



CHEBOYGAN COUNTY PLANNING COMMISSION

870 SOUTH MAIN ST. ■ PO BOX 70 ■ CHEBOYGAN, MI 49721
PHONE: (231)627-8489 ■ FAX: (231)627-3646

**CHEBOYGAN COUNTY PLANNING COMMISSION MEETING & PUBLIC HEARING
WEDNESDAY, JULY 3, 2019 AT 7:00 PM
ROOM 135 – COMMISSIONERS ROOM
CHEBOYGAN COUNTY BUILDING, 870 S. MAIN ST., CHEBOYGAN, MI 49721**

AGENDA – Revised 07/02/19

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

SCHEDULED PUBLIC HEARINGS

- 1.) **Terry Knaffle** - Requests an amendment of a Special Use Permit to construct three Indoor Storage Facilities, per Sections 9.3.24 (Indoor Storage Facilities) and 18.11 (Amendment of Special Use Permit) of the Zoning Ordinance. The subject property is zoned Agriculture and Forestry Management (M-AF) and is located at 12106 Inverness Trail, Beaugrand Twp., Section 35, Parcel #041-035-300-008-08.
- 2.) **Nicolas Bunker/Pat Schultz** – Requests a Special Use Permit to construct an Indoor Storage Facility, per Section 6.3.16 (Indoor Storage Facilities) of the Zoning Ordinance. The subject property is zoned Commercial Development (D-CM) and is located at 4901 Webb Road, Nunda Twp., Section 8, Parcel #251-008-106-051-00.

UNFINISHED BUSINESS

- 1.) Continuing Discussion Regarding Zoning for Tiny Homes and Accessory Dwelling Units.

NEW BUSINESS

- 1.) City of Cheboygan – Draft Master Plan Discussion

STAFF REPORT WITH UPDATE ON MASTER PLAN REVISION

PLANNING COMMISSION COMMENTS

PUBLIC COMMENTS

ADJOURNMENT



CHEBOYGAN COUNTY PLANNING COMMISSION

870 SOUTH MAIN ST., ROOM 103 ■ PO BOX 70 ■ CHEBOYGAN, MI 49721
PHONE: (231)627-8489 ■ TDD: (800)649-3777

CHEBOYGAN COUNTY PLANNING COMMISSION MEETING & PUBLIC HEARING WEDNESDAY, JUNE 5, 2019 AT 7:00 P.M. ROOM 135 – COMMISSIONER’S ROOM - CHEBOYGAN COUNTY BUILDING

PRESENT: Bartlett, Freese, Kavanaugh, Borowicz, Croft, Ostwald, Johnson, Delana
ABSENT: Lyon
STAFF: Jen Merk, Mike Turisk
GUESTS: Larry Wood, Eric Boyd, John F. Brown, Carl Muscott, Russell Crawford, Cheryl Crawford, Cal Gouine, C. Maziasz, John Moore

The meeting was called to order by Chairperson Croft at 7:00pm.

PLEDGE OF ALLEGIANCE

Chairperson Croft led the Pledge of Allegiance.

APPROVAL OF AGENDA

The meeting agenda was presented. Ms. Croft stated that Burt Township Amendments will be added to the agenda under Unfinished Business. **Motion** by Mr. Borowicz, seconded by Mr. Kavanaugh, to approve the agenda as amended. Motion carried. 8 Ayes (Bartlett, Freese, Kavanaugh, Borowicz, Croft, Ostwald, Johnson, Delana), 0 Nays, 1 Absent (Lyon)

APPROVAL OF MINUTES

The May 15, 2019 Planning Commission minutes were presented. **Motion** by Mr. Borowicz, seconded by Mr. Kavanaugh, to approve the meeting minutes as presented. Motion carried. 8 Ayes (Bartlett, Freese, Kavanaugh, Borowicz, Croft, Ostwald, Johnson, Delana), 0 Nays, 1 Absent (Lyon)

PUBLIC HEARING AND ACTION ON REQUESTS

Larry Wood - Requests a special use permit to construct an Indoor Storage Facility (Section 6.3.16). The properties are located at 9867 N. Straits Hwy. and 9879 N. Straits Hwy., Inverness Township, section 18, parcels #092-018-200-005-00 and #092-018-200-007-00 and are zoned Commercial Development (D-CM) and Agriculture and Forestry Management (M-AF). The proposed Indoor Storage Facility will be located in the Commercial Development Zoning District (D-CM).

Ms. Merk reviewed the background information contained in the staff report.

Ms. Croft asked for public comments. There were no public comments. Public comment closed.

The Planning Commission reviewed and approved the General Findings, the Finding of Fact Under Section 18.7 and the Specific Findings of Fact Under Section 20.10. **Motion** by Mr. Kavanaugh, seconded by Mr. Borowicz, to approve the special use permit based on the General Findings, Finding of Fact Under Section 18.7 and the Specific Findings of Fact Under Section 20.10 subject to meeting Department of Building Safety requirements. Motion carried unanimously.

U.A.W./Union Building Corp. - Requests a special use permit for a convenience store and covered addition per Section 10.3.4 (Retail Stores and Shops). The property is located at 2124 Maxon Road, Waverly Township, section 14, parcel #182-014-200-002-02 and is zoned Lake and Stream Protection (P-LS).

Mr. Turisk reviewed the background information contained in the staff report.

Mr. Freese stated that there were two problems identified in the staff report regarding wall signs and the parking requirements for the designation of a loading zone and parking spaces oriented such that they would be required to back directly into a street. Ms. Johnson stated that she didn't feel the signs were wall signs but rather canopy signs. Mr. Freese

agreed that they should be considered canopy signs, but that the parking and loading zone problems still had to be addressed.

Ms. Croft asked for public comments. There were no public comments. Public comment closed.

The Planning Commission added "Roof mounted signs are considered canopy signs." to the General Findings. The Planning Commission reviewed and approved the General Findings, the Finding of Fact Under Section 18.7 and the Specific Findings of Fact Under Section 20.10. **Motion** by Mr. Freese, seconded by Mr. Kavanaugh, to approve the special use permit based on the General Findings, Finding of Fact Under Section 18.7 and the Specific Findings of Fact Under Section 20.10 subject to

1. Approval of variances on parking requirements and loading zone requirements of the regulation
2. Meet Department of Buildings Safety Requirements on any future expansions
3. Meet District Health Department #4 Requirements on any future expansions

Motion carried. 8 Ayes (Bartlett, Freese, Kavanaugh, Borowicz, Croft, Ostwald, Johnson, Delana), 0 Nays, 1 Absent (Lyon)

UNFINISHED BUSINESS

Adoption of Planning Commission Bylaws

Motion by Mr. Freese, seconded by Mr. Kavanaugh, to adopt Planning Commission Bylaws. Motion carried. 8 Ayes (Bartlett, Freese, Kavanaugh, Borowicz, Croft, Ostwald, Johnson, Delana), 0 Nays, 1 Absent (Lyon)

Continuing Discussion on Zoning for Tiny Homes and Accessory Dwelling Units

Discussion held. Mr. Freese stated that the six questions mentioned in the "Practice Tiny Houses" manual should guide further discussion of this subject:

1. Do we want to allow the installation of tiny houses for long-term occupancy, and if so, in what parts of our community?
2. Do we want to accommodate only those tiny houses that meet our current building code or the federal manufactured home standards, or do we want to create exceptions for other tiny houses that can be made safe for long-term occupancy in other ways?
3. Do all tiny houses need to be installed on foundations and with connections to our electric, water, and sewer systems, or are there some areas (maybe rural areas) where we would allow them under other circumstances?
4. Are there areas of the community where they should be permitted as primary dwelling units?
5. Are there areas of the community where they should not be permitted as primary dwelling units, but would be acceptable as accessory dwelling units?
6. What changes to our building code, zoning ordinance, and subdivision regulations need to be made to achieve those results?

NEW BUSINESS

Zoning Ordinance Amendment #153 -- Deletion of Subsection 18.7.e. from the list of Standards for Special Land Use Approval

Discussion held. Ms. Johnson stated that this section should be reworded rather than being deleted. Mr. Freese stated that 18.7.e is too subjective. Mr. Turisk stated that legal counsel had suggested it be deleted. It was decided to reword this paragraph to decide if it should be changed or deleted.

Burt Township Zoning Ordinance Amendments

Mr. Kavanaugh stated that the cargo container amendment will not have an impact on the rest of the County. Mr. Borowicz noted that the sign amendment is more mind numbing than the Cheboygan County sign regulation. The Planning Commission questioned if cargo containers are completely banned or if they will be allowed on a temporary basis for periods of construction. Mr. Turisk stated he will discuss this with Burt Township. Discussion was held.

STAFF REPORT

No comments.

PLANNING COMMISSION COMMENTS

No comments.

PUBLIC COMMENTS

Commissioner Gouine asked for an update on an enforcement issue. Discussion was held.

Mr. Muscott stated that deleting subsection 18.7.e at this time might open the County to additional litigation in view of the Heritage Cove Farm case still being in litigation.

ADJOURN

Motion by Kavanaugh to adjourn. Motion carried. Meeting was adjourned at 8:45pm.

Charles Freese
Planning Commission Secretary

CHEBOYGAN COUNTY PLANNING COMMISSION

Terry Knaffle – Revised 07/03/19

Exhibit List

1. Cheboygan County Zoning Ordinance
2. Cheboygan County Master Plan
3. Special Use Permit Application (6 Pages)
4. Mailing List (2 Pages)
5. Real Estate Summary Sheet (1 Page)
6. Map of subject property with dimensions (1 Page)
7. Site Plan (1 Page)
8. Floor Plan (1 Page)
9. Floor Plan – Elevations (1 Page)
10. Letter from Ann Howard dated June 7, 2019. (1 Page)
11. Letter from Michael G. Heilman dated June 10, 2019. (1 Page)
12. Letter from Dan Socha/Inverness Twp. Fire Chief dated June 15, 2019. (1 Page)
13. Letter to Planning Commission Members from Terry Knaffle received June 19, 2019. (1 Page)
14. Email from Brent Shank/Cheboygan County Road Commission dated June 26, 2019. (1 Page)
15. Staff Report (5 Pages)
16. Letter from Bruce Socha and Natalie Socha dated June 27, 2019. (3 Pages)

The following items were added to the exhibit list on 07/03/19:

17. Comments From Bruce Socha Regarding Application Received 07/02/19 (16 Pages)
- 18.
- 19.
- 20.
- 21.

Note: Planning Commission members have exhibits 1 and 2.



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PROPERTY LOCATION

Address 12106 Inverness Tr.	City / Village Cheboygan	Twp / Sec BEAUGRAND 35	Zoning District M-AF
Property Tax I.D. Number 041-035-300-008-08	Plat or Condo Name / Lot or Unit No. N/A		

APPLICANT

Name Terry KNAFFLE	Telephone cell 231-290-3449	Fax _____
Address 3980 Levening Rd	City, State & Zip Cheb. Mich. 49721	E-Mail +KNAFFLE at hotmail.com

OWNER (If different from applicant)

Name SAME AS ABOVE	Telephone	Fax
Address	City, State & Zip	E-Mail

PROPOSED WORK

Type (check all that apply) <input checked="" type="checkbox"/> New Building <input type="checkbox"/> Reconstruction <input type="checkbox"/> Addition <input type="checkbox"/> Relocated Building <input type="checkbox"/> Change in Use or Additional Use <input type="checkbox"/> Sign, Type: _____ <input type="checkbox"/> Other: _____	Building/Sign Information Overall Length: 200 feet Overall Width: 30 feet Floor Area: 6000 sq. feet Overall Building Height: 8 feet Sign Area: Existing sq. feet Sign Height: Existing feet
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PROPOSED USE (check all that apply)

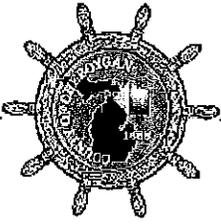
<input type="checkbox"/> Single-Family Residence	<input type="checkbox"/> Expansion / Addition	<input type="checkbox"/> Office	<input type="checkbox"/> Agricultural
<input type="checkbox"/> Duplex	<input type="checkbox"/> Garage or Accessory	<input type="checkbox"/> Commercial	<input type="checkbox"/> Institutional
<input type="checkbox"/> Multi-Family, # of units _____	<input checked="" type="checkbox"/> Storage	<input type="checkbox"/> Industrial	<input type="checkbox"/> Utility
<input type="checkbox"/> Other: _____			

Has there been a Site Plan or Special Use Permit approved for this parcel before? YES NO

If YES, date of approval: **12-05-01** Approved Use: _____

Directions to site: **Approx 1/2 mile north from Woiderski's Inverness trail**

SPECIAL LAND USE PERMIT APPLICATION



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1. Describe all anticipated activities (e.g. type of business, hours of operation, number of employees, etc). Attach additional sheets if needed.

Indoor Storage Facility 6am-10pm Self

Site Plan Standards.

PLEASE EXPLAIN HOW YOUR REQUEST MEETS EACH OF THE FOLLOWING STANDARDS

- a. The site plan shall be designed so that there is a limited amount of change in the overall natural contours of the site and shall minimize reshaping in favor of designing the project to respect existing features of the site in relation to topography, the size and type of the lot, the character of adjoining property and the type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Ordinance.

Yes

- b. The landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal, and by topographic modifications which result in smooth natural appearing slopes as opposed to abrupt changes in grade between the project and adjacent areas.

yes - the grade will be nearly identical to current topography

- c. Special attention shall be given to proper site drainage so that removal of storm waters will not adversely affect neighboring properties.

yes sand with Acton Stone Driveway

- d. The site plan shall provide reasonable, visual and sound privacy for all dwelling units located therein. Fences, walls, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and for the privacy of its occupants.

yes privacy fence South Side - natural growth North & East

- e. All buildings or groups of buildings should be so arranged as to permit emergency vehicle access by some practical means.

Yes - Wide driveways from Inverness Trail

- f. Every structure or dwelling unit shall have access to a public street, walkway or other area dedicated to common use.

Yes - Inverness Trail

- g. For subdivision plats and subdivision condominiums, there shall be a pedestrian circulation system as approved by the Planning Commission.

N/A

- h. Exterior lighting shall be arranged as follows:

- i. It is deflected away from adjacent properties.

no lighting / on property no power

- ii. It does not impede the vision of traffic along adjacent streets.

- iii. It does not unnecessarily illuminate night skies.

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SPECIAL LAND USE PERMIT APPLICATION

i. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Streets and drives which are part of an existing or planned street pattern which serves adjacent development shall be of a width appropriate to the traffic volume they will carry and shall have a dedicated right-of-way equal to that specified in the Master Plan.

yes

j. Site plans shall conform to all applicable requirements of state and federal statutes and the Cheboygan County Master Plan, and approval may be conditioned on the applicant receiving necessary state and federal permits.

yes

3. Size of property in sq. ft. or acres: 5.77

4. Present use of property:

Indoor Storage Facility

5. SUP Standards:

a. Is the property located in a zoning district in which the proposed special land use is allowed?

yes

b. Will the proposed special land use involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on the natural resources of the County or the natural environment as a whole? **Explain.** No

c. Will the proposed special land use involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on other conforming properties in the area by reason of traffic, noise, smoke, fumes, glare, odors, or the accumulation of scrap material that can be seen from any public highway or seen from any adjoining land owned by another person? **Explain.** No

d. Will the proposed special land use be designed, constructed, operated, and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned? **Explain.** yes - Existing very sensitive to nice looking grounds

e. Will the proposed special land use place demands on fire, police, or other public resources in excess of current capacity? **Explain.** No

f. Will the proposed special land use be adequately served by public or private streets, water and sewer facilities, and refuse collection and disposal services? **Explain.** yes / NO WATER, SEWER or GARBAGE dumpsters on site

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SPECIAL LAND USE PERMIT APPLICATION

- g. Will the proposed special land use will be adequately served by water and sewer facilities, and refuse collection and disposal services? NO - ~~There is no need for these~~
- h. Will the proposed special land use comply with all specific standards required under this Ordinance applicable to it (i.e. parking, setbacks, etc)? YES
6. Does the proposed use of the property include or involve either:
- Junk or salvage yard (Section 3.6) YES NO
 - Mineral extraction (Section 17.17) YES NO
- If YES, this application must include a written plan as described in the Zoning Ordinance.*
7. Attach a copy of Warranty Deed or other proof of ownership.
8. Attach a copy of certified Property Survey or dimensioned property land plat.

AFFIDAVIT

The undersigned affirms that the information and plans submitted in this application are true and correct to the best of the undersigned's knowledge.

Applicant's Signature

[Handwritten Signature]

Date

5-10-19

Does the property owner give permission for County zoning officials to enter his or her property for inspection purposes?

Yes No

Owner's Signature

[Handwritten Signature]

Date

5-10-19

FOR PLANNING/ZONING DEPT. USE ONLY

Date Received:	<u>5-21-19</u>	Notes:
Fee Amount Received:	<u>\$ 150.00</u>	
Receipt Number:	<u># 6714</u>	
Public Hearing Date:	<u>7-3-19</u>	

Planning/Zoning Administrator Approval:

Jennifer Meek
Signature

6-18-19

Date

SPECIAL LAND USE PERMIT APPLICATION

SITE PLAN REQUIREMENT CHECKLIST

(TO BE SUBMITTED WITH APPLICATION AND SITE PLAN)

ALL ITEMS LISTED BELOW MUST BE SUBMITTED IN ORDER FOR THIS APPLICATION TO BE DEEMED COMPLETE. INCOMPLETE APPLICATIONS WILL NOT BE REVIEWED OR PROCESSED. EACH SITE PLAN SHALL DEPICT THE ITEMS LISTED BELOW, EXCEPT FOR THOSE ITEMS DETERMINED DURING THE PRE-APPLICATION CONFERENCE TO NOT BE APPLICABLE.

PLACE A CHECK MARK NEXT TO EACH REQUIREMENT TO SHOW THAT THE INFORMATION HAS BEEN SUPPLIED OR THAT A WAIVER IS BEING REQUESTED. IF A WAIVER IS BEING REQUESTED PLEASE NOTE ON THE NEXT PAGE THE REASON FOR THE WAIVER. SIGN AND DATE THIS CHECKLIST WHEN ALL ITEMS HAVE BEEN COMPLETED. PLEASE SUBMIT THIS CHECKLIST WITH YOUR APPLICATION.

INFORMATION SUPPLIED	WAIVER REQUESTED	REQUIREMENT
✓		a. North arrow, scale and date of original submittal and last revision. Site plan is to be drawn at a scale of 1 inch = 100ft. or less.
✓		b. Seal of the registered engineer, architect, landscape architect, surveyor, planner, or other site plan preparer. Location of proposed and/or existing property lines, dimensions, legal descriptions, setback lines and monument locations.
✓		c. Location of existing and proposed public roads, rights-of-way and private easements of record and abutting streets.
	✓	d. Topography at maximum five foot intervals or appropriate topographic elevations to accurately represent existing and proposed grades and drainage flows.
N/A		e. Location and elevations of existing water courses and water bodies, including county drains and man-made surface drainage ways, stormwater controls, flood plains, and wetlands.
✓		f. Location of existing and proposed buildings and intended uses thereof.
Existing		g. Details of entryway and sign locations should be separately depicted with an elevation view.
✓		h. Location, design, and dimensions of existing and/or proposed curbing, barrier free access, carports, parking areas (including indication of all spaces and method of surfacing), fire lanes and all lighting thereof.
✓		i. Location, size, and characteristics of all loading and unloading areas.
N/A		j. Location and design of all sidewalks, walkways, bicycle paths and areas for public use as approved by the Planning Commission.
✓		k. Location of all other utilities on the site including but not limited to wells, septic systems, stormwater controls, natural gas, electric, cable TV, telephone and steam and proposed utility easements.
N/A		l. Proposed location, dimensions and details of common open spaces and common facilities such as community buildings or swimming pools if applicable.

SPECIAL LAND USE PERMIT APPLICATION

SITE PLAN REQUIREMENT CHECKLIST

(TO BE SUBMITTED WITH APPLICATION AND SITE PLAN)

INFORMATION SUPPLIED	WAIVER REQUESTED	REQUIREMENT
✓		m. Location and specifications for all fences, walls, and other screening features.
✓		n. Location and specifications for all existing and proposed perimeter and internal landscaping and other buffering features.
No lighting		o. Exterior lighting locations with area of illumination illustrated as well as the type of fixtures and shielding to be used.
N/A		p. Location, size and specifications for screening of all trash receptacles and other solid waste disposal facilities.
✓		q. Elevation drawing(s) for proposed commercial and industrial structures.
N/A		r. Location and specifications for any existing or proposed above or below ground storage facilities for any chemicals, salts, flammable materials, or hazardous materials as well
N/A		s. Floor plans, when needed to determine the number of parking spaces required.

PLEASE LIST THE REQUIREMENT FOR WHICH A WAIVER IS BEING REQUESTED. ALSO PROVIDE AN EXPLANATION/REASON FOR THE WAIVER REQUEST.

SECTION

REASON FOR WAIVER REQUEST

d	No change to topography

AFFIDAVIT

I CERTIFY THAT ALL SITE PLAN REQUIREMENTS (A THROUGH S) ARE DRAWN ON THE SITE PLAN, ATTACHED TO THIS APPLICATION AND/OR I AM REQUESTING A WAIVER. I CERTIFY THAT ALL INFORMATION AND DATA ATTACHED TO AND MADE PART OF THIS SPECIAL LAND USE PERMIT APPLICATION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

L. Knapp

SIGNATURE

5-10-19

DATE

041-035-300-008-08
OCCUPANT
12106 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-035-300-007-07
OCCUPANT
12160 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-035-300-008-07
OCCUPANT
12100 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-002-00
OCCUPANT
2051 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-034-400-006-00
OCCUPANT
12181 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-007-00
OCCUPANT
12143 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-008-00
OCCUPANT
12113 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-009-00
OCCUPANT
12067 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-035-300-007-03
OCCUPANT
12182 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-035-300-008-04
OCCUPANT
1824 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-008-03
OCCUPANT
1848 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-007-04
OCCUPANT
1940 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-002-00
OCCUPANT
1905 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-001-02
OCCUPANT
1941 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-001-01
OCCUPANT
1991 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-003-00
OCCUPANT
1845 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-008-08
KNAFFLE, TERRY & DEBORAH H/W
3980 LEVERING RD
CHEBOYGAN, MI 49721

041-035-300-007-07
MCKINLEY, DANIEL D
12160 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-035-300-008-07
HEILMAN, JANICE M &
12100 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-002-00
CLARK, MARTIN J; ROGER A CLARK &
10295 WING RD
CHEBOYGAN, MI 49721

041-034-400-006-00
GRIFFIN, JOYCE & CLAIR W/H
12181 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-007-00
SOCHA, GLENN W & NATHALIE H/W
12143 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-008-00
ROCHELEAU, MARY POND
12113 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-034-400-009-00
VOISIN, GARY
12067 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

041-035-300-007-06
HEILMAN, MICHAEL G
1750 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-008-04
HEILMAN, AMANDA AND
1824 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-008-03
HOWARD, ANN
1848 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-007-04
MANUEL, BEVERLY & JESSICA MANUEL JT
1940 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-002-00
GRAHAM, MARK & GAIL H/W
1905 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-001-02
ARILDSEN, TOM & ELAINE H/W
1941 WOIDERSKI RD
CHEBOYGAN, MI 49721

091-002-100-001-01
ARMANTROUT, ERVIN & HELEN H/W
595 O'BRIEN DR
CHEBOYGAN, MI 49721

091-002-100-003-00
GUENTERBERG, KARL & MARY H/W
1845 WOIDERSKI RD
CHEBOYGAN, MI 49721

041-035-300-007-03
SHALL, URSULA LE & RAYMOND SKIERA
979 OLD MACKINAW RD
CHEBOYGAN, MI 49721

Real Estate Summary Sheet

Information herein deemed reliable but not guaranteed

05/21/2019 10:28 AM

Parcel: 041-035-300-008-08
Owner's Name: KNAFFLE, TERRY & DEBORAH H/W
Property Address: 12106 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

Current Class: 200.200 COMMERCIAL
Previous Class: 200.200 COMMERCIAL
Gov. Unit: 041 BEAUGRAND
MAP #: 2018 NEW
School: 16015 CHEBOYGAN 16015
Neighborhood: CTY-C

Liber/Page: 1347/74
Split: / /

Created: 03/22/2018
Active: Active

Public Impr.: None
Topography: None

Mailing Address:

KNAFFLE, TERRY & DEBORAH H/W
3980 LEVERING RD
CHEBOYGAN MI 49721

Description:

COM AT SW COR SEC 35, T38N,R2W; TH N 0 D 41M 47S E ALG S SEC LI 437.97FT TO POB; TH N 0D 41M 47S E ALG W SEC LI 220FT TO N LI OF S1/2 OF SW1/4 OF SW1/4; TH N 89D 25M 42S E ALG N LI 392.37FT; TH S 0D 41M 47S W 220FT; TH S 89D 25M 42S W 392.37FT TO POB. **ALSO** PAR B: PT OF S1/2 OF SW1/4 OF SW1/4, SEC 35, T38N, R2W: COM AT SW COR OF SEC 35; TH N 89D 26M 29S E ALG S LI OF SEC 35, 638.14FT TO THE POB; TH N 00D 56M 38S E 655.16FT TO N LI OF S1/2 OF SW1/4 OF SW1/4; TH S 89D 41M 11S W ALG SD N LI 245.78FT; TH S 00D 33M 31S W 655.99FT TO S LI OF SEC 35; TH N 89D 26M 29S E 228.60FT TO POB. SPLIT ON 06/29/01 FROM 041-035-300-008-01; COMBINED ON 3/22/18 MBOR FROM 041-035-300-008-02 & 041-035-300-008-06 760/679;790/229;790/230;1084/116;1332/762;1347/74

Most Recent Sale Information

Sold on 11/03/2017 for 5,500 by PRZYBYLOWICZ, STACY.

Terms of Sale: ARMS-LENGTH

Liber/Page: 1347/74

Most Recent Permit Information

None Found

Physical Property Characteristics

2020 S.E.V.: 149,500

2020 Taxable: 149,500

Lot Dimensions:

2019 S.E.V.: 149,500

2019 Taxable: 149,500

Acreage: 5.77

Zoning:

Land Value: 18,464

Frontage: 0.0

PRE: 0.000

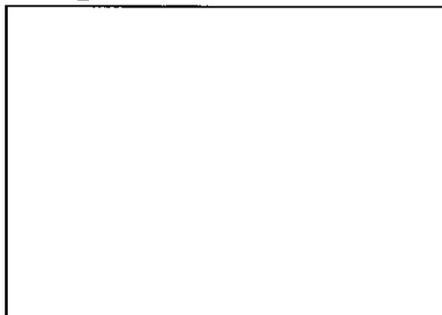
Land Impr. Value: 0

Average Depth: 0.0

Improvement Data

None

Image



041-035-300-007-07
MCKINLEY, DANIEL D

041-035-300-007-06
HEILMAN, MICHAEL G

N ↑

392'

245.78'

041-035-300-008-08

392'

041-035-300-008-07
HEILMAN,
JANICE M &

041-035-300-007-04
MANUEL, BEVERLY &
JESSICA MANUEL JT

WOIDERSKI RD

228.6'

091-002-100-001-01
ARMANTROUT, ERVIN
& HELEN H/W

091-002-100-001-02
ARILDSSEN, TOM
& ELAINE H/W

091-002-100-002-00
GRAHAM, MARK
& GAIL H/W

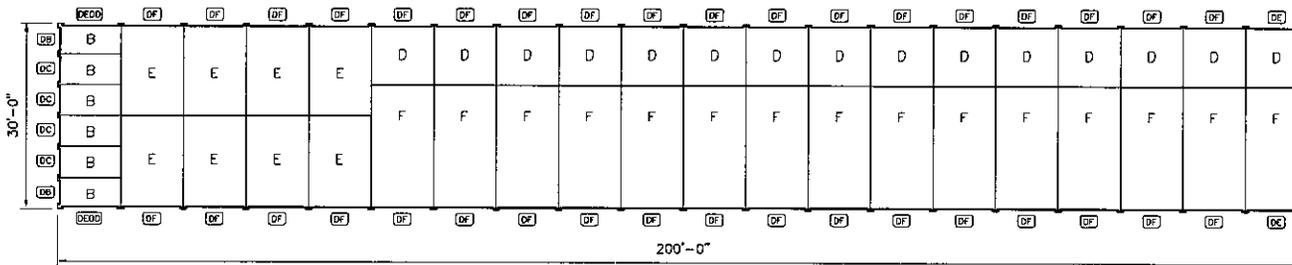
220

INVERNESS TRAIL RD

041-035-400-002-00
CLARK, MARTIN &
ROGER A CLARK

655'

041-035-000-000-00
NICHOLS, RAY



G - 30'-0" x 200'-0" x 8'-4" 1/4:12 PITCH GABLE BUILDING SYSTEM

UNIT MIX

LABEL	UNIT SIZE	# UNITS	%	SQ. FEET
B	5 x 10	6	13.6	300
D	10 x 10	15	34.1	1500
E	10 x 15	8	18.2	1200
F	10 x 20	15	34.1	3000
TOTAL		44	100	6000

DOOR SCHEDULE						
QTY	CODE	TYPE	SIZE	ROUGH OPENING	MANUF.	DESCRIPTION
2	DB	ROLL-UP	3'-8" x 7'-0"	3'-8" x 7'-0"	TRAC-RITE/eq.	ROLL-UP DOOR, 944
4	DC	ROLL-UP	4'-0" x 7'-0"	4'-0" x 7'-0"	TRAC-RITE/eq.	ROLL-UP DOOR, 944
2	DE	ROLL-UP	8'-8" x 7'-0"	8'-8" x 7'-0"	TRAC-RITE/eq.	ROLL-UP DOOR, 944
2	DEDD	ROLL-UP	8'-8" x 7'-0"	8'-8" x 7'-0"	TRAC-RITE/eq.	NON-OPERATIONAL DOOR, 944
36	DF	ROLL-UP	9'-0" x 7'-0"	9'-0" x 7'-0"	TRAC-RITE/eq.	ROLL-UP DOOR, 944

ROLL-UP DOORS MEET ASTM E330

DOOR SIZES MAY VARY DUE TO ENGINEERING ISSUES

** THE ABOVE PLAN MAY NOT REFLECT THE IMPLICATIONS OF SECTION 903.2.9 OF THE 2012 OR 2015 IBC CODE WHICH MAY REQUIRE 3 HOUR FIREWALLS EVERY 2,500 SQFT OR MAY REQUIRE YOU TO SPRINKLE THE BUILDING.

*** TRACHTE RECOMMENDS (IN USA ONLY) THAT ALL PROJECTS REQUIRE A NUMBER OF UNITS BE ADA ACCESSIBLE, IF A CUSTOMER CHOOSES TO NOT CONFORM TRACHTE WILL NOT BE HELD ACCOUNTABLE.

"NOTICE"

NO FABRICATION CAN BE SCHEDULED OR BEGUN UNTIL "APPROVED" OR "APPROVED AS NOTED" DOCUMENTS ARE RECEIVED BY TRACHTE BUILDING SYSTEMS.

COMPLETE THE FOLLOWING:

- ___ APPROVED - RELEASE FOR FABRICATION
- ___ APPROVED AS NOTED - RELEASE FOR FABRICATION
- ___ NOT APPROVED - REVISE AND RESUBMIT

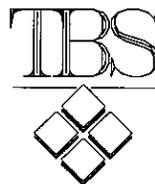
SIGNATURE _____

COMPANY _____

DATE ____/____/____

TRACHTE BUILDING SYSTEMS, Inc.

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Revisions:		By:
Name: Rick	Scale: 1 = 30'	Date: 11/22/17

Job Description:	PAGE
PROPOSED STORAGE SYSTEM FOR: Terry Knaffle	
Cheboygan, MI	
Sheet Title	Plan #
FLOOR PLAN	28027 D



SIDE WALL ELEVATION

8'-4"



END WALL ELEVATION



END WALL ELEVATION

b

"NOTICE"

NO FABRICATION CAN BE SCHEDULED OR BEGUN UNTIL "APPROVED" OR "APPROVED AS NOTED" DOCUMENTS ARE RECEIVED BY TRACHTE BUILDING SYSTEMS.

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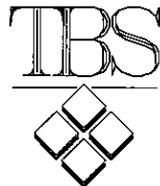
SIGNATURE _____

COMPANY _____

DATE ____/____/____

TRACHTE BUILDING SYSTEMS, Inc.

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Revisions:		By:
Name: Rick	Scale: 1 = 30'	Date: 11/22/17

Job Description:	PAGE
PROPOSED STORAGE SYSTEM FOR: Terry Knaffle	
Cheboygan, MI	
Sheet Title	Plan #
FLOOR PLAN	28027 D

June 7, 2019

To whom it may concern,

I do not have any issues with Terry Knaffle building additional storage units on his property. I have never had any problems or disturbances from the current storage units since I moved in four years ago. Terry's property lines up behind mine and I have no concerns regarding this matter.

Sincerely,

A handwritten signature in blue ink that reads "Ann Howard". The signature is fluid and cursive, with a large loop at the end of the last name.

Ann Howard
1848 Woiderski Rd
Cheboygan, MI 49721
231.420.0702

June 10, 2019

RE: Knaffle's Mini Storage/12106 Inverness Trail Road

To Whom it May Concern:

I am the neighbor that borders the entire ~~North~~ side of the Knaffle's Mini Storage property and I have owned this property for several years. Mr. Knaffle runs a very good operation with an ideal location that is close to town and accessible to both in and out of towners.

I spend quite a bit of time at my property and I do not have any concerns regarding an additional building being erected on the property. I have never had any issues with trespassing or noise complaints. The property is always kept very clean and is visually appealing, the grass is always mowed and trimmed and there is no litter on the premises. All of the contents of the units remain behind closed doors, there are never items left outside or strewn about the premises. Mr. Knaffle maintains the property very well. If a new building is built, it will not be seen by any of the existing homes in the surrounding area or from the roadway.

I do not have any opposition to a new storage unit being built on the back side of the property. Please feel free to contact me if you have any further questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Heilman', with a large, stylized flourish extending to the right.

Michael G. Heilman

INVERNESS FIRE DEPARTMENT
1195 WOIDERSKI ROAD
CHEBOYGAN, MICHIGAN 49721
(231) 627-3301

June 15, 2019

Cheboygan County Planning & Zoning Department
870 South Main Street, Room 103
P.O. Box 70
Cheboygan, Michigan 49721

To Whom It May Concern:

The Inverness Fire Department is not opposed to the recent proposal by Knaffle's Mini Storage to build additional storage structures at 12106 Inverness Trail Road in Beaugrand Township.

We find that there will be adequate access for our trucks, equipment and operations should an emergency arise.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Dan Socha', written in a cursive style.

Dan Socha
Fire Chief

To all Planning & Zoning Members:

As you enter into the premises of Knaffle's Mini Storage, please pay special attention to the wooden fence on the South side which completely blocks any vehicles from being seen from the neighboring property and/or any headlights that may shining in that direction. As you exit, please notice that there are no houses directly across from either driveway, you are looking directly into a wooded area.

RECEIVED

JUN 19 2019

**Cheboygan County
Planning & Zoning Department**

Deborah Tomlinson

From: Brent Shank <mgr@chcrc.com>
Sent: Wednesday, June 26, 2019 1:04 PM
To: Deborah Tomlinson
Subject: Re: SUP Amend Appl - Terry Knaffle
Attachments: mgr.vcf

Debbie,

The driveway for the use proposed will need to meet commercial standards. Concrete curb and gutter and a hard surface within the right of way.

