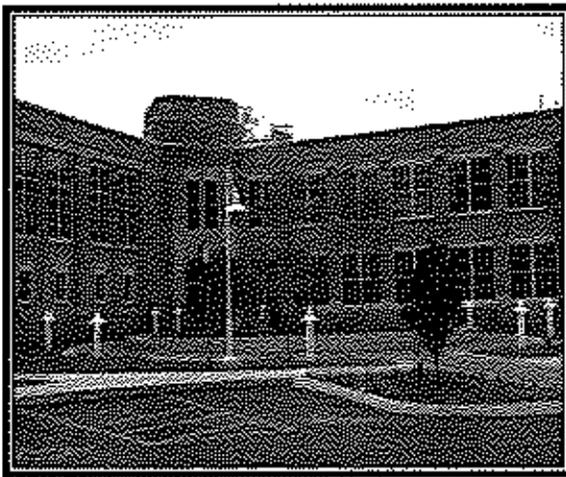
ELECTRIC SERVICE

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. McSauba,



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

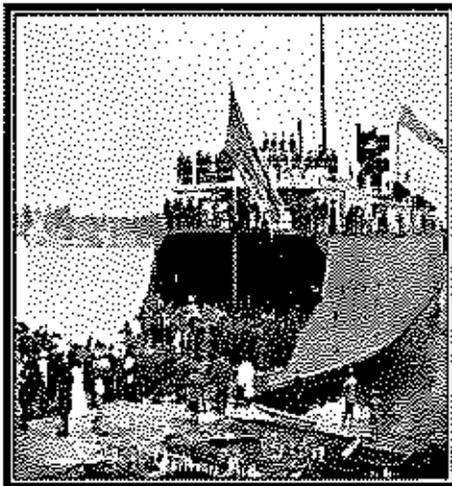
Charlevoix benefits from a very active and community-oriented historical society. The Charlevoix Historical Society was originally formed in 1879 and currently operates the Harsha House Museum. The museum has numerous displays, hundreds of artifacts, and thousands of photographs, documents, and other 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.

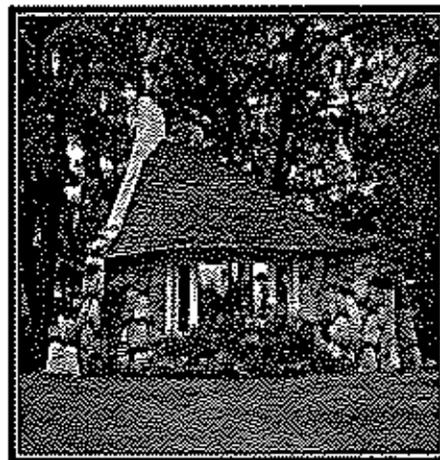
As in many communities, historic preservation efforts in Charlevoix have been challenging and controversial. The demolition of the Appletree Building in 2003, the former office of Earl Young, located on Bridge Street was very controversial and resulted in the establishment of an ad hoc Historical Preservation 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 Standing 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. Ultimately the initial effort to protect Earl Young structures did not get the support needed to become officially recognized and the effort was shelved in 2009.

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 recently finished work on establishing a local historic district that covers the Earl Young structures located around Park Avenue within the City limits. This district was approved by City Council in April of 2016 and preserves the structures in their current state, as they are valuable, and well known, cultural resource to the area and its citizens.

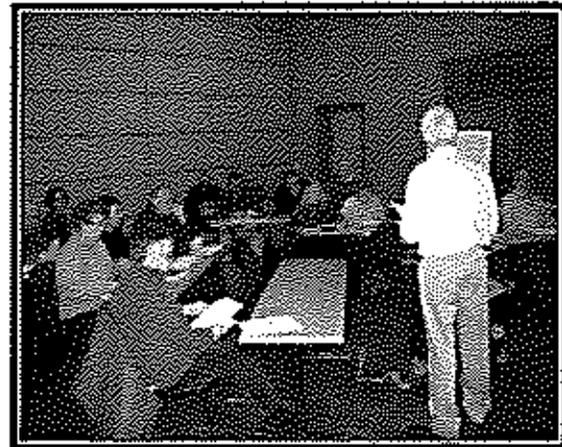
Chapter 3. Community Vision and Goals

3.1 Public Involvement

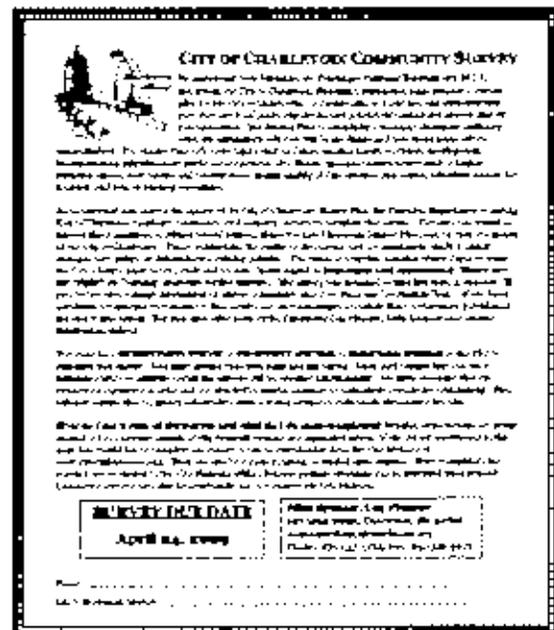
Charlevoix's master plan was prepared in a way that maximized public participation. Dating back to 2004, the Planning Commission and staff held numerous public meetings, visioning sessions, and administered two community surveys to seek input. The results of these discussions were then reflected in plan goals. Specific outreach activities included, but were not limited to the following:

- 2004: Charlevoix participates in a Regional Multi-Jurisdiction Smart Growth Planning Initiative, addressing issues about transportation, housing, economic development, environmental protection, and the delivery of public services. (See Appendix E)
- 2005-06: City Planner works with the Planning Commission to undertake a community survey, holds a community meeting to gather input, and drafts the 2006 Plan Revision- Goals, Objectives and Policies. (See Appendix D)
- 2008: To help better define goals, objectives, and policies, the Planning Commission holds multiple meetings and training sessions on master plan topics.
- 2009: Four high school government classes discuss the master plan with the City Planner and respond to a survey. (See Appendix B)

In February of 2009, about 800 community surveys were distributed to property owners, residents, business owners, and civic organizations to seek additional input. To ensure renters, year-round and season residents, were included, the



sample was based on property tax and voter registration records. The 85 question survey covered many topics including housing, economic development, city services, parks and recreation, future development, airport operations, and historic preservation. Again, the survey results were evaluated and helped better define the community vision, goals, objectives and action items. The survey and results can be found in Appendix A.



3.2 “Smart Growth” and the City of Charlevoix.