Thank you,

Brent Shank, P.E.

Engineer/Manager

Cheboygan County Road Commission

mgr@chcrc.com

(231) 238-7775

On 6/24/2019 3:49 PM, Deborah Tomlinson wrote:

The following is a link to a special use permit amendment application for Terry Knaffle: <http://www.cheboygancounty.net/planning--zoning-31/#sect-1093>. This application will be reviewed at the 07/03/19 Planning Commission meeting. Please review this application and site plan and email me any comments as soon as possible.

Thank you!!

Debbie

Debbie Tomlinson
Cheboygan County
Planning & Zoning Department
PO Box 70, 870 South Main Street
Cheboygan, MI 49721
(231)627-8489 phone
(231)627-3646 fax
debbiet@cheboygancounty.net



CHEBOYGAN COUNTY PLANNING AND ZONING DEPARTMENT

CHEBOYGAN COUNTY BUILDING ■ 870 S. MAIN STREET, PO BOX 70 ■ CHEBOYGAN, MI 49721

PHONE: (231)627-8489 ■ FAX: (231)627-3646

www.cheboygancounty.net/planning/

STAFF REPORT

<p>Item: Amendment to a Special Use Permit to construct three Indoor Storage Facilities in Agriculture and Forestry Management (M-AF) zoning district, per Section 9.3.24 of the Zoning Ordinance.</p>	<p>Prepared by: Jennifer Merk</p>
<p>Date: June 25, 2019</p>	<p>Expected Meeting Date: July 3, 2019</p>

Applicant, Property Owner(s) and Contact: Terry Knaffle

Phone: 231-290-3449

Property Location: 12106 Inverness Trail Road, Beaugrand Township

Requested Action: Approval of an amendment to Special Use Permit to construct three Indoor Storage Facilities in an Agriculture and Forestry Management (M-AF) zoning district.

BACKGROUND INFORMATION

The applicant owns Knaffle Mini Storage located on a 5.77-acre parcel that is accessed off Inverness Trail Road. The applicant was originally approved for a Special Use Permit for storage unit buildings on May 30, 2001. On December 5, 2001, the Planning Commission approved an expansion of hours of operation to 6:00 am to 10:00 pm, 7 days a week. An amendment to a Special Use Permit was approved by the Zoning Administrator on August 25, 2014 to move construction of buildings numbered 4, 5, and 6 forward ten feet per the original site plan drawing. On March 28, 2018 the applicant was denied a variance from section 17.27.3 which stated that Indoor Storage Facilities shall be located on a county primary road or state trunkline which stopped the applicant from expanding the indoor storage facility use on the property. The Zoning Ordinance was amended on March 1, 2019 to remove the condition for Indoor Storage Facilities to be located on a county primary road or state trunkline.

Currently there are seven indoor storage structures on the subject property. Three indoor storage structures are proposed to be constructed on the northeast portion of the site. One proposed indoor storage structure is staked out while the second and third proposed

structures are for future needs. The submitted site plan indicates that the proposed indoor storage facilities will offer forty-four (44) individual storage units per structure. The applicant is proposing to rent units to individuals under indoor storage facility use within the building.

Indoor storage facility is a use that requires a special use permit in the Agriculture and Forestry Management District (M-AF) per section 9.3.24 and subject to the requirements of section 17.27.1 of the Zoning Ordinance.

Indoor Storage Facility is defined in Article 2 as follows:

INDOOR STORAGE FACILITY

Any structure that is limited to indoor storage, for a fee, of goods, materials, or personal property which may provide individual renters to control individual storage spaces. No other commercial activities shall be allowed.

Current Zoning:

Current zoning of the subject property is Agriculture and Forestry Management (M-AF).

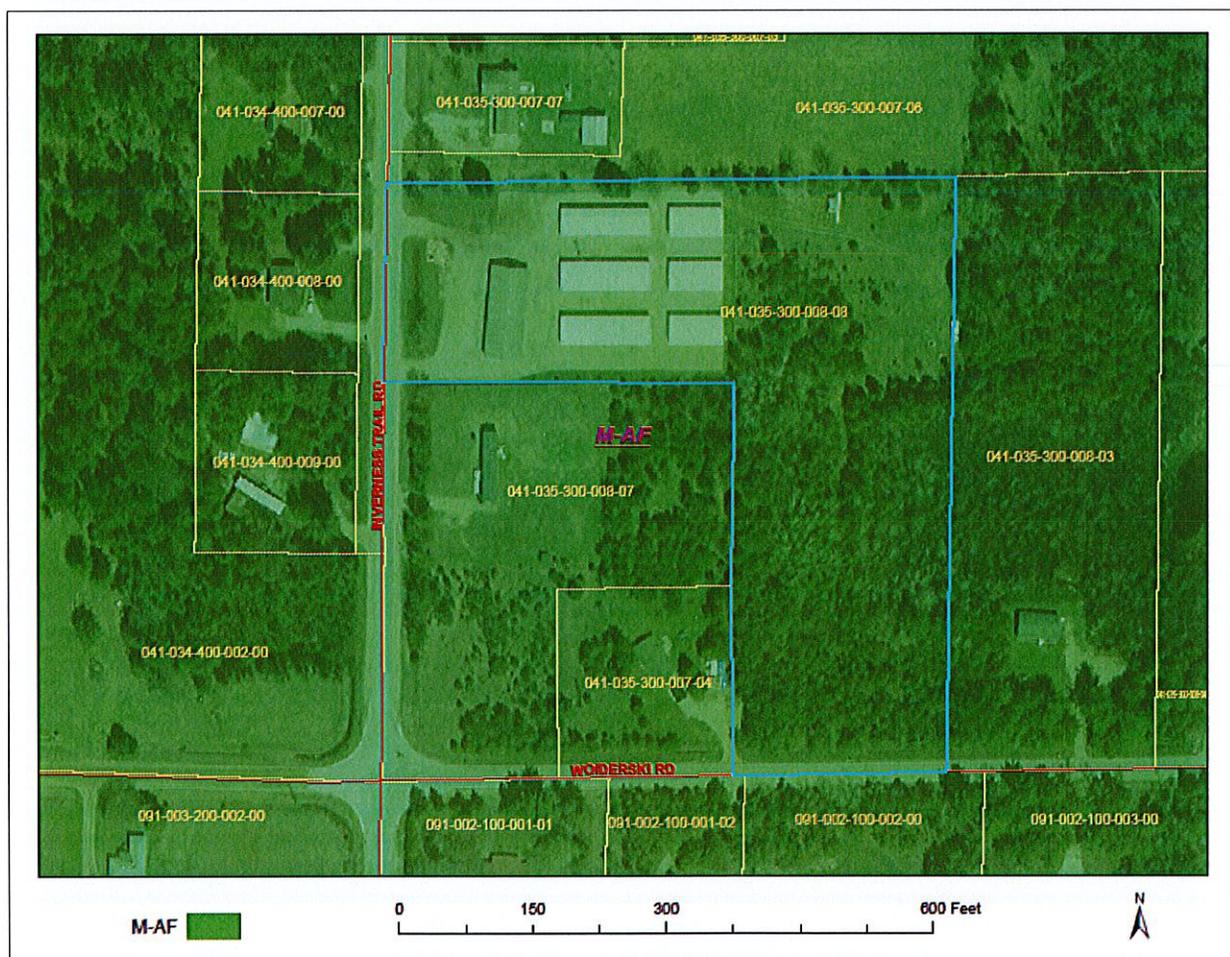


Fig. 1: Zoning of the subject and surrounding properties
Green=Agriculture and Forestry Management (M-AF)

Surrounding Zoning:

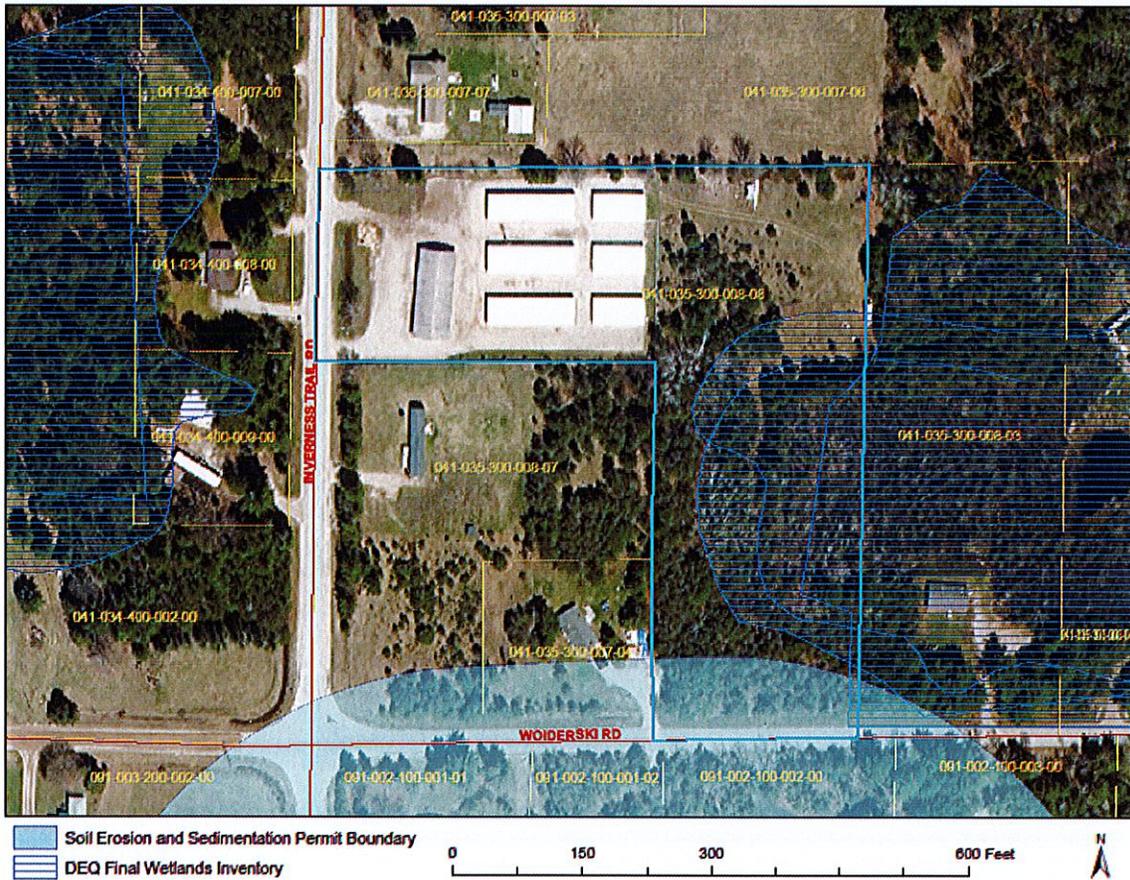
Agriculture and Forestry Management (M-AF) zoning districts are located to the north, east, south and west of the subject property.

Surrounding Land Uses:

Residential land uses exist to the north, east, south and west of the subject property. Some residential uses are on large parcels of land that are open and/or forested which is characteristic of the Agricultural and Forestry Management (M-AF) zoning district.

Environmentally Sensitive Areas (steep slopes, wetlands, woodlands, stream corridor, floodplain):

According to the Final Wetlands Inventory Database, wetlands may be present on the portion of the property nearest to Woiderski Road. The proposed indoor storage structures designated on the site plan as number one (1) and two (2) would not be within the boundary. Proposed indoor storage structure number three (3) may be within the wetland inventory database boundary, and may need Michigan Department of Environment, Great Lakes, and Energy (EGLE) wetlands review.



Public Comment:

Two neighbors adjacent to the subject property have submitted letters in support of the applicant and his business. One letter was submitted citing concerns about the use of the property.

Historic Buildings/Features:

There are no known historic buildings on the subject property. Seven indoor storage facility structures are located on the subject property.

Traffic Implications:

The site is located off of Inverness Trail Road. The proposed addition of three indoor storage facility structures will increase traffic but not likely generate significant traffic impacts.

Parking:

The Zoning Ordinance does not provide for minimum parking requirements for indoor storage facilities.

Access and street design: (secondary access, pedestrian access, sidewalks, residential buffer, ROW width, access to adjacent properties):

There are two existing driveways off Inverness Trail Road that access the applicant's property and business (Knaffle's Mini Storage).

Signs:

Signs already exist on the subject property. No additional sign(s) are proposed.

Fence/Hedge/Buffer:

Indoor storage facilities within Agriculture and Forestry Management District shall comply with the supplemental regulations and standards in section 17.27 of the Zoning Ordinance especially section 17.27.1 as it relates to fences, hedges and buffers:

17.27.1. A solid evergreen hedge, wall or fence a minimum of 6 feet in height shall be placed a minimum of 3 feet from a rear or side lot line which screens all Indoor Storage Facilities from adjoining lots which are under different ownership.

A solid six foot high wood privacy fence separates the subject property from the south adjacent property owner on Inverness Trail for a distance of 240 feet and then continues with six foot high chain link fence the remainder of the distance. The north and east property boundary contains a buffer of natural tree and vegetation growth.

Lighting:

No lighting is proposed for this project or is currently provided for the existing seven indoor storage facility structures. Power is not provided on the subject property.

Stormwater management:

The applicant indicates storm water retention will be maintained on the subject property.

Review or permits from other government entities:

Applicable permits from the County's Department of Building Safety Building will be required. Cheboygan County Road Commission stated the driveway will need to meet commercial standards.

Recommendations (proposed conditions):

1. Prior to construction, obtain all applicable building permits from the County's Department of Building Safety.

2. Comply with Cheboygan County Road Commission commercial driveway standards for the proposed use.

Photos of the subject property:



①

Planning Commission
Members

June 27/2019

Again I give my concerns for the property and business of Terry Knaffle located in Beaugrand twp, Inverness Trail road 12106 Property tax I.D. 041-035-300-008-08 Cheboygan, Mi.

I first voiced concern when a S.U.P. was given by Beaugrand twp zoning to operate a ceramic and wreath business over 30 years ago. My concern back then was not about their business as ~~as~~ ceramics and wreaths but what it could become in their future or someone else's. (changing business to something else, run down, selling and new owners or even forfeit property to bank foreclouser or tax sale.)

That concern has come true with Mr Knaffle purchasing the property around 2001. and a complaint filed to control the hours of operation (head lights, noisy vehicles, loud talk and yelling, noise) shortly after. Mr Knaffle ^{again} purchased adjoining property in late 2017. The property runs east and then south to Woiderski road.

2

It was then annex to his existing property and applied for a Variance in March of 2018 which was denied due to fact it is not on a class A Road. (Inverness Trail rd is under a speed and weight restriction in the Spring.)

A year later March of 2019 Cheboygan County Amended that to include secondary roads (Amendment #151 Reserved for future use.)

If it be Mr Knattle or someone else this will continue to grow, expand, be out of business, rundown or become something else as no one can predict the future. and only brings with it more negative issues and effects to the neighborhood and more positive to the owner and tax revenue for the County.

③
Safety Issues and Security Issues

Most storage people are transients.
No one to monitor behavior or issues.

contents of storage?

illegal or dangerous?

Neighborhood property value down
drinking

Noisy vehicles

Noise

head lights in windows.

Water drainage Issues

More traffic

More people

more altercations

Thank You

Bruce N. Sehn

Natalie Sehn



**CHEBOYGAN COUNTY
PLANNING & ZONING DEPARTMENT**

870 S. MAIN ST., RM. 103 • PO BOX 70 • CHEBOYGAN, MI 49721
PHONE: (231)627-8489 • FAX: (231)627-3646

SPECIAL LAND USE PERMIT APPLICATION

1. Describe all anticipated activities (e.g. type of business, hours of operation, number of employees, etc). Attach additional sheets if needed.

Indoor Storage Facility 6am-10pm Self

Site Plan Standards.

PLEASE EXPLAIN HOW YOUR REQUEST MEETS EACH OF THE FOLLOWING STANDARDS

a. The site plan shall be designed so that there is a limited amount of change in the overall natural contours of the site and shall minimize reshaping in favor of designing the project to respect existing features of the site in relation to topography, the size and type of the lot, the character of adjoining property and the type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Ordinance.

yes

b. The landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal, and by topographic modifications which result in smooth natural appearing slopes as opposed to abrupt changes in grade between the project and adjacent areas.

yes - the grade will be nearly identical to current topography

c. Special attention shall be given to proper site drainage so that removal of storm waters will not adversely affect neighboring properties.

yes sand with Acton Stone Driveway

d. The site plan shall provide reasonable, visual and sound privacy for all dwelling units located therein. Fences, walls, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and for the privacy of its occupants.

yes privacy fence South Side - natural growth North & East

e. All buildings or groups of buildings should be so arranged as to permit emergency vehicle access by some practical means.

yes - wide driveways from Inverness Trail

f. Every structure or dwelling unit shall have access to a public street, walkway or other area dedicated to common use.

yes - Inverness Trail

g. For subdivision plats and subdivision condominiums, there shall be a pedestrian circulation system as approved by the Planning Commission.

N/A

h. Exterior lighting shall be arranged as follows:

- i. It is deflected away from adjacent properties. no lighting / on property
- ii. It does not impede the vision of traffic along adjacent streets. _____
- iii. It does not unnecessarily illuminate night skies. _____

(c.) water pools on North side of project and into adjacent residence. see photo C1 and C2



A Large Amount of Storm Water flows South onto the property of Janice Heilmann. see photo 1-4

His site plan includes approximately 3 acres of hard packed Acton Stone drives and storage roofs. one inch of rain fall will generate 81,000 gal. of water that will have to be diverted. Its bad now.

(b) does have abrupt changes in grade between the project and adjacent areas. See photo. Also will have to be filled b1, b2 approximately 2' for the proposed new buildings to match the grade of the existing building grade.

(d) No protection or privacy from headlight glare, noise or onlookers to residences to West. see photo





CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT

870 S. MAIN ST., RM. 103 • PO BOX 70 • CHEBOYGAN, MI 49721
PHONE: (231)627-8489 • FAX: (231)627-3646

SPECIAL LAND USE PERMIT APPLICATION

i. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Streets and drives which are part of an existing or planned street pattern which serves adjacent development shall be of a width appropriate to the traffic volume they will carry and shall have a dedicated right-of-way equal to that specified in the Master Plan.

yes

j. Site plans shall conform to all applicable requirements of state and federal statutes and the Cheboygan County Master Plan, and approval may be conditioned on the applicant receiving necessary state and federal permits.

yes

3. Size of property in sq. ft. or acres: 5.77

4. Present use of property:

Indoor Storage Facility

5. SUP Standards:

a. Is the property located in a zoning district in which the proposed special land use is allowed?

yes

b. Will the proposed special land use involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on the natural resources of the County or the natural environment as a whole? Explain. No

(c.) No control over loitering, noise, glare or traffic.

c. Will the proposed special land use involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on other conforming properties in the area by reason of traffic, noise, smoke, fumes, glare, odors, or the accumulation of scrap material that can be seen from any public highway or seen from any adjoining land owned by another person? Explain. No

d. Will the proposed special land use be designed, constructed, operated, and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned? Explain. yes - existing very sensitive to nice looking grounds

(d.) will diminish the opportunity for surrounding properties to be used and developed as zoned.

e. Will the proposed special land use place demands on fire, police, or other public resources in excess of current capacity? Explain.

No

f. Will the proposed special land use be adequately served by public or private streets, water and sewer facilities, and refuse collection and disposal services? Explain. yes / NO WATER, SEWER

OR GARBAGE DUMPSTERS ON SITE



CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT

870 S. MAIN ST., RM. 103 • PO BOX 70 • CHEBOYGAN, MI 49721
PHONE: (231)627-8489 • FAX: (231)627-3646

g. Will the proposed special land use will be adequately served by water and sewer facilities, and refuse collection and disposal services? NO - There is no need for these

h. Will the proposed special land use comply with all specific standards required under this Ordinance applicable to it (i.e. parking, setbacks, etc)? yes

6. Does the proposed use of the property include or involve either:

- Junk or salvage yard (Section 3.6) YES NO
- Mineral extraction (Section 17.17) YES NO

If YES, this application must include a written plan as described in the Zoning Ordinance.

7. Attach a copy of Warranty Deed or other proof of ownership.

8. Attach a copy of certified Property Survey or dimensioned property land plat.

Answer (h.) NO - Water Issues from storm drainage.

Note: DEQ stopped a Resident East of Mr Knaffle from filling in wet land,

AFFIDAVIT

The undersigned affirms that the information and plans submitted in this application are true and correct to the best of the undersigned's knowledge.

Applicant's Signature [Signature] Date 5-10-19

Does the property owner give permission for County zoning officials to enter his or her property for inspection purposes?

Yes No

Owner's Signature [Signature] Date 5-10-19

PLANNING/ZONING DEPARTMENT

Date Received:	5-21-19	Notes:
Fee Amount Received:	\$ 150.00	
Receipt Number:	# 6714	
Public Hearing Date:	7-3-19	

Planning/Zoning Administrator Approval:

Jennifer Meek Signature 6-18-19 Date

SPECIAL LAND USE PERMIT APPLICATION

041-035-300-007-07
MCKINLEY, DANIEL D

041-035-300-007-08
HEILMAN, MICHAEL G

N ↑

392'

245.78'

041-035-300-008-08

392'

041-035-300-008-07
HEILMAN,
JANICE M &

041-035-300-007-04
MANUEL, BEVERLY &
JESSICA MANUEL JT

WOIDERSKI RD

228.6'

091-002-100-001-01
ARMANTROUT, ERVIN
& HELEN H/W

091-002-100-001-02
ARILDSSEN, TOM
& ELAINE H/W

091-002-100-002-00
GRAHAM, MARK
& GAIL H/W

220

INVERNESS TRAIL RD

091-004-002-002-00
CLARK, MARTIN
ROGER & CLARK

655'

WIDERSKI
RD

Parcel: 041-035-300-008-08
Owner's Name: KNAFFLE, TERRY & DEBORAH H/W
Property Address: 12106 INVERNESS TRAIL RD
CHEBOYGAN, MI 49721

Current Class: 200.200 COMMERCIAL
Previous Class: 200.200 COMMERCIAL
Gov. Unit: 041 BEAUGRAND
MAP #: 2018 NEW
School: 16015 CHEBOYGAN 16015
Neighborhood: CTY-C

Liber/Page: 1347/74 Created: 03/22/2018
Split: / / Active: Active
Public Impr.: None
Topography: None

Mailing Address:

Description:

KNAFFLE, TERRY & DEBORAH H/W
3980 LEVERING RD
CHEBOYGAN MI 49721

COM AT SW COR SEC 35, T38N,R2W; TH N 0 D 41M 47S E ALG S SEC LI 437.97FT TO POB; TH N 0D 41M 47S E ALG W SEC LI 220FT TO N LI OF S1/2 OF SW1/4 OF SW1/4; TH N 89D 25M 42S E ALG N LI 392.37FT; TH S 0D 41M 47S W 220FT; TH S 89D 25M 42S W 392.37FT TO POB. **ALSO** PAR B: PT OF S1/2 OF SW1/4 OF SW1/4, SEC 35, T38N, R2W: COM AT SW COR OF SEC 35; TH N 89D 26M 29S E ALG S LI OF SEC 35, 638.14FT TO THE POB; TH N 00D 56M 38S E 655.16FT TO N LI OF S1/2 OF SW1/4 OF SW1/4; TH S 89D 41M 11S W ALG SD N LI 245.78FT; TH S 00D 33M 31S W 655.99FT TO S LI OF SEC 35; TH N 89D 26M 29S E 228.60FT TO POB. SPLIT ON 06/29/01 FROM 041-035-300-008-01; COMBINED ON 3/22/18 MBOR FROM 041-035-300-008-02 & 041-035-300-008-06 760/679;790/229;790/230;1084/116;1332/762;1347/74

Most Recent Sale Information

Sold on 11/03/2017 for 5,500 by PRZYBYLOWICZ, STACY.

Terms of Sale: ARMS-LENGTH Liber/Page: 1347/74

Most Recent Permit Information

None Found

Physical Property Characteristics

2020 S.E.V.:	149,500	2020 Taxable:	149,500	Lot Dimensions:	
2019 S.E.V.:	149,500	2019 Taxable:	149,500	Acreage:	5.77
Zoning:		Land Value:	18,464	Frontage:	0.0
PRE:	0.000	Land Impr. Value:	0	Average Depth:	0.0

Improvement Data

None

Image



SPECIAL LAND USE PERMIT APPLICATION

SITE PLAN REQUIREMENT CHECKLIST

(TO BE SUBMITTED WITH APPLICATION AND SITE PLAN)

ALL ITEMS LISTED BELOW MUST BE SUBMITTED IN ORDER FOR THIS APPLICATION TO BE DEEMED COMPLETE. INCOMPLETE APPLICATIONS WILL NOT BE REVIEWED OR PROCESSED. EACH SITE PLAN SHALL DEPICT THE ITEMS LISTED BELOW, EXCEPT FOR THOSE ITEMS DETERMINED DURING THE PRE-APPLICATION CONFERENCE TO NOT BE APPLICABLE.

PLACE A CHECK MARK NEXT TO EACH REQUIREMENT TO SHOW THAT THE INFORMATION HAS BEEN SUPPLIED OR THAT A WAIVER IS BEING REQUESTED. IF A WAIVER IS BEING REQUESTED PLEASE NOTE ON THE NEXT PAGE THE REASON FOR THE WAIVER. SIGN AND DATE THIS CHECKLIST WHEN ALL ITEMS HAVE BEEN COMPLETED. PLEASE SUBMIT THIS CHECKLIST WITH YOUR APPLICATION.

INFORMATION SUPPLIED	WAIVER REQUESTED	REQUIREMENT
✓		a. North arrow, scale and date of original submittal and last revision. Site plan is to be drawn at a scale of 1 inch = 100ft. or less.
✓		b. Seal of the registered engineer, architect, landscape architect, surveyor, planner, or other site plan preparer. Location of proposed and/or existing property lines, dimensions, legal descriptions, setback lines and monument locations.
✓		c. Location of existing and proposed public roads, rights-of-way and private easements of record and abutting streets.
	✓	d. Topography at maximum five foot intervals or appropriate topographic elevations to accurately represent existing and proposed grades and drainage flows.
N/A		e. Location and elevations of existing water courses and water bodies, including county drains and man-made surface drainage ways, stormwater controls, flood plains, and wetlands.
✓		f. Location of existing and proposed buildings and intended uses thereof.
Existing		g. Details of entryway and sign locations should be separately depicted with an elevation view.
✓		h. Location, design, and dimensions of existing and/or proposed curbing, barrier free access, carports, parking areas (including indication of all spaces and method of surfacing), fire lanes and all lighting thereof.
✓		i. Location, size, and characteristics of all loading and unloading areas.
N/A		j. Location and design of all sidewalks, walkways, bicycle paths and areas for public use as approved by the Planning Commission.
✓		k. Location of all other utilities on the site including but not limited to wells, septic systems, stormwater controls, natural gas, electric, cable TV, telephone and steam and proposed utility easements.
N/A		l. Proposed location, dimensions and details of common open spaces and common facilities such as community buildings or swimming pools if applicable.

✓ Has No plan for drainage.
 Storm Drainage is into adjacent Property.

SITE PLAN REQUIREMENT CHECKLIST

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✓		m. Location and specifications for all fences, walls, and other screening features.
✓		n. Location and specifications for all existing and proposed perimeter and internal landscaping and other buffering features.
No lighting		o. Exterior lighting locations with area of illumination illustrated as well as the type of fixtures and shielding to be used.
N/A		p. Location, size and specifications for screening of all trash receptacles and other solid waste disposal facilities.
✓		q. Elevation drawing(s) for proposed commercial and industrial structures.
N/A		r. Location and specifications for any existing or proposed above or below ground storage facilities for any chemicals, salts, flammable materials, or hazardous materials as well
N/A		s. Floor plans, when needed to determine the number of parking spaces required.

PLEASE LIST THE REQUIREMENT FOR WHICH A WAIVER IS BEING REQUESTED. ALSO PROVIDE AN EXPLANATION/REASON FOR THE WAIVER REQUEST.

SECTION

REASON FOR WAIVER REQUEST

d	No change to topography

AFFIDAVIT

I CERTIFY THAT ALL SITE PLAN REQUIREMENTS (A THROUGH S) ARE DRAWN ON THE SITE PLAN, ATTACHED TO THIS APPLICATION AND/OR I AM REQUESTING A WAIVER. I CERTIFY THAT ALL INFORMATION AND DATA ATTACHED TO AND MADE PART OF THIS SPECIAL LAND USE PERMIT APPLICATION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.



 SIGNATURE

5-10-19

 DATE



C1 North property line



C2 North property line



NOTE # 1



NOTE # 2



NOTE # 3 South Property line

Terry Knapp



NOTE #4 North Property line
of Janice Heilman



B1 South property line



B2

East Side New Construction
Sight



d No privacy
west property line

CHEBOYGAN COUNTY PLANNING COMMISSION
SPECIAL USE PERMIT AMENDMENT REQUEST
Wednesday July 3, 2019, 7:00 PM

<u>Applicant</u>	<u>Owner</u>	<u>Parcel(s)</u>
Terry Knaffle 3980 Levering Road Cheboygan, MI 49721	Same	12106 Inverness Trail Road Beaugrand Township 041-035-300-008-08

GENERAL FINDINGS

1. The applicant is seeking an amendment to a Special Use Permit to construct three Indoor Storage Facilities that will contain individual rental storage units per section 9.3.24.
2. The applicant owns the subject property (041-035-300-008-08) that is zoned Agriculture and Forestry Management (M-AF).
3. Indoor storage facilities in the Agriculture and Forestry Management (M-AF) District are subject to additional requirements in section 17.27 of the Zoning Ordinance.
4. Seven (7) indoor storage structures exist on the northwest portion of the subject property.
5. The existing indoor storage structures on the subject property are called “Knaffle’s Mini Storage” and hours of operation are 6:00 am to 10:00 pm.
6. The applicant received approval of a special use permit for storage unit buildings on May 30, 2001.
7. The applicant received approval of an amendment to a special use permit on December 5, 2001 for an expansion of hours of operation from 6:00 am to 10:00 pm, 7 days a week.
8. The applicant received approval by the Zoning Administrator of an amendment to a special use permit to move construction of buildings numbered 4, 5, and 6 forward ten feet per the original site plan drawing on August 25, 2014.
9. The applicant was denied a variance on March 28, 2018 from section 17.27.3 which stated that Indoor Storage Facilities shall be located on a county primary road or state trunkline.
10. The applicant is requesting a topography waiver.

FINDINGS OF FACT UNDER SECTION 18.7 OF THE ZONING ORDINANCE
(STANDARDS FOR SPECIAL LAND USE APPROVAL)

The Planning Commission makes the following findings of fact as required by Section 18.7 of the Zoning Ordinance for each of the following standards listed in that section:

- a. The property subject to the application is located in a zoning district in which the proposed special land use is allowed.
 1. The development area is located in an Agriculture and Forestry Management (M-AF) Zoning district.
 2. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 3. Indoor Storage Facility is a use which requires a special use permit in the M-AF zoning districts, per Section 9.3.24. (see Exhibit 1)
 - 4.
 5. Standard has been met.
- b. The proposed special land use will not involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on the natural resources of the County or the natural environment as a whole.
 1. Indoor Storage Facilities is a use which requires a special use permit in the M-AF zoning districts, per Section 9.3.24.

2. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 - 3.
 4. Standard has been met.
- c. The proposed special land use will not involve uses, activities, processes, materials, or equipment, or hours of operation that will create a substantially negative impact on other conforming properties in the area by reason of traffic, noise, smoke, fumes, glare, odors, or the accumulation of scrap material that can be seen from any public or private highway or seen from any adjoining land owned by another person.
1. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 2. The hours of operation are daylight hours of 6:00 am to 10:00 pm. (see Exhibit 3)
 3. Privacy fence exists on the southern property boundary that is adjacent to Inverness Trail along with natural tree and vegetation growth to the north and east. (see Exhibit 7)
 - 4.
 5. Standard has been met.
- d. The proposed special land use will be designed, constructed, operated, and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned.
1. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 2. The use as proposed will be constructed, designed, operated and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned. (see Exhibit 7)
 - 3.
 4. Standard has been met.
- e. The proposed special land use will not place demands on fire, police, or other public resources in excess of current capacity nor increase hazards from fire or other dangers to the subject property or adjacent properties.
1. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 2. The proposed use will not place demands of fire, police, or other public resources in excess of current capacity nor increase hazards from fire or other dangers. (see Exhibit 12)
 - 3.
 4. Standard has been met.
- f. The proposed special land use shall not increase traffic hazards or cause congestion on the public or private highways and streets of the area in excess of current capacity. Adequate access to the site shall be furnished either by existing roads and highways or proposed roads and highways. Signs, buildings, plantings, or other elements of the proposed project shall not interfere with driver visibility or safe vehicle operation. Entrance drives to the use and to off-street parking areas shall be no less than 25 feet from a street intersection (measured from the road right-of-way) or from the boundary of a different zoning district.
1. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 2. Two driveways exist off Inverness Trail giving access to the subject property and seven (7) existing indoor storage structures called "Knaffle's Mini Storage". (see Exhibit 7)
 3. The use will not cause congestion on Inverness Trail or increase traffic hazards in excess of current capacity.
 - 4.
 5. Standard has been met.

- g. The proposed special land use will be adequately served by water and sewer facilities, and refuse collection and disposal services.
 - 1. The applicant is seeking an amendment to a special use permit for the construction of three additional indoor storage facilities. (see Exhibits 3 and 7)
 - 2. Water and sewer facilities or refuse collection are not necessary for this use.
 - 3.
 - 4. Standard has been met.
- h. The proposed special land use will comply with all specific standards required under this Ordinance applicable to it.
 - 1. The special use request complies with all the specific standards required under this Ordinance applicable to it and is of the same general character as the uses described in Section 9.3.24. (see Exhibit 1)
 - 2.
 - 3. Standard has been met.

SPECIFIC FINDINGS OF FACT UNDER SECTION 20.10 OF THE ZONING ORDINANCE
(STANDARDS FOR GRANTING SITE PLAN APPROVAL)

The Planning Commission makes the following findings of fact as required by Section 20.10 of the Zoning Ordinance for each of the following standards listed in that Section:

- a. The site plan shall be designed so that there is a limited amount of change in the overall natural contours of the site and shall minimize reshaping in favor of designing the project to respect existing features of the site in relation to topography, the size and type of the lot, the character of adjoining property and the type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Ordinance.
 - 1. Changes to the natural contours of the site are limited to the construction of the storage structures. (see Exhibits 3 and 7)
 - 2.
 - 3. Standard has been met.
- b. The landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal, and by topographic modifications which result in smooth natural appearing slopes as opposed to abrupt changes in grade between the project and adjacent areas.
 - 1. No change is proposed to the landscape. (see Exhibits 3 and 7)
 - 2.
 - 3. Standard has been met.
- c. Special attention shall be given to proper site drainage so that removal of storm waters will not adversely affect neighboring properties.
 - 1. No change is proposed to existing stormwater management. Stormwater to be maintained on property (see Exhibits 3 and 7)
 - 2.
 - 3. Standard has been met.
- d. The site plan shall provide reasonable, visual and sound privacy for all dwelling units located therein. Fences, walls, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and for the privacy of its occupants.
 - 1. Not applicable. No dwelling units are proposed.
- e. All buildings or groups of buildings should be so arranged as to permit emergency vehicle access by some practical means.

1. A practical means for access by emergency vehicles is provided via two access driveways from Inverness Trail Road and drive lanes in front of buildings. (see Exhibit 3, 7 & 12)
 - 2.
 3. Standard has been met.
- f. Every structure or dwelling unit shall have access to a public street, walkway or other area dedicated to common use.
1. All structures have access to Inverness Trail Road. (see Exhibits 3 & 7)
 - 2.
 3. Standard has been met.
- g. For subdivision plats and subdivision condominiums, there shall be a pedestrian circulation system as approved by the Planning Commission.
1. Not applicable. No subdivision condominiums or subdivision plats are proposed.
- h. Exterior lighting shall be arranged as follows: a. It is deflected away from adjacent properties, b. It does not impede the vision of traffic along adjacent streets and c. It does not unnecessarily illuminate night skies.
1. No lighting is proposed. No power is available on site.
 - 2.
 3. Standard has been met.
- i. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Streets and drives which are part of an existing or planned street pattern which serves adjacent development shall be of a width appropriate to the traffic volume they will carry and shall have a dedicated right-of-way equal to that specified in the Master Plan.
1. Not applicable. No public common ways are proposed.
- j. Site plans shall conform to all applicable requirements of state and federal statutes and the Cheboygan County Master Plan, and approval may be conditioned on the applicant receiving necessary state and federal permits.
1. The site plan conforms to applicable requirements of state and federal statutes and the Cheboygan County Master Plan. (see Exhibit 2)
 - 2.
 3. Standard has been met

SPECIFIC FINDINGS OF FACT UNDER SECTION 17.27 OF THE ZONING ORDINANCE
(SUPPLEMENT REGULATIONS AND STANDARDS-INDOOR STORAGE FACILITIES)

In addition to meeting the general standards for special use permit approval under Section 18.7 of this Ordinance, an Indoor Storage Facility use within the Agricultural and Forestry Management District shall comply with all of the following applicable supplemental regulations and standards.

The Planning Commission makes the following findings of fact as required by Section 17.27 of the Zoning Ordinance for each of the following supplemental regulations and standards listed in that Section:

17.27.1. A solid evergreen hedge, wall or fence a minimum of 6 feet in height shall be placed a minimum of 3 feet from a rear or side lot line which screens all Indoor Storage Facilities from adjoining lots which are under different ownership.

1. A solid six foot high wood privacy fence separates the subject property from the south adjacent property owner on Inverness Trail for a distance of 240 feet and then continues with six foot high chain link fence the remainder of the distance. The north and east property boundary contains a buffer of natural tree and vegetation growth. (see Exhibits 3 & 7)
- 2.
3. Standard has been met.

17.27.2. A minimum distance of 30 feet shall be required between Indoor Storage Facility structures where a wall with doors faces another Indoor Storage Facility structure.

1. The original site plan indicates 1 inch equals 40 feet of distance and measurements between the proposed indoor storage structures on the site plan indicate a distance of 30 feet between each building where a wall with doors faces another Indoor Storage Facility structure. (see Exhibit 7)
- 2.
3. Standard has been met.

DECISION

Motion by _____, seconded by _____, to approve the amendment to the special use permit based on the General Findings, Finding of Fact under Section 18.7, the Specific Findings of Fact under Section 20.10 and Supplement Regulations and Standards under Section 17.27.

TIME PERIOD FOR JUDICIAL REVIEW

State law provides that a person having an interest affected by the zoning ordinance may appeal a decision of the Planning Commission to the Circuit Court. Pursuant to MCR 7.101 any appeal must be filed within twenty-one (21) days after this Decision and Order is adopted by the Planning Commission.

DATE DECISION AND ORDER ADOPTED

Wednesday July 3, 2019

Patty Croft, Chairperson

Charles Freese, Secretary

CHEBOYGAN COUNTY PLANNING COMMISSION

Nicolas Bunker/Pat Schultz

Exhibit List

1. Cheboygan County Zoning Ordinance
2. Cheboygan County Master Plan
3. Special Use Permit Application (6 Pages)
4. Mailing List (2 Pages)
5. Property Tax Bill (1 Page)
6. Site Plan (1 Page)
7. Floor/Foundation Plan (1 Page)
8. Exterior Elevations, Building Section (1 Page)
9. Staff Report (5 Pages)
10. Email from Brent Shank/Cheboygan County Road Commission dated June 26, 2019. (1 Page)
- 11.
- 12.

Note: Planning Commission members have exhibits 1 and 2.



CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT

870 S. MAIN ST., RM. 103 ■ PO BOX 70 ■ CHEBOYGAN, MI 49721
PHONE: (231)627-8489 ■ FAX: (231)627-3646

PROPERTY LOCATION

Address 4901 Webb Road	City / Village Wolverine	Twp / Sec. Nunda-18	Zoning District Commercial D-CM
Property Tax I.D. Number 251-008-106-051-00	Plat or Condo Name / Lot or Unit No.		

APPLICANT

Name Nicolas Bunker	Telephone 231-420-0811	Fax
Address 12822 Square Tr	City, State & Zip Wolverine, MI, 49799	E-Mail Bunkernic5@ATT.net

OWNER (If different from applicant)

Name Dat Schultz	Telephone 231-525-9948	Fax
Address 12965 Shann rd	City, State & Zip Wolverine MI 49799	E-Mail

PROPOSED WORK

Type (check all that apply) <input checked="" type="checkbox"/> New Building <input type="checkbox"/> Reconstruction <input type="checkbox"/> Addition <input type="checkbox"/> Relocated Building <input type="checkbox"/> Change in Use or Additional Use <input type="checkbox"/> Sign, Type: _____ <input type="checkbox"/> Other: _____	Building/Sign Information Overall Length: <u>150</u> feet Overall Width: <u>24</u> feet Floor Area: <u>3600</u> sq. feet Overall Building Height: <u>12</u> feet Sign Area: _____ sq. feet Sign Height _____ feet
---	--

PROPOSED USE (check all that apply)

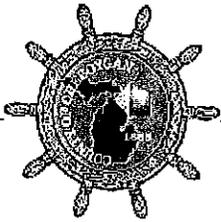
<input type="checkbox"/> Single-Family Residence	<input type="checkbox"/> Expansion / Addition	<input type="checkbox"/> Office	<input type="checkbox"/> Agricultural
<input type="checkbox"/> Duplex	<input type="checkbox"/> Garage or Accessory	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Institutional
<input type="checkbox"/> Multi-Family, # of units ____	<input checked="" type="checkbox"/> Storage	<input type="checkbox"/> Industrial	<input type="checkbox"/> Utility
<input type="checkbox"/> Other: _____			

Has there been a Site Plan or Special Use Permit approved for this parcel before? YES NO

If YES, date of approval: _____ Approved Use: _____

Directions to site: I-75 South to exit 301 Turn left
Continue 500' To site on The right

SPECIAL LAND USE PERMIT APPLICATION



CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT

870 S. MAIN ST., RM. 103 ■ PO BOX 70 ■ CHEBOYGAN, MI 49721
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1. Describe all anticipated activities (e.g. type of business, hours of operation, number of employees, etc). Attach additional sheets if needed.

Self Storage, 24 hour access, zero employees

Site Plan Standards.

PLEASE EXPLAIN HOW YOUR REQUEST MEETS EACH OF THE FOLLOWING STANDARDS

- a. The site plan shall be designed so that there is a limited amount of change in the overall natural contours of the site and shall minimize reshaping in favor of designing the project to respect existing features of the site in relation to topography, the size and type of the lot, the character of adjoining property and the type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Ordinance.

Site is flat so minimal excavation is needed

- b. The landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal, and by topographic modifications which result in smooth natural appearing slopes as opposed to abrupt changes in grade between the project and adjacent areas.

Site is a flat field with no large trees

- c. Special attention shall be given to proper site drainage so that removal of storm waters will not adversely affect neighboring properties.

Drainage will remain the same

- d. The site plan shall provide reasonable, visual and sound privacy for all dwelling units located therein. Fences, walls, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and for the privacy of its occupants.

a Chain link fence will provide privacy

- e. All buildings or groups of buildings should be so arranged as to permit emergency vehicle access by some practical means.

Yes Accessable By road/Driveway

- f. Every structure or dwelling unit shall have access to a public street, walkway or other area dedicated to common use.

Yes

- g. For subdivision plats and subdivision condominiums, there shall be a pedestrian circulation system as approved by the Planning Commission.

NA

- h. Exterior lighting shall be arranged as follows:

i. It is deflected away from adjacent properties. NA

ii. It does not impede the vision of traffic along adjacent streets. NA

iii. It does not unnecessarily illuminate night skies. NA

SPECIAL LAND USE PERMIT APPLICATION

CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT

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SPECIAL LAND USE PERMIT APPLICATION

- i. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Streets and drives which are part of an existing or planned street pattern which serves adjacent development shall be of a width appropriate to the traffic volume they will carry and shall have a dedicated right-of-way equal to that specified in the Master Plan.

yes They will remain The same as The entrance will be from an existing driveway

- j. Site plans shall conform to all applicable requirements of state and federal statutes and the Cheboygan County Master Plan, and approval may be conditioned on the applicant receiving necessary state and federal permits.

Plans shall meet all code requirements

3. Size of property in sq. ft. or acres: 7

4. Present use of property: Restaurant

5. SUP Standards:

- a. Is the property located in a zoning district in which the proposed special land use is allowed?

yes

- b. Will the proposed special land use involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on the natural resources of the County or the natural environment as a whole? **Explain.** NO, Inside Storage of Personal Property

- c. Will the proposed special land use involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on other conforming properties in the area by reason of traffic, noise, smoke, fumes, glare, odors, or the accumulation of scrap material that can be seen from any public highway or seen from any adjoining land owned by another person? **Explain.** NO Vacant area

Where only one neighbor will be able to see The Building

- d. Will the proposed special land use be designed, constructed, operated, and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned? **Explain.** yes.

its a low maintenance Metal Building with a gravel parking lot

- e. Will the proposed special land use place demands on fire, police, or other public resources in excess of current capacity? **Explain.**

NO not hazardous conditions

- f. Will the proposed special land use be adequately served by public or private streets, water and sewer facilities, and refuse collection and disposal services? **Explain.** N/A

CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT



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SPECIAL LAND USE PERMIT APPLICATION

- g. Will the proposed special land use will be adequately served by water and sewer facilities, and refuse collection and disposal services? N/A
- h. Will the proposed special land use comply with all specific standards required under this Ordinance applicable to it (i.e. parking, setbacks, etc)? Yes
6. Does the proposed use of the property include or involve either:
- Junk or salvage yard (Section 3.6) YES NO
 - Mineral extraction (Section 17.17) YES NO
- If YES, this application must include a written plan as described in the Zoning Ordinance.*
7. Attach a copy of Warranty Deed or other proof of ownership.
8. Attach a copy of certified Property Survey or dimensioned property land plat.

AFFIDAVIT

The undersigned affirms that the information and plans submitted in this application are true and correct to the best of the undersigned's knowledge.

Applicant's Signature *MW Ben* Date 5/28/19

Does the property owner give permission for County zoning officials to enter his or her property for inspection purposes?

Yes No

Owner's Signature *[Signature]* Date 5-29

FOR PLANNING /ZONING DEPT. USE ONLY

Date Received:	5-29-19	Notes:
Fee Amount Received:	\$ 225.00	
Receipt Number:	6725	
Public Hearing Date:	7/3/19	
Planning/Zoning Administrator Approval:		
<u><i>Jennifer Mark</i></u>	Signature	<u>6-18-19</u> Date

SPECIAL LAND USE PERMIT APPLICATION

SITE PLAN REQUIREMENT CHECKLIST

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✓		b. Seal of the registered engineer, architect, landscape architect, surveyor, planner, or other site plan preparer. Location of proposed and/or existing property lines, dimensions, legal descriptions, setback lines and monument locations.
✓		c. Location of existing and proposed public roads, rights-of-way and private easements of record and abutting streets.
	✓	d. Topography at maximum five foot intervals or appropriate topographic elevations to accurately represent existing and proposed grades and drainage flows.
NA		e. Location and elevations of existing water courses and water bodies, including county drains and man-made surface drainage ways, stormwater controls, flood plains, and wetlands.
✓		f. Location of existing and proposed buildings and intended uses thereof.
✓		g. Details of entryway and sign locations should be separately depicted with an elevation view.
✓		h. Location, design, and dimensions of existing and/or proposed curbing, barrier free access, carports, parking areas (including indication of all spaces and method of surfacing), fire lanes and all lighting thereof.
✓		i. Location, size, and characteristics of all loading and unloading areas.
NA		j. Location and design of all sidewalks, walkways, bicycle paths and areas for public use as approved by the Planning Commission.
NA		k. Location of all other utilities on the site including but not limited to wells, septic systems, stormwater controls, natural gas, electric, cable TV, telephone and steam and proposed utility easements.
NA		l. Proposed location, dimensions and details of common open spaces and common facilities such as community buildings or swimming pools if applicable.

SPECIAL LAND USE PERMIT APPLICATION

SITE PLAN REQUIREMENT CHECKLIST

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NA		n. Location and specifications for all existing and proposed perimeter and internal landscaping and other buffering features.
NA		o. Exterior lighting locations with area of illumination illustrated as well as the type of fixtures and shielding to be used.
NA		p. Location, size and specifications for screening of all trash receptacles and other solid waste disposal facilities.
✓		q. Elevation drawing(s) for proposed commercial and industrial structures.
NA		r. Location and specifications for any existing or proposed above or below ground storage facilities for any chemicals, salts, flammable materials, or hazardous materials as well
✓		s. Floor plans, when needed to determine the number of parking spaces required.

PLEASE LIST THE REQUIREMENT FOR WHICH A WAIVER IS BEING REQUESTED. ALSO PROVIDE AN EXPLANATION/REASON FOR THE WAIVER REQUEST.

SECTION

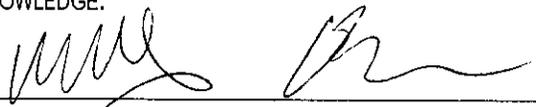
REASON FOR WAIVER REQUEST

D

site is flat

AFFIDAVIT

I CERTIFY THAT ALL SITE PLAN REQUIREMENTS (A THROUGH S) ARE DRAWN ON THE SITE PLAN, ATTACHED TO THIS APPLICATION AND/OR I AM REQUESTING A WAIVER. I CERTIFY THAT ALL INFORMATION AND DATA ATTACHED TO AND MADE PART OF THIS SPECIAL LAND USE PERMIT APPLICATION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.



SIGNATURE

5/28/19

DATE

251-005-300-004-00
STATE OF MICHIGAN
PO BOX 30448
LANSING, MI 48909

251-005-300-005-04
SCHULTZS PARTY STORE, INC
12965 SHANN RD
WOLVERINE, MI 49799

251-005-300-006-01
GODDARD, RICK
12359 DEER TRL
WOLVERINE, MI 49799

251-005-300-007-00
JAROCHE, MICHAEL & JAMES JAROCHE
4198 SECORD RD
WOLVERINE, MI 49799

251-008-100-002-00
GEARHART, DANIEL & REBECCA, CO-TTEE
12154 BILDER RD
WOLVERINE, MI 49799

251-008-106-051-00
SCHULTZ, BETTY C
12965 SHANN RD
WOLVERINE, MI 49799

251-008-106-055-00
GEARHART, DANIEL & REBECCA, CO-TTEE
12154 BILDER RD
WOLVERINE, MI 49799

251-008-106-051-00
OCCUPANT
4901 WEBB RD
WOLVERINE, MI 49721

251-005-300-005-04
OCCUPANT
12965 SHANN RD
WOLVERINE, MI 49721

251-005-300-006-01
OCCUPANT
4820 WEBB RD
WOLVERINE, MI 49721

251-005-300-007-00
OCCUPANT
4772 WEBB RD
WOLVERINE, MI 49721

Official Winter Tax Receipt

Property #: 251-008-106-051-00

TAXABLE: 71,500 SEV: 71,500 SCHL: 16100
PRR/MBT: 0.0000 CLASS: 200

Received of:
SCHULTZ, BETTY C
12965 SHANN RD
WOLVERINE MI 49799

PREVIOUS PAYMENTS

CURRENT PAYMENT

Chk #	Amount	Date	Chk #	Amount
		12/14/2018	12585	1,974.07

Total Recvd: 1,974.07

DETAILED BREAKDOWN OF BILLING/PAYMENTS FOR 251-008-106-051-00

DESCRIPTION	MILLAGE	Tax Billed	Total Paid	BALANCE
SENIOR CITIZEN	0.5000	35.75	35.75	0.00
AMBULANCE	0.2500	17.87	17.87	0.00
COUNTY ROAD	1.0000	71.50	71.50	0.00
COE 911	0.5000	35.75	35.75	0.00
TWP ALLOCATED	0.9867	70.54	70.54	0.00
TWP FIRE	0.9000	64.35	64.35	0.00
TWP ROADS	1.2333	88.18	88.18	0.00
SCHOOL OPERATING	18.0000	1,287.00	1,287.00	0.00
SCHOOL DEBT	0.9999	71.49	71.49	0.00
SCHOOL SINK	0.6000	42.90	42.90	0.00
LIBRARY	0.6189	44.25	44.25	0.00
COPISD	1.7476	124.95	124.95	0.00
Admin Fee		19.54	19.54	0.00
Interest/Pen		0.00	0.00	0.00
Over Payments		0.00	0.00	0.00
TOTALS	27.33640	1,974.07	1,974.07	0.00

Addr: 4901 WEBE

Property Description

BEG AT A PT ON N SEC LI 467.99 FT S 89DEG 41MIN E
FROM NW COR SEC 8 TH S 88DEG 41MIN E 467.51 FT ALG
SEC LI TH S 0DEG 38MIN 30SEC W 494.40 FT TH N 88DEG
41MIN W 798.79 FT TH N 17DEG 0MIN 00SEC E 321.10 FT
TH N 53DEG 42MIN 50SEC E 300.99 FT TO POB PART OF N
1/4 OF NW 1/4 SEC 8 T 33 N R 2 E

MUNDA TOWNSHIP TREASURER
12776 S. STRAITS HWY.
WOLVERINE, MI. 49799
PHONE 231-525-8340
FAX 231-525-8727

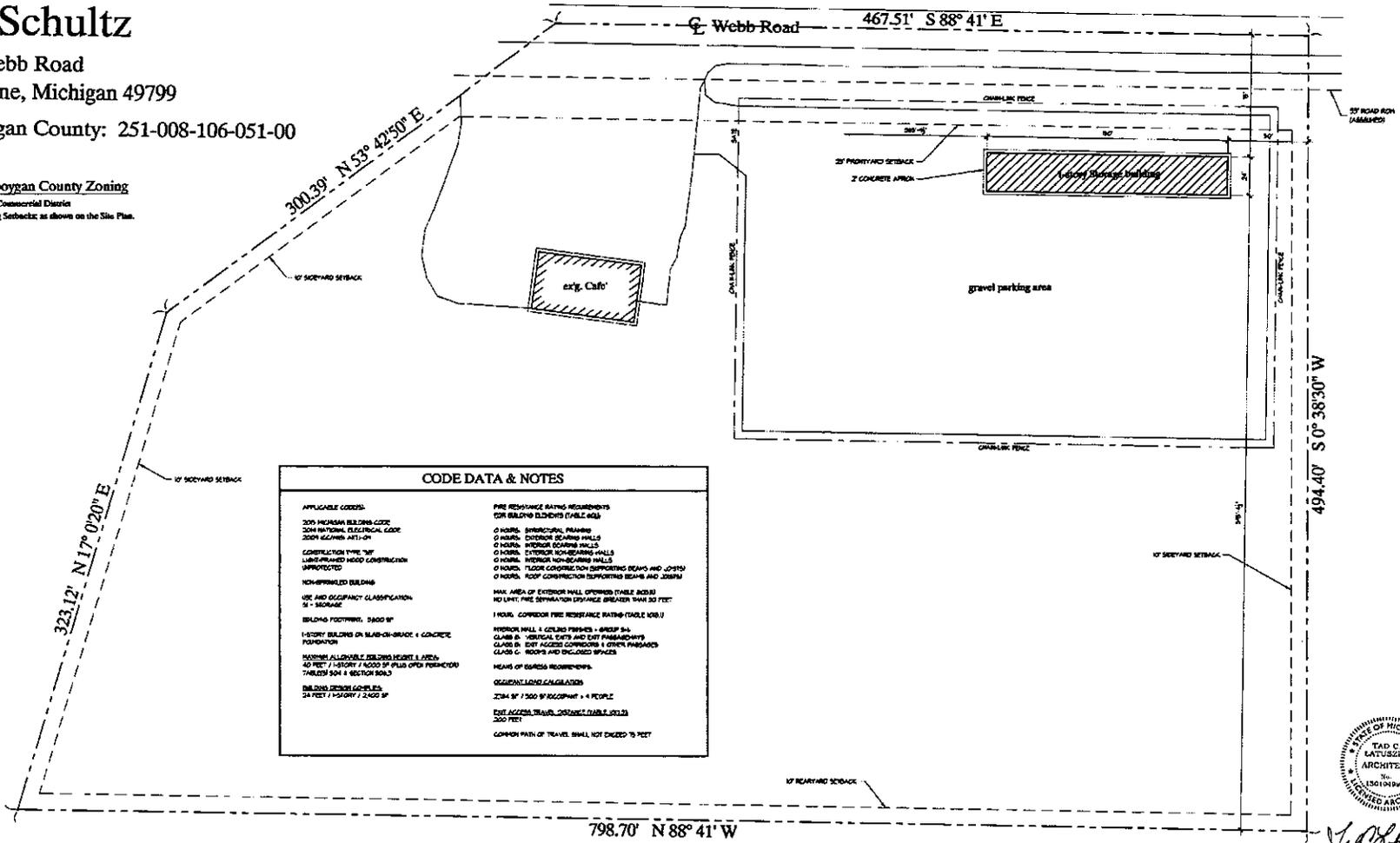
I HEREBY CERTIFY THAT APPLICATION
WAS MADE TO PAY ALL TAXES, SPECIAL
ASSESSMENTS AND SURCHARGES, DUE AND
PAYABLE AT THIS OFFICE ON THE
DESCRIPTION SHOWN IN THIS RECEIPT
EXCEPT THOSE AMOUNTS SHOWN IN THE
'BALANCE' COLUMN ABOVE

SCHULTZ, BETTY C
12965 SHANN RD
WOLVERINE MI 49799

Gloria L. Pearson
GLORIA L. PEARSON, TREASURER

Proposed Pole Building for:
Pat Schultz
 4901 Webb Road
 Wolverine, Michigan 49799
 Cheboygan County: 251-008-106-051-00

Cheboygan County Zoning
 Zone: Commercial District
 Building Setbacks: as shown on the Site Plan.



CODE DATA & NOTES	
APPLICABLE CODES:	FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601)
2006 MICHIGAN BUILDING CODE	0 HOURS: STRUCTURAL FRAMING
2004 NATIONAL ELECTRICAL CODE	0 HOURS: EXTERIOR CEILING WALLS
2006 MICHIGAN MECHANICAL	0 HOURS: INTERIOR CEILING WALLS
CONSTRUCTION TYPE: TYPE 1B	0 HOURS: EXTERIOR NON-BEARING WALLS
LIGHT-FRAMED WOOD CONSTRUCTION	0 HOURS: INTERIOR NON-BEARING WALLS
UNFACED	0 HOURS: FLOOR CONSTRUCTION SUPPORTING BEAMS AND JOISTS
NON-FRAMED BUILDING	0 HOURS: ROOF CONSTRUCTION SUPPORTING BEAMS AND JOISTS
USE AND OCCUPANCY CLASSIFICATION:	MIN. AREA OF EXTERIOR WALL (OPENING TABLE 602.1)
S-1 STORAGE	NO LHM; FIRE SEPARATION DISTANCE GREATER THAN 30 FEET
BUILDING FOOTPRINT: 3000 SF	1 HOUR: CONDUIT FIRE RESISTANCE RATING (TABLE 601.1)
1-STORY BUILDING ON SLAB-ON-GRADE & CONCRETE FOUNDATION	HYDRON WALL & CEILING PARTIAL - 4" RIGID INSULATION
MAXIMUM ALLOWABLE BUILDING HEIGHT & AREA:	CLASS B - VERTICAL CURTS AND EXIT PASSAGEWAYS
40 FEET / 1-STORY / 1 FLOOR SF PLUS OPEN PORCHES (TABLES 504 & SECTION 504.1)	CLASS D - EXIT ACCESS CORRIDORS & OTHER PASSAGES
BUILDING DETACH COMPLEX:	MEANS OF EGRESS REQUIREMENTS:
24 FEET / 1-STORY / 2400 SF	OCCUPANT LOAD CALCULATION:
	2384 SF / 500 SF OCCUPANT = 4 PEOPLE
	EXIT ACCESS TRAVEL DISTANCE (TABLE 602.2)
	250 FEET
	COMMON PATH OF TRAVEL SHALL NOT EXCEED 75 FEET



SHEET INDEX	
C1	TITLE SHEET, SITE PLAN, CODE INFO & NOTES
A1	FLOOR / FOUNDATION PLAN, DETAILS & NOTES
A2	EXTERIOR ELEVATIONS, SECTIONS & DETAIL



Tad C. Latuzscek

DRAWING TITLE: SITE PLAN, CODE DATA & NOTES
 PROJECT TITLE: PROPOSED STORAGE BUILDING FOR: PAT SCHULTZ
 PROJECT NO.: 623-05-19
 DATE: MAY 18, 2018
 SHEET: C1

9

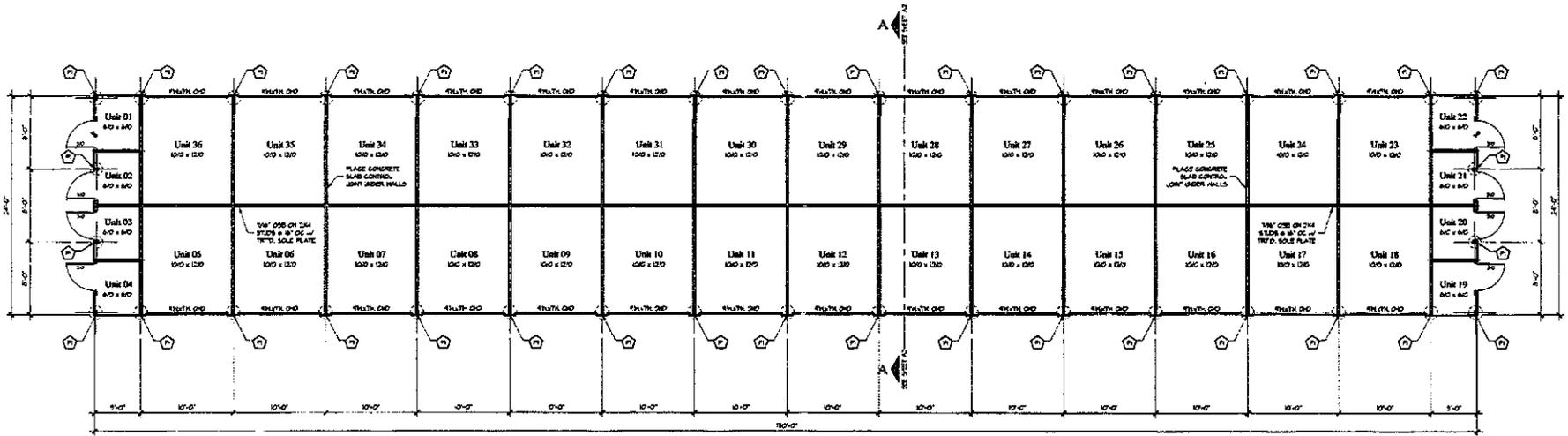
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Proposed Pole Building for:

Pat Schultz

4901 Webb Road
Wolverine, Michigan 49799

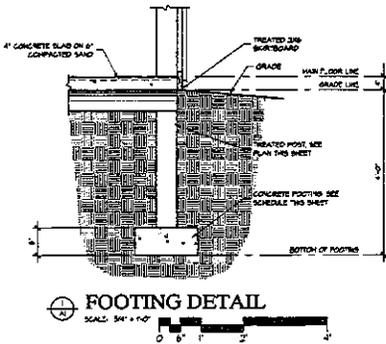
Cheboygan County: 251-008-106-051-00



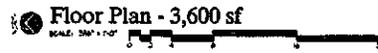
DRAWING TITLE
**FLOOR / FOUNDATION PLAN
DETAILS & NOTES**

7

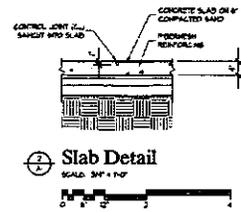
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TYP	POST SIZE	FOOTING SIZE	REINFORCING
FP	4.0 x 4.0	18" x 18"	3042



MEMBER	SIZE (STD / NON-STD)	QTY
2x4	304 / 184	2
2x6	304 / 184	5
2x8	304 / 184	4
2x10	304 / 184	5
2x12	304 / 184	8

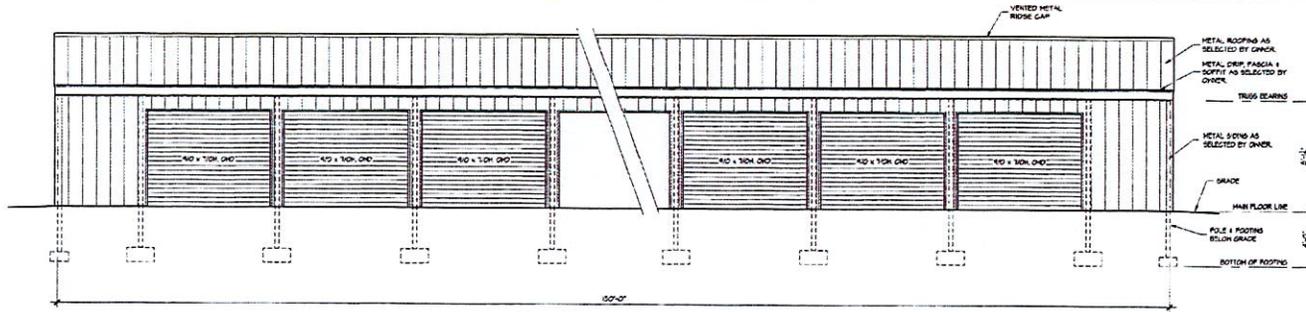


PROJECT TITLE
PROPOSED POLE BUILDING FOR:
PAT SCHULTZ
4901 WEBB ROAD WOLVERINE, MI

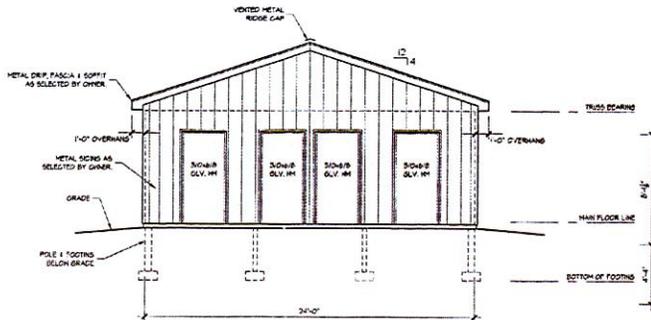
PROJECT NO.
623-05-19

DATE
DATE OF REV.

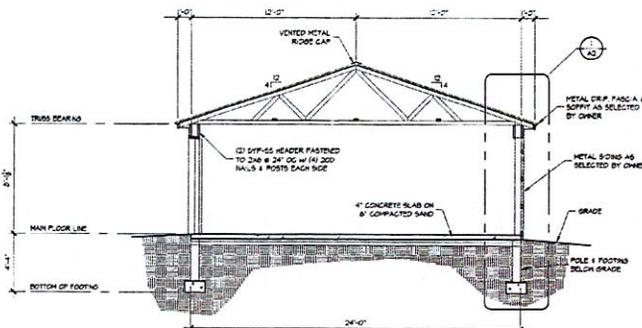
SHEET
A1



East / West Elevation
 SCALE: 1/4" = 1'-0"



North / South Elevation
 SCALE: 1/4" = 1'-0"



Building Section A-A
 SCALE: 1/4" = 1'-0"

FRAMING NOTES

HOOD FRAMING:
 HOOD STRUCTURE IS DESIGNED UNDER THE REQUIREMENTS OF THE NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION (NDS). LUMBER SHALL BE SPF 12 OR BETTER LUMBER OTHERWISE NOTED. USE PRESSURE TREATED FOR GROUND CONTACT AND IN DIRECT CONTACT WITH MASONRY, CONCRETE OR EARTH, AND AS REQUIRED BY CODE.

PRE-ENGINEERED HOOD ROOF TRUSSES ARE TO BE DESIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF MICHIGAN. TRUSS SHOP DRAWINGS SHALL BE PREPARED, SEALED BY THE ENGINEER AND SUBMITTED TO THE MICHIGAN CODE AUTHORITY FOR COMPLIANCE REVIEW. TRUSS DESIGN SHALL ACCOMMODATE ALL ANTICIPATED LOADS INCLUDING BUT NOT LIMITED TO: UNBALANCED SNOW LOADS, WIND AND SEISMIC. SHOP DRAWINGS SHALL SHOW THE SITE SPECIFIC AND GRADE OF ALL LUMBER, METAL PLATE TYPE, ORIENTATION AND STEEL BEAMS AND JOINT REQUIREMENTS. ALL LOAD CASES INVESTIGATED AND MAXIMUM STRESSES IN EACH MEMBER SHALL BE SHOWN.

ALL BOLTS AND FASTENERS SHALL BE OF AN APPROVED TYPE FOR THE SPECIFIC INSTALLATION. USE TRUSS CLIPS & TIES TO ATTACH TRUSSES TO SOLID FRAMING.

TRUSS BRACING:
 CONTRACTOR SHALL INSTALL BOTH TEMPORARY & PERMANENT LATERAL AND DIAGONAL ROOF TRUSS BRACING IN ACCORDANCE WITH CURRENT EDITION OF NDS-C, AND WHERE REQUIRED BY THE TRUSS DESIGN DISCHER.

METAL PERMANENT BOTTOM CHORD LATERAL BRACING FASTENED TO THE TRUSS CHORDS.

TRUSS LOADS:
 BASIC WIND SPEED: 80 MPH
 WIND EXPOSURE: C
 SEISMIC DESIGN CATEGORY: A
 SITE CLASS: D

ROOF LOADS:
 20 PSF GRADED SNOW
 20 PSF LIVE
 10 PSF (STRUCTURE)

SOFFIT LOAD FACTORS:
 D.R. EXPOSURE
 I.D. IMPORTANCE
 U.I. WINDMA
 I.D. ROOF SURFACE

FLOOR LOADS:
 25 PSF LIVE / LIGHT STORAGE

FOUNDATION NOTES

RETAINING / FOUNDATION:
 EXPOSED SHALL BE SHIMMED AND SPECIFIED FOR FOUNDATION. SUBSOIL MATERIAL SHALL BE SEPARATELY SPECIFIED. A RAINFALL CONTROL PLAN SHALL BE DEVELOPED AND UTILIZED DURING CONSTRUCTION TO PREVENT SITE WATER REMAINS IN EXPOSED AREAS. THIS WILL IN SOLVE THE USE OF FILTER FABRIC PERMANENTLY POSSIBLE RETENTION OF WATER AS REQUIRED BY THE LOCAL BUILDING AUTHORITY.