Charlevoix is committed to the principles of Smart Growth, which is an initiative that began to evolve in the early 1990s. Its overall goal is to provide a framework for communities to grow in ways that support economic development and jobs; create strong neighborhoods with a wide range of housing, commercial, and transportation options; and achieve healthy communities that provide residents with a clean environment. The following principles are the foundation for achieving Smart Growth. More information can be found in Appendix G.

1. Provide a mix of land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development to existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

Both the Michigan Association of Planning and the Charlevoix County Future Land Use Plan identify the need and importance of Smart Growth and encourage municipalities to integrate these principles into master

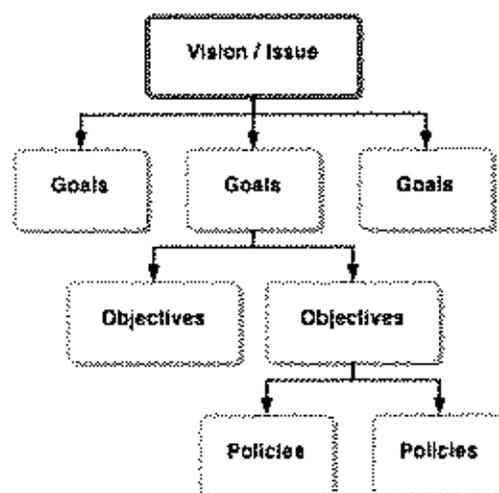
plans, land use regulations, and policies. Consequently, based on public input and guided by the County Future Land Use Plan, a number of Smart Growth principles have been integrated into this Master Plan.

3.3 How this Chapter is organized.

The chapter begins with a short vision statement that describes community values and a future direction for Charlevoix. Following that are six broad goals, which help define *how* the community will achieve its vision.

Each goal is further supported by more focused and specific objectives. Finally, for each objective, bulleted policies, or action items are identified that are to be completed over time to implement plan recommendations. Chapter 5 also contains an implementation matrix that outlines who is responsible for a particular action item, when it should be done, and which funding sources are available for its completion.

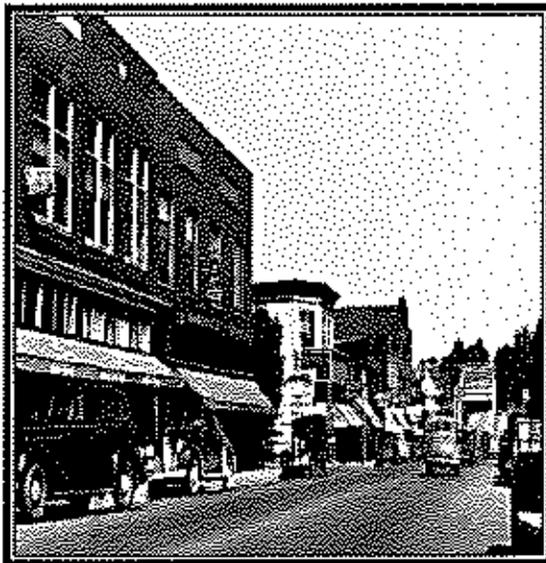
The following diagram shows how goals, objectives, and action items are organized:



3.4 The Vision Statement

While the Master Plan is an expression of Charlevoix's commitment to its future, the following vision statement is its underpinning:

"Charlevoix will strive to be the focal point for the region and build on its distinctive character, downtown, and diverse neighborhoods; while respecting its unique setting and environment and creating a foundation for future economic prosperity and personal success."



3.5 Community Goals, Objectives, and Action Items.

GOAL: *Protect and enhance Charlevoix's small town character, unique downtown, cultural and historic resources, and scenic beauty.*

1.1 PRESERVE AND ENHANCE CHARLEVOIX'S UNIQUE SMALL TOWN CHARACTER

- Inventory and analyze the features contributing to Charlevoix's character; identify how development regulations can best protect and/or enhance them.
- Revise zoning regulations to en-

courage smaller scale development on commercial corridors with established maximum building sizes and parking away from the street side of buildings.

- Work with area townships, including Charlevoix, Marlon, and Hayes on a regional plan.
- Continue to enforce the nuisance ordinance and look into adopting a property maintenance ordinance to better address the clean-up of blighted or poorly maintained properties.
- Research the feasibility of establishing a rental inspection program.

1.2 ENHANCE SCENIC BEAUTY

- Coordinate ongoing efforts with City staff, MDOT, Charlevoix County and surrounding townships, and seek public input to secure grant funding for Corridor Improvement Districts on US 31 and M-66.
- Enforce existing landscaping design standards for commercial development, parking lots, and public lands consistently.
- Support Keep Charlevoix Beautiful (KCB) and its petunia planting program, based on future budget considerations.
- Continue to support the Shade Tree Commission and expand the Tree Planting Program, based on budget considerations. Seek alternative forms of funding, such as donations and grants.

retain, grow, and attract new business.

- Pursue goals outlined in the Economic Development Strategy prepared by the Chesapeake Group.
- Aggressively market and provide incentives to businesses in emerging industries.
- Support and promote technological advances, such as high speed internet and fiber optic networks in Charlevoix to encourage economic development.
- Evaluate, and if necessary, amend the Industrial Tax Abatement Program so that Charlevoix remains competitive.
- Coordinate with Charlevoix Township, community leaders, and property owners to plan for and promote future development.
- Work with surrounding townships to identify other suitable areas for economic development; explore 425 agreements where appropriate.
- Explore a program to waive or reduce utility extension, or hookup fees for businesses seeking to expand.
- Continue to support and promote expanding Coast Guard operations in Charlevoix.

2.2 PROMOTE CHARLEVOIX AND THE REGION AS A VIABLE PLACE TO LIVE AND WORK YEAR-ROUND.

- Encourage and utilize Placemaking strategies as a way to promote Charlevoix as a place to live and work full-time.
- Continue to support and work with the Chamber, CVB, and other community groups to promote and expand events, festivals, and recrea-

tion opportunities.

- Promote diverse and viable housing options by encouraging developers through affordable housing incentives and flexible Zoning Ordinance requirements.
- Work with the real estate community to help market Charlevoix to targeted groups interested in locating to the area.
- Investigate options for regulating rental property within the City through a rental inspection program, licensing fees, lodging taxes or other means.
- Explore the viability of expanding reduced tuition rates at North Central Michigan College for Charlevoix County residents.

2.3 ENCOURAGE ECONOMIC SUSTAINABILITY AND GROWTH IN DOWNTOWN CHARLEVOIX

- Work with the DDA, Chamber of Commerce, Charlevoix Main Street and the Convention and Visitors Bureau to develop and implement a downtown marketing plan that serves to retain existing establishments, while attracting new businesses and residents to fill vacant or underutilized buildings.
- Support and expand current downtown winter activities and pursue other winter recreational or promotional events.
- Pursue goals outlined in the Downtown Marketing Assessment and Development Strategy prepared by the Chesapeake Group.
- Support the Michigan Main Street Program as a way of encouraging economic development and providing tax credits for downtown redevelopment projects.



GOAL: Work cooperatively with surrounding municipalities, governmental agencies, non-profits, and private sector organizations on a variety of issues.

3.1 COOPERATE WITH CHARLEVOIX TOWNSHIP ON PLANNING AND ZONING.

- Hold annual meetings between the Charlevoix and Charlevoix Township, Marion Township, Norwood Township and Hayes Township Planning Commissions to discuss land use related topics and resolve any zoning issues.
- For border areas and properties, coordinate land uses, zoning regulations and street extensions that expand the City's grid.
- Cooperate with Charlevoix Township on an airport overlay district located around the Charlevoix Municipal Airport.

3.2 COORDINATE EFFORTS TO PROVIDE SAFE AND EFFICIENT TRANSPORTATION SYSTEMS

- Host an annual meeting between the City, MDOT, Charlevoix County, and surrounding townships to discuss transportation-related issues, enhancements, and funding opportunities.
- Work with MDOT to study summertime traffic counts, review potential options to alleviate related traffic congestion and evaluate development proposals that may affect US 31 traffic, in particular for areas where there is no secondary access,

such as West Dixon.

- Hire a qualified transportation consultant, if financing is available, to evaluate transportation issues and recommended enhancements.

3.3 WORK COOPERATIVELY TO ENCOURAGE AND FACILITATE ALTERNATIVE FORMS OF TRANSPORTATION.

- Evaluate the local transportation system and look to integrate "complete streets" policies for future infrastructure planning and design.
- Increase public awareness and provide better signs that mark routes to promote walking and biking.
- Establish a City wide and regional bike route.
- Incorporate bike lanes into the design and future construction of streets and roads.
- Continue to enhance the Lake to Lake Trail initiative.
- Work with surrounding communities and Charlevoix County to in the development of a regional trail system to connect with Boyne City, East Jordan, and Elk Rapids.
- Inventory existing sidewalks and identify and prioritize new sidewalk connections.
- Explore the viability of a multi-use transportation hub located at the City Airport.
- Further investigate, implement and promote the Trail Town initiative in conjunction with LIAA and local groups and organizations.



3.4 COORDINATE EFFORTS ON NATURAL RESOURCE PROTECTION.

- Work cooperatively with all jurisdictions to adopt a unified Stormwater Control Ordinance for Charlevoix County.
- Work with the Charlevoix County Planning Commission to evaluate current and future industrial and/or mining operations that may impact natural resources and coordinate their appropriate locations and zoning regulations to minimize their impacts.
- Work with organizations like Tip of The Mitt Watershed Council, the Little Traverse Land Conservancy, and the Lake Charlevoix Association to inform the public on water quality protection measures and conservation easements.
- Encourage a county-wide land bank or a transfer of development rights program.
- Coordinate Mt. McSauba usage with Charlevoix Township.



GOAL: Provide high quality public services, infrastructure, utilities, and amenities to Charlevoix that are sustainable and cost effective.

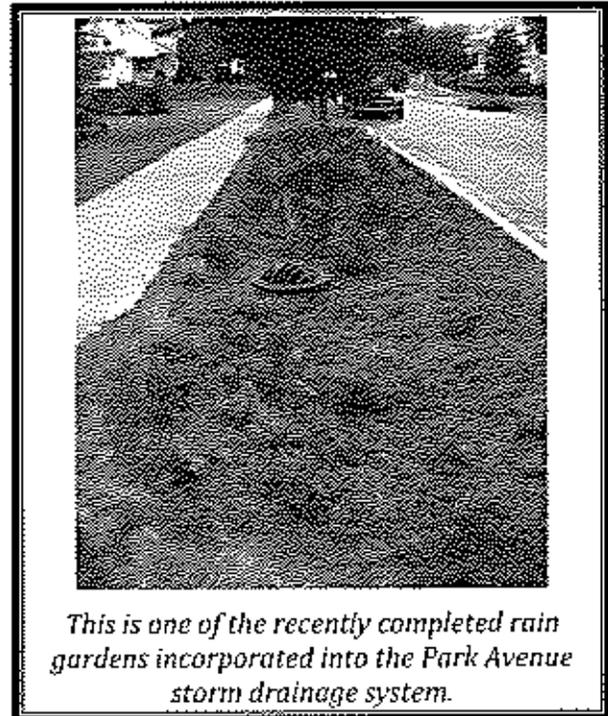
4.1 PROVIDE HIGH QUALITY PUBLIC SERVICES AND INFRASTRUCTURE AT A LOWER COST TO THE TAXPAYERS.

- Study public service consolidation with surrounding communities so that costs can be lowered, while maintaining or improving quality.
- Increase municipal water, sewer, and electric users to spread out operational costs.
- Cooperate with surrounding townships to expand infrastructure into areas without public water and sewer in a manner that does not encourage sprawl.
- Integrate Geographical Information Systems and revise capital improvement plans to more effectively predict and plan for future infrastructure upgrades.
- Prepare a facilities master plan that reflects future improvements, new buildings, and consolidating the Electric and Street Departments as advised by consultants.

GOAL: Reflect high environmental standards in land use policies, public education and in the design of municipal facilities, utilities, and stormwater management systems.

5.1 IMPROVE WATER QUALITY PROTECTION

- Seek grant funding to complete a comprehensive study of the municipal stormwater management system.
- Continue to implement best management practices to address stormwater quantity and quality.
- Provide signs at the Marina and City boat launch concerning boat maintenance and measures to control the spread of invasive species.
- Coordinate with the DNR to provide proper signage regarding not dumping fish bait.
- Educate the public about ways to mitigate impacts on the stormwater system from lawn clippings, leaves and other organic waste.
- Closely monitor the municipal water supply system to minimize or prevent leaks and/or ruptures.
- Study options and consider implementing alternative methods of storing and collecting yard waste



5.2 INTEGRATE ENVIRONMENTAL BEST PRACTICES INTO CITY UTILITIES AND OPERATIONS.

- Promote the County Recycling Program.
- Consider more fuel efficient vehicles when replacing the City fleet.
- Continue to purchase electricity from renewable energy sources.
- Coordinate with the county and area townships to support renewable energy sources.
- Expand and improve the Energy Optimization Program by providing incentives and better educating residential and commercial users.
- Research the feasibility and potential grant opportunities available to power City buildings and facilities through alternative energy sources.
- Evaluate and test higher efficiency street lights.

- Continue to upgrade City facilities with energy features such as more energy efficient lights, motion sensing lights, and more efficient HVAC systems.

GOAL: Encourage higher density, infill development and/or redevelopment consistent with surrounding land uses and neighborhood character.