FOOTINGS SHALL BEAR ON FIRM NATURAL SUB-SOILS COMPACTED TO 95% TO ACHIEVE A MINIMUM 2500 PPF BEARING CAPACITY. BLIND-NAIL-ON CONCRETE FOOTINGS SHALL BEAR ON MINIMUM 4" COMPACTED SAND. UPON COMPLETION OF THE FOUNDATION THE EXCAVATION WITHIN THE SKILLED FOOTPRINT SHALL BE BACKFILLED WITH CLEAN SAND. COMPACTING TO 95% IN 12" HIGH LIFTS. THE EXCAVATION OUTSIDE THE SKILLED FOOTPRINT SHALL BE BACKFILLED WITH CLEAN NATURAL SOLID FILL ON SITE OR SAND AND COMPACTED TO 95% IN 12" HIGH LIFTS TO MINIMUM 8" FROM GRADE. TOPSOIL AND FLOOR EGGS SHALL BE MINIMUM 6" THICK. THICK COMPACTED TO 95%. SUBSOIL UNDER PAVES SHALL BE WELL DRAINING SAND OR GRAVE, COMPACTED TO 95% TO A THICKNESS OF 6" MIN. SUBSOIL UNDER PAVED PARKING AREA SHALL BE WELL DRAINING GRAVE, COMPACTED TO 95% TO A THICKNESS OF 6" MIN.

CONCRETE & MASONRY:
 CONCRETE SHALL BE SOLID AND OF GOOD QUALITY. FREE OF CRACKS, HONEYCOMB, GRANULAR Voids AND IMPURITIES.

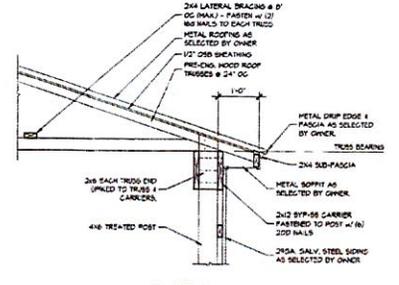
CONCRETE SPECIFICATION:
 3000 PSI CURED 28 DAY MAX
 4-8% AIR-ENTRAINED
 WATER-REDUCING RATIO OF 28 TO 44 (MAX)
 MAXIMUM FLY ASH OF 20% CEMENT CONTENT.
 4" TO 6" SLUMP.

CONCRETE REINFORCING:
 REINFORCING BAR STEEL SHALL BE HIGH STRENGTH ELLIPTICAL STEEL CONFORMING TO ASTM A618 GRADE 60 PLACED IN CONFORMANCE WITH THE LATEST EDITION OF ACI 308 CODE. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185.

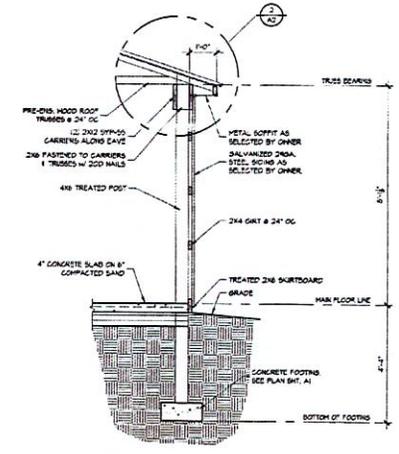
REINFORCING STEEL SHALL BE PLACED WITH PROTECTIVE CONCRETE COVER AS FOLLOWS:
 2" MIN. OVER CONCRETE
 HELD WIRE FABRIC SHALL CONFORM TO ASTM A185.

CONCRETE SLAB ON GRADE:
 PLACE SLABS TO THE THICKNESS SHOWN ON THE PLANS. FITCH SLABS AS REQUIRED TO CLEAR UNIFORM THICKNESS. PLACE REINFORCING BAR PRIOR TO POURING CONCRETE USING SUPPORT CHAIRS FOR REINFORCEMENT. DO NOT DISTURB REINFORCING DURING POUR.

WIND JOINT CONTROL JOINTS (C/J) AT 20' OC (MINIMUM) UNLESS OTHERWISE NOTED



Soffit Detail
 SCALE: 3/4" = 1'-0"



Wall Section
 SCALE: 1/2" = 1'-0"

DRAWING TITLE
**EXTERIOR ELEVATIONS, BUILDING SECTION
 DETAILS & NOTES**

PROJECT TITLE
 PROPOSED POLE BUILDING FOR
PAT SCHULTZ
 4601 FRESHMAN, HUNTSVILLE, AL

PROJECT NO.
 623-05-19

DATE
 MAY 23, 2019

SHEET
A2

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8



CHEBOYGAN COUNTY PLANNING AND ZONING DEPARTMENT

CHEBOYGAN COUNTY BUILDING ■ 870 S. MAIN STREET, PO BOX 70 ■ CHEBOYGAN, MI 49721

PHONE: (231)627-8489 ■ FAX: (231)627-3646

www.cheboygancounty.net/planning/

STAFF REPORT

Item: Special use permit for an Indoor Storage Facility use in a Commercial Development (D-CM) zoning district, per Section 6.3.16. of the Zoning Ordinance.	Prepared by: Jennifer Merk
Date: June 28, 2019	Expected Meeting Date: July 3, 2019

Applicant and Contact: Nicolas Bunker

Phone: 231-420-0811

Property Owner(s): Pat Schultz

Property Location: 4901 Webb Road, Nunda Township

Requested Action: Approval of a special use permit for an Indoor Storage Facility use in a Commercial Development (D-CM) zoning district.

BACKGROUND INFORMATION

The subject property is eight acres located off Webb Road and I-75 exits and is zoned Commercial Development (D-CM). Currently a restaurant called the “Whistle Stop” is located on the northwest portion of the subject property. The proposed indoor storage facility is to be constructed on the northeast portion of the subject property. The submitted site plan indicates that the indoor storage facility will offer 36 individual storage units for lease. Access to the indoor storage facility is proposed from the existing restaurant driveway off Webb Road. No signs or lighting are proposed for the indoor storage facility at this time. A chain link fence is proposed to surround the facility for privacy. The indoor storage facility is stated to be open for 24 hour access.

Indoor storage facility is a use that requires a special use permit in the Commercial Development zoning district, per section 6.3.16.

Indoor Storage Facility is defined in Article 2 as follows:

INDOOR STORAGE FACILITY

Any structure that is limited to indoor storage, for a fee, of goods, materials, or personal property which may provide individual renters to control individual storage spaces. No other commercial activities shall be allowed.

Current Zoning:

Current zoning of the subject property is Commercial Development (D-CM).

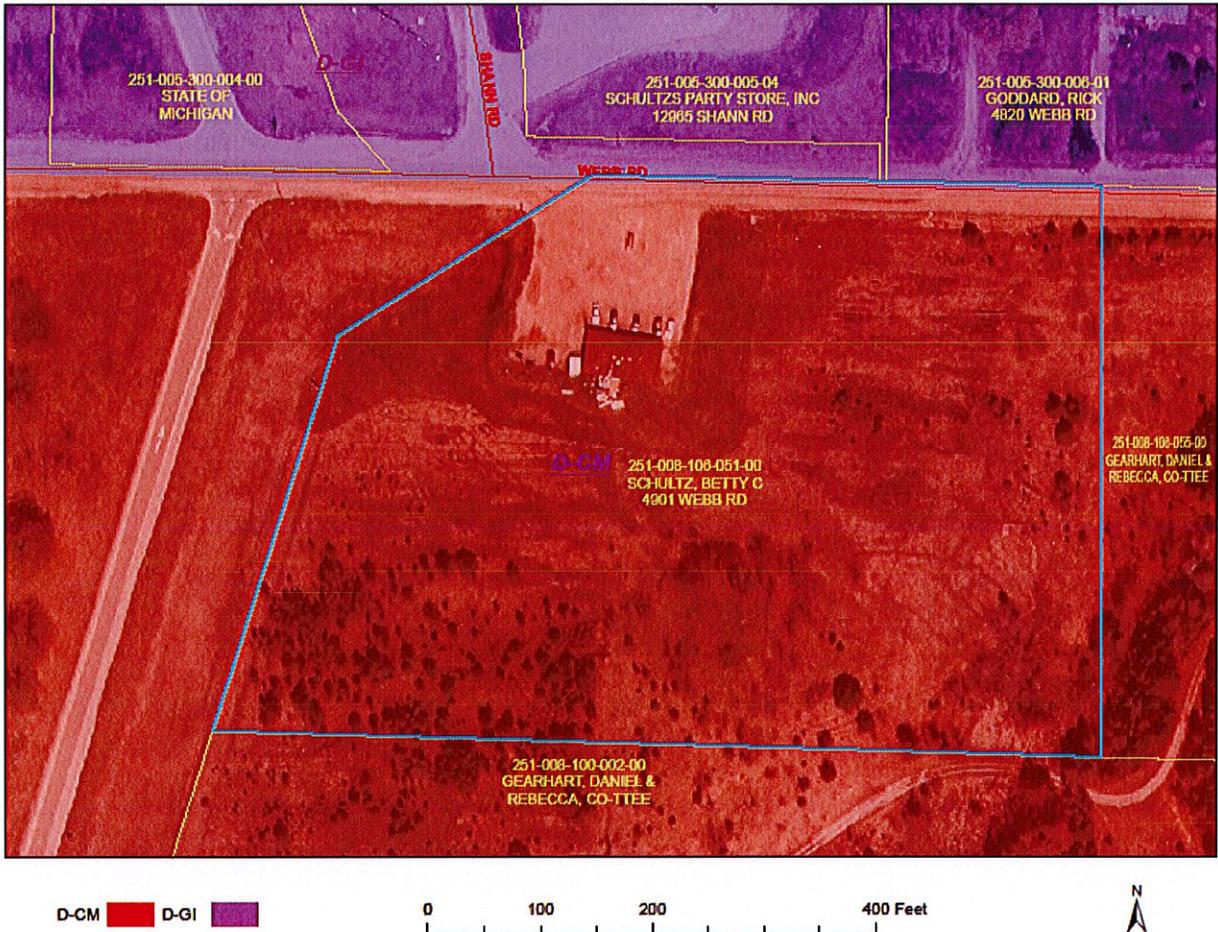


Fig. 1; Zoning of the subject and surrounding properties
Red=Commercial Development (D-CM)
Purple=General Industrial Development (D-GI)

Surrounding Zoning:

North: General Industrial Development (D-GI)

East: Commercial Development (D-CM)

South: Commercial Development (D-CM), Agriculture and Forestry Management (M-AF)

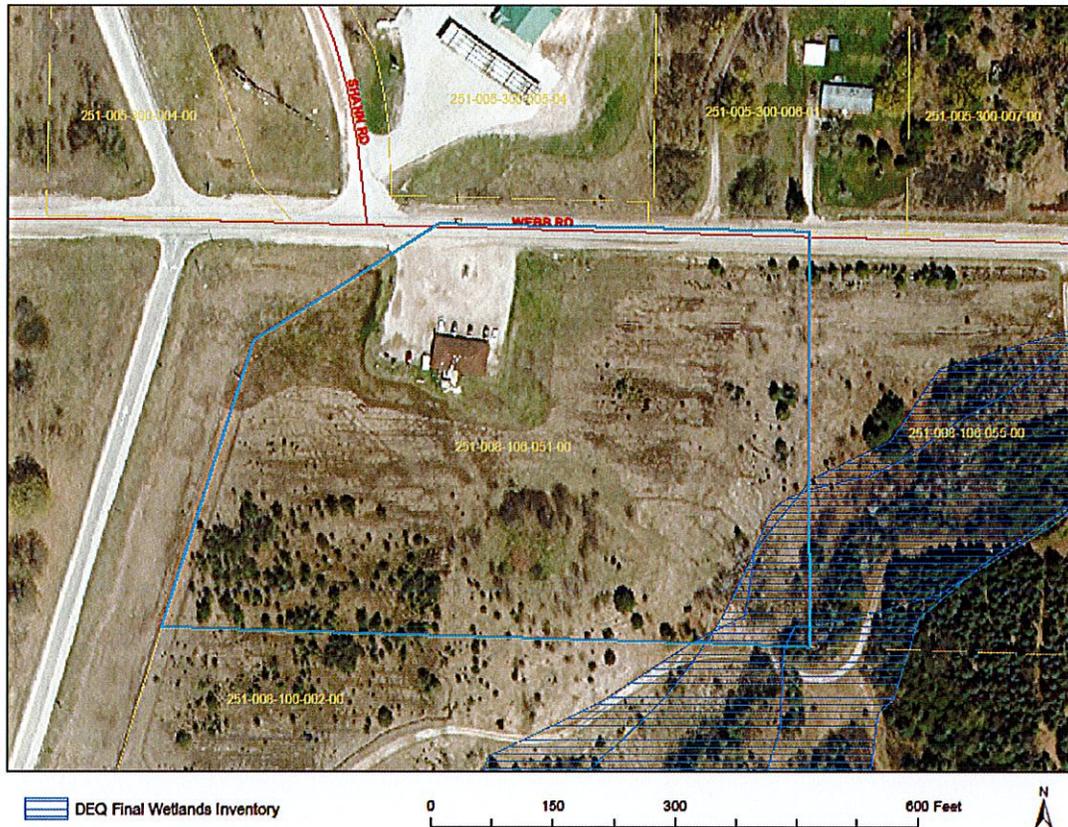
West: Commercial Development (D-CM), Agriculture and Forestry Management (M-AF)

Surrounding Land Uses:

Commercial and residential land uses exist to the north. Vacant/open/forested land is located to the east and south. The I-75 exits and I-75 is located to the west.

Environmentally Sensitive Areas (steep slopes, wetlands, woodlands, stream corridor, floodplain):

Michigan Department of Environment, Great Lakes, and Energy (EGLE) Final Wetlands Inventory data indicates wetlands on the far southeast corner of the subject property. According to the submitted site plan, the proposed indoor storage facility will be located in the northeast portion of the subject property.



Public Comment:

None received as of this writing.

Historic Buildings/Features:

There are no known historic buildings on the subject property. A restaurant called the “Whistle Stop” is located on the subject property.

Traffic Implications:

The site is located off Webb Road and I-75 exits. The proposed indoor storage facility would not generate significant traffic impacts.

Parking:

The Zoning Ordinance does not provide for minimum parking requirements for indoor storage facilities. A gravel drive lane and parking area are proposed for the indoor storage facility.

Access and street design: (secondary access, pedestrian access, sidewalks, residential buffer, ROW width, access to adjacent properties):

The proposed indoor storage facility will use existing restaurant driveway access off of Webb Road.

Signs:

No sign(s) are proposed for the indoor storage facility at this time.

Fence/Hedge/Buffer:

No buffer or screening is required for the proposed use within the Commercial Development zoning district. A chain link fence is proposed to surround the indoor storage facility for privacy.

Lighting:

No lighting is proposed for the indoor storage facility at this time.

Stormwater management:

The applicant indicates storm water retention will be maintained on the subject property.

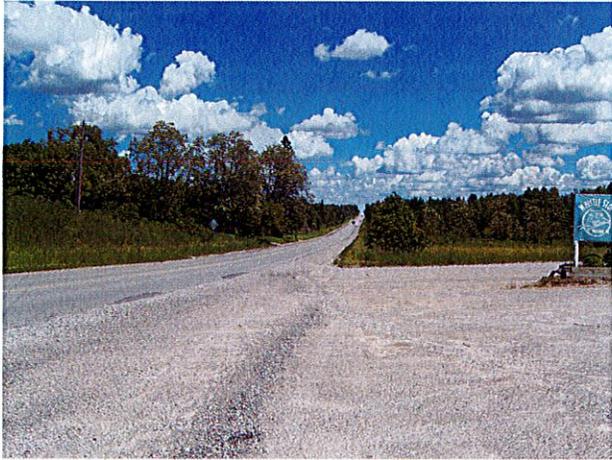
Review or permits from other government entities:

Applicable permits from the County's Department of Building Safety will be required. Cheboygan County Road Commission stated the driveway will need to meet commercial standards.

Recommendations (proposed conditions):

1. Prior to construction, obtain all applicable building permits from the County's Department of Building Safety.
2. Comply with Cheboygan County Road Commission commercial driveway standards for the proposed use.

Photos of the subject property:



From: Brent Shank <mgr@chcrc.com>
Sent: Wednesday, June 26, 2019 1:01 PM
To: Deborah Tomlinson
Subject: Re: SUP Appl. for Pat Schultz
Attachments: mgr.vcf

Debbie,

The driveway for the use proposed will need to meet commercial standards. Concrete curb and gutter and a hard surface within the right of way.

Thank you,

Brent Shank, P.E.

Engineer/Manager
Cheboygan County Road Commission
mgr@chcrc.com
(231) 238-7775

On 6/24/2019 3:54 PM, Deborah Tomlinson wrote:

The following is a link to a special use permit application for Pat Schultz: <http://www.cheboygancounty.net/planning--zoning-31/#sect-1093>. This application will be reviewed at the 07/03/19 Planning Commission meeting. Please review and email me any comments as soon as possible.

Thank you!!

Debbie

Debbie Tomlinson
Cheboygan County
Planning & Zoning Department
PO Box 70, 870 South Main Street
Cheboygan, MI 49721
(231)627-8489 phone
(231)627-3646 fax
debbiet@cheboygancounty.net

CHEBOYGAN COUNTY PLANNING COMMISSION
SPECIAL USE PERMIT REQUEST
Wednesday July 3, 2019, 7:00 PM

<u>Applicant</u>	<u>Owner</u>	<u>Parcel(s)</u>
Nicolas Bunker 12822 Square Trl. Wolverine, MI 49799	Pat Schultz 12965 Shann Rd. Wolverine, MI 49799	4901 Webb Road Nunda Township 251-008-106-051-00

GENERAL FINDINGS

1. The applicant and owner are seeking a special use permit for an indoor storage facility that will contain individual rental storage units per section 6.3.16.
2. The applicant and owner are proposing to build the indoor storage facility on the subject property containing 8 acres that is zoned Commercial Development (D-CM).
3. Pat Schultz is the owner of the subject property (251-008-106-051-00).
4. A restaurant is located on the northwest portion of the subject property.
5. The applicant and owner are proposing to use existing restaurant driveway to access the proposed indoor storage facility.
6. The applicant and owner are requesting a topography waiver.

FINDINGS OF FACT UNDER SECTION 18.7 OF THE ZONING ORDINANCE

The Planning Commission makes the following findings of fact as required by Section 18.7 of the Zoning Ordinance for each of the following standards listed in that section:

- a. The property subject to the application is located in a zoning district in which the proposed special land use is allowed.
 1. The applicant and owner are seeking a special use permit for the construction of an indoor storage facility. (see Exhibits 3 and 6)
 2. The subject property is zoned Commercial Development (D-CM).
 3. Indoor Storage Facility is a use which requires a special use permit in the D-CM zoning district, per Section 6.3.16. (see Exhibit 1)
 - 4.
 5. Standard has been met.
- b. The proposed special land use will not involve uses, activities, processes, materials, or equipment that will create a substantially negative impact on the natural resources of the County or the natural environment as a whole.
 1. Indoor Storage Facility is a use which requires a special use permit in the D-CM zoning districts, per Section 6.3.16.
 2. The applicant and owner are seeking a special use permit for construction of an indoor storage facility. (see Exhibits 3 and 6)
 - 3.
 4. Standard has been met.
- c. The proposed special land use will not involve uses, activities, processes, materials, or equipment, or hours of operation that will create a substantially negative impact on other conforming properties in the area by reason of traffic, noise, smoke, fumes, glare, odors, or the accumulation of scrap material that can be seen from any public or private highway or seen from any adjoining land owned by another person.

1. The applicant and owner are seeking a special use permit for construction of an indoor storage facility. (see Exhibits 3 and 6)
 2. The proposed use will not involve uses, activities, processes, materials, or equipment, or hours of operation that will create a substantially negative impact on other conforming properties in the area.
 - 3.
 4. Standard has been met.
- d. The proposed special land use will be designed, constructed, operated, and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned.
1. The applicant and owner are seeking a special use permit for construction of an indoor storage facility. (see Exhibits 3 and 6)
 2. The use as proposed will be constructed, designed, operated and maintained so as not to diminish the opportunity for surrounding properties to be used and developed as zoned. (see Exhibit 6)
 - 3.
 4. Standard has been met.
- e. The proposed special land use will not place demands on fire, police, or other public resources in excess of current capacity nor increase hazards from fire or other dangers to the subject property or adjacent properties.
1. The applicant and owner are seeking a special use permit for construction of an indoor storage facility. (see Exhibits 3 and 6)
 2. The proposed use will not place demands of fire, police, or other public resources in excess of current capacity nor increase hazards from fire or other dangers.
 - 3.
 4. Standard has been met.
- f. The proposed special land use shall not increase traffic hazards or cause congestion on the public or private highways and streets of the area in excess of current capacity. Adequate access to the site shall be furnished either by existing roads and highways or proposed roads and highways. Signs, buildings, plantings, or other elements of the proposed project shall not interfere with driver visibility or safe vehicle operation. Entrance drives to the use and to off-street parking areas shall be no less than 25 feet from a street intersection (measured from the road right-of-way) or from the boundary of a different zoning district.
1. The applicant and owner are seeking a special use permit for construction of an indoor storage facility. (see Exhibits 3 and 6)
 2. Access to the proposed indoor storage facility is by way of existing restaurant driveway. (see Exhibit 6)
 3. The use will not cause congestion on Webb Road or increase traffic hazards in excess of current capacity.
 - 4.
 5. Standard has been met.
- g. The proposed special land use will be adequately served by water and sewer facilities, and refuse collection and disposal services.
1. The applicant and owner are seeking a special use permit to construct an indoor storage facility.
 2. Water and sewer facilities or refuse collection are not necessary for this use.
 - 3.
 4. Standard has been met.
- h. The proposed special land use will comply with all specific standards required under this Ordinance applicable to it.
1. The special use request complies with all the specific standards required under this Ordinance applicable to it and is of the same general character as the uses described in Section 6.3.16. (see Exhibit 1)
 - 2.
 3. Standard has been met.

SPECIFIC FINDINGS OF FACT UNDER SECTION 20.10 OF THE ZONING ORDINANCE

The Planning Commission makes the following findings of fact as required by Section 20.10 of the Zoning Ordinance for each of the following standards listed in that Section:

- a. The site plan shall be designed so that there is a limited amount of change in the overall natural contours of the site and shall minimize reshaping in favor of designing the project to respect existing features of the site in relation to topography, the size and type of the lot, the character of adjoining property and the type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Ordinance.
 1. Changes to the natural contours of the site are limited to the construction of the storage facility and associated gravel drive lane and parking area. (see Exhibits 3 and 6)
 - 2.
 3. Standard has been met.
- b. The landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal, and by topographic modifications which result in smooth natural appearing slopes as opposed to abrupt changes in grade between the project and adjacent areas.
 1. Minimal change is proposed to the landscape. (see Exhibits 3 and 6)
 - 2.
 3. Standard has been met.
- c. Special attention shall be given to proper site drainage so that removal of storm waters will not adversely affect neighboring properties.
 1. Stormwater to be maintained on the property. (see Exhibits 3 and 6)
 - 2.
 3. Standard has been met.
- d. The site plan shall provide reasonable, visual and sound privacy for all dwelling units located therein. Fences, walls, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and for the privacy of its occupants.
 1. Not applicable. No dwelling units are proposed.
 2. A chain link privacy fence is proposed to surround the indoor storage facility. (see Exhibit 6)
 - 3.
- e. All buildings or groups of buildings should be so arranged as to permit emergency vehicle access by some practical means.
 1. A practical means for access by emergency vehicles is provided via access driveway from Webb Road and gravel drive lane around the building. (see Exhibit 6)
 - 2.
 3. Standard has been met.
- f. Every structure or dwelling unit shall have access to a public street, walkway or other area dedicated to common use.
 1. Individual indoor storage facility units have access to Webb Road. (see Exhibit 6)
 - 2.
 3. Standard has been met.
- g. For subdivision plats and subdivision condominiums, there shall be a pedestrian circulation system as approved by the Planning Commission.
 1. Not applicable. No subdivision condominiums or subdivision plats are proposed.
 - 2.

- h. Exterior lighting shall be arranged as follows: a. It is deflected away from adjacent properties, b. It does not impede the vision of traffic along adjacent streets and c. It does not unnecessarily illuminate night skies.
 - 1. Not applicable. No exterior lighting is proposed for the indoor storage facility at this time.
 - 2.
- i. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Streets and drives which are part of an existing or planned street pattern which serves adjacent development shall be of a width appropriate to the traffic volume they will carry and shall have a dedicated right-of-way equal to that specified in the Master Plan.
 - 1. Not applicable. No public common ways are proposed.
 - 2.
- j. Site plans shall conform to all applicable requirements of state and federal statutes and the Cheboygan County Master Plan, and approval may be conditioned on the applicant receiving necessary state and federal permits.
 - 1. The site plan conforms to applicable requirements of state and federal statutes and the Cheboygan County Master Plan. (see Exhibit 2)
 - 2.
 - 3. Standard has been met

DECISION

Motion by _____, seconded by _____, to approve the special use permit based on the General Findings, Finding of Fact Under Section 18.7 and the Specific Findings of Fact Under Section 20.10.

TIME PERIOD FOR JUDICIAL REVIEW

State law provides that a person having an interest affected by the zoning ordinance may appeal a decision of the Planning Commission to the Circuit Court. Pursuant to MCR 7.101 any appeal must be filed within twenty-one (21) days after this Decision and Order is adopted by the Planning Commission.

DATE DECISION AND ORDER ADOPTED

Wednesday July 3, 2019

Patty Croft, Chairperson

Charles Freese, Secretary

ZONING PRACTICE

NOVEMBER 2015



AMERICAN PLANNING ASSOCIATION

➔ ISSUE NUMBER 11

PRACTICE TINY HOUSES



11

Tiny Houses, and the Not-So-Tiny Questions They Raise

By Donald L. Elliott, FAICP, and Peter Sullivan, AICP

Where did they come from—those cute little “cabins-on-wheels” that you see being pulled down the road or sitting on a lot?

With wood siding, a pitched roof, gable windows . . . and even a porch with a railing. All that’s missing is the dog in the yard (presumably a small dog in a small yard).

Tiny houses are the latest vehicle/structures to join the small house movement, and are now trending due to television programs like *Tiny House Nation*. Many individuals and couples seem proud to say they live a small but sophisticated lifestyle in less than 500 square feet. Often their stated motivation is to declutter and live a simpler life—maybe even a life “off the grid.”

Cuteness aside, tiny houses raise some interesting questions for planners. Questions like . . .

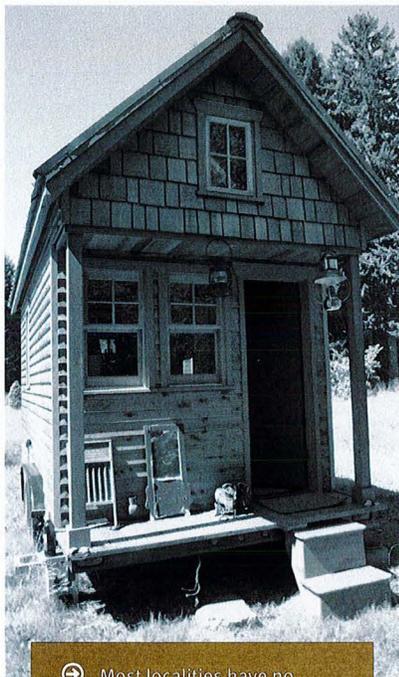
“Is this a house, or a trailer, or . . . just what is it?”

“Would this qualify as an accessory dwelling unit?”

“Does this meet the residential building code?”

“Where should we allow this to be parked . . . or occupied . . . and for how long?”

This article attempts to answer some of those questions for the types of small, trailer-mounted units described above. The sections below review how these units fit into the general U.S. system of land-use control through building codes, zoning ordinances, subdivision regulations, and private



“Tiny house, Portland” by Tammy (Weekend with Dea), Wikimedia (CC-BY-2.0)

Most localities have no specific provisions in their subdivision or zoning codes to accommodate small trailer-mounted homes outside of recreational vehicle parks.

restrictive covenants. In addition to addressing individual tiny homes, we also address how small communities of tiny homes might be created.

WHAT ARE THEY?

What are tiny houses? The answer is simpler than you think. They’re recreational vehicles (RVs), and a careful read of the manufacturers’ websites makes that clear. One manufacturer, Tumbleweed Tiny House Company, states that their product is “an RV like you’ve never seen before.”

For planners, this makes things simpler. The question then becomes, “Where do we allow RVs to be occupied?” Traditionally, the answer has been campgrounds (for temporary living) and RV parks (for longer-term living). Most communities typically limit temporary RV occupancy (in a campground or elsewhere) to 30 days, and the logic behind this is that RVs are not permanent dwellings. They have electric systems and water tanks and sewage tanks (or composting toilets) that can only operate for a while before they need to be hooked up to support systems or emptied.

But this answer doesn’t satisfy everyone, especially tiny-house proponents and anyone else interested in living smaller, more simply, and (presumably) more affordably (more on that later).

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Peter Sullivan, AICP, is a senior associate in the Chapel Hill, North Carolina, office of Clarion Associates. His specializations include zoning and comprehensive planning. A Pacific Northwest native, his professional background includes policy and environmental planning and development review. Sullivan is a former officer with Toastmasters International and former member of the University of Washington’s Urban Design and Planning Professionals Council. He is currently a correspondent for Planetizen.com and enjoys speaking as academic guest lecturer, webinar host, and conference presenter. Sullivan’s project work has been recognized by the Washington State Governor’s Office, Puget Sound Regional Council, and the Washington Chapter of APA.



Tiny House Giant Journey in the Petrified Forest and an RV by Guillaume Duhin, Wikipedia (CC0/SMA4.0)

➡ This tiny house is the star of its own YouTube channel, Tiny House Giant Journey.

Here's why tiny houses are so tricky. Although tiny houses are not generally designed for permanent occupancy, some of them are being purchased by people who intend to use them that way. Most zoning ordinances don't resolve this tension, because they don't address where or how tiny houses can be used for long-term or permanent occupancy.

BUILDING AND OCCUPANCY CODES

With the exception of some very rural communities, most cities and counties require that long-term or permanent residential units meet either the locally or state-adopted residential building code (usually some version of the International Residential Code), or the U.S. Department of Housing and Urban Development (HUD) national standards for manufactured housing safety. Since manufactured homes are obviously not constructed like stick-built housing—and since (unlike stick-built housing) they can be moved across state lines in interstate commerce—back in 1974 HUD adopted national safety standards for this type of housing. As a general rule, residential units for long-term occupancy need to meet one of these two sets of standards.

Unfortunately for many purchasers, some tiny houses do not meet these requirements. While tiny houses might meet the Recreational Vehicle Industry Association (RVIA) safety standard for highway travel and temporary living, these standards are not the same as the HUD manufactured housing standards for permanent living. In fact, the website for CAVCO (a manufacturer of “park model” recreational vehicles—which are similar to and sometimes in-

clude tiny houses)—states that these vehicles “are not intended for, nor should they be used for, anything other than recreational camping or seasonal use. They are not permanent residences and should not be used as such.”

For those intending to live in their tiny house full time, the trick is to find a tiny house that not only meets the RVIA standards but also the residential building code or manufactured housing standards.

For those intending to live in their tiny house full time, the trick is to find a tiny house that not only meets the RVIA standards but also the residential building code or manufactured housing standards. Or to look for a community that has adopted a building code allowing long-term occupancy of tiny houses. Some communities have done this, and in many communities the ability to use a tiny house for long-term occupancy turns on whether it will be mounted on a permanent foundation and connected to utilities.

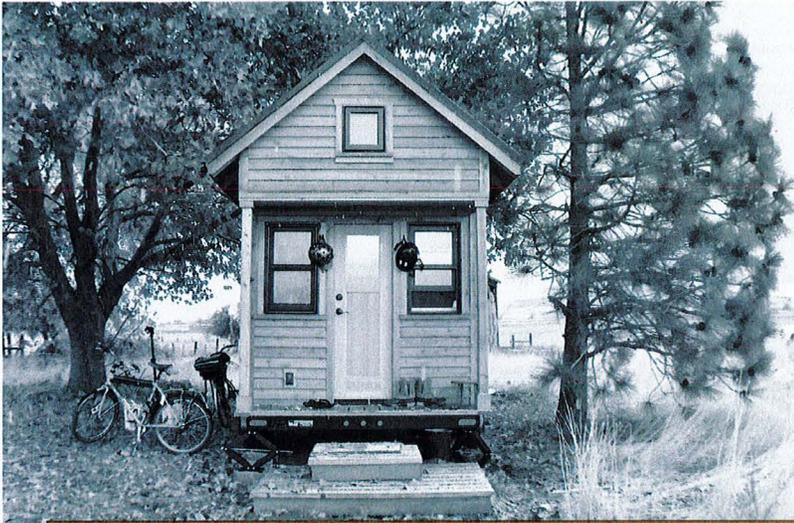
FOUNDATIONS MATTER

Let's assume a potential buyer doesn't want to install a tiny house in a campground or RV park, but rather a traditional residential lot. Some communities allow this if the owner removes the wheels (and sometimes the axles); installs the unit on a permanent foundation (or at a minimum uses secure tie-downs); and connects the unit to public water, sewer, and electric systems.

The logic behind these requirements is that they convert a mobile housing unit into a stationary unit, protect against “blowovers” and other wind-related damage (to the occupants and to neighboring property owners), and make the utility systems safe for long-term operation.

As an example, the small community of Spur, Texas, (population 1,245) has marketed itself as the “First Tiny House Friendly City.” Spur permits tiny houses to be used as permanent, primary dwellings by creating an exception to the general building code/manufactured home standard compliance requirement. However, even in this deliberately welcoming community, wheels must be removed, a foundation must be constructed, and the unit tied to the foundation with “hurricane straps,” and the unit must be hooked up to local sewer, water, and electric systems. In one well-documented case the cost of the foundation and connections came to about \$5,700 (McCann 2015). In some Spur zoning districts, tiny houses are permitted by right, but in others a variance is required.

Again, there are exceptions. A tiny-house owner might be successful living an off-the-grid lifestyle in areas that are literally far from the grid. In some very rural communities, stick-built



"Fall and winter, side by side" by Tammy Strobel, Flickr (CC-BY-2.0)

➡ Outside of rural areas, most localities would not permit a tiny house to serve as a primary dwelling unit unless it was mounted on a permanent foundation and connected to local utilities.

homes do not need to connect to water and sewer systems (i.e., they permit well and septic systems) or electric systems (i.e., they allow off-the-grid power), and those communities would presumably allow the same exceptions for tiny houses.

NOW, ABOUT THOSE ZONING RULES

So, if a buyer doesn't want to live in an RV park, *and* is willing to remove the wheels, install a foundation, and connect to utilities, *and* the local government allows long-term occupancy of tiny houses under those conditions, where can the unit be located? The answer depends on local zoning regulations. Most zoning ordinances do not list tiny houses by name; they simply treat them like other housing uses.