6.1 ENCOURAGE HIGHER DENSITY IN APPROPRIATE LOCATIONS.

- Amend the zoning ordinance, and review Main Street Program recommendations to accommodate higher densities in appropriate neighborhoods and the downtown.
- Provide incentives for higher density developments in the downtown area.

6.2 PROMOTE INFILL DEVELOPMENT

- Review the Zoning Ordinance to allow for further subdividing and subsequent development of vacant land provided that it is consistent with the surrounding neighborhood.

Chapter 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****

Future Land Uses

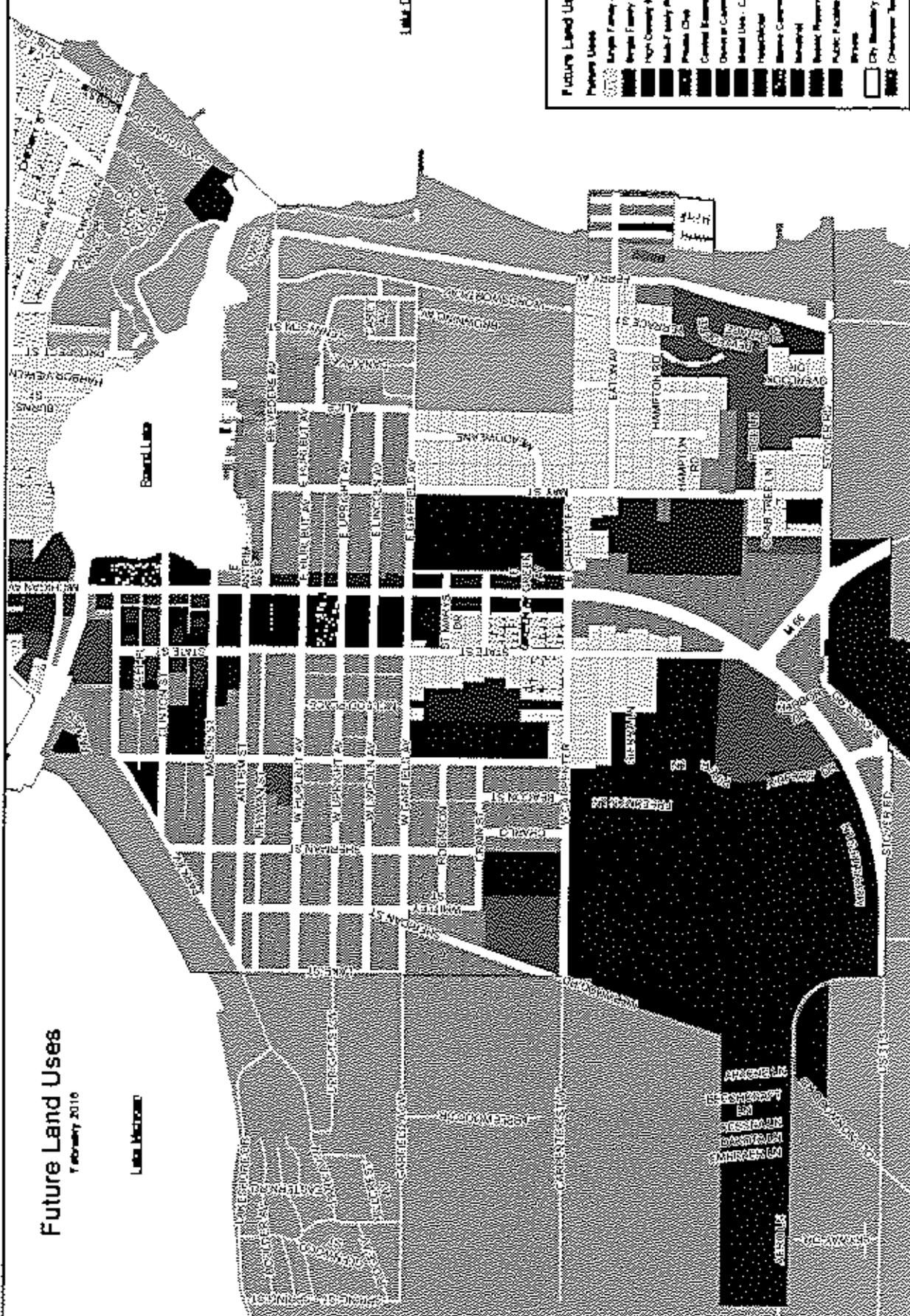
February 2010

Lake Michigan

Lake Michigan

Future Land Uses

- Future Uses**
- 0100 Single Family - Low Density
 - 0200 Single Family - Medium Density
 - 0300 High Density Residential - Condominiums
 - 0400 Multi-Family Residential
 - 0500 Public Use
 - 0600 General Business District
 - 0700 Office in General Use
 - 0800 Mixed Use - Commercial - Residential
 - 0900 Healthcare
 - 1000 Office Commercial
 - 1100 Industrial
 - 1200 Retail/Recreation
 - 1300 Public Facilities
 - 1400 Parks
 - 1500 City Boundary
 - 1600 Chicago Boundary

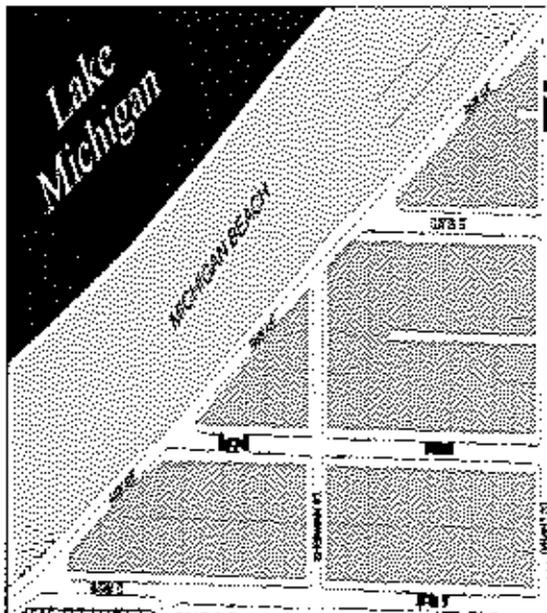


4.2 Current and Future Residential Land Uses.

CURRENT RESIDENTIAL LAND USE

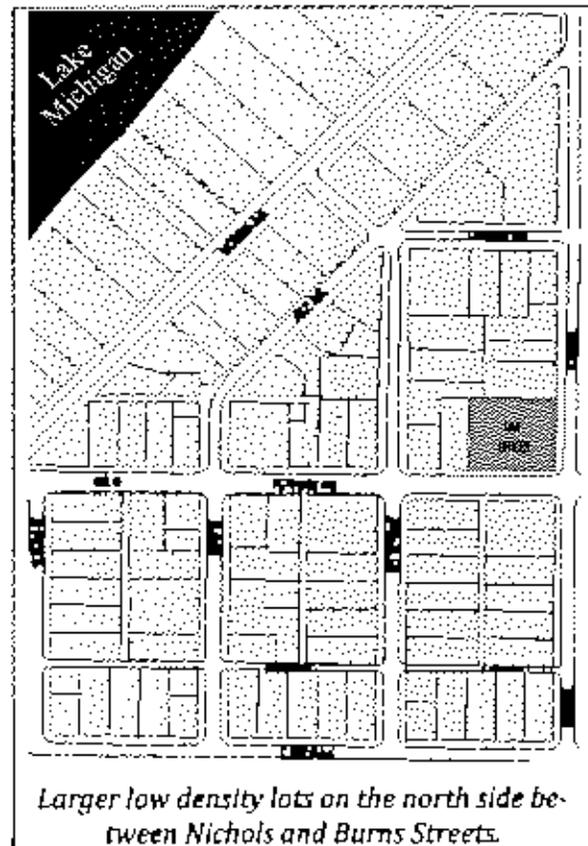
The City's residential areas are very diverse in terms of lot and home size, and density. The vast majority of neighborhoods were established prior to zoning and the parcel division ordinance. This has resulted in a variety of lot sizes and dimensions. In addition, most homes were constructed before 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.

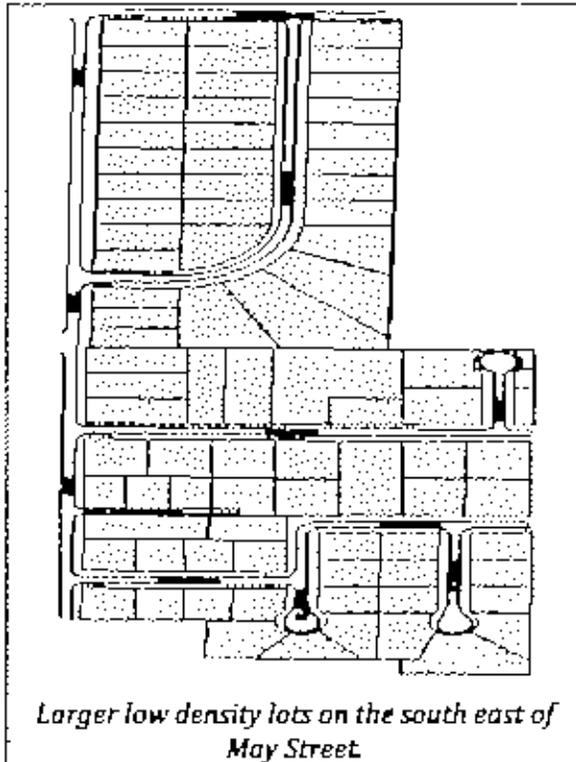
On average, smaller residential lots are located on the City's south side, between Park Avenue and West Garfield and Bridge Street extending west to Lake Street. The smallest are around 6,000 square feet and larger ones average about 11,000 square feet. These lots range in density from 4.5 to 6.5 units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

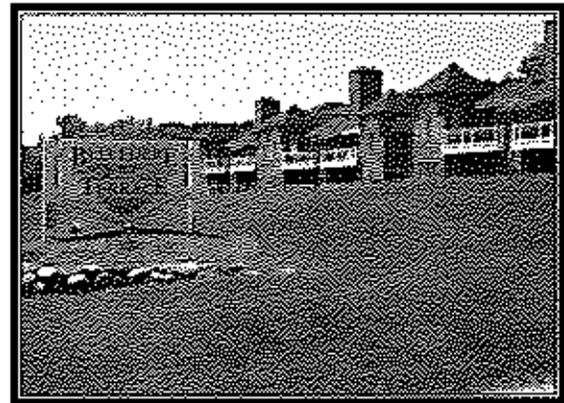
Larger parcels range from 10,000 to 40,000 square feet with even larger lots scattered throughout. These residential areas average 2.5 to 3.5 units (single family homes) per acre. Due to curved streets and varying intersection angles there are also numerous irregularly shaped lots. Some smaller lots,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





Larger low density lots on the south 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.

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 setbacks, 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 multi-

ple 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 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 continue 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 (MARI-ON 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

minicked 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 (FROM 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

*CIAL/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 followed, and continually updated 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 every other place. 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.

CENTRAL BUSINESS DISTRICT

Downtown should retain its position as the activity hub, not only for the City but the surrounding area. Rather than expanding its geography, attention should instead focus on continued infill development, redevelopment, and 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, as well as special uses that are found to create pedestrian traffic and promote a vibrant community environment. 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 apart-

ments 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 and 2015 Market Study provide 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.

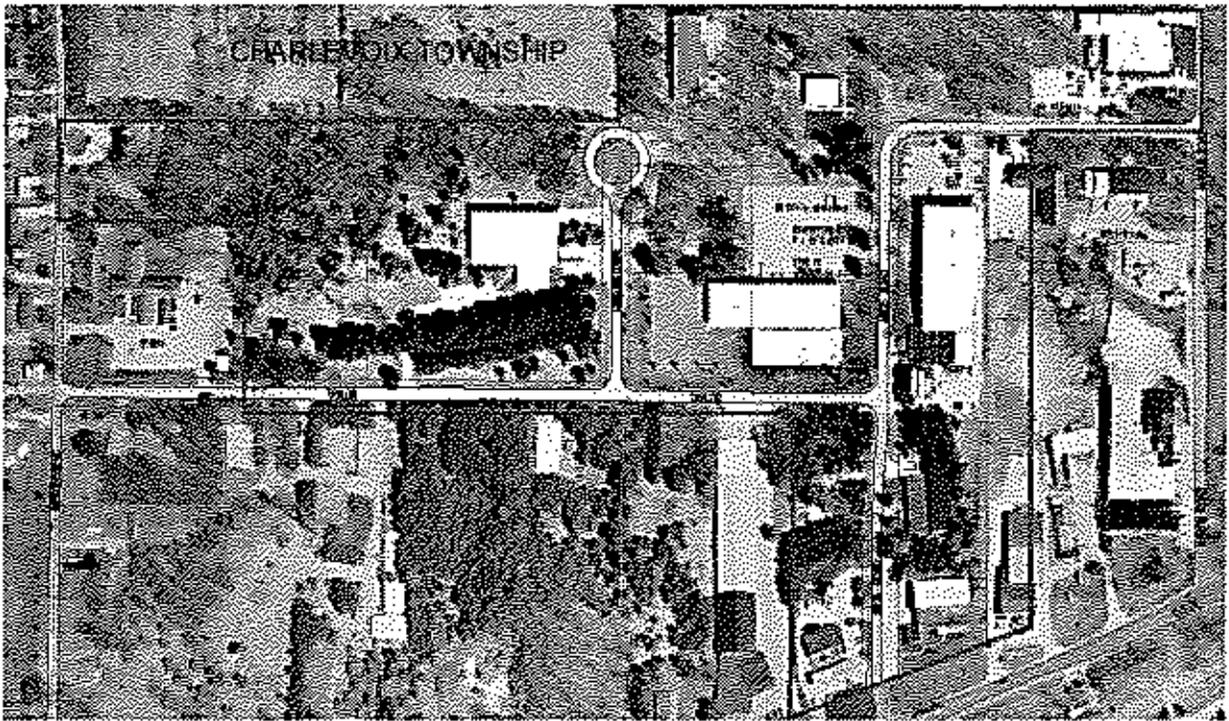
EMPLOYMENT AREAS

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 standardized zoning and expansion of the industrial park.