For a tiny house to be used as a primary dwelling unit (i.e., there is no other house or primary use on the property), the question is whether the lot is zoned for single-family homes and whether the tiny house meets any minimum size requirements for houses in that zone. Most zoning codes across the U.S. do not include minimum floor space requirements for single-family homes. But some do, and that can be a barrier to installing tiny houses. Generally this occurs when a residential neighborhood has been developed for—or with—large homes, and some of the lots already have large homes on them. In those circumstances, the local government or neighborhood residents may want to protect against the remaining lots being

occupied by smaller homes that they fear will reduce the neighborhood quality or character. Some communities, for example, have adopted minimum width or length-to-width requirements for single-family homes in an attempt to keep "single-wide" manufactured homes out of neighborhoods where the housing stock is of a different character. Those requirements would likely prohibit the installation of a tiny house, despite their charming appearance.

Whether this is fair to the tiny-house (or manufactured home) buyer, and whether it represents sound land-use policy, are emerging issues for debate. Minimum residential size limits are already in poor repute these days because they tend to drive housing prices up; however, these types of requirements are generally not illegal.

One work-around for the eager tiny-house buyer may be to install a tiny house as an accessory dwelling unit (ADU) (i.e., a second housing unit on a lot that already has a primary housing unit or another primary use of land). While ADUs are a fairly recent development, an increasing number of zoning ordinances now address where and under what conditions an ADU can be installed. Again, since most zoning ordinances do not address tiny houses by name, the question is whether your tiny house meets the requirements applicable to other forms of ADUs. One threshold question is whether the community allows detached ADUs or only allows internal ADUs constructed within the building envelope of an existing home. If the latter is true, a tiny house ADU will not be allowed. If the community allows detached ADUs, they often attach conditions like the following:

- Either the primary housing unit or the ADU must be occupied by the owner of the land.
- The ADU must not exceed a maximum size (generally 400 or 600 or 800 square feet).
- An extra on-site parking space for the ADU occupant may be required.



"Tiny house" by Tomas Quiñones, Flickr (CC-BY-SA-2.0)

➡ Local residential building codes typically require a minimum amount of habitable space per occupant, which may prevent legal habitation of tiny houses by more than one person.

- The ADU may not be allowed to have its entrance door facing the street.
- The part of the lot containing the ADU cannot be carved off and sold as a separate lot.
- If the tiny house can meet these requirements, it may be acceptable as an ADU, even if it would not be approved as a primary home on the same lot. In some cases, however, ordinances that allow detached ADUs limit them to existing structures like carriage houses, garages, or barns, which would prohibit tiny-house ADUs.

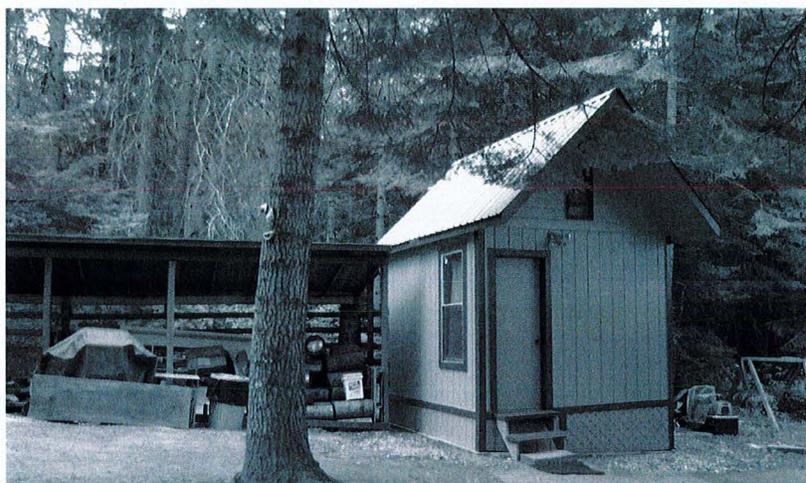
Finally, it is important to realize that most communities apply the same building, foundation, and utility requirements to ADUs that they do to primary structures. So if the question is, “can I park my tiny house in my parents’ backyard and live in it without installing a foundation or hooking up to utilities?” the answer is probably *no*. Long-term occupancy of a recreational vehicle in a residential zone district (say, for more than 30 days) is usually illegal regardless of whether you have the property owner’s consent or you are related to them.

So tiny-house owners need to be thoughtful about where they intend to install the unit, and need to read the zoning ordinance carefully to ensure it is allowed in the area where they want to live. The good news (for planners) is that it is fairly easy to review the existing zoning code and see whether the code permits tiny houses as primary units or ADUs in those locations where the community wants to allow them. Planners might also want to promote more permissive regulations if the community is ready to remove a potential housing barrier.

OTHER POTENTIAL BARRIERS

OK. So you have decided that your community wants to allow long-term occupancy of a tiny house, and you have modified the zoning ordinance to clarify where they are allowed. There are still three other potential barriers to think about.

First, unless you want to install the tiny house in a very rural area, the parcel of land where the tiny house will be located generally needs to be a subdivided lot. Subdivision regulations ensure that each parcel of land that will be developed with something other than open space or agriculture has access to a street and has utilities in place (if utilities are required in that location). This could be an issue if the tiny-house owner wants to buy 1,000



“Tiny house” by Illema, Flickr (CC BY-NC-SA 2.0)

➡ This tiny house, with a bathroom and a sleeping loft, serves as an accessory dwelling unit.

Tiny-house owners need to be thoughtful about where they intend to install the unit, and need to read the zoning ordinance carefully to ensure it is allowed in the area where they want to live.

square feet of land from a property owner—just enough to accommodate the tiny house and a “livin’ small” lifestyle—but the subdivision regulations require a minimum lot size of 5,000 square feet. Or it could be an issue if the tiny house must be connected to utilities but the land in question does not yet have utilities in place to connect to.

Second, the community should probably advise the tiny-house owner to check that private restrictive covenants attached to the land do not prohibit tiny houses in that area. Again, *tiny house* will probably not be listed by name, but it is not uncommon to find private covenants that contain minimum house size requirements even if the zoning ordinance does not. While it is generally not the city or

county planner’s job to check on the existence of private covenants when issuing a zoning approval or a building/installation permit, and local governments are generally not responsible for enforcing those covenants, advising the tiny-house owner to check on this is just good customer service. In the end, the fact that the city or county issues a permit to install a tiny house with a foundation does not protect the owner against a suit from other property owners pointing out that the tiny house does not meet restrictive covenant minimum-size requirements.

Third, even if neither the zoning ordinance nor private restrictive covenants prohibit the tiny house because of its size, many communities have residential occupancy codes to prevent overcrowding. While occupancy codes vary, it is not uncommon to find a requirement that the unit contain 125 square feet of living area per occupant, or that it not contain more than two occupants per bedroom. That could be a problem if the owner intends to house his or her family of four in a 400-square-foot tiny house, no matter how well they get along. Since occupancy of the unit may change in the future (the owner’s out-of-work cousin may move in), it is hard to ensure against overcrowding when the installation permit is issued, but making the owner aware of these requirements is good customer service.

WHAT ABOUT A TINY HOUSE COMMUNITY?

What about a whole group of folks (or a developer) who want to create an entire neighbor-

hood of tiny houses as a source of affordable housing, or just to accommodate a different lifestyle?

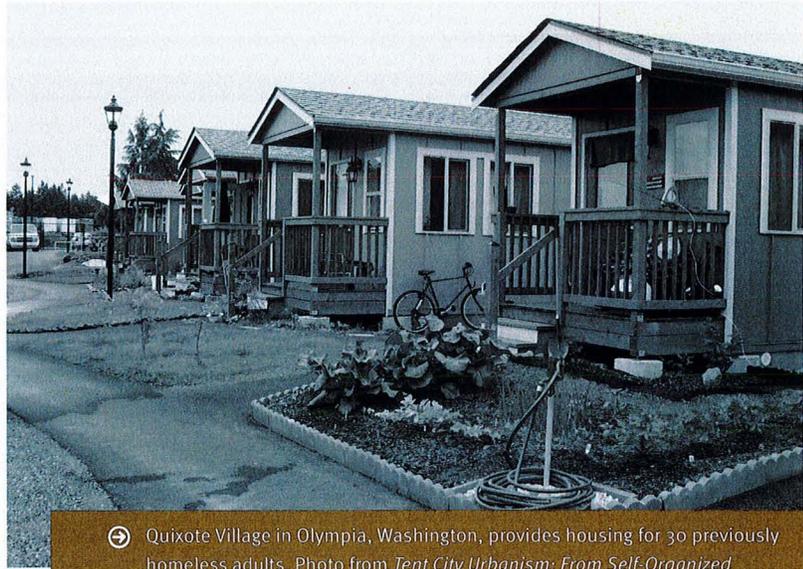
That is a bit tougher. While the Internet has many stories of individuals or property owners intending to create tiny house communities, it seems that few if any have been created to date. And some of the existing communities have been created for unique reasons and through “one-off” procedures.

For example, places like Opportunity Village in Eugene, Oregon, or Quixote Village in Olympia, Washington, have been created as alternatives to homeless camps in or near the same location. In both cases, it appears that the local government adopted a contract or resolution approving the use of land for tiny houses without requiring it to comply with some standard utility or construction requirements precisely because it would house very low-income households under better living conditions than the occupants had previously. While inspiring as initiatives to address the challenges of housing affordability and homelessness, both of these examples required individualized negotiations and agreements to vary from normally applicable public health and safety standards—flexibility that might not have been approved for a market-rate housing development.

However, there are at least three different ways in which a tiny-house community for the general public could be created—each modeled on an existing form of land-use approval. The choice of an appropriate tool turns heavily on the question of whether you intend the occupants to be able to sell the house and the piece of land it occupies to someone else in the future.

A Tailored Zoning and Subdivision of Land

If tiny-house owners are going to be able to sell their lots and homes to others, then the community will need to be subdivided into individual lots, and those lots will need to meet the minimum size and dimension requirements of the zone district where they are located. If you want to allow tiny house community developers to create very small lots (say 1,000 to 2,000 square feet), it is likely that your city or county does not have a residential zone district allowing lots of that size. So the local government will have to create a zone district allowing that type of lot. If the roads within the community are going to be narrower or more lightly constructed than those in stick-built



➡ Quixote Village in Olympia, Washington, provides housing for 30 previously homeless adults. Photo from *Tent City Urbanism: From Self-Organized Camps to Tiny House Villages* by Andrew Heben.

subdivisions, then the community will have to adopt subdivision standards (or exceptions to the current standards) allowing those types of construction. In many cases, the local government is only willing to allow “lower-than-normal-standard” infrastructure if the property

A PUD for a tiny-house community should be drafted assuming that conditions will change in the future, and to avoid locking in an overly specific development plan.

owners agree to own and maintain it over time (i.e., the city or county will not accept it as dedicated infrastructure for public maintenance), so the developer will likely have to create a home owners association to do so. These types of specialized standards have been adopted before, however, for unique forms of housing like manufactured home subdivisions or cottage

home subdivisions, and those types of standards are good places to look for guidance.

A Planned Unit Development

If the community expects that there will be only one of these communities or it does not want to create a new zone district or subdivision regulations to address tiny houses in general, the tailoring of zoning and subdivision standards described above could be accomplished through a planned unit development (PUD) tailored to a single development and a single developer. While single-project PUDs are relatively easy to adopt, they often reflect a very specific picture of the approved development that is hard to amend over time as conditions change. A PUD for a tiny-house community should be drafted assuming that conditions will change in the future, and to avoid locking in an overly specific development plan. For example, it may not be wise to require a community building of a certain size, or a park or storage area of a specific design in a specific location, because those items may need to be moved or resized in the future.

Similarly, if the home owners association is responsible for roads and utilities, it may be wise to offer some flexibility to relocate or resize those facilities in the future as needs change. The Greater Bemidji Area of Minnesota has thought through these issues and adopted a PUD approach for tiny-home subdivisions (§1101.F).

A Condominium or Cohousing Development

If the occupants of tiny houses in the community do not need to have the right to sell individual lots to others in the future, then a tiny house community could be structured as a condominium or cohousing development. Under this model, the land remains unsubdivided. Instead, a development plan is approved allowing many tiny houses, and perhaps support facilities like community buildings or shared parking areas, to occupy a single parcel of land. Instead of owning individual lots, residents own shares in the development as a whole. If structured as a condominium, each resident's share includes the exclusive rights to occupy their individual tiny house and a parking space, and also a proportionate share in the land, community buildings, roads, and infrastructure serving the area. As with a nontraditional subdivision described above, the local government may well require that the roads and utilities be owned and maintained by the condominium association. Under this approach, residents who decide to sell their tiny house in the future are actually selling their package of rights in the development (and the maintenance obligations that go along with them)—they are not selling the land. Again, it is usually wise to avoid overregulating or “zoning to a picture” in ways that may require additional governing body approval for minor changes in the future.

CONCLUSION

At this point, most city and county zoning and subdivision ordinances are unprepared for tiny houses. Answers to questions about what tiny houses are, where they can be installed, and under what conditions can be found if you search hard enough—but they are not clear or obvious. The good news is that there are several examples of how land-use controls can

be developed or modified to accommodate new and creative forms of housing and land development. RV park, manufactured home park, and subdivision, cohousing, and cottage development standards provide a deep pool of content from which tiny-house regulations can be tailored and developed.

As with most land-use questions, however, the appropriate tools cannot be crafted until some policy questions have been answered. To prepare for the arrival of tiny-house owners and community developers in the future, local governments should be prepared to answer these questions:

- Do we want to allow the installation of tiny houses for long-term occupancy, and if so, in what parts of our community?
- Do we want to accommodate only those tiny houses that meet our current building code or the federal manufactured home standards, or do we want to create exceptions for other tiny houses that can be made safe for long-term occupancy in other ways?
- Do all tiny houses need to be installed on foundations and with connections to our electric, water, and sewer systems, or are there some areas (maybe rural areas) where we would allow them under other circumstances?
- Are there areas of the community where they should be permitted as primary dwelling units?
- Are there areas of the community where they should not be permitted as primary dwelling units, but would be acceptable as accessory dwelling units?
- What changes to our building code, zoning ordinance, and subdivision regulations need to be made to achieve those results?

- With a little forethought, you can be prepared for the day a tiny-house owner shows up with some or all of the questions discussed above—and avoid that “deer-in-the-headlights” look that so annoys the town council.

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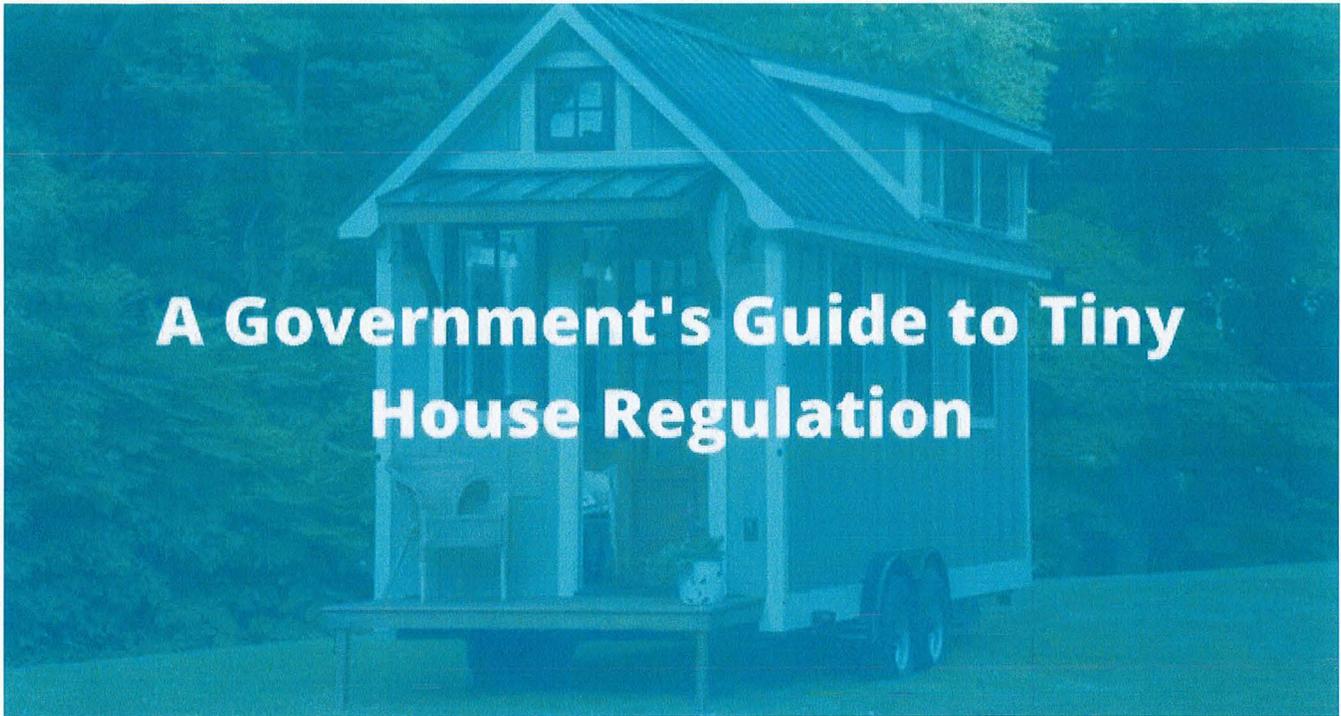
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Cover: “Tiny house, Portland” by Tammy (Weekend with Dee), Wikimedia (CC-by-2.0); design concept by Lisa Barton.

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A Government's Guide to Tiny House Regulation

MARCH 6, 2017

RACHEL KEYSER

LOCAL GOVERNMENT RESOURCES

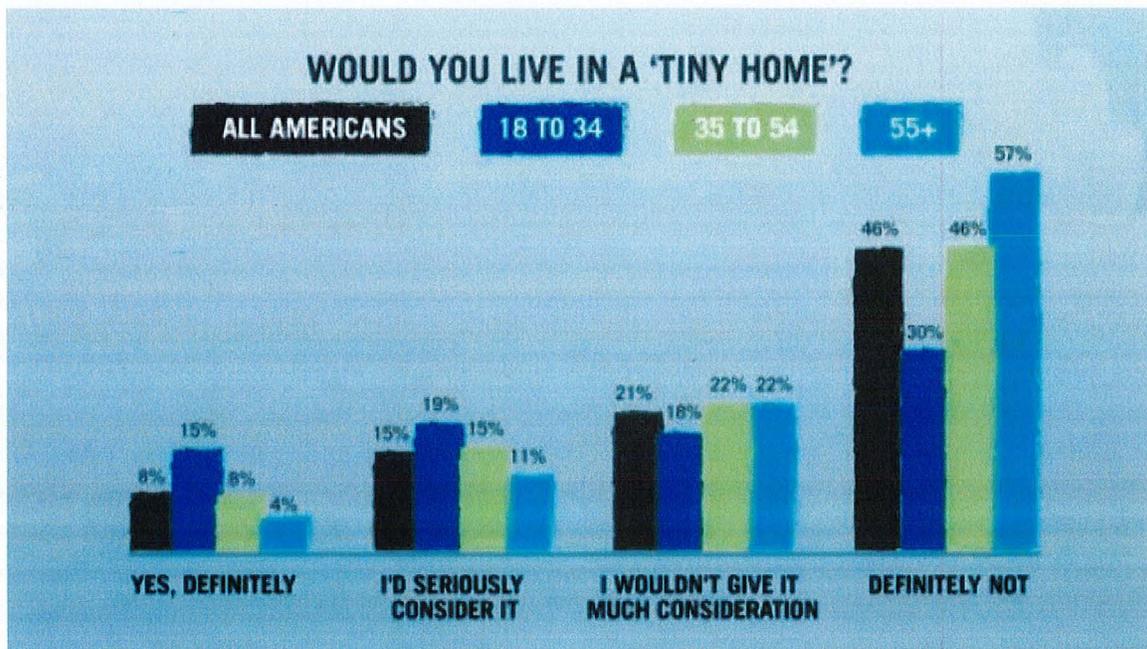
Leah and Brady were recent college graduates looking to live close to their families in Seattle without paying exorbitant rental prices. Calling on the craftsmanship of Leah's father, the couple experimented with living in a tiny house and found it suited their lifestyle. Initially living on their parents' properties in Seattle, they saved over \$1,400 a month on rent. Now situated in the San Juan Islands, the couple feels they have more financial and freedom to pursue their businesses and personal goals.

Living Large in a Tiny Home, Seattle Style



With the rise of popular TV shows like *Tiny House Nation* and *Tiny House, Big Living*, you'd think Leah and Brady's story would be more common. Tiny houses and the entire industry and community surrounding them have helped answer the call for greater diversity of housing options in the face of housing shortages, urbanization, and consumerism. For many, tiny houses represent not only a cheaper and more eco-friendly home, but an entirely different way of living—less things, more freedom, more time with loved ones, more time outside.

Yet, in spite of both a growing demand and supply for tiny houses, they have not boomed in the way our cultural fascination with them would suggest. One reason? It's exceedingly difficult to live in them *legally*.



Over a fifth of Americans would “definitely” or “seriously consider” living in a tiny home.

Source: custommade.com

Many local governmental building and zoning regulations make it difficult to construct and permanently reside in tiny houses, particularly those on wheels. While some governments simply haven't thoroughly considered the issue, some cite concerns over maintaining the integrity of neighborhoods and property values, ensuring safe building standards, and avoiding transient populations.

However, a growing number of municipalities are easing or amending regulations in favor tiny houses. They see potential disadvantages outweighed by benefits like increasing housing stock, increasing affordable housing, facilitating intergenerational living, attracting new residents, increasing revenue, supporting vulnerable populations, and generally providing residents with more lifestyle freedom. Furthermore, they recognize that many tiny house residents are ignoring current regulations, taking their chances living illegally until forced to move.

Still, these governments represent a small minority. Like many new trends, widespread regulation has not caught up to the tiny house movement. For those governments interested in learning more about how their community wants to address this topic, this guide will overview basic policy considerations and a handful of case studies from around the country.

Policy Considerations

Defining Tiny Houses

There are two basic types of tiny houses—those set on a foundation and those with wheels (depending on the type of home, wheels can sometimes be temporarily or permanently removed).



Some tiny houses are built on wheels so they can be towed as a trailer. Tiny houses are usually between 100-400 square feet in size. Source: lovelydwellings.com

Most municipalities don't currently have the language in their zoning codes to specifically address tiny homes. Tiny houses on wheels (THOWs) are often legally considered recreational vehicles (RVs) and must abide by those zoning and permitting requirements, making it difficult to live in an urban area. Both tiny houses with and without wheels can be considered "auxiliary dwelling units" or ADUs. Building and zoning codes can further specify ADUs into subcategories (e.g. "backyard cottage, second auxiliary dwelling unit, etc.).

Building and Zoning Codes

Many local governments also have minimum size requirements (often approximately 1000 square feet) for single-family homes, prohibiting construction of tiny houses on their own plots. This means that for a tiny house to be legally inhabited in a residential zone, it must usually be considered an auxiliary dwelling unit.

Even if local governments legally allow ADUs, they must still comply with local building codes. Most local governments base their building codes on the International Building Code (IRC), which does not expressly address the construction of tiny houses, but can be prohibitory due to minimum size requirements like 7 foot tall ceilings and 70 square feet of floor space for habitable rooms.

Communities with 'progressive' tiny house regulations have sought to:

- Loosen regulations by lowering minimum size requirements or making things like setbacks and parking requirements more favorable toward tiny house construction;
- Define tiny homes on wheels as ADUs instead of RVs
- Explicitly zone areas for tiny houses or tiny house communities
- Support social impact projects like tiny home communities to provide low-income or transitional housing

For those communities interested in adjusting their municipal codes to more expressly address tiny houses, these are areas for consideration:

Definitions. Some governments, like Fresno, CA, have written “tiny houses” directly into their municipal codes. Others, like Portland, OR, have chosen to address them under the auspice of an ADU. If a community chooses not to categorize them separately, they should be aware of how tiny houses will be interpreted under existing definitions and laws for RVs and various types of ADUs (backyard cottage, granny flat, etc.). There is also no universal size range for tiny houses (many cite approximately 100 – 400 square feet), so planners will have to make their own determination regarding size.

Occupancy. One of the ways Portland regulates tiny houses (and specifically the creation of tiny house communities) is through maintaining occupancy limits for all units on a particular property. In other words, the construction of a new ADU next to the primary house doesn't change the total number of people (taking into account familial relations) who can live on the property.

Other municipalities like Sonoma County, CA have decreed ADUs legal only for “caregivers” of someone residing in the primary house or vice versa. Some local governments also regulate ADU occupants based on criteria like their relation to the property owner or how many days of the year they occupy the unit.

Building and property requirements. While many local governments base their building codes off of the IRC, ADU regulatory details vary greatly from place to place. These are some of the specific considerations specific to tiny houses, many of which are addressed in the following case studies. (For full examples of building and zoning codes, see linked municipal codes below the case studies.)

Minimum-size requirements. Many governments have minimum size requirements for primary structures in residential zones, often imposed to maintain the consistency in neighborhoods (both in size of buildings and people who choose to live there). Regulators need to decide whether these size requirements are appropriate for their planning goals. Additionally, they must decide whether there should be minimum (if different from building codes) or maximum size requirements (often

either a fixed number or percentage of the primary unit) for ADUs themselves. Specificity about what constitutes square footage (e.g. porches, basements, wall thickness, etc.) will help avoid confusion down the line.

Type of construction. Some municipalities allow ADUs to be converted from 1) an existing structure or house, 2) from new construction, or 3) both. For tiny houses to be a feasible option as an ADU, building and zoning codes must permit new construction detached from the primary dwelling unit.

Set on a foundation. Whether or not to allow tiny houses on wheels (THOWs) is an important consideration. Some communities, like Spur, TX, publicly welcome tiny houses, but still require that they be set on foundations for safety reasons (e.g. heavy winds). Others, like Fresno, CA, have allowed tiny houses both with and without wheels. Regardless of the code, governments should know that many THOW owners will reside illegally until directed otherwise.



A self-submitted map of tiny house owners around the globe. Source: Tinyhousebuilders.com

Porches or skirts. Some governments, like Rockledge, Florida, wanted to support the idea of a tiny house community, but worried that THOWs would create a transient community. Their solution was to require porches (which can be removed if necessary), to encourage both a more established and connected community. Similarly, some regulations require "skirts" to cover wheels, rather than removing them entirely.

Utilities. Many tiny house owners see their choice of housing as part of an overall "off-the-grid" lifestyle. They can potentially survive without traditional utilities (hooked up to an electric grid, sewer, water) by using resources such as compostable toilets and solar energy. Planners should specifically address whether ADUs are required to be connected to utilities, and how they can share lines with the primary unit.

Setbacks, entrances, visibility. ADU regulations typically address mandatory distance from property lines, location in relation to the primary house, visibility from the street, and where/how entrances can be constructed.

Parking requirements. Depending on the density of the area, some governments require ADUs to come with one or more additional parking spaces. Whether or not an ADU allows for an increase in the property's occupancy limit is one consideration for parking requirements.

Style. Many fear the rise of tiny houses because of their potential to change neighborhood characteristics and property values. Governments that allow ADUs often address these concerns by requiring that tiny houses maintain aesthetic consistency with the primary house and/or be subject to design review during the permitting process.

RV licensing. If municipal codes do not specifically define tiny houses, THOWs will most likely be considered RVs. Governments must then decide if existing RV licensing requirements and certifications are appropriate for THOWs.

Permitting. Updating building and zoning regulations will often require a change in the permitting process. Governments can most successfully regulate tiny houses (and welcome them, if they choose), by clearly delineating the permitting process and providing supporting materials specific to tiny houses on their websites.

Case Studies

These six case studies aim to represent the diversity of ways local governments are regulating tiny houses. They are not meant to be prescriptive, but to instead provide contextual examples for other municipalities to consider. These case studies generally feature regulations favorable to tiny houses, as the regulatory status quo among most local governments is unfavorable and/or does not address tiny houses.

Each case study provides a brief background and highlights some of the new, amended, and/or unique regulations relevant to tiny houses. For more information about the case studies or municipal codes, see the sourced links below each section.

Relaxing Zoning Requirements: Austin, Texas (pop. 885,000)

Background

In 2014, local advocates successfully petitioned Austin's City Council to research how to reduce constraints on tiny houses. The resulting [memorandum](#) cited increasing housing and rental costs as well as shifting demographics (60% of Austin's populace lived in single-person households) as local

factors supporting the benefits of relaxing regulations in favor of tiny homes. In November 2015, the Austin City Council voted 7-4 to reduce restrictions on auxiliary units or “granny flats”.



Just 15 minutes outside of the city limits (and free from regulation) is Austin Live | Work, a 10-acre tiny house community—self-proclaimed to be the largest in the nation. Source: tinyhouseexpedition.com

Regulatory environment before city council vote:

- Zoning codes did not prohibit site-built (without wheels) tiny houses or place minimum size requirements on dwelling structures—meaning site-built tiny houses would be treated like any other single family home.
- Zoning codes treated tiny houses on wheels as RVs, meaning the person could only inhabit a tiny house on wheels in areas zoned for RVs. They could be stored on residentially-zoned properties, but not hooked up to utilities nor inhabited. They also had to meet federal motor vehicle standards and be registered as a travel trailer with the Texas Department of Motor Vehicles.
- Austin uses the IRC to evaluate permanent (not on wheels) residential projects with less than two dwelling units. As of 2015, the IRC requires 70 square feet of living area, allowing for all but the smallest of site-built tiny homes.
- The briefing memorandum suggested the City Council consider changes to residential zoning districts if they wanted to allow tiny houses with wheels to be considered either primary or secondary dwelling units on residential property.

2015 changes to building and zoning codes:

- Only one parking space required, and zero required within 1/4 of a mile of an Imagine Austin corridor with a CapMetro line.

- Allowed for construction of ADUs on 5750 square feet of land (standard lot). Previously required at least 7,000 square feet.
- Reduced setbacks to make it easier to fit the dwelling unit on a smaller lot
- Allowed for construction of ADUs to .15 FAR (up to 1100 sq ft) instead of 850 square feet.
- Enables all applicable properties across the city to build 'granny flats'.

Sources:

- [Austin City Council Memorandum:](#)
- [Change.org](#)
- [Austin Live | Work](#)

Allowing THOWs as ADUs: Fresno, California

Background

In early 2016, Fresno, CA Mayor Ashley Swearengin and City Councilmember Esmeralda Soria held a press conference to announce Fresno as the nation's first city to allow tiny houses on wheels to be treated as a permanent auxiliary dwelling unit. This was in contrast to many northern California counties who had previously allowed THOWs as ADUs only for medical reasons. A community hard hit by the financial recession, Swearengin lauded the change as an eco-friendly way to provide more affordable housing and support local jobs and companies constructing tiny houses.

Change in city ordinance benefits tiny houses



Previous Regulations:

- Allowed for one 1) secondary dwelling units 2) backyard cottages or 3) accessory living quarters on any lot in any residential district where single-unit dwellings are permitted or existing.
 - **Secondary Dwelling Unit:** May provide separate, independent living quarters for one household. Units may be attached, detached, or located within the living areas of the primary dwelling unit on the lot, subject to the standards of this subsection. Kitchens, including cooking devices are permitted.
 - Minimum lot size: 6,200 sq. ft.
 - Maximum floor area: 1,250 sq. ft.
 - **Backyard Cottage:** May provide separate, independent living quarters for one household. Units may be attached, detached, or located within the living areas of the primary dwelling unit on the lot, subject to the standards of this subsection. Kitchens, including cooking devices are permitted. Backyard Cottages shall be located behind the primary dwelling unit, unless attached and integral to the primary dwelling unit.
 - Minimum lot size: 6,000 sq. ft (interior lot); 5,000 sq. ft. (corner lot)
 - Maximum floor area: 440 sq ft.
 - **Accessory Living Quarters:** May provide dependent living quarters. They may be attached, detached, or located within the living areas of the primary dwelling unit on the lot, subject to the standards of this subsection. Accessory Living Quarters may not provide kitchen facilities, however a bar sink and an under-counter refrigerator are allowed, but no cooking devices or other food storage facilities are permitted. Accessory Living Quarters shall not be located in front of the primary single-family dwelling.
 - Minimum lot size: 5,000 sq. ft.
 - Maximum floor area: 500 sq. ft or 30 percent of the primary single family dwelling (whichever is smaller).
- Development standards, lot coverage, and setback are in accordance with underlying zoning districts.

2016 Amended Regulations:

- Tiny Houses are expressly written into the zoning code, allowed as a “backyard cottage” under the conditions that it meets the existing requirements, and can be reviewed to maintain consistency with the aesthetic of the house and neighborhood.

Sources:

- [City of Fresno, CA website](#)
- [Fresno Bee](#)

Background

Portland has long been lauded as one of the few larger cities with tiny-house friendly policies. Citing more efficient use of housing stock and greater diversity of housing options, Portland's building and zoning codes allow for one auxiliary dwelling unit (ADU) to be built per single-family dwelling site in all residential and commercial zones. However, tiny houses on wheels (THOWs) are still classified as recreational vehicles, and cannot technically be permanently inhabited outside of an area zoned for RVs. There is a strong community of tiny house advocates in this region, many of whom are pushing for further code reform. For now, many THOW owners live illegally, knowing there will only be trouble if someone complains.



Caravan, the nation's first tiny house hotel. Source: tinyhouseliving.com

Regulations:

- One ADU per site is allowed in residential and commercial zones, and in the central employment zones.
- ADUs can be created by converting part of an existing house or structure, adding area to an existing house, or constructing a new building (different building code standards are applied to new versus existing construction).
- The Zoning Code defines an Accessory Dwelling Unit as a smaller, auxiliary dwelling unit on the same lot or within a house, attached house or manufactured home. The unit includes its own independent living facilities with provisions for sleeping, cooking, and sanitation, designed for residential occupancy independent of the primary dwelling unit.

- Tiny homes on wheels (THOWs) may be stored but not inhabited in residential zones.
- The total number of persons that can live in both the house and ADU is the same as for one household: One or more persons related by blood, marriage, legal adoption or guardianship, plus not more than 5 additional persons, who live together in one dwelling unit; or one or more handicapped persons as defined in the Fair Housing Amendments Act of 1988, plus not more than 5 additional persons, who live together in one dwelling unit.
- Must be set back 40 feet from front lot line or behind the rear wall of the house.
- Detached ADUs must match the style of house (additional information).
- No additional onsite parking required.

Sources:

- [City of Portland](#)
- [Sightline.org](#)

Encouraging Population Growth: Spur, Texas (pop. 1000)

Background

In July 2014, the 1,000 person community of Spur, Texas declared itself the nation's first tiny house friendly town. Facing increasing urbanization and a dwindling population, Spur saw this proclamation as a way to attract young, educated residents. Requiring almost no building regulations, Spur marketed the "tiny house-friendly" community as a space for 'pioneers' who can enjoy the freedom of nature and open space as well as their choice of housing. Over 60 lots have since been sold and dozens of new people have moved to the area, some with tiny homes. In response to increasingly "experimental" housing types (yurts, underground homes, etc.), the Spur City Council amended the tiny house proclamation in 2016, requiring them to be hooked up to utilities and for designs to be submitted for review.



spurfreedom.org: Spur, TX information website for potential tiny home residents.