A growing trend in business park develop-

ment 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 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 throughout the industrial park could also spur economic development in the form of software companies, E-commerce (internet based sales), and even home based businesses.



The Ance Industrial Park on the north side of Charlevoix.

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 Depot, 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, setbacks, 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 former Charlevoix Middle School building.

4.4 Zoning Analysis and the Zoning Map.

The following Zoning Analysis provides a description of existing zoning districts established by the Zoning Ordinance adopted in 2013 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.

Future Land Use Plan Designation	Corresponding Zoning Districts
Low-Density Residential	R1 and some lots in R2. 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.
Medium-Density Residential	R2 - Medium Density Residential. These properties include the 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	R4 - Residential Planned High Density; is designed primarily for apartment and condominium style buildings with more units per acre than single family lots.
Residential Multi-family	R2A - Residential Medium Density - 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	PC - Private Club 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	CM - Commercial Mixed Use: 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.

Future Land Use Plan Designation	Corresponding Zoning Districts
Highway Commercial	The GC – General 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	CH: Commercial Hospitality and some properties in GC and CM: 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.
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	PF - Public Facilities: This designation includes public buildings such as the library, City Hall, the County building, and other municipal buildings.
Scenic Reserve	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 (2013) traffic counts show an average daily volume between 12,000 and 13,000 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. It is imperative on-street parking remain.

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, incorporated into the Zoning Ordinance, should 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 a local flying club, 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 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 begin-

ning in 2010. Planned future improvements include: new runway overlay and grooving, construction of new hangar facilities, new airfield runway lighting, new taxiway lighting, taxiway rehabilitation, and updating the Airport Master Plan/Lease Agreements/Minimum Standards/Rules & Regulations. 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.

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 paths connecting downtown to the Little Traverse Wheelway, as well as the Lake to Lake trail connecting Fisherman's Island State Park to town along US-31 and M-66. 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 inter-connected bicycle lanes, trails, and pathways throughout the broader community should continue to 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.

Chapter 5. Implementation

A master plan is only useful as long as it is implemented and consulted when making land use decisions. This Chapter prioritizes master plan projects, outlines potential funding sources, and includes an "Implementation Matrix." This matrix is basically a chart that includes the policies or action items contained in the plan. The matrix further defines who will be responsible for the action, what the potential funding sources are, and when the item should be completed.

5.1 Project Priorities

The actions listed below in the implementation matrix are listed with "priority numbers" described by the following: Priority 1 projects are those that should be given immediate and concentrated effort. These are the first projects that should be commenced after this Master Plan has been adopted. Any preliminary steps that must be taken to implement the action (such as seeking funding, changes in local ordinance, etc) should be commenced immediately. Those Priority 1 projects that have a longer time horizon should be revisited on an as-needed basis, and should be incorporated into other applicable long-term planning programs, such as capital improvement plans.

Priority 2 projects are those that are necessary to implement the plan, but either depend on commencement or completion of Priority 1 projects. Once commenced, however, these projects should be pursued until completion.

Priority 3 projects are those that implement elements of the plan, but are not urgent and can be delayed for a much longer period of

time. These projects are more susceptible to budgetary constraints.

Some projects within the matrix do not have a specific timing period because they are based on less predictable factors such as funding sources, etc. The timing for these projects is explained within the matrix.

5.2 Potential Funding Sources

The following is a partial list of funding sources. It is important to understand that these funding programs will change over time, and as such, should be monitored. Further, new potential sources of funding should be sought out as these sources disappear.

A. Community Development Block Grant Initiatives (CDBG)

Administered by the Michigan Economic Development Corporation (MEDC), this program may be available to Charlevoix and provides funding for downtown public infrastructure, façade improvements, planning, various building projects, rental rehabilitation, and small business assistance. The amount of funding available is based on the type of project being proposed. The website <http://www.michiganbusiness.org/community/development-assistance/#section1> contains extensive information on the program and its requirements. Any further questions regarding the program should be directed to:

Michigan Economic Development Corporation. 300 North Washington Square, 2nd Floor. Lansing, Michigan 48913

B. Façade Improvement Project

Michigan Main Street offers some services and additional grants are available through CDBG and other sources for communities that seek to target areas of traditional downtowns for improvements that will have a significant positive impact. The Downtown Façade Program is structured to provide commercial/mixed-use building façade improvements to sustain and minimize deterioration of downtowns. This program is based on the premise that the exterior improvements will stimulate additional private investment in the buildings and the surrounding area, attract, and increase the number of customers, thereby resulting in additional downtown economic opportunities. Proposals with multiple buildings are accepted and are encouraged. The request must identify whether the proposed project is located within a Downtown Development Authority, a Principal Shopping District, a Business Improvement Zone, a Corridor Improvement Authority, or a Historic District. (Note: the project is not required to be located in a development district.)

C. Signature Building Project

CDBG grants are available for communities seeking to acquire vacant, partially vacant, or substantially underused buildings located in downtowns for rehabilitation into a commercial/mixed use building that will hopefully result in job creation. This program enables a community to secure a building that is a focal point within the downtown for commercial rehabilitation purposes that will make a significant contribution to the overall downtown area. If the project is located within a Downtown Development Authority, a Principal Shopping District, a Business Improvement Zone, a Corridor Improvement Authority, or a Historic District, it should be identified as

such. (Note: the project is not required to be located in a development district.)

D. Downtown Infrastructure

CDBG grants are available to provide public infrastructure improvements that directly support private redevelopment projects in traditional downtowns. Public infrastructure includes items such as parking facilities, streetscape, public water or sanitary sewer lines and related facilities, streets, roads, bridges, and public utilities. The request must identify whether the proposed project is located within a Downtown Development Authority, a Principal Shopping District, a Business Improvement Zone, a Corridor Improvement Authority, or a Historic District. (Note: the project is not required to be located in a development district.)

E. Transportation Alternatives Program (TAP)

The Michigan Department of Transportation's program funds non-traditional road projects (outside the traditional curb and gutter) such as streetscapes, non-motorized paths, and historical restoration of transportation facilities. Among its primary goals is to support Michigan's entitlement communities for high-priority urban revitalization projects and, therefore, US-31/Bridge Street appear to be candidates. Any ACT 51 agencies (Cities, Villages, and Counties), MDOT, MDNR, Native American Tribes, and other Federal Agencies are eligible for this program and it accepts applications year-round. The program holds Selection Advisory Committee meetings year-round to determine which applications will be recommended for selection. A minimum 20% local match is required.