Regulations:

- Definition of a Tiny House: “Residential structures with less than 900 square feet total living space. Living space shall exclude porches, garages, and other space not heated or cooled by any means.”
- Tiny House requirements:
 - The Tiny House must be on a foundation with at least six (6) inches of cement footing, which is steel reinforced for load bearing walls. A tiny home built on a trailer is required to remove wheels/axles in order to tie down to a foundation as described above.
 - The Tiny House must have a driveway.
 - A Pre-manufactured Tiny House is required to be skirted.
 - The Tiny House must be located on a Common Access Route / Internal Street, and have an assigned address.
 - The Tiny House must be connected to City utilities, which is water and sewer services. Sewer service is essential to dispose of all human waste. No composting toilets will be permitted.
 - The Tiny House must comply with applicable portions of the 2005 Structural Standards Code of the City of Spur.
 - The Tiny House must pass the inspection of the Building Official, or any subsequent structural standards which may be adopted by the City of Spur
 - Permit applications must include:
 - Location, Legal Property description, Block and Lot where Tiny House is to be located
 - Dimensions of the Tiny House
 - Description of material being used to build the Tiny House
 - Plat or blueprints identifying connections to city services including Water, Sewer and Sanitation, if available
 - Photographs of the tiny house, if available

Sources:

- [Town of Spur, TX website](#)
- [Wall Street Journal](#)

Tiny House Pocket Neighborhoods: Rockledge, Florida (pop. 25,600)

Background

In October 2015, the City of Rockledge, Florida became one of the most tiny house-friendly communities in the nation by zoning two districts for tiny homes. Spurred by the efforts of one resident, the Rockledge City Manager and City Planners came together to discuss how tiny houses could benefit the community by providing affordable housing, spurring economic revitalization, and wisely using the small amount of city land available for development. After seven months, the City Council passed the proposals, being among the first to include definitions for different types of tiny houses and other regulatory grey areas.

New Zoning Districts

- **Redevelopment Mixed Use (RMU).** In these zones the city hopes that tiny houses will help spur economic revitalization, and create more 'walkable' neighborhoods.
- **Planned Unit Development (PUD).** Essentially a 'pocket neighborhood' for tiny houses. Planners added the requirement for porches for tiny houses on wheels, to help encourage a community of people who intend to put down roots in the city.



Photo from [Rockledge Tiny House Community Facebook Page](#)

Regulations:

- Tiny Houses are defined as a principal residential dwelling that has a square footage between 170 and 1,000.
- Tiny Homes are only permitted within the redevelopment mixed use district (RMU) or a planned unit development (PUD) in a Pocket neighborhood setting.
- Each dwelling unit shall have a minimum gross floor area of not less than 170 square feet for the first occupant and not less than 100 square feet for each additional occupant (additional dimensional requirements, here.)
- A tiny house on wheels (THOW), for the purposes of these Guidelines, is a structure which is intended as a full time residence or year-round rental property and meets these five conditions:
 - Built on a trailer that is registered with the builder's local DMV.
 - Towable by a bumper hitch, frame-towing hitch, or fifth-wheel connection, cannot move (and was not designed to be moved) under its own power.
 - Is no larger than allowed by applicable state law. (The typical THOW is no more than 8'6" wide, 30' long, and 13'6" high. Larger tiny houses may require a special commercial driver's license and/or special permits when being towed.)
 - Has at least 170 square feet of first floor interior living space.
 - Includes basic functional areas that support normal daily routines (such as cooking, sleeping, and toiletry). (more on THOW requirements here).
- Required to submit for THOW in a pocket neighborhood:
 - Detailed structural plans, addressing how the structure is secured to the trailer, electrical plan, photographs of relevant structures and materials.

- Pocket home definition:
 - A minimum of 4 tiny homes and maximum of 12 tiny homes per pocket neighborhood. Twenty-five percent of these home sites may be for THOW's.
 - Centralized common area. The common open space area shall include usable public spaces such as lawn, gardens, patios, plazas or scenic viewing area. Common tables, chairs and benches are encouraged, with all homes having access to it (more on common space requirements here).
 - All homes must have both front and rear porches (more on porch requirements here).
 - Pocket neighborhood communities must be part of a condo or homeowners association to maintain the common areas
 - More on lot requirements, setbacks, and maintenance here.
- Tiny houses on wheels (THOW) in pocket neighborhoods must comply with the following:
 - THOWs must be placed in a designated area in the approved site plan of the pocket neighborhood.
 - All THOWs must be placed adjacent to common open space area.
 - Must meet the tie down and skirting requirements of the Mobile Home requirements of the Land Development Regulations. The Building Official may require additional standards to ensure the porches hide any hitches.

Sources:

- City of Rockledge City Council Agenda Documents:
 - <http://www.cityofrockledge.org/AgendaCenter/ViewFile/Item/933?fileID=9002>
 - <http://www.cityofrockledge.org/AgendaCenter/ViewFile/Item/934?fileID=9004>
- Tinyhouseblog.com
- [American Tiny House Association](http://AmericanTinyHouseAssociation.org)

**Tiny Houses for Special Populations: Detroit, Michigan
(pop. 690,000)**

Background

In the fall of 2016, the nonprofit organization Cass Community Social Services completed the first batch of houses in their tiny home community project in Detroit, Michigan. With 25 homes slated to be built on a two-block plot of land owned by Cass, the organization hopes to help turn low-income people into homeowners, bring density to a neglected area, and create a model for inexpensive, eco-friendly housing. Creating tiny house communities as a social services is not unique to Detroit. There are a handful of other successful models around the country, including [Quixote Village](#) in Olympia, WA and [Dignity Village](#) in Portland, OR.

Project Details:

- Each home will range from 250 – 400 sq. ft. of living space, on its own lot (approx. 30 x 100 sq. ft.) set on a foundation. Most houses will also include a front porch or rear deck.



Cass Community Social Services Tiny House Project Plan. Source: [Cass Community Social Services](#)

- Professional contractors handle major construction, while supervised volunteers help with finishing jobs such as tiling, dry walling, painting, gardening, building decks and erecting fences.
- Total cost of 1.5 million dollars, \$400,000 of which was donated by the Ford Foundation. Fundraising has been ongoing.

- All residents will be low-income, ranging from Cass employees, college students, retired and recently homeless individuals.
- A 300 sq. ft. home will cost \$300/month to rent and approximately \$32/month to heat (due to small space and energy efficient construction). Tenants will use a rent-to-own model, with potential to own the home if they stay for more than seven years.



First Cass tiny home unveiled in Sept., 2016.

- Cass Community Social Services worked with the city to make sure the first-of-its-kind project was properly zoned. However, Detroit did not have zoning laws or minimum size dwelling requirements that would have significantly hindered building the tiny houses.

Sources:

- [Cass Community Social Services](#)
- Curbed Magazine: ["This Tiny House Could be a Game-changer for Low-income People in Detroit."](#)
- Curbed Magazine: ["A Community of Tiny Homes Could Help Detroit's Homeless"](#)
- [Construction Dive](#)

Fears Over 'Felony Flats': Wasilla, Alaska (pop. 8,600)

Background

In August 2016, the City Council in Wasilla, Alaska unanimously voted to invoke a six-month moratorium on single-family dwellings less than 700 square feet. The council stated that they wanted to let the planning commissioners decide how smaller homes should fit into the overall goals of the community. The councilmember who proposed the moratorium cited a well-known row of rundown cabins without long-term residents as an example of the potential negative effects of allowing tiny houses. In December 2016, the planning commission recommended that the City Council take no action to invoke a minimum size requirement for single-family dwellings, but offered that individual neighborhoods could request the adoption of a neighborhood plan with stricter requirements.



Empty cabins along George Parks Highway in Alaska, commonly referred to as 'felony flats.'. Source: Robert DeBerry, Frontiersman.com

Regulations:

- The City of Wasilla does not require building permits for single-family dwellings.
- The six-month moratorium on tiny houses prohibited the construction of any single-family home less than 700 square feet until February 28, 2017.
- After discussing the issue for 3 consecutive meetings, the planning commission decided proposed a resolution with the recommendation that current regulations are appropriate for single-family homes.

Sources:

- City of Wasilla, AK

- [Adn.com](#)

Moving Forward

As these case studies show, there is no one-size-fits-all solution for tiny house regulation. Because the regulatory environment is still in its infancy, there are relatively few examples of local governments tackling this issue. Other governments must consider their own local factors and goals to provide a foundation for smart regulation. Asking these questions while providing space for community feedback and discussion is the first step to understanding how tiny homes should fit into a community's long-term vision.

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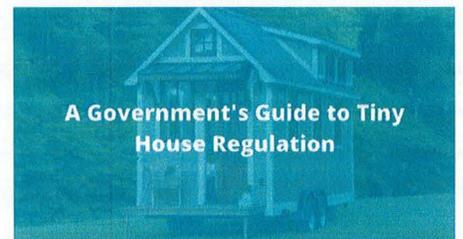
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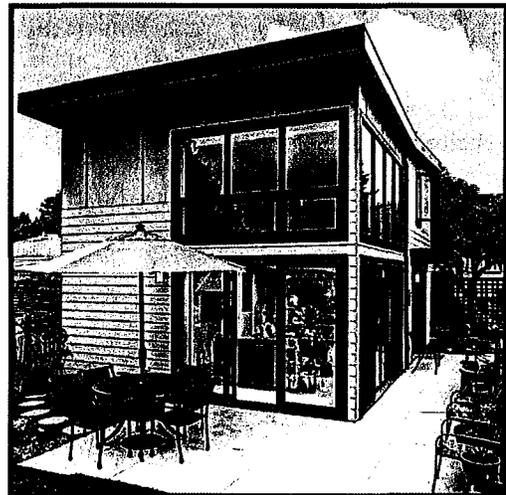
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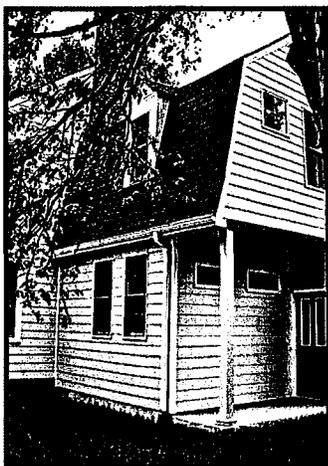
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Accessory Dwelling Units
and how they expand housing options
for people of all ages



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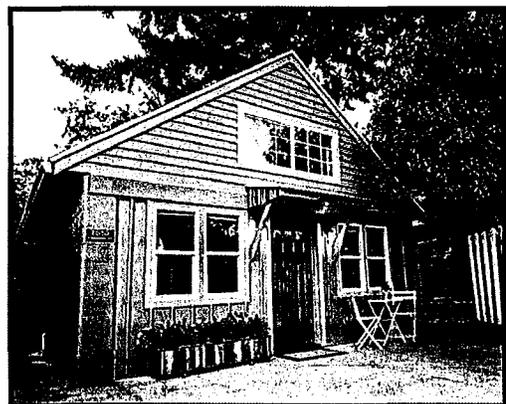
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Orange Splot LLC

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Orange Splot LLC is a development, general contracting and consulting company with a mission to pioneer new models of community-oriented, affordable green housing developments. Orange Splot projects have been featured in the *New York Times*, *Sunset Magazine* and on NBC's *Today* show. (The detached ADUs on page 3 and the back cover are by Orange Splot.) Company founder Eli Spevak has managed the financing and construction of more than 250 units of affordable housing, was awarded a Loeb Fellowship by the Harvard University Graduate School of Design, cofounded the website AccessoryDwellings.org and serves as a vice chair of Portland, Oregon's Planning and Sustainability Commission.

The ABCs of ADUs

A guide to Accessory Dwelling Units and how they expand housing options for people of all ages

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A NOTE TO READERS: Many of the photographs and project examples in this publication are from Portland, Oregon, one of the first municipalities in the nation to encourage the creation of accessory dwelling units.

Visit AARP.org/ADU
to download
or order this free
guide and find
more resources
about accessory
dwelling units.

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Welcome! Come On In

AARP surveys consistently show that the vast majority of people age 50 or over want to remain in their homes and communities as they age rather than relocate

We know from surveys by AARP and others that a majority of Americans prefer to live in walkable neighborhoods that offer a mix of housing and transportation options and are close to jobs, schools, shopping, entertainment and parks.

These preferences — coupled with the rapid aging of the United States’ population overall and decrease in households with children — will continue to boost the demand for smaller homes in more compact neighborhoods.

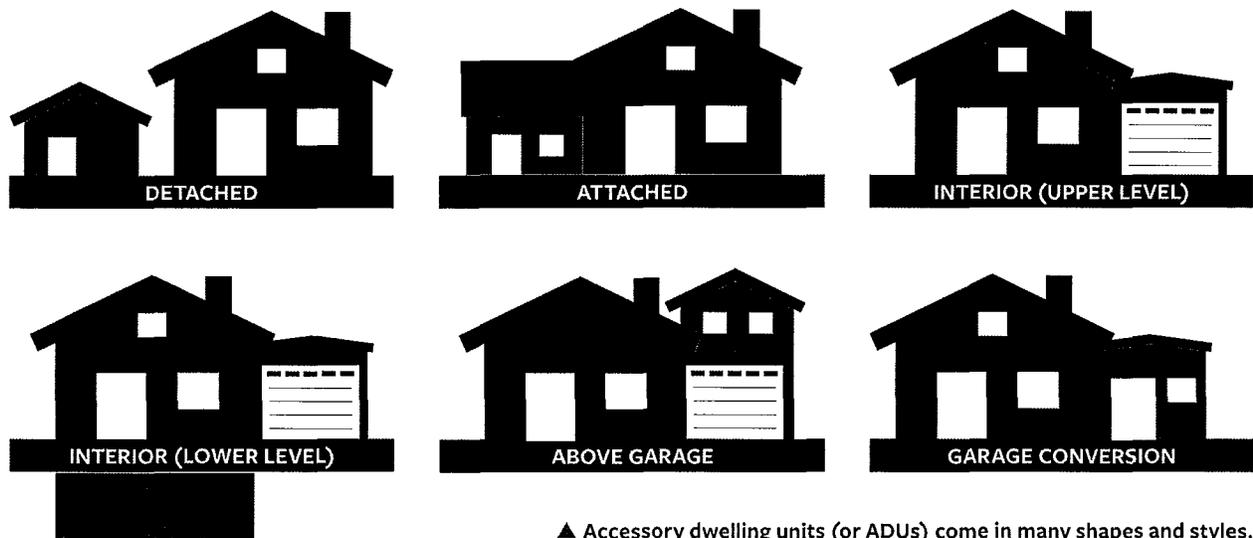
As small houses or apartments that exist on the same property lot as a single-family residence, accessory dwelling units — or ADUs — play a major role in serving a national housing need.

This traditional home type is reemerging as an affordable and flexible housing option that meets the needs of older adults and young families alike.

In fact, in the 2018 AARP Home and Community Preferences Survey, people age 50-plus who would consider creating an ADU said they’d do so in order to:

- provide a home for a loved one in need of care (84%)
- provide housing for relatives or friends (83%)
- feel safer by having someone living nearby (64%)
- have a space for guests (69%)
- increase the value of their home (67%)
- create a place for a caregiver to stay (60%)
- earn extra income from renting to a tenant (53%)

Since ADUs make use of the existing infrastructure and housing stock, they’re also environmentally friendly and respectful of a neighborhood’s pace and style. An increasing number of towns, cities, counties and even states have been adapting their zoning or housing laws to make it easier for homeowners to create ADUs.



▲ Accessory dwelling units (or ADUs) come in many shapes and styles.

The ABCs of ADUs is a primer for elected officials, policymakers, local leaders, homeowners, consumers and others to learn what accessory dwelling units are and how and why they are built. The guide also suggests best practices for how towns, cities, counties and states can include ADUs in their mix of housing options.

ADUs Come in Many Shapes and Styles

ADUs are a family-friendly, community-creating type of housing the nation needs more of

Although many people have never heard the term, accessory dwelling units have been around for centuries (see page 6) and are identified by many different names. To be clear about what's being discussed:

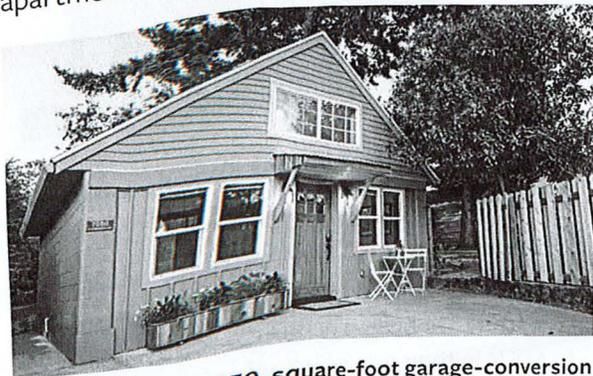
- An ADU is a small residence that shares a single-family lot with a larger, primary dwelling
- As an independent living space, an ADU is self-contained, with its own kitchen or kitchenette, bathroom and sleeping area
- An ADU can be located within, attached to or detached from the main residence
- An ADU can be converted from an existing structure (such as a garage) or built anew
- ADUs can be found in cities, in suburbs and in rural areas, yet are often invisible from view because they're positioned behind or are indistinct from the main house
- Because ADUs are built on single-family lots as a secondary dwelling, they typically cannot be partitioned off to be sold separately
- An ADU can provide rental income to homeowners and an affordable way for renters to live in single-family neighborhoods
- An ADU can enable family members to live on the same property while having their own living spaces — or provide housing for a hired caregiver
- Unlike tiny houses (see page 17), ADUs are compact but not teeny, so they're a more practical option for individuals, couples and families seeking small, affordable housing
- For homeowners looking to downsize, an ADU can be a more appealing option than moving into an apartment or, if older, an age-restricted community
- ADUs can help older residents remain in their community and "age in place"



▲ Accessory dwelling units show up in neighborhoods throughout the country — and even in pop culture. One example: In the sitcom *Happy Days*, Fonzie (right) rented an above-garage ADU from the Cunningham family in 1950s-era Milwaukee, Wisconsin.

ADUs are also known as ...

Although most local governments, zoning codes and planners in the United States use the term *accessory dwelling unit* or *ADU*, these small homes and apartments are known by dozens of other names. The different terms conjure up different images. (Who wouldn't rather live in a "carriage house" than in an accessory or "ancillary" unit?) Even if you've never heard of accessory dwelling units or ADUs, you have likely heard of — and perhaps know the locations of — some of the home types noted at right.



▲ Renting out this 350-square-foot garage-conversion ADU in Portland, Oregon, helps the property owner, who lives in the lot's primary residence, pay her home mortgage.

- accessory apartment
- alley flat
- back house
- backyard bungalow
- basement apartment
- carriage house
- coach house
- garage apartment
- granny flat
- guest house or cottage
- in-law suite
- laneway house
- mother-daughter house
- multigenerational house
- ohana unit
- secondary dwelling unit
- sidekick

Since ADUs can be created in many different shapes and styles, they're able to fit discreetly into all sorts of communities, including suburban subdivisions, row-house streets (either with or without back-alleys), walkable town or urban neighborhoods — and, of course, large lots and rural regions.



◀ A **DETACHED ADU** (aka DADU) is a stand-alone home on the same lot as a larger, primary dwelling. Examples include backyard bungalows and converted outbuildings.

Location: Portland, Oregon | Photo by David Todd



▶ An **ATTACHED ADU** connects to an existing house, typically through the construction of an addition along the home's side or rear. Such units can have a separate or shared entrance.

Location: Davidsonville, Maryland | Photo by Melissa Stanton, AARP



◀ A **GARAGE ADU** makes use of an attached or detached garage by converting the space into a residence. Other options involve adding a second-story ADU above a garage or building a new structure for both people and cars.

Location: Portland, Oregon | Photo by Radcliffe Dacanay

An **INTERNAL ADU** is created when a portion of an existing home — an entire floor, part of a floor, or an attic or basement — is partitioned off and renovated to become a separate residence.

▶ Access to an **UPPER-LEVEL ADU** can be provided through a stairway inside the main home or directly from an exterior staircase. This 500-square-foot ADU sits atop a 1,900-square-foot primary dwelling.

Location: Portland, Oregon | Photo by Eli Spevak, Orange Splot LLC



▲ A **LOWER-LEVEL ADU** is typically created through the conversion of a home's existing basement (provided that height and safety conditions can be met), during construction of the house, or (see page 7) as part of a foundation replacement and house lift.

Location: Portland, Oregon | Photo by Derin Williams

ADUs Are Good for People and Places

Communities that understand the benefits of ADUs allow homeowners to create them

ADUs are an affordable housing option

- ADUs can generate rental income to help homeowners cover mortgage payments or simply make ends meet. The income provided by an ADU tenant can be especially important for older people on fixed incomes.
- Since the land on which an ADU is built already belongs to the homeowner, the expense to build a secondary residence is for the new structure only. The lot is, in a sense, free.
- ADUs are typically owned and managed by homeowners who live on the premises. Such landlords are less likely to raise the rent once a valued tenant has moved in. Many ADUs are created for family members to reside in for free or at a discounted rate.
- Although market rate rents for ADUs tend to be slightly more than for similarly sized apartments, they often represent the *only* affordable rental choices in single-family neighborhoods, which typically contain no studio or one-bedroom housing options at all.
- Some municipalities are boosting ADUs as part of affordable housing and anti-displacement strategies. Santa Cruz, California (see opposite), is among the cities with programs to help lower-income households build ADUs or reside in them at reliably affordable rents.

ADUs are able to house people of all ages

- An individual’s housing needs change over time, and an ADU’s use can be adapted for different household types, income levels, employment situations and stages of life.
- ADUs offer young people entry-level housing choices.
- ADUs enable families to expand beyond their primary home.
- ADUs provide empty nesters and others with the option of moving into a smaller space while renting out their larger house or letting an adult child and his or her family reside in it.

ADUs are just the right size

- Generally measuring between 600 and 1,000 square feet, ADUs work well for the one- and two-bedroom homes needed by today’s smaller, childless households, which now account for nearly two-thirds of all households in the United States.

ADUs are good for the environment

- ADUs require fewer resources to build and maintain than full-sized homes.
- ADUs use significantly less energy for heating and cooling. (Of all the ADU types, internal ones tend to have the lowest building and operating costs.)

ADUs are community-compatible

- ADUs offer a way to include smaller, relatively affordable homes in established neighborhoods with minimal visual impact and without adding to an area’s sprawl.
- ADUs provide a more dispersed and incremental way of adding homes to a neighborhood than other options, such as multistory apartment buildings. As a result, it’s often easier to get community support for ADUs than for other housing types.

Big houses are being built, small houses are needed

Do we really need more than three times as much living space per person as we did in 1950? Can we afford to buy or rent, heat, cool and care for such large homes?

YEAR	1950	2017
Average square footage of new single-family homes	983	2,571
Number of people per household	3.8	2.5
Square feet of living space per person	292	1,012

Fact: ADUs house more people per square foot of living area than single-family homes do.

SOURCE: NATIONAL ASSOCIATION OF HOME BUILDERS (AVERAGE HOME SIZES), U.S. CENSUS BUREAU (AVERAGE HOUSEHOLD SIZES)

HOME VISIT #1

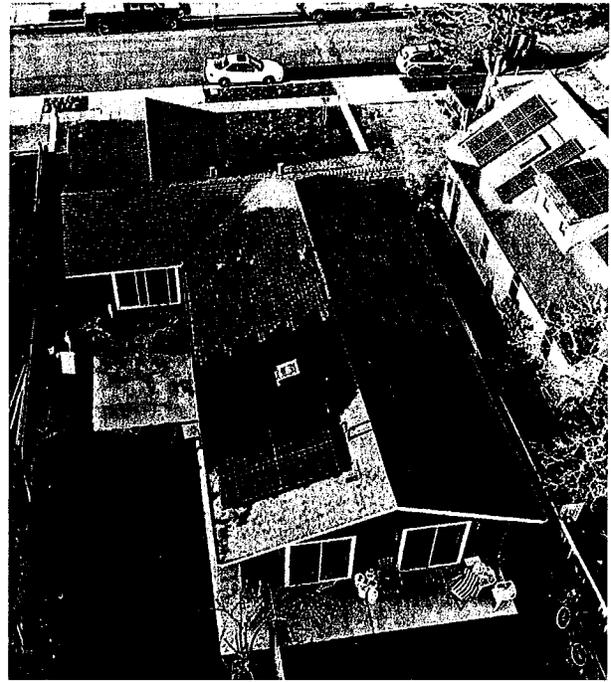
Attached ADU Addition

Santa Cruz, California

Size: 500 square feet



AARP



▲ The area with the darker roof shingles is the ADU that was added onto the home of Carrie and Sterling Whitley.

◀ ▼ The Whitleys' ADU (that's Carrie showing off the front yard's new paths and plantings) has its own entrance on the side of the home and is being rented to the couple's daughter so she can help her elderly parents when needed.

When Carrie and Sterling Whitley bought their house in 1971, they paid less than \$15,000. Nearly 50 years later, similar homes on their street have sold for more than \$1 million.

THE PROBLEM: The Whitleys, who are in their 80s, own the house outright and don't want to move. But the financial and physical demands involved in maintaining the house are a challenge.

A SOLUTION: To help low-income homeowners age 62 or older live independently and keep their homes, the Monterey Bay affiliate of Habitat for Humanity and the City of Santa Cruz launched My House My Home: A Partnership for Aging-in-Place. The pilot program builds accessory dwelling units so older homeowners can downsize into a new, aging-friendlier home and earn rental income from their original house. Or such homeowners can remain in their house and rent out the new, smaller residence. Participating homeowners are required to charge an affordable rental rate.

REALITY CHECK: When the Whitleys' project broke ground in April 2017, they were the first homeowners to receive an ADU through the program, which worked with them to design the ADU as an addition to their existing home. Since the dwelling was built with accessibility features, Carrie and Sterling know they can downsize into it if they ever need to. Until then, their daughter, Brenda, resides in the addition.

REAL LIFE: "I'm right next door to my parents in case they need me or need any help," Brenda says.

Design: Historic Sheds | Builder: Historic Sheds | Cost to build: \$158,000 in 2017 (not including volunteer labor) | Photos by Michael Daniel | Article adapted from Where We Live: Communities for All Ages (AARP 2018)



ADU ADVICE: With an attached ADU, privacy between the two residences can be achieved by locating the ADU bedroom(s) and bathroom(s) as far as possible from the main house. Providing the ADU with its own yard or outdoor space is helpful too.

ADUs Are an American Tradition

While today's interest in ADUs may be new, the housing type is centuries old

Early settlers often built a small home to live in while constructing their larger, primary house nearby.

When farming was a source of survival for most of the nation's households, families routinely constructed additional homes on their land when needed.

People with wealth and acreage regularly populated their lands with secondary mansions and ancillary buildings independent of the main estate house.

In fact, until the 20th century, people with land built as many homes as they wished. There were few or no zoning rules, municipal services or infrastructure (utilities, roads, schools, trash collection, first-responders) to consider.

A historic precedent for the modern day accessory dwelling unit is the "carriage house," or "coach house." Originally built for horse-drawn carriages, the structures associated with grander homes were frequently large enough to double as living quarters for workers and stable hands.

Decades later, in response to housing shortages and economic needs, many surviving carriage houses were

converted into rental homes. By becoming landlords, the owners gained income from their otherwise unused outbuildings.

Automobile garages have a similar history. Some were originally built with a housing unit upstairs. Over time, many garages were converted (often illegally or under zoning codes no longer applicable today) into small homes when the spaces became more valuable for housing people than vehicles.

With the rise of suburban single-family home developments following World War II, ADUs practically ceased to be built legally in the United States. Then as now, residential zoning codes typically allowed only one home per lot, regardless of the acreage and with no exceptions. Attached and detached garages occupied yard space that might otherwise have been available for ADUs.

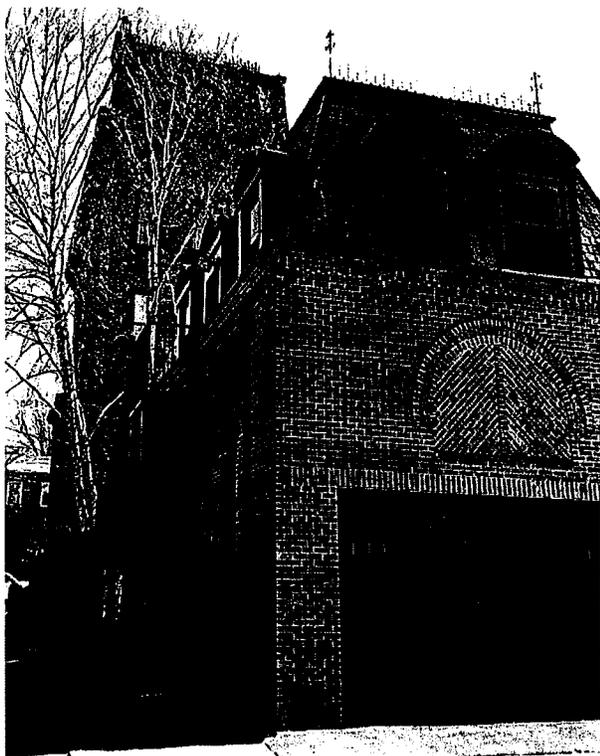
Some cities, including Chicago, grandfathered in pre-existing ADUs — but only if the residences remained consistently occupied. In Houston's historic and trendy Heights neighborhood, old and new garage apartments are common and desired.

But elsewhere, even in rural areas with ample land, property owners are often prohibited from creating secondary dwellings. Many communities today don't allow new ADUs, even if they did in the past — and even if ADUs currently exist there. (Countless units in single-family homes or yards are technically illegal or are allowed simply because they were created when such residences had been legal.)

ADUs began making a comeback in the 1980s as cities explored ways to support smaller and more affordable housing options within single-dwelling neighborhoods. In 2000, in response to a growing demand for ADU-supportive guidelines, AARP and the American Planning Association partnered to release an influential model state act and local code for ADUs.

More recently, there's been renewed interest at the state and local levels (see page 8) in legalizing and encouraging the creation of ADUs, driven by the increasingly high cost of housing and, in some places, the belief that homeowners with suitable space shouldn't be so restricted in the use of their property.

▼ **This carriage house containing a one-bedroom, one-bath ADU above a two-car garage sits behind a six-level, Gilded Age, Hoboken, New Jersey, townhome that was built in 1883. The dual residence property was on the market in 2018 for \$5 million.**



HOME VISIT #2

Garage Apartment ADU

Denver, Colorado

Size: 360 square feet



▲ The apartment above the garage can be reached from inside the garage or from an exterior side entrance accessed from the yard it shares with the primary residence.

“I see our ADU as something very similar to a student loan,” says Mara Owen. “It’s something you invest in the future with. It was cheaper than buying a house for Mom, and it lets her have independence. It’s great knowing we can check in on her whenever.”

AH-HA MOMENT: Owen, her partner, Andrew, and their three dogs were sharing a one-bedroom, one-bath house with her mother, Diane. When Owen learned that ADUs were allowed in the city, she decided the best way to get more space for her small home’s many residents would be to remove their “leaky and defunct” garage and build a new two-car garage with an apartment above it.

WISE ADVICE: “Get a really great builder and architect,” says Owen. “Interviewing architects was similar to a first date. It’s not just who you feel connected with. That’s important, but get to the values. It’s a niche market, so see if you can find someone who has built ADUs before, because ADUs are a little different.”

FUTURE PLANS: The stairs to Diane’s apartment are wide enough for a stair lift, if it’s ever needed. The roof was built at the correct slope for the eventual installation of solar panels.

Design: Hive Architecture | Builder: Hive Architecture | Cost to build: \$167,000 in 2016 | Photo by Mara Owen | Article adapted from “ADU Case Studies” by Lina Menard on AccessoryDwellings.org. Visit the website to read about and see photographs of more ADU projects.

HOME VISIT #3

Basement ADU

Portland, Oregon

Size: 796 square feet

The transformation of this colorful Victorian was both a preservation and expansion project.

TEACHING MOMENT: “Here’s a very welcome breath of fresh air, especially in the face of so much gentrification that is going on in Portland!” declared Mark Lakeman, principal of Communitecture, an architectural, planning and design firm, about the pictured remodel. Writing on his company’s website, he says the project provides a lesson in how to “adapt and reuse our precious historic houses so they can accommodate more people while also providing more income to support the existing home.”

HOW’D THEY DO IT? To add a basement rental unit, engineers lifted the house. The resulting ADU is roughly four feet underground and four feet above.



▲ By lifting the house and digging beneath it, designers, engineers and builders turned a two-story, single-family home into a three-story, multifamily residence.

THE ACHIEVEMENT: Adds Lakeman: “Unlike the seemingly pervasive method of simply tearing down existing buildings so that new, giant ones can be built, this approach achieves upgrades in energy efficient living places and adds density while retaining the continuity of our beloved historical urban environment.”

Design: Communitecture | Home Lift: Emmert International | Builder: Tom Champion | Cost to build: \$125,000 in 2015 | Photos by Communitecture (before) and Chris Nascimento (after)

The Time Is Now

Rules for ADUs continue to evolve and frequently differ from one town to the next

Some communities allow almost any home to be set up with an ADU — so long as size limits, property line setbacks and placement caveats in relation to the primary dwelling are met.

Other communities start with those basic standards and then layer on extra requirements (see page 14) that can make it challenging to create an ADU.

Municipalities nationwide have been relaxing their restrictions against ADUs, and some states have been encouraging their creation by requiring communities to allow them.

- In 2017, California required all of its cities and counties to allow ADUs so long as the property owner secured a building permit. In Los Angeles, Mayor Eric Garcetti has said ADUs could provide the city with a needed 10,000 housing units. He's touted ADUs as a "way for homeowners to play a big part in expanding our city's housing stock and make some extra money while they're at it."
- That same year, a New Hampshire law established that local zoning codes had to allow ADUs nearly everywhere single-family housing was permitted. The change stemmed in large part from the frustration of builders who couldn't construct the type of amenities, such as backyard cottages and garage apartments, that their clients desired.
- Oregon requires cities and counties of certain sizes within urban growth boundaries to allow ADUs in all single-family neighborhoods.
- As of 2019, major cities that allow ADUs include Anchorage, Alaska; Atlanta, Georgia; Austin, Texas; Denver, Colorado; Honolulu, Hawaii; Houston, Texas; Philadelphia, Pennsylvania; Phoenix, Arizona; Seattle, Washington; and Washington, D.C. Communities in Massachusetts, Kentucky, Illinois, Indiana and Oregon have sought advice from AARP and Orange Spot about revising their zoning codes to allow ADUs.

► The unique floor plan of this single-family Maryland farmhouse allows for a first floor residence (accessed through the door on the right) and an upper-level ADU that can be reached through the entrance at left.

To Encourage ADUs

LOCAL OFFICIALS can ...

- allow all ADU types (detached, attached, interior)
- simplify the building permit process for ADUs
- waive or reduce permit and impact fees
- let garages be converted into ADUs without requiring replacement off-street parking
- allow a second ADU if one of the homes on the property meets accessibility standards

COMMUNITY PLANNERS can ...

- adopt simple, flexible but nondiscretionary ADU rules about setbacks, square footage and design compatibility with the primary dwelling

LENDERS can ...

- work with homeowners to finance the construction of ADUs by using renovation loans

ADVOCATES can ...

- organize tours of completed ADUs in order to inform and inspire the community
- educate homeowners, real estate agents, architects and builders about local zoning regulations and the permit process

REAL ESTATE AGENTS can ...

- educate themselves and their clients about rules for the construction of ADUs

LOCAL MEDIA can ...