Further information about the program is available at www.michigan.gov/tea for the

online application and instructions, or by calling (517) 335-1069.

F. Michigan State Housing Development Authority

MSHDA offers a variety of loan products for low to moderate income homebuyers. All of the following products are 30-year, fixed-rate mortgages, allow the use of gift funds, and may be formally assumed (subject to approval).

- Conventional 95% to 97% loan to value
- Federal Housing Administration (FHA)
- United States Department of Veterans Affairs (VA)

G. Individual Development Accounts (IDAs)

Recognizing the need to support families emerging from poverty, this program encourages the accumulation of wealth and assets. IDAs are matched savings accounts designed to help low-income and low-wealth families accumulate a few thousand dollars for high return investments, including homeownership. Individuals must meet IDA program acceptance criteria, complete a financial management course and training related to their asset goal, and save money toward their future dream over a period of between six to thirty-six months. Once they have completed the program, their savings of up to \$1,000 is matched by the Michigan IDA Partnership (MIDAP) at a ratio of 3:1 for a home purchase. Program highlights include:

- Zero-interest, non-amortizing loan with no monthly payments.
- Maximum assistance is \$3,000.
- Available with MSHDA's FHA, Rural Development or 97 percent Conventional first mortgage.
- Funds may be used for down payment, closing costs, prepaid/escrow expenses

and a home inspection performed by a licensed home inspector.

- The loan is due upon sale or transfer of the property or if the first mortgage is refinanced or paid in full.

H. Department of Housing and Urban Development

The HOME Program provides formula grants to states and localities that communities use, often in partnership with local nonprofit groups to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership for low-income people. The incomes of households receiving HUD assistance must not exceed 80 percent of the area median. Eligible activities include site acquisition or improvement.

I. Commercial Rehabilitation Act

Public Act 210 of 2005 encourages the rehabilitation of commercial property that is 15 years old or older by abating the taxes on new investment. Commercial property is defined as a qualified facility primarily used in the operation of a commercial business. Certain residential improvements are also eligible for abatement, but land and personal property are not. The abatement process is similar to PA 146, the Obsolete Property Rehabilitation Act. The city must first hold a hearing to establish a Commercial Rehabilitation District and the county board of commissioners and all real property owners in the proposed district must be notified of the hearing. The district must be at least three acres in size unless it is located in a downtown or business area or contains a qualified retail food establishment.

J. Michigan Department of Natural Resources Land and Water Conservation Fund

Grants from this fund may be available for certain park, recreation and open space enhancement projects; specific criteria include:

Program Objectives: The objective is to provide grants to local units of government and to the state to develop land for outdoor recreation.

Criteria: Applications are evaluated using four criteria: project need, applicant history, site and project quality, and alignment with the state's recreation plan. Currently, the fourth criterion is determined to be primarily trails, community outdoor recreation, green technology in outdoor recreation, universal access and coordination and cooperation among recreation providers.

Applicant Eligibility: Any unit of government, including Native American tribes, school districts, or any combination of units in which authority is legally constituted to provide recreation. Local units of government, school districts, and local authorities must have a DNR-approved community five-year recreation plan to be eligible.

K. United States Department of Agriculture Rural Development Housing & Community Facilities Programs

Designed to develop essential community facilities for public use in rural areas, Community Facility Programs can make and guarantee loans for essential community facilities in rural areas and towns with a

population up to 20,000. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. Facilities include schools, libraries, childcare, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centers, public buildings and transportation. Community Programs utilizes three flexible financial tools to achieve this goal: the Community Facilities Guaranteed Loan Program, the Community Facilities Direct Loan Program, and the Community Facilities Grant Program.

L. American Recovery and Reinvestment Act: Opportunities in the Economic Stimulus Package

The level of potential assistance through the American Recovery and Reinvestment Act is significant and will depend on the type of program or project envisioned and coordination with other government agencies. The types of projects typically funded include "bricks and mortar" funding for a variety of state and municipal projects, transportation enhancements, rural development, education, economic development, Corporation for National and Community Service, and job training and employment services. The number of services available has decreased in the last 5 years, but some benefits are still available through the program.

M. Grants from private, non-profit foundations. Native American (tribes grants.)

5.3 Implementation Matrix

Ordinances, Guidelines, Plans and Policies				
Action	Responsibility	Timing	Priority	Funding
1. Update the Zoning Ordinance Regularly to address identified gaps and changing needs of the City.	Staff, Planning Commission, City Council	Annually	1	Local government
2. Pursue economic development: <ul style="list-style-type: none"> ▪ Continue collaboration with the Chamber, local governments and the business community regarding regional economic development. ▪ Support efforts to implement the comprehensive economic development strategy (CEDS) put out by Networks Northwest. ▪ Amend the tax abatement program and pursue policies that offer incentives to new business. ▪ Pursue goals outlined in the Economic Development Strategy prepared by the Chesapeake Group. ▪ Aggressively market businesses in emerging industries and implement the CEDS. ▪ Pursue expansion of Coast Guard Operations. ▪ Support and promote high speed internet and fiber optic networks. 	Staff, DDA, Chamber of Commerce, business leaders in the community.	Ongoing	2	Local government, Chamber, donations, M
Promote Charlevoix and the region as a viable place to live and work year-round. <ul style="list-style-type: none"> ▪ Promote diverse and viable housing options through incentives and flexible zoning requirements. 	Staff, DDA, Chamber of Commerce, CVB Charlevoix Board of Real-	Annually Ongoing	1 3	Local government, Chamber, donations, A, M

Ordinances, Guidelines, Plans and Policies

Action	Responsibility	Timing	Priority	Funding
<ul style="list-style-type: none"> ▪ Increase and expand the use of City properties for festivals and events. ▪ Work with the real-estate community to target specific groups interested in locating to the area. ▪ Investigate options for regulating rental property within the City through a rental inspection program, licensing fees, lodging taxes or other means. ▪ Explore the viability of expanding reduced tuition rates at North Central Michigan College for Charlevoix County residents. 	<p>tors, Staff, Chamber</p>			
<p>3. Enhance scenic beauty.</p> <ul style="list-style-type: none"> ▪ Enforce landscaping standards for commercial development, City parking lots and parks. ▪ Pursue Corridor Improvement Districts on M66 and US 31. ▪ Support Keep Charlevoix Beautiful's petunia planting program. 	<p>Staff, Planning Commission, Shade Tree Commission</p> <p>Staff, City and Charlevoix Township, Charlevoix County, MDOT</p>	<p>Ongoing</p> <p>Within 1 year</p> <p>2-3 years</p>	<p>1</p> <p>2</p>	<p>E, M</p>
<p>4. Enhance the Downtown Business District:</p> <ul style="list-style-type: none"> ▪ Establish and implement a downtown marketing plan. ▪ Support the Michigan Main Street Program. ▪ Expand downtown activities, events, and festivals year round. ▪ Encourage higher density and mixed uses. ▪ Pursue goals outlined in the Downtown Marketing Assessment and Development Strategy prepared by the Chesapeake Group. 	<p>Staff, DDA, Planning Commission, City Council, Chamber</p>	<p>Ongoing</p> <p>1 - 5 years</p>	<p>1</p>	<p>A, B, C, D, I, M</p>