- report on how and why homeowners build ADUs



PHOTO BY MELISSA STANTON, AARP

HOME VISIT #4

Internal ADU (Main Level)

Portland, Oregon

Size: 220 square feet

Even small homes can have enough space for an ADU. An underused main floor bedroom in this 1.5-story, 1,500-square-foot bungalow was transformed into a studio apartment.

AH-HA MOMENT: According to Joan Grimm, who owns the home with Rita Haberman: “What we were looking for in terms of a community and aging in place was right under our noses. Remove a fence and create a shared open space. Build a wall and create a second dwelling unit. It doesn’t have to be complicated.”

REAL LIFE: “Creatively carving out an ADU from the main floor of our house saved on design and construction costs,” Grimm adds. “It provides an opportunity for rental income, with no significant compromise to the livability of our home.”



▲ The steps and side entrance (top) lead to the studio apartment ADU, which was crafted out of an existing space. The covered porch to the right leads to the primary residence. The ADU contains a kitchen, small dining and living area, sleeping area, bathroom and laundry area.

*Design: Rita Haberman | Builder: RS Wallace Construction | Cost to build: \$55,000 in 2015 (with some work done by the homeowners)
Photos courtesy Billy Ulmer | Article adapted from “ADU Case Studies” by Lina Menard on AccessoryDwellings.org*

HOME VISIT #5

Internal ADU (Lower Level)

Portland, Oregon

Size: 795 square feet

“We were looking for a way to live in our house for the rest of our lives and to generate at least some income in the process,” Robert Mercer and Jim Heuer wrote for the program guide of the annual Portland ADU Tour when their home was part of the lineup. “An ADU offers the possibility of caregiver lodging in the future or even a place for us to live while we rent out the main house if we get to the point where we can’t handle the stairs any longer.”

THE SOUND OF SILENCE: Internal ADUs often require that soundproofing insulation be installed between the primary dwelling and the accessory unit that’s below, above or beside it. In Portland, the building code for duplex residences requires a sound insulation rating of at least STCC45. To property owners thinking about a similar ADU setup, the duo advise: “Think about how you live in your home and

▼ The door to the right of the garage leads to a ground-floor ADU with windows along the back and side walls. The upper-level windows seen below are part of the main residence.



how having downstairs neighbors will change what you can and can’t do with your space and what investment you are prepared to make in sound insulation.”

AN ADDED BONUS: “We are pleased that we have been able to provide more housing density on our property and still be in keeping with the historic character of our home.”

Design: DMS Architects | Builder: Weitzer Company | Cost to build: \$261,000 in 2016 | Photo by Melissa Stanton, AARP | Article adapted from the 2017 ADU Tour project profiles on AccessoryDwellings.org

Bringing Back ADUs

The reasons for creating or living in an ADU are as varied as the potential uses

ADUs are flexible. Over time, a single ADU might be used in many ways as an owner's needs and life circumstances change. Following are just a few reasons why ADUs are created and by whom:

EMPTY NESTERS can build an ADU and move into it, then rent out the main house for supplemental income or make it available to their adult children.

FAMILIES WITH YOUNG CHILDREN can use an ADU as housing for a nanny or au pair or even a grandparent or two, who can then help raise their grandkids and be assisted themselves as they age.

INDIVIDUALS IN NEED OF CARE can reside in an ADU to be near family members, or they can use the ADU to house a live-in aide. (In fact, ADUs can be an affordable and more comforting alternative to an assisted-living facility or nursing home.)

HOME BUYERS can look forward to the rental income from an ADU to help pay their mortgage or finance home improvements, especially in expensive housing markets.

HOME-BASED WORKERS can use an ADU as their office or workshop.

HOMEOWNERS can use an ADU for guests or as housing for friends or loved ones who:

- aren't yet financially independent, such as new high school or college graduates
- need temporary housing due to an emergency or while renovating their own home
- have disabilities but can live independently if family reside nearby



▲ The zoning code in Evanston, Illinois, permits accessory dwelling units, creating an opportunity for the owners of this 1911 home with an outbuilding in the backyard.

Planning and Paying for ADUs

Most new homes are built by developers, entire subdivisions at a time. Apartments are also built by pros.

But ADUs are different.

Although ADUs are occasionally designed into new residential developments, the vast majority are created by individual homeowners after they move in. In other words, ADUs are usually created by enthusiastic and motivated *amateurs*.

An ADU may present the ultimate chance for a do-it-yourselfer to build his or her small dream home. More often, homeowners bring in a combination of architects, designers and construction contractors to do the work, much as they would for a home addition or major kitchen remodeling. The local municipality's planning department can provide guidance on the rules for ADUs and information about what permits, utility connections and fees are involved.

ADUs aren't cheap, and they are often the most significant home improvement project a homeowner will undertake.

Although internal ADUs can sometimes be built for about \$50,000, new detached ADUs often exceed \$150,000. Most ADUs are financed through some combination of savings, second mortgages, home equity lines of credit and/or funds from family members (sometimes a relative who ends up living in it).

In some areas, the cost of building an ADU can be recouped after a few years of renting it. If that's the plan, it's worth estimating the expenses versus the potential income before undertaking an ADU project.

A few cities, nonprofits and start-ups are experimenting with creative financing options that could put ADUs within reach for more homeowners and their families, as well as prospective renters.



▲ Walt Drake's Southern-style, one-bedroom ADU has an outdoor, wraparound porch that can be accessed without using steps. The design is in keeping with other buildings in the neighborhood.

HOME VISIT #6 Detached ADU (One-Story)

Decatur, Georgia
Size: 800 square feet

When Walt Drake decided to downsize, his son Scott purchased his dad's house for himself and his family and built a detached ADU (or DADU) for Walt.

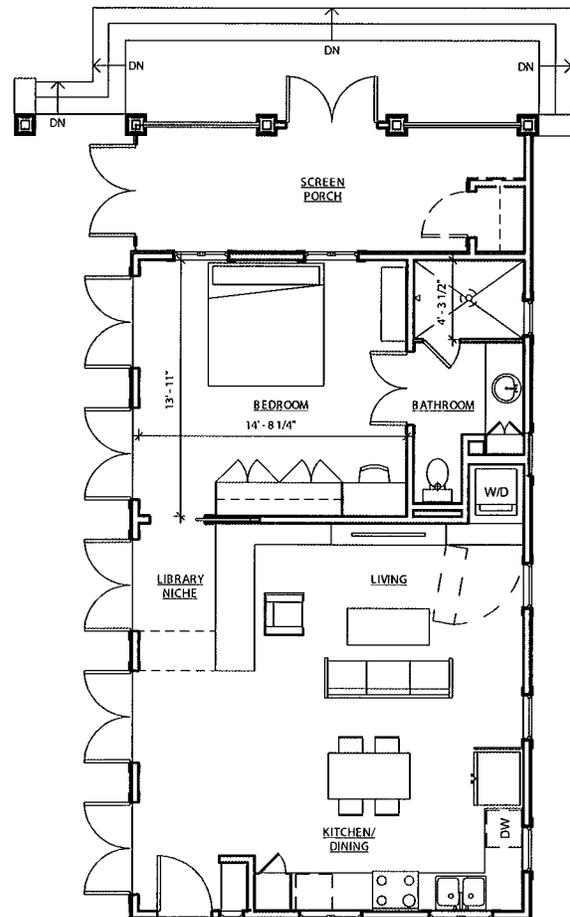
"From not finding what we wanted for Dad, we decided to create it," says Scott. "Neighborhoods built in the 1920s have carriage houses. Building an ADU was a modern day version of something people have been doing on their property in this area for a hundred years."

NEAR AND FAR: "We wanted the houses to be separate and to feel like we're each on our own property, but we're there for each other," says Scott.

AGING-FRIENDLY: Building the ADU meant Walt didn't have to sell his home and leave his neighborhood. "He was able to keep his own stuff and turn over what he didn't need to us," says Scott. "It kept my dad in place, which I think was important."

FUTURE PLANS: Scott says the ADU is "serving its intended purpose" but that someday down the road it could be used as a long- or short-term rental. "The ADU could turn into lots of different things over the course of its lifetime."

Design: Adam Wall, Kronberg Wall | Builder: Rob Morrell | Cost to build: \$350,000 in 2014 | Photo by Fredrik Brauer | Floor plan by Kronberg Wall Architects | Article adapted from "ADU Case Studies" by Lina Menard on AccessoryDwellings.org



ADUs Are Age-Friendly Housing

New-construction ADUs can be created with “universal design” features

An “age-friendly” home has a zero-step entrance and includes doorways, hallways and bathrooms that are accessible for people with mobility differences. Garage conversions (such as the one pictured on page 2) are among the easiest and least expensive ADU solutions for aging in place since they’re preexisting structures and generally have no-step entries. To learn more about making a home aging-friendly, download or order the *AARP HomeFit Guide* at AARP.org/HomeFit.

HOME VISIT #7

Detached ADU (Two-Story)

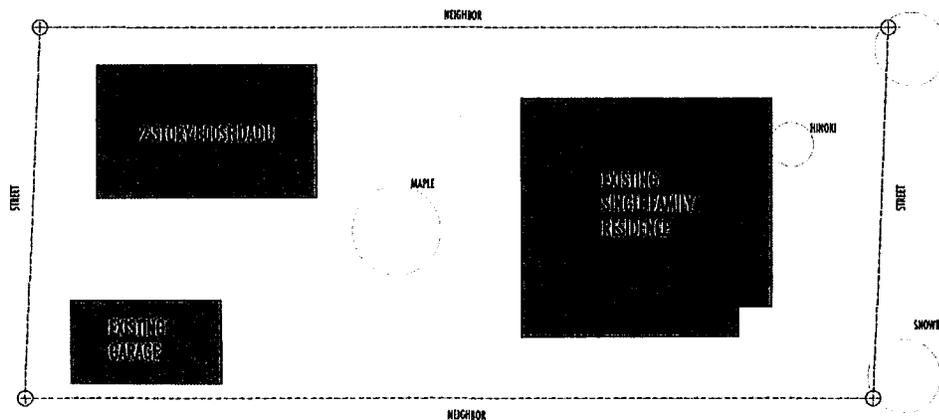
Seattle, Washington

Size: 800 square feet

Evelyn Brom’s plan was to build a backyard cottage and rent it out. She would keep living in her two-bedroom home.

AH-HA MOMENT: As the design developed, Brom realized that *she* wanted to live in the stunning wood-and-glass ADU. It was a good decision. A week before moving in, Brom was laid off from her job.

REAL LIFE: The \$3,000 a month Brom receives in rent for the main house (which is occupied by a three-generation family) provides a needed income. “Being laid off has made this arrangement a lifesaver,” Brom says. If the stairs in the cottage ever become too hard to navigate, she can move back into her original one-story house and rent out the cottage instead. “Now I have options,” she says.



▲ There’s a powder room, open kitchen and living room on the first floor, with a bedroom and bathroom upstairs.

◀ Although Brom’s property is only 0.13 acres, it’s large enough to accommodate two homes, a patio, a lawn and a garage. A slatted wood fence with a gate divides the space between the two houses and provides privacy.

Design: Chrystine Kim, NEST Architecture & Design | Builder: Ian Jones, Treebird Construction | Photo by Alex Hayden | Cost to build: \$250,000 in 2014
Article adapted from *Where We Live: Communities for All Ages* (AARP 2018)

HOME VISIT #8

Detached Bedroom

St. Petersburg, Florida

Size: 240 square feet

Bertha and her son John talked about someday buying a house with a mother-in-law suite. “Then one day someone came along and wanted my house, so I up and sold it,” she explains. “But that left me homeless. I asked John if I could build a small house in his backyard and he agreed.”

CREATIVE THINKING: A detached bedroom is a permanent, accessory structure that, unlike ADUs, lacks a kitchen. But that’s what makes these cabin-like homes more affordable to build than many ADUs and even tiny houses.

WHAT’S INSIDE: Bertha’s home contains a sleeping and living area and a full bathroom. “I paid for the little house and it’s on my son’s property. So I figured, if I’m cooking I can do it at my son’s house,” she says. (Her laundry is also done at his house.)



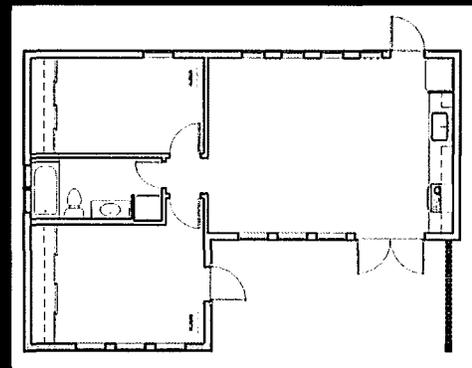
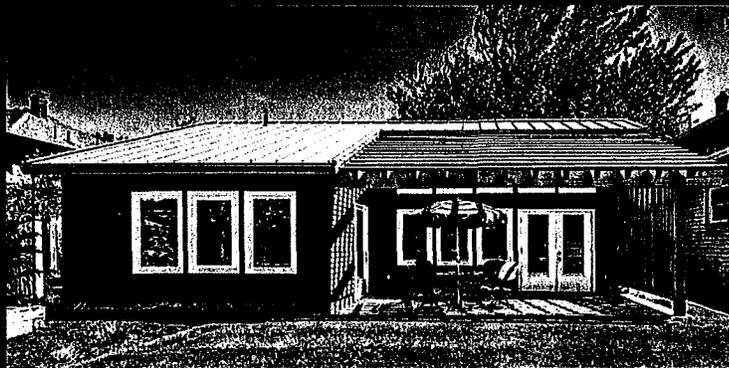
▲ A detached bedroom, which contains a bathroom but no kitchen, can provide housing for a loved one or serve as a home office or guest cottage.

REAL LIFE: “Having access to my son’s house makes it livable. Otherwise, I personally would not be happy. It’s very comforting to know that John is close by. Hopefully this will be my home forever.”

Design: Historic Sheds | Builder: Historic Sheds | Cost to Build: \$50,000 in 2017 | Photo by Historic Sheds | Article adapted from “ADU Case Studies” by Lina Menard on AccessoryDwellings.org

A Sustainable and Sunny ADU

Tired of living in a house with so many walled off and dark spaces that the sun couldn’t shine in, the home’s owners built and moved into the bright, airy, modern and very accessible ADU they created in their yard. (The original, larger home has become a rental.) The ADU is located within a conservation district and was constructed using sustainable materials and environmentally friendly techniques. One such feature is the deck trellis, which allows light in while diffusing the heat of the afternoon sun.



Although this ADU has only 721 square feet of living space, there is room enough for two bedrooms.

Design: Propel Studio | Builder: JLTB Construction | Photo by Josh Partee | Cost to build: \$185,000 in 2017 | Article adapted from “ADU Case Studies” by Lina Menard on AccessoryDwellings.org

Practical Solutions for ADUs

Local laws can both allow and appropriately control the creation of accessory dwellings

There are more than 19,000 cities, 16,000 towns and 3,000 counties in the United States. Regulations about ADUs are typically written or adopted at the local government level.

Where it's legal to build ADUs, homeowners still need to follow rules about where it can be done, how tall they can be, how many square feet they can contain, what they can look like and how they can be used. These rules can be found in the local zoning code.

Over the past few decades it has become clear that there's a balance to strike between the strictness of ADU regulations and how often ADUs get built.

For instance, after Portland, Oregon, relaxed its ADU rules in 2010 and waived impact fees (a savings of up to \$12,000), the number of ADUs built there increased from about 30 per year between 2000 and 2009 to practically one ADU a day in 2015.

Changes in California's ADU laws allowed Los Angeles to achieve an even more dramatic increase, going from 80 permit applications in 2016 to nearly 2,000 in 2017. Allowing both an ADU and a "Junior ADU," or JADU — an interior ADU of 500 square feet or fewer — on properties in Sonoma County were among the urgent

policies adopted in the wake of Northern California's many devastating fires.

Meanwhile, in many jurisdictions, well-intentioned but burdensome rules can stymie the creation of ADUs. ADU-related zoning codes should be restrictive enough to prevent undesirable development but flexible enough that they actually get built.

When a community is worried about a potentially undesirable outcome, it can — and many do — craft regulations to prevent particular building types, locations or uses. A city concerned about the environmental impact of new structures might prohibit placing detached ADUs in precarious locations, such as on steeply sloping lots. Communities wary of ADUs becoming, for instance, off-campus student housing could establish occupancy rules.

Every community has its own priorities and concerns, and there's a wide enough range of regulatory controls that communities can write appropriate ADU rules.

This inherent flexibility in the form and function of ADUs allows them to pass political muster and get adopted in a wide range of places. (See page 16 for more about uses and rules.)

Rules that discourage ADUs

- ADU-specific regulations that don't also apply to primary dwellings (e.g., owner-occupancy requirements)
- complex design compatibility criteria and approval steps
- off-street parking requirements beyond those required for the primary dwelling
- restrictions that limit ADUs to certain geographic areas, particular zoning categories or to large lots
- caps on square footage relative to the primary house that make it easy to add an ADU to a large home but hard or impossible to add one to a small home

TRADING SPACES: An ADU is always the smaller of two dwellings on a property, but it's possible for an existing home to become the ADU when a larger house is built and becomes the primary dwelling.

Are ADUs allowed in your community?

Find out by calling the office in charge of land use and permits or stopping by in person. You can also search for and read the zoning code through the local government's website.

- If ADUs are allowed, ask what conditions, permit needs and impact fees apply.
- If ADUs are not allowed in your community and you want them to be, ask an elected official or the local department of zoning and planning for information about how the codes can be updated. Then get organized and start advocating!

Creating (or Understanding) an ADU Zoning Code

The ADU section of a community's zoning code needn't be overly complicated. It just needs to establish clear, objective and fair rules for the following:

1. A Definition: A good zoning code clearly defines its terminology. Here, for example, is a useful outline for what, in the real world, is a very fluid term: "An ADU is a smaller, secondary home on the same lot as a primary dwelling. ADUs are independently habitable and provide the basic requirements of shelter, heat, cooking and sanitation."

2. The Purpose: This is where the code describes key reasons a community allows ADUs. They should:

- increase the number of housing units while respecting the style and scale of single-dwelling development
- bolster the efficient use of existing housing stock and infrastructure
- provide housing that's affordable and respond to the needs of smaller, changing households
- serve as accessible housing for older adults and people with disabilities

3. Eligibility: Who can build an ADU and on what type of property? A statement in this part of the code clarifies that an ADU can be placed only on a "residentially zoned, single-family lot." (Some communities provide lot size standards, but many don't.)

4. Creation: This is where the code sets out how an ADU can be built. For instance: "An ADU may be created through new construction, the conversion of an existing structure, as an addition to an existing structure or as a conversion of a qualifying existing house during the construction of a new primary dwelling on the site."

5. Quantity: Most municipalities that permit ADUs allow one per lot. Vancouver, British Columbia; Sonoma County, California; and Tigard, Oregon, are among the few that allow two per lot (typically one internal and one external). Some communities also allow duplexes or townhomes to have ADUs, either in the backyard or on the ground floor.

6. Occupancy and Use: A code should state that the use-and-safety standards for ADUs match those that apply to the primary dwelling on the same property. (See page 17 for more about ADU uses.)

7. Design Standards:

- **Size and height:** A zoning code might specify exactly how large and tall an ADU is allowed to be. For instance, "an ADU may not exceed 1,000 square feet

or the size of the primary dwelling, whichever is smaller." Codes often limit detached ADUs to 1.5 or 2 stories in height. (An example of that language: "The maximum height allowed for a detached ADU is the lesser of 25 feet at the peak of the roof or the height of the primary dwelling.")

- **Parking:** Most zoning codes address the amount and placement of parking. Some don't require additional parking for ADUs, some do, and others find a middle ground — e.g., allowing tandem parking in the driveway and/or on-street parking. (See page 16 for more about parking.)
- **Appearance:** Standards can specify how an ADU's roof shape, siding type and other features need to match the primary dwelling or neighborhood norms. Some codes exempt one-story and internal ADUs from such requirements. (See page 16 for more about making sure that ADUs fit into existing neighborhoods.)
- **Entrances and stairs:** Communities that want ADUs to blend into the background often require that an ADU's entrance not face the street or appear on the same facade as the entrance to the primary dwelling (unless the home already had additional entrances before the ADU was created).

8. Additional Design Standards for Detached ADUs:

- **Building setbacks:** Many communities require detached ADUs to either be located behind the primary dwelling or far enough from the street to be discreet. (A code might exempt preexisting detached structures that don't meet that standard.) Although this sort of rule can work well for neighborhoods of large properties with large rear yards, communities with smaller lot sizes may need to employ a more flexible setback-and-placement standard.
- **Building coverage:** A code will likely state that the building coverage of a detached ADU may not be larger than a certain percentage of the lot that is covered by the primary dwelling.
- **Yard setbacks:** Most communities have rules about minimum distances to property lines and between buildings on the same lot. ADUs are typically required to follow the same rules.

Visit AARP.org/ADU to see examples of ADU zoning codes from selected cities.

ADU “Hot Topics”

As communities allow ADUs or update existing zoning codes and rules to be more ADU-friendly, they inevitably wrestle with some or all of the following issues:

Adding ADUs to neighborhoods

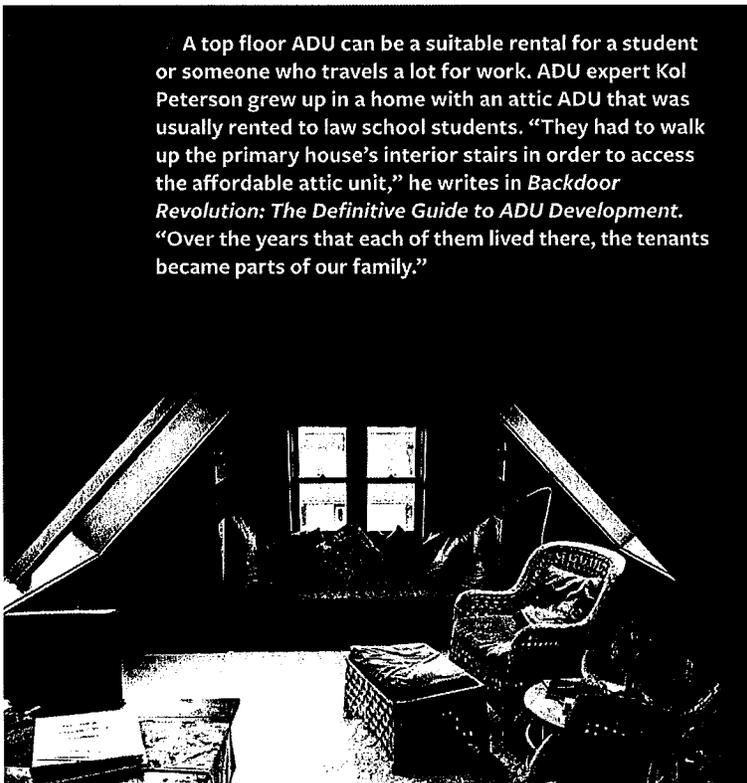
Recognizing that ADUs may represent a new housing type for existing neighborhoods, communities often write special rules to ensure they’ll fit in well. These guidelines typically address visual compatibility with the primary dwelling, appearance from the street (if the ADU can be seen) and privacy for neighbors.

Rules that help achieve these goals include:

- height and size caps mandating that ADUs be shorter and smaller than the primary dwelling
- requirements that detached ADUs be behind the main house or a minimum distance from the street
- mandates that the design and location of detached ADUs be managed the same way as other detached structures (e.g., garages) on the lot
- design standards for larger or two-story ADUs so they architecturally match the primary dwelling or reflect and complement neighborhood aesthetics
- encouragement for the creation of internal ADUs, which are often unnoticed when looking at the house

Each community can strike its own unique balance between strict rules to ensure that ADUs have a minimal impact on neighborhoods and more flexible rules that make them easier to build.

A top floor ADU can be a suitable rental for a student or someone who travels a lot for work. ADU expert Kol Peterson grew up in a home with an attic ADU that was usually rented to law school students. “They had to walk up the primary house’s interior stairs in order to access the affordable attic unit,” he writes in *Backdoor Revolution: The Definitive Guide to ADU Development*. “Over the years that each of them lived there, the tenants became parts of our family.”



Providing places to park

ADU regulations often include off-street-parking minimums on top of what’s already required for the primary dwelling. Such rules can prevent homeowners from building ADUs if there’s insufficient physical space to accommodate the parking. However, additional parking often isn’t needed.

Data from Portland, Oregon, shows that there are an average of 0.93 cars for each ADU, and that about half of all such cars are parked on the street. With fewer than 2 percent of Portland homes having ADUs (the highest percentage in the country), there is about one extra car parked on the street every six city blocks. This suggests that any impacts on street parking from ADUs are likely to be quite small and dispersed, even in booming ADU cities.

More-realistic parking rules might:

- require the creation of new parking only if the ADU displaces the primary dwelling’s existing parking
- waive off-street-parking requirements at locations within walking distance of transit
- allow parking requirements for the house and ADU to be met by using some combination of off-street parking, curb parking, and tandem (one car in front of the other) parking in a driveway

Dealing with unpermitted ADUs

It’s not uncommon for homeowners to convert a portion of their residence into an ADU in violation (knowingly or not) of zoning laws or without permits.

Such illegal ADUs are common in cities with tight housing markets and a history of ADU bans. One example is New York City, which gained 114,000 apartments between 1990 and 2000 that aren’t reflected in certificates of occupancy or by safety inspections.

Some cities have found that legalizing ADUs, simplifying ADU regulations and/or waiving fees can be effective at getting the owners of illegal ADUs to “go legit” — and address safety problems in the process.

Allowing and Restricting Uses

Communities get to decide whether to let ADUs be used just like any other housing type or to create special rules for them. Some municipalities take a simple approach, regulating ADUs just as they do other homes. So if a home-based childcare service is allowed to operate in the primary dwelling, it is also allowed in an ADU. Conversely, communities sometimes adopt ADU-specific regulations in order to avoid undesirable impacts on neighbors. Examples include:

Limiting short-term rentals

ADUs tend to work well as short-term rentals. They're small and the owner usually lives on-site, making it convenient to serve as host. However, if ADUs primarily serve as short-term rentals, such as for Airbnb and similar services, it undermines the objective of adding small homes to the local housing supply and creating housing that's affordable.

In popular markets, short-term rentals can be more profitable than long-term ones, allowing homeowners to recoup their ADU expenses more quickly. In addition, short-term rentals can provide owners with enough income that they can afford to occasionally use the ADU for friends and family.

A survey of ADU owners in three Pacific Northwest cities with mature ADU and short-term rental markets found that 60 percent of ADUs are used for long-term housing as compared with 12 percent for short-term rentals.

Respondents shared that they "greatly value the ability to use an

ADU flexibly." For instance, an ADU can be rented nightly to tourists, then someday rented to a long-term tenant, then used to house an aging parent. ADUs intended primarily for visiting family are sometimes used as short-term rentals between visits.

Cities concerned about short-term rentals often regulate them across all housing types. If there are already rules like this, special ones might not be needed for ADUs. An approach employed in Portland, Oregon, is to treat ADUs the same except that any financial incentives (such as fee waivers) to create them are available only if the property owner agrees not to use the ADU as a short-term rental for at least 10 years.

Requiring owner-occupancy

Some jurisdictions require the property owner to live on-site, either in the primary house or its ADU. This is a common way of addressing concerns that absentee landlords and their tenants will allow homes and ADUs to fall into disrepair and negatively impact the neighborhood.

Owner-occupancy rules are usually implemented through a deed restriction and/or by filing an annual statement confirming residency. Some cities go further, saying ADUs can be occupied only by family members, child- or adult-care providers, or other employees in service of the family.

Owner-occupancy requirements make the financing of ADUs more difficult, just as they would if applied to single-family homes. But as ADUs have become more common, owner-occupancy restrictions have become less so, which is good. Such requirements limit the appraised value of properties with ADUs and reduce options for lenders should they need to foreclose.

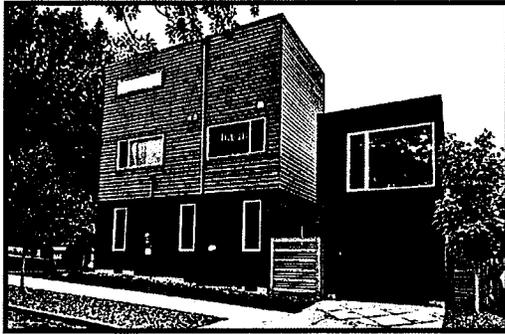
Enforcing owner-occupancy laws can be tricky, and the rules have been challenged in courts, sometimes successfully. However, according to a study by the Oregon Department of Environmental Quality, more than two-thirds of properties with ADUs are owner-occupied even without an owner-occupancy mandate.

While not technically ADUs, tiny houses can serve a similar purpose

Because tiny houses — such as the 100-square-foot "Lucky Penny," pictured — are built on a trailer with wheels rather than on a fixed foundation, they are typically classified as recreational vehicles (RVs) rather than permanent residences. Although tiny homes are usually smaller than 400 square feet, many of them do contain a kitchen and bathroom.



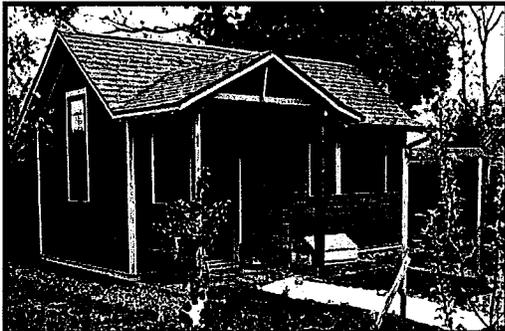
Design and Builder: Lina Menard, Niche Consulting | Photos by Guillaume Ditiel, PhotoXplorer



ABOVE-GARAGE ADU



DETACHED ADU



DETACHED-BEDROOM ADU

- An accessory dwelling unit is a small residence that shares a single-family lot with a larger primary dwelling.
- As an independent living space, an ADU is self-contained, with its own kitchen or kitchenette, bathroom and living/sleeping area. (Garage apartments and backyard cottages are each a type of ADU.)
- ADUs can enable homeowners to provide needed housing for their parents, adult children, grandchildren or other loved ones.
- An ADU can provide older adults a way to downsize on their own property while a tenant or family member resides in the larger house.
- Since homeowners can legally rent out an ADU house or apartment, ADUs are an often-essential income source.
- ADUs help to improve housing affordability and diversify a community's housing stock without changing the physical character of a neighborhood.
- ADUs are a beneficial — and needed — housing option for people of all ages.

Learn more about ADUs and
order or download:

The ABCs of ADUs

by visiting

AARP.org/ADU

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Real Possibilities

Tiny Homes Small Spaces

15 Livable Tiny House Communities

By Deirdre Sullivan Updated 05/11/19

Tiny House Communities do Exist



Downtown Project

You share them on Facebook and pin your favorites on Pinterest. Teensy dwellings are seemingly everywhere online, but when it comes to real life, are tiny home communities a real thing?

Absolutely.

"The tiny house movement is growing," says Amy Turnbull, a state chapter leader and one of the directors of the American Tiny House Association. "As more people advocate their acceptance, more areas will allow them."

In fact, there are many places where micro house dwellers currently live side by side in the U.S., and more are in the works from eco-villages to vacation retreats. Here are 15 tiny house communities that are shaping the future of small space living.



Habitats Tiny Homes

Habitats Tiny Homes is a custom building company that's currently developing the first, master-planned tiny house community 11 miles outside of San Diego, California.

The pint-sized village consisting of 50 dwelling with private backyards will cater to ecologically aware small space dwellers. Edible landscaping, on-site farmers market, and a glorious urban garden are just some of the green amenities one can expect.

But the sustainable goodness doesn't stop there. All homes will pack energy-saving features for reducing the community's overall footprint including solar power and water reclamation.

Construction is starting, reserve your space at Habitats Tiny Homes.

Related: Five Tiny Homes That Are Amazingly Affordable

Continue to 3 of 16 below.





Spurfreedom.org

If you're looking to ditch the city or burbs for the open prairie, Spur, Texas, the first town in the U.S. to welcome tiny houses, invites you to settle down.

While employment opportunities are sparse, local officials say self-sufficient individuals looking to set up a business will appreciate the cheap real estate. Likewise, the cost of living in Spur is 30 percent less than the national average.

But before you pack your bags, understand Spur's rules for fun-size homes: Yurts and "natural" homes built with materials like straw, mud or clay, both earth homes, and straw-bale houses are examples, are not permitted. Also, no matter how small, all dwellings require an adequate foundation and flush toilet hooked up to local utilities.

There's more to know at Spur Freedom.

Related: What the Heck is a Yurt? 7 Yurt Kits for Modern Nomads

Continue to 4 of 16 below.

04 Tiny House Community Georgia

of 16



ravenlore-custom-tiny-

Tinygreencabins.com

Want to join a sustainable utopia of all things bucolic and pastoral near Savannah, Georgia? Consider Green Bridge Farm.

At the center of this burgeoning community in Effingham County is an organic farm surrounded by woods. Tiny house dwellers can purchase a one-acre lot for their homes starting at \$30,000. Smaller plots are available for lease at \$300 per month.

Whether you decide to buy or rent, all residents have access to a four-acre community garden for growing your own produce.

15 Livable Tiny House Communities



You can review the community's covenants at Green Bridge Farm

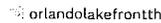
Related: 9 Candy-Colored Tiny Houses That are Almost too Adorable

Continue to 5 of 16 below.



05 Tiny House Community Florida

of 16



For a variety of reasons from zoning laws to insurance for towing, tiny houses on wheels need to meet classifications for towable recreational vehicles. The upshot? Aging R.V. parks are now drumming up new business by welcoming these roaming homes.

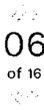
A good example is the Orlando Lakefront at College Park in Orlando, Florida. Built in the 1950s, it has a new life as a tiny house community after years of decline.

Currently, 13 wee abodes call the R.V. park home. We recently heard that there's room for around 40 more. Monthly rates range from \$350 to \$550 per month.

See more photos at Orlando Lake Front.

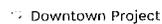
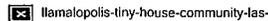
Related: Tour the Best Five School Bus House Renovations

Continue to 6 of 16 below.



06 Tony Hsieh's Tiny House Community

of 16



Not many tiny house dwellers have a net worth of \$840 million unless you're Zappos CEO, Tony Hsieh. He happily lives in a 240 square foot Airstream with his two pet alpacas in Las Vegas, Nevada's first tiny house community. Called Airstream Village, it's a part of a project created by Hsieh to revitalize the city's ailing downtown.

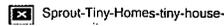
The village has around 30 dwellings, a mix of Airstream trailers and pint-size homes by Tumbleweed Tiny House Company. Monthly rent is \$1,200 including utilities and Wi-Fi. But if plan to move in, you better like big furry creatures. Hsieh's alpacas, Marley and Triton are usually roaming around the village.

For more details contact Downtown Project.



07 Tiny House Communities in Colorado

of 16



↳ Sprout Tiny Homes

The tiny house movement goes suburban in two mountain towns. Sprout Tiny Homes in La Junta, Colorado is spearheading both projects.

The largest development in the works is in Salida, Colorado, also known as the "heart of the Rockies." With 200 rental homes, it will be the largest tiny house community in the nation with homes ranging in size from 260 to 760 square feet.

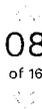
The second project is a subdivision in Walsenburg, Colorado with 33 micro homes ranging in size from 260 to 670 square feet. Sale prices start at \$60,000.