Ordinances, Guidelines, Plans and Policies

Action	Responsibility	Timing	Priority	Funding
5. Natural resource protection <ul style="list-style-type: none"> ▪ Pursue a unified Storm-water Control Ordinance for Charlevoix County. ▪ Meet with the Charlevoix County Planning Commission to evaluate current and future industrial and/or mining operations. ▪ Pursue water quality protection measures alongside regional organizations. ▪ Coordinate Mt. McSauba usage with Charlevoix Township. 	Staff, Planning Commission, City Council, Charlevoix County.	1-3 years	2	J,M
6. Coordinate Transportation efforts. <ul style="list-style-type: none"> ▪ Meet annually with MDOT to discuss transportation issues and projects. ▪ Work with MDOT to study summertime traffic counts, review options, and evaluate development proposals. ▪ Hire a qualified transportation consultant, if financing is available, to evaluate transportation issues and recommended enhancements. 	Staff, MDOT, Staff, MDOT, Staff, City Council	Yearly Ongoing 2-3 years	1	E
7. Pursue alternative forms of transportation. <ul style="list-style-type: none"> ▪ Establish a City wide and regional bike route. ▪ Incorporate bike lanes into the design and future construction of streets and roads. ▪ Continue to support the Lake to Lake Trail initiative during its expansion phase. ▪ Inventory existing sidewalks and identify and prioritize new sidewalk connections. 	Staff, Planning Commission, Charlevoix Township, private citizens.	Ongoing	1	E, L, M, Private Donations.

Ordinances, Guidelines, Plans and Policies

Action	Responsibility	Timing	Priority	Funding
<ul style="list-style-type: none"> ▪ Provide Informational signage for pedestrians and bikers. ▪ Explore the viability of a multi-use transportation hub located at the City Airport. 				
<p>8. Hold annual meeting with Charlevoix Township to coordinate zoning districts and regulations.</p>	<p>Staff, Planning Commission</p>	<p>Yearly</p>	<p>1</p>	<p>NA</p>
<p>9. Provide high quality, cost effective, public services.</p> <ul style="list-style-type: none"> ▪ Study public service consolidation with surrounding communities. ▪ Increase municipal water, sewer, and electric users to spread out operational costs. ▪ Integrate Geographical Information Systems and revise capital improvement plans to more effectively predict and plan for future infrastructure upgrades. ▪ Prepare a facilities master plan that reflects future improvements, new buildings, and consolidating the Electric and Street Departments as advised by consultants. 	<p>Staff, City Council, Township and County government staff and officials.</p>	<p>Ongoing</p>		<p>Local Government</p>
<p>10. Pursue high environmental standards in City services, facilities, and operations.</p> <ul style="list-style-type: none"> ▪ Seek grant funding to complete a comprehensive study of the municipal stormwater management system. ▪ Provide signs at the Marina and City boat launch concerning boat maintenance and measures to control the spread of invasive species. ▪ Promote the County Recycling Program. 	<p>Staff, City Council, Planning Commission, Charlevoix County, Surrounding Townships.</p>	<p>Ongoing</p>	<p>3</p>	<p>J, K, L, M</p>

Ordinances, Guidelines, Plans and Policies

Action	Responsibility	Timing	Priority	Funding
<ul style="list-style-type: none"> ▪ Consider more fuel efficient vehicles when replacing the City fleet. ▪ Coordinate with the county and area townships to support renewable energy sources. ▪ Expand and improve the Energy Optimization Program by providing incentives and better educating residential and commercial users. ▪ Research the feasibility and potential grant opportunities available to power City buildings and facilities through alternative energy sources. ▪ Evaluate and test higher efficiency LED street lights. ▪ Coordinate with the DNR to provide proper signage regarding not dumping fish bait. 				

5.5 Conclusion

Although this plan is a comprehensive guide for land use planning over the next 20 years, there is no way to predict what changes may occur that are not contemplated in this document. Therefore, decisions related to development should be considered carefully in light of the recommendations of the Master Plan.

The Michigan Zoning Enabling Act (Act 110 of the Michigan Public Acts of 2006) requires Charlevoix’s Zoning Ordinance to be “based on a plan to promote the public health, safety and welfare, to encourage the use of lands in accordance with their character and adaptability, to limit the improper use of land, to conserve natural resources and energy, to meet the needs of the state’s residents for food, fiber and other natural

resources, places of residence and other uses of land.”

Since the zoning map is a part of the Zoning Ordinance, changes to zoning boundaries should be in conformance with the Master Plan. Change is constant and usually unpredictable, however, and there may be circumstances that warrant changes to the zoning boundaries that are not consistent with the Master Plan. If and when this occurs, the Master Plan should be updated to conform to the changed circumstances. Because of the time and process required for amending the Plan, such changes should be considered carefully.

The table below provides a list of evaluation factors that should be used to determine if a proposed development warrants a change to the land use designation on the Future

Land Use Plan map. If future development decisions take these factors into account, and if the Plan is reviewed on a regular basis and updated when necessary, then

Charlevoix can be assured that development will reflect the desires of its citizens, reflected through the adopted Master Plan.

Future Land Use Evaluation Factors	
<input checked="" type="checkbox"/>	Does the proposed new classification meet the qualifications noted in the appropriate section of the Master Plan?
<input checked="" type="checkbox"/>	Are the zoning districts and their uses that may apply to the new classification compatible with and appropriate in the vicinity of the property under consideration?
<input checked="" type="checkbox"/>	Have any conditions changed in the area since the Master Plan was adopted that justify this change?
<input checked="" type="checkbox"/>	Will there be any community impacts that should be considered, such as increased traffic, or others that might create a need for additional services or improvements?
<input checked="" type="checkbox"/>	Are there any environmental considerations that may be contrary to the intent of the existing or proposed classification of that land use?
<input checked="" type="checkbox"/>	Was the property improperly classified when the plan was adopted or amended? Are the qualities of the property (or area) different than those that are described in the plan?
<input checked="" type="checkbox"/>	Will there be any adverse effects on adjacent properties as a result of the proposed land use change?
<input checked="" type="checkbox"/>	What impacts will result on the public health, safety, and welfare?