Both tiny house communities will be walkable neighborhoods with retail spaces and shared amenities including a fitness center and plenty of green space.

FYI, Salida, Colorado is a top retirement spot. Learn more at Sprout Tiny Homes.

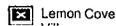
Related: 7 Tiny House Hotels for Fun-Size Vacations

Continue to 8 of 16 below.



08 Tiny House Community Near Sequoia National Park

of 16



↳ Lemon Cove Village

You can build your small dwelling on a lot you can live on at Lemon Cove Village. It's a tiny house friendly RV community nestled in the foothills of the Sierra Nevada in California, a short drive from Sequoia National Park.

Sites rates range from \$450 — \$595 per month, including utilities. A discount in rent will be given while your home is under construction. They also have a few tiny houses for sale, and they welcome vintage trailers.

The rural community features amenities typically found in walkable urban neighborhoods like a dog park, community garden, and laundromat.

Find a complete list of amenities at Lemon Grove Village.

Related: You Can Rent The Tiniest House in the World for Less Than \$2 Per Night

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of 16

Tiny House Community Michigan

 wheelhaus-tiny-house- Wheelhaus

Wheelhaus, a tiny home building company that specializes in luxury modular dwellings, partnered with Traverse Bay RV Resort in Acme, Michigan to create a community of pocket-size estates.

Homes average around 400 square feet with lot sizes starting at 5,000 square feet. Each dwelling features state of the art appliances, porches, and, rustic-inspired interiors decked out with reclaimed wood flooring and ceilings.

View the brochure at [Traverse Bay R.V.](#)

Related: [Take a Peek at America's First Tiny House Hotel](#)

Continue to 10 of 16 below.

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Create a Tiny House Community in Oregon

 Orange-Pocket- Orange Splot

Accessory Dwelling Units are turning backyards in Portland, Oregon into mini tiny house communities.

Also known as a granny pad or mother-in-law flat, an ADU is an abode built on a lot of an existing home. Teensy structures like these are always a fraction of the main house's size.

Green homebuilder, Orange Splot constructed the two 526 square foot ADUs shared here in a client's backyard. Dubbed, "Ruth's Garden Cottages," each one has a porch, full bathroom and sleeping loft. The inhabitants share the kitchen in the primary dwelling.

Get inspired by these photos at [Orange Splot](#).

Related: [5 Sexy and Affordable Prefab Starter Homes and Granny Pads](#)

Continue to 11 of 16 below.



The Sanctuary Minnesota tiny house

The Sanctuary Minnesota

Need a spot to park your tiny house on wheels STAT? You can be one of the founding residents at The Sanctuary Minnesota Village. It's a countryside oasis for adults only.

Owned by Bill and Brenda Campbell, the pint-sized community is offering tiny house dwellers a place to park and live with a six-month minimum lease. Don't own a small house? They also have a couple of homes available to rent. Sorry dog lovers, cats are the only pets allowed on the premises.

Find out more at The Sanctuary Minnesota

Related: This Tiny Home Will Make You Want to Live in a Grain Silo

Continue to 12 of 16 below.

Tiny House Community Minnesota

McGLASSON

Alchemy Architects

A community of tiny houses on permanent foundations is coming to St. Paul, Minnesota. All 36 units will be packing sustainable features that will reduce their carbon footprint by up to 93 percent compared to the typical U.S. home. All of the properties, which will range in size from 300 to 1,200 square feet will reside on individual 1.5-acre lots. Expect the average cost to be around \$100,000.

For more details contact Alchemy Architects.

Related: 7 Tiny Tree Houses for Adults That Your Inner Child Will Love

Continue to 13 of 16 below.

Tiny House Community Detroit

Detroit-Tiny-House-

Michelle & Chris Gerard

This charming Tudor-styled house is the first of many 300 square foot homes slated for construction in Detroit, Michigan. Most of the dwellings will have either a front porch or rear deck. All are available for rent to those who qualify as low-income. Tenants who stay a minimum of seven years will have the opportunity to own the property.

Reach out to Cass Community Social Services.

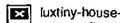
Related: The Best Apartment in Australia is a 290 Square Foot Home

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of 16

Tiny House Community Arizona



Luxtiny

Downsizing doesn't mean giving up cushy interiors or gorgeous scenery according to LuxTiny, a custom homebuilder that specializes in small, luxury dwellings. They're in the midst of creating the first tiny house community in the White Mountains of Arizona consisting of 45 spaces on six acres. Lease rates for plots are \$360 or less.

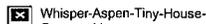
Homes to buy starting at \$64,900 or you can rent starting at around \$800 per month. All residents will have access to 19,000 square feet of green walking space.

Get on the waitlist at LuxTiny.

Continue to 15 of 16 below.

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of 16

Tiny House Community for Skiers



Eco Cabins

Whispering Aspen Village is a tiny house community 38 minutes away from Colorado's Breckenridge ski resort. For as little as \$100,000 you can own land and a park model tiny house by EcoCabins to enjoy as a primary residence or second home.

Want to make a move? Visit EcoCabins.

Continue to 16 of 16 below.



JAY SHAFER-Tiny House

Four Lights Houses

Homebuilder, Jay Shafer became the face of the tiny house movement after he penned and published the Tiny House Book in 2009. Currently, he's developing the first tiny house community in California's Sonoma "Wine" Country.

The teeny village zoned as an R.V. park will cater to small towable houses. Amenities will include community gardens and private storage units. No word yet when the development breaks ground.

See other projects by Four Lights Houses.

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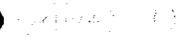
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TINY HOMES

TINY HOMES



COMMUNITY DEVELOPMENT

Permitting Regulations for Tiny Houses in Coconino County

Definition

Coconino County Community Development defines a Tiny House as a house smaller than 400 square feet; it can be site-built, partially site-built, or on an approved trailer. Houses shall not be smaller than 200 square feet if built on site, and not smaller than 160 square feet if built on an approved trailer.

Zoning Code Requirements for Tiny Houses:

- Site built tiny houses built on an approved foundation system shall be permitted in zones allowing detached single family dwellings; must meet Community Development regulations for Tiny Houses.
- Tiny houses built on trailers, where the suspension/axle components have been removed and the chassis permanently attached on an approved foundation shall be permitted in zones allowing detached single family dwellings; must meet Community Development regulations for Tiny Houses.
- Tiny houses on mobile chassis where the suspension/axle components remain are considered semi-permanent and the chassis shall be attached on an approved foundation system, and shall be permitted in zones allowing for manufactured and mobile homes; must meet Community Development regulations for Tiny Houses.
- Tiny houses licensed as Travel Vehicles by the State of Arizona are non-permanent housing and must be self-contained, these shall be permitted for uses similar to recreation vehicles; these homes fall under ADOT jurisdiction.
- Site built tiny houses or tiny houses on trailers where the suspension/axle components have been removed and the chassis permanently attached on an approved foundation, and meeting all other multifamily zoning and Community Development Tiny House requirements, shall be permitted in multifamily zoning.
- Site built tiny houses, or tiny houses on trailers where the suspension/axle components have been removed and the chassis permanently attached on an approved foundation, and meeting all other Accessory Dwelling Unit zoning and Community Development Tiny House requirements, shall be permitted in zones allowing for Accessory Dwelling Units.

Building Code Requirements for Tiny Houses:

- Tiny houses shall be built and inspected in accordance with the Coconino County adopted building code and ordinance.
- The house can be partially or entirely built on-site or off-site. If built off-site, it needs to have been inspected and approved by a recognized agency approved by the Building Official. All Tiny Houses on Wheels (THOWs) that are built off-site and brought to Coconino County as a dwelling unit will require a plan review and special inspection by Coconino County Community Development to ensure the structural and life safety aspects of the THOW. The County can request additional remodel permits, inspections and engineering of off-site THOWs that have not been inspected and certified by another jurisdiction or third party agency-on a case by case bases.
- The County has made the following building code adjustments to accommodate tiny houses:
 - Minimum room dimension is 6'6" with no room smaller than 65 square feet, excluding storage areas and bathrooms
 - Ceiling height is 6'4" in open livable areas, creating a non-obstructed path for egress and ingress



CHEBOYGAN COUNTY PLANNING & ZONING DEPARTMENT

870 S. MAIN ST., RM. 103 ■ PO BOX 70 ■ CHEBOYGAN, MI 49721
PHONE: (231)627-8489 ■ FAX: (231)627-3646

To: Cheboygan County Planning Commission

From: Scott McNeil, Planner

Subject: Discussion regarding zoning regulation of minimum floor area for a dwelling.

Date: January 23, 2018

In order to kick off discussion regarding the subject I have included with this memo copies of regulation schedules from zoning ordinances of surrounding counties. Please note that I did not find a zoning ordinance for Mackinaw County during my internet based search and have provided information from Chippewa County as an alternative. Chippewa County lies directly to the north of Mackinaw County. I have also included a copy of Section 17.1. Area, Width, Lot Size, Setback and Height Requirements from the Cheboygan County Zoning Ordinance.

As you may know, Section 17.1 of the Cheboygan County Zoning Ordinance provides for a minimum floor area requirement of 720 square feet in most all zoning districts. Exceptions include a 500 square foot floor area minimum requirement in the Village Center Topinabee district. There is no minimum floor area or minimum width requirements in the Commercial Development, Light Industrial Development and General Industrial Development districts where dwellings are an allowed use. There is no minimum width requirement in the Village Center Indian River Overlay and Agriculture and Forestry management districts. There are minimum width requirements of 14 feet in the Residential Development, Rural Character/ Country Living, and Village Center Topinabee Residential Overlay districts, 16 feet in the Village Center Indian River, Village Center Topinabee and Village Center Topinabee districts and a minimum width requirement of 24 feet in the Lake and Stream Protection and Natural River Protection districts.

By review of the regulations schedules from surrounding counties I have the following comments:

Chippewa County

The Chippewa County Zoning Schedule of Dimensional Requirements does not provide for minimum dwelling, structure or building area requirements.

Emmet County

The Emmet County Schedule of Regulations provide a minimum floor area requirement of 720 square feet for permanent dwelling units in Single Family Residential, Recreation Residential zoning districts and farm and forest related districts. There is no minimum floor area requirement in the General Residential zoning district or commercial and industrial related zoning districts.

Based on my review of the ordinance only dwelling units which are above/attached to a commercial establishment are allowed in commercial related districts with the exception that single family dwellings are allowed the Parking Transition zoning district. Manufactured Housing Community is an allowed use in the industrial related zoning districts. There are no minimum width requirements.

Emmet County (continued)

Section 5.00, Intent, relative to the General Residential District (where no minimum floor area is required) from the Emmett County Zoning Ordinance reads as follows:

The General Residential District is designed to provide for structures that are needed to house more than one-family, in order to meet the needs of the apartment dwelling. The R-2 District is further intended to serve a transition use function, and is particularly applicable to areas that already have a degree of residential and non-residential use mix, or in areas where such a mix would be desirable.

Otsego County

The Otsego County Schedule of Dimensions provides for minimum ground floor area requirements for a principal structure of 720 square feet in agriculture, forestry, recreation and residential related districts with minimum width requirements ranging from 11 to 20 feet. Based on my review of the ordinance, dwellings are not an allowed use in the commercial and industrial related districts. There is a note (i) with the 720 square foot principal structure floor area requirements which reads as follows:

(i) The foregoing standards shall not apply to a mobile home located in a licensed mobile home park except to the extent required by state or federal law or otherwise specifically required in this Ordinance.

Presque Isle County

The Presque Isle County Schedule of Regulations provides for a minimum ground floor area requirement of 600 square feet for a dwelling in most all zoning districts. There is a minimum ground floor area requirement of 750 square feet in the Restricted Residential zoning district and a requirement of 450 square feet in the Forest/Recreation district. There is no requirement in the Manufacturing zoning district. I was not able to view the ordinance document to verify if dwellings were an allowed use in the Manufacturing district. There are no minimum width requirements.

I will look forward to discussing this matter further with the Planning Commission at the next regular meeting.

Zoning Schedule of Dimensional Requirements – TABLE

Dimensional Requirements	CON	REC	R1	R2	R2-TH	R3	AG	LC	HC	IND
Building height	35 ft	35 ft	35 ft	35 ft	35 ft	45 ft	45 ft	45 ft	75 ft	75 ft
Minimum Lot Area										
Without public sewer	5 Acres	30,000 ft ²	20,000 ft ²	20,000 ft ²	10,000 ft ² per side	20,000 ft ²	1.5 acres	20,000 ft ²	20,000 ft ²	1 acre
With public sewer			10,000 ft ²	10,000 ft ²	10,000 ft ² per side	10,000 ft ²		10,000 ft ²	10,000 ft ²	
Minimum Lot Width										
Without public sewer	150 ft	150 ft	100 ft	100 ft	50 ft per side	100 ft	150 ft	100 ft	100 ft	150 ft
With public sewer			70 ft	70 ft	50 ft per side	70 ft		70 ft	70 ft	
Side Yard										
Principal Single side	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	20 ft	10 ft	10 ft	20 ft
Shared Property Line	NA	NA	NA	NA	0 ft	NA	NA	NA	NA	NA
Accessory building	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	15 ft	10 ft	10 ft	15 ft
Rear Yard										
Principal Building	40 ft	40 ft	25 ft	25 ft	25 ft	25 ft	40 ft	25 ft	25 ft	40 ft
Accessory Building	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	20 ft	15 ft	15 ft	20 ft

Note 1: Road setbacks are found in section 70-109.

Note 2: Non-conforming lot requirements are found in section 70-111.

Note 3: All of the setback requirements are in feet, while the required lot area is square feet, unless duly noted.

Note 4: See the individual zoning districts and 70-106 and 70-107 for additional height and setback restrictions and/or regulations.

See each district section for exceptions to the standards in this section.

(Code 1980, § 17.22) (Ord. 06-15, 01-12-2016)

Sec. 70-64 Conservancy District (CON)

In order to protect and preserve the natural character of the lands included within this district and their values for wildlife, water conservation, flood control, recreation, forestry and other public purposes, no land shall be used and no building shall be erected or moved after the effective date of the ordinance from which this chapter is derived except in accordance with the following regulations:

- (a) *Approved uses.* The following are approved uses in the conservancy district:
- (1) Production of forest products.

Schedule of Regulations

Article 19

Schedule of Regulations

Section	Name	Pg.
19.00	Limiting Height, Bulk, Density, and Area by Land Use	109
19.01	Notes to Section 19.00	110

Section 19.00 Limiting Height, Bulk, Density and Area by Land Use

DISTRICTS	Minimum Lot Size per Unit of Use		Maximum Height of Structure in Feet	Minimum Yard Setback in Feet			Maximum Percent of Lot Coverage by the Area of all Buildings (2)	Minimum Floor Area in Square Feet (1)
	Area	Width in Feet		Front (5)	Sides (5)	Rear (3, 5)		
R-1 Single Family Residential	½ acre (a)	100	30 (f, h)	30 (e, g, i)	10 (d, g, i)	25 (i)	30%	720
R-2 General Residential	- (c)	100	30 (f, h)	30 (b, e, g, i)	20 (b, d, g, i)	35 (b, i)	35%	none
RR Recreation Residential	½ acre (a)	100	30 (f, h)	40 (e, g, i)	10 (d, g, i)	35 (i)	30%	720
SR Scenic Resource	30,000 Sq. ft. (a)	150	30 (f, h)	40 (e, g, i)	15 (d, g, i)	40 (i)	30%	720
B-1 Local Tourist Business	none	100	30 (f, h)	25 (e)	10 (d)	20	none	none
B-2 & B-3 General Business	none	100	30 (f, h)	25 (e)	10 (d)	20	none	none
P-T Parking Transition	-	-	30 (f, h)	See (4)	10 (d, i)	20 (i)	-	-
I-1 & I-2 Light & General Industrial	none	100	30 (f)	30 (e)	10 (d)	20	none	none
FF-1 Farm Forest	1 acre	150	30 (f, h)	40 (e, g, i)	20 (d, g, i)	35 (i)	35%	720
FF-2 Farm Forest	2 acres	200	30 (f, h)	40 (e, g, i)	20 (d, g, i)	35 (i)	35%	720
FR Forest Recreation	40 acres	300	30 (f, h)	40 (e, g)	20 (d, g)	35	35%	720

PUD SEE ARTICLE 17

- (1) For permanent dwelling units and not cottages, cabins, motels or similar uses.
- (2) These provisions shall not apply to structures four (4) feet in height or less.
- (3) Refer to Section 22.11 for Minimum Waterfront Setback.
FOR RESIDENCES ONLY: Setback sixty (60) feet from the 1986 High Water Mark. (IGLD 582.35', 10/86)
- (4) Refer to Article 13, Section 13.03 for setback standards in P-T Districts.
- (5) Outside stairways, fire escapes, vestibules, balconies, bay windows, and similar projections from the face of a building extending more than four (4) feet above the established grade shall be considered part of the building and shall not extend into any required yard or open space.
- (a)-(j) See notes to Section 19.00, on the pages following.

ARTICLE 17 SCHEDULE OF DIMENSIONS

17.1 Table 1 - LIMITING HEIGHT, DENSITY, AND AREA BY ZONING DISTRICTS (See also Article 21.1 Accessory Buildings and Article 22 General Exceptions for Area, Height, and Use)

Zoning District	R1 & R2	R3	RR	FR & AR	Reserved for future use	Reserved for future use
Min. Lot Area (Sq. feet)	20,000 .46 acre	40,000 .92 acre	20,000 .46 acre	88,000 2.02 acre		
Min. Front Setback (b)(j)	25 ft	25 ft	25 ft	50 ft		
Max. Front Setback	NA	NA	NA	NA		
Min. Side Setback	10 ft	10 ft	10 ft	20 ft		
Min. Rear Setback	30 ft (a, h)	30 ft (a, h)	30 ft (a, h)	40 ft (a)		
Min. Lot width (k)	100 ft 150 ft Duplex	100 ft	100 ft	150 ft AR 300 ft Duplex		
Max. % lot coverage	25%	25%	25%	30%		
Max. Building height (l)	35 ft (g)	35 ft (g)	35 ft (g)	35 ft (g)		
Min. Ground Floor area of principal structure (Square feet)	720 (i)	720 (i)	720 (i)	720 (i)		
Min. Width of principal structure	20 ft (i)	11 ft (i)	20 ft (i)	11 ft (i)		

Zoning District	B1	B2	B3	I	HX	MUZ	
						MAIN ST	TOWN CENTER
Min. Lot Area (Square feet)	10,000	10,000	20,000	40,000	10,000	8,000	8,000
Min. Front Setback	30 ft (e)	Build-to-Area	Build-to-Area				
Max. Front Setback	NA	NA	NA	NA	NA	NA	NA
Min. Side Setback	10 ft (c)	5 ft	5 ft				
Min. Rear Setback	20 ft (a, d, f)	10 ft	10 ft				
Min. Lot width (k)	100 ft	100 ft	100 ft	150 ft	150 ft	60 ft	60 ft
Max. % lot coverage	NA	NA	NA	NA	NA	NA	NA
Max. Building height (l)	35 ft (g)	35 ft	35 ft				
Min. Ground Floor area principal structure (Square feet)	NA	NA	NA	NA	NA	NA	NA
Min. Width of principal structure	NA	NA	NA	NA	NA	NA	NA

Minimum front, side and rear setbacks, and maximum lot coverage modifications of up to twenty-five percent (25%) may be approved by the Zoning Administrator for nonconforming lots, as described in Article 21.26.1 and 21.26.2.

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**ARTICLE XIV
SCHEDULE OF REGULATIONS ***

District	Minimum Lot Area (f) (d)	Minimum Lot Width (feet) (f) (d)	Maximum Building Height		Minimum Yard Setback Requirements (feet)			Minimum Ground Floor Area per Dwelling (square feet)** (a)
			Stories (g)	Feet (g)	Front (d)	Side	Rear	
Low Density Residential (R-1)	0.5 A	100	3	45	30	(b)	15	600
Medium Density Residential (R-2)	12,000 s.f.	80	3	45	30	(b)	15	600
Restricted Residential (R-3)	12,000 s.f.	100	3	45	30 (e)	(b) (e)	15 (e)	750
Forest/ Recreation (FR)	0.5 A	100	3	45	40	(b)	15	450
Agricultural Resource (AR)	Farm 10 A	600	3	45	40	(b)	15	600
	Resid. 0.5 A	100						
Neighborhood Business (B-1)	12,000 s.f.	80	3	45	30	(b)	15	600
General Business (B-2)	0.5 A	100	3	45	50	15	15	600
Manufacturing (M-1)	1.0 A	100	None	None	100	25	50	None
Extractive Industry (I-1)	9.5 A	300	None	None	100	50	50	600

* Except as otherwise provided in the Ordinance.

** Applies to single-family detached dwellings only. For others see footnote (c).

R304.1

Minimum Habitable Room Area

CHANGE TYPE: Modification

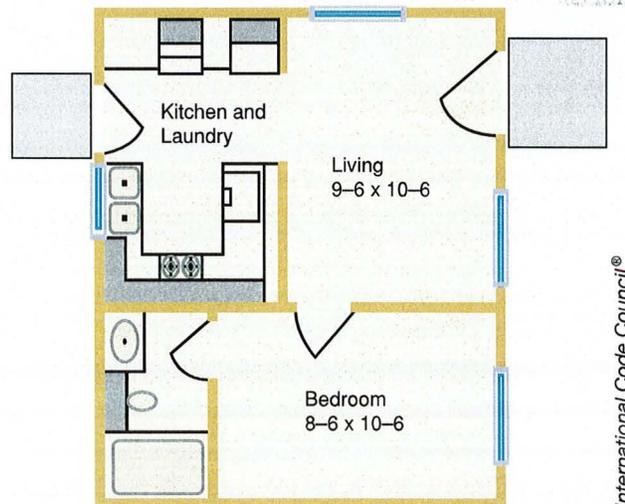
CHANGE SUMMARY: The requirement for one habitable room with a minimum floor area of 120 square feet has been removed from the code.

2015 CODE: R304.1 Minimum Area. ~~Every dwelling unit shall have at least one habitable room that shall have not less than 120 square feet (11 m²) of gross floor area.~~

R304.2 Other Rooms. ~~Other Habitable rooms shall have a floor area of not less than 70 square feet (6.5 m²).~~

Exception: Kitchens.

CHANGE SIGNIFICANCE: The IRC sets minimum requirements for a healthy interior living environment, including provisions for room size, ceiling height, light, ventilation, and heating. The code has long provided a minimum room area of 120 square feet for at least one habitable room with all other habitable rooms having a floor area not less than 70 square feet. Most modern homes have rooms that exceed those dimensions, but the intent has been to at least provide a small 12-foot by 10-foot living room with one or more bedrooms measuring approximately 7 feet by 10 feet. The requirement for one habitable room with a minimum floor area of 120 square feet has been removed from the code. The 70-square-foot minimum area now applies to all habitable rooms as the smallest acceptable size for occupants to move about and use the habitable space as intended. The minimum area of 120 square feet was not based on scientific analysis or on identified safety hazards but was generally accepted by code users and in the marketplace. Recently, however, proponents of minimalist living have advocated smaller dwellings to reduce environmental impact and provide for lower living costs through reduced mortgage and maintenance expenses. These dwellings are intended to allow for a minimalist lifestyle that doesn't demand large volumes of living space. Extreme examples of



Small dwelling complying with minimum area requirements

these minimalist dwellings are often termed “tiny houses.” Proponents of this change reasoned that consumers make a purposeful and informed decision as to the appropriateness of the housing they choose to live in and that the code should not place arbitrary restrictions on room size that have no demonstrable life-safety benefit. Although the change will not impact typical residential construction, it will accommodate alternatives for very small dwellings that would previously not be allowed under the IRC. It may also encourage greater acceptance of and compliance with the residential code by those pursuing a minimalist lifestyle.

Tiny house Pocket neighborhood requirements:

Tiny Houses in Pocket Neighborhoods

A. A tiny home shall be defined as a principal residential dwelling that has a square footage of between 250 170 and 1,100, ~~and is placed on a foundation~~. Tiny Homes are only permitted within the redevelopment mixed use district (RMU) or a planned unit development (PUD) in a Pocket neighborhood setting.

1. Each dwelling unit shall have a minimum gross floor area of not less than 250 170 square feet for the first occupant and not less than 100 square feet for each additional occupant.
2. Required space in sleeping rooms. In every dwelling unit of two or more rooms, every room occupied for sleeping purposes by one occupant shall contain at least 70 square feet of floor space, and every room occupied for sleeping purposes by more than one occupant shall contain at least 50 square feet of floor space for each occupant thereof.
3. Minimum ceiling height. Every habitable room, foyer, bathroom, hall or corridor shall have a ceiling height of at least seven feet. If any room has a sloping ceiling, the prescribed ceiling height for the room is required in only one-half the area thereof, but the floor area of that part of any room where the total floor area of the room for the purpose of determining the maximum permissible occupancy thereof.
4. Structure width. The minimum width of a tiny home must be at least 8.5 feet, with a maximum of 20 feet.

B. A tiny house on wheels (THOW), for the purposes of these Guidelines, is a structure which is intended as a full time residence or year-round rental property and meets these five conditions:

1. Built on a trailer that is registered with the builder's local DMV.
2. Towable by a bumper hitch, frame-towing hitch, or fifth-wheel connection, cannot move (and was not designed to be moved) under its own power.
3. Is no larger than allowed by applicable state law. (The typical THOW is no more than 8'6" wide, 30' long, and 13'6" high. Larger tiny houses may require a special commercial driver's license and/or special permits when being towed.)
 - a. Verify with the DMV that the THOW is with limits of the law.
 - b. Roof height is from bottom of tires to the top of the highest exterior point on the house, including any protrusions. The roof height may be taller when stationary, as long as it is collapsible for towing of the THOW. Chimney piping may need to be removed for travel and then reinstalled to meet clearance requirements for use.
 - c. Built to the standards of a Florida ASCE structural engineer's approved plans
4. has at least 170 square feet of first floor interior living space.

5. includes basic functional areas that support normal daily routines (such as cooking, sleeping, and toiletry).
6. The following documentation will be required to be submitted for building permit for a THOW in a pocket neighborhood:
 - a. Detailed structural plans illustrating the location of studs, joists, rafters, and engineered connectors (hurricane clips, tension ties, etc.). Plans should clearly address how the structure is secured to the trailer, and how the floors, walls, and roof are framed and sheathed. Plans should also include an illustration of a floor, wall and roof section, showing the building members, insulation, vapor barrier, moisture barrier, sheathing, siding and roofing.
 - b. Detailed diagram of the electrical plan.
 - c. Photographs of the framing, roof, insulation, rough plumbing, and rough electrical.
 - d. A statement describing your construction methods along with the names and addresses of any subcontractors you may have hired.

BC. A tiny home will be permitted within a planned pocket neighborhood. A pocket neighborhood is defined as meeting the following requirements:

1. A minimum of 4 tiny homes and maximum of 12 tiny homes per pocket neighborhood. ~~Twenty-five percent of these home sites may be for THOW's.~~
2. Centralized common area. The common open space area shall include usable public spaces such as lawn, gardens, patios, plazas or scenic viewing area. Common tables, chairs and benches are encouraged, with all homes having access to it
 - a. Four hundred square feet of common open space is required per unit.
 - b. Fifty percent of units must have their main entry on the common open space.
 - c. All units must be within five feet of each common open space(s). Setbacks cannot be counted towards the common open space calculation.
 - d. The principal common open space must be located centrally to the project. Additional common open space can only account for twenty-five percent of the total requirement with trails and pathways connecting the total development. Passive trails are allowed and may count towards the common open space requirement.
 - e. Community buildings or clubhouses can be counted towards the common open space calculation.
 - f. Tiny Houses must surround the common open space on a minimum of two sides of the green.
 - g. Common open space shall be located outside of stormwater/detention ponds, wetlands, streams, lakes, and critical area buffers, and cannot be located on slopes greater than ten percent.
3. All homes must have both front and rear porches.

- a. Porches shall be oriented towards common open space or street and designed to provide a sense of privacy between units. Porch shall be a minimum of (80) eighty square feet and a minimum of (8') eight feet deep on the common open space side of the building. The square footage of the porch may be reduced to (60) sixty square feet (six by ten feet deep) on units less than six hundred total gross square feet.
 - b. Secondary entrances facing the parking and sidewalk are required to have a minimum five-by-five-foot porch.
4. Pocket neighborhood communities must be part of a condo or homeowners association to maintain the common areas
5. Lot Requirements.
 - a. Area. The minimum lot area per dwelling unit shall be of (1,200) Twelve Hundred square feet. Maximum lot area per dwelling unit shall be (3,000) Three thousand square feet. Maximum lot coverage 40% for structure, porches and drives 30%
 - b. Width. Minimum width per lot shall be 18 feet. Maximum width per lot 30 feet.
 - c. Depth. Minimum length per lot 50 feet. Maximum length per lot 100 feet
6. Setbacks.
 - a. Front setback: shall be twenty feet to be used for front porch and parking.
 - b. Rear or next to common area the set back shall be five feet for the construction of a rear porch.
 - c. Side Setbacks: The sum of side setbacks shall be not less than ten feet. If the side setback adjoins public open space, these setback requirements may be reduced by an amount equal to the distance from the property line to the centerline of the open space.
 - d. A modified setback shall be endorsed upon the approved site plan. No portion of a building or appurtenance shall be constructed as to project into any commonly owned open space. No structure or portion thereof shall be closer than five feet to any structure on an adjacent lot.
7. Maintenance of open space and utilities. Before approval is granted, the applicant shall submit covenants, deeds and homeowners' association bylaws and other documents guaranteeing maintenance and common fee ownership of public open space, community facilities, private roads and drives, and all other commonly owned and operated property. These documents shall be reviewed and accompanied by a certificate from an attorney that they comply with the requirements of this chapter prior to approval. Such documents and conveyances shall be accomplished and be recorded, as applicable, with the county auditor as a condition precedent to the filing of any final plat of the property or division thereof, except that the conveyance of land to a

homeowners' association may be recorded simultaneously with the filing of the final plat.

8. All Tiny houses on wheels (THOW) in pocket neighborhoods must comply with the following:
 - a. THOWs must be placed in a designated area in the approved site plan of the pocket neighborhood.
 - b. All THOWs must be placed adjacent to common open space area.
 - c. M~~m~~ must meet the ~~be~~ tied down and skirting ~~to the~~ requirements of the Mobile Home requirements of the Land Development Regulations. The Building Official may require additional standards to ensure the porches hide any hitches.

Tiny Homes Proposals

D- RS	Not allowed unless an overlay district is established which allows tiny homes.
D-CM	Tiny homes with a minimum of 500sf allowed with setbacks of: Front – 25ft. Sides – 20ft. Rear – 20ft.
D-LI	Not allowed.
D-GI	Not allowed.
D-RC	Tiny homes with a minimum of 500sf allowed with setbacks of: Front – 25ft. Sides – 50ft. Rear – 25ft. Note: Present minimum lot width is 150ft. and area of 1 acre.
M-AF	Tiny homes with a minimum of 500sf allowed with setbacks of: Front – 50ft. Sides – 30ft. Rear – 25ft. Note: Present minimum lot width is 150ft. and area of 1 acre.
P-LS	Not allowed on parcels within 500ft. of the shoreline’s ordinary high water mark for those bodies of water listed in Section 10.1.2. Tiny homes with a minimum of 500sf allowed with setbacks of: Front – 40ft. Sides – 30ft. Rear – 30ft.
P-NR	Tiny homes with a minimum of 500sf allowed. Present setbacks are sufficient without change.
P-RC	Private property is not a part of this district so tiny homes cannot be considered.
VC-IR, VC-IR-O, VC-T & VC-T-RO	Tiny homes with a minimum of 500sf allowed with current setback requirements.
VC-T-O	Tiny Homes of at least 500sf are already allowed.

Proposed general provisions for tiny homes in all authorized districts:

1. The length to width ratio for the structure shall not exceed 2:1.
2. Any time home shall meet all provisions of the Construction Code and Health Department regulations.

Note: Guest houses (accessory building to a single family dwelling on a parcel) are presently authorized by right in all zoning districts with the following restrictions:

- a. Not to exceed 600 square feet in total floor area.
- b. Located on a conforming lot in respect to lot area.
- c. No more than 2 bedrooms.
- d. The primary single family dwelling and accessory guest house are both serviced by potable water and a sanitary sewer system that meet the applicable requirements of the Health Department.
- e. No more than 1 guest house is located on the same lot as the primary single family dwelling.

Guest houses are in fact tiny homes.

CHEBOYGAN COUNTY DEPARTMENT OF BUILDING SAFETY

12 Year Average - New Residence and Residence Addition Building Permits

	New Residence			Residence Addition		
	Permit Total	Square Footage	Average Square Foot	Permit Total	Square Footage	Average Square Foot
2018	55	112,359	2,043	138	60,436	438
2017	59	106,143	1,799	132	52,802	400
2016	62	116,923	1,886	124	52,700	425
2015	61	114,628	1,879	119	58,760	494
2014	55	96,766	1,759	98	49,557	506
2013	51	97,668	1,915	106	37,313	352
2012	35	77,454	2,213	118	61,029	517
2011	42	83,899	1,998	137	60,232	440
2010	39	92,897	2,382	139	60,585	436
2009	46	90,824	1,974	135	62,564	463
2008	66	123,239	1,867	123	54,288	441
2007	99	197,164	1,992	154	73,974	480



Realize 2035: Cheboygan Master Plan

DRAFT - FOR REVIEW PURPOSES ONLY

DRAFTED



THE CITY OF CHEBOYGAN

THE CITY OF CHEBOYGAN PLANNING COMMISSION DRAFTED, AND THE CITY COUNCIL ADOPTED THIS MASTER LAND USE PLAN FOR THE CITY AS A GUIDE FOR THE PHYSICAL DEVELOPMENT OF THE CITY OF CHEBOYGAN.

James Granger, CHAIR

DATE

CITY OF CHEBOYGAN PLANNING COMMISSION

Mark C. Bronson, MAYOR
CITY OF CHEBOYGAN

DATE

ACKNOWLEDGEMENTS

Mayor

Mark C. Bronson

City Manager

Thomas E. Eustice

City Council 2019

Vaughn Temple

Nathan H. King

Brett Mallory

Betty Kwiatkowski

Sarah Johnston

Nicholas C. Couture, Mayor Pro-Tem

C O N T E N T S

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EXECUTIVE SUMMARY

With a changing economy, diversified demographics, and potential for development growth, the opportunities for the City of Cheboygan have never been greater. However, response and strategies to these opportunities should be undertaken through a holistic, systematic planning process. Planning is a process that involves the conscious selection of policy choices relating to land use, development, delivery of services, enhancement of community character, and maintenance of a quality of life which meet the expectations of City residents.

The 2035 Cheboygan Master Plan serves as the official document that identifies the goals, policies, programs, strategies, and actions which the City, its partners, and its residents wish to pursue. The Master Plan planning process involved a thorough investigation of past trends, current conditions, and alternative futures for the City. The overall process has been structured to allow for broad participation, expression of new ideas, and creation of new concepts that will carry the City of Cheboygan into the future.

Why is the term realize used in the title of this Plan? “Realize” was used by a local leader in describing how they envision Cheboygan in the future. Realize is a positive term and one that notes change. However “realize” doesn’t happen without action and actions should be taken under the guidance of a plan. While this Plan connects and builds upon past planning efforts, the guiding purpose is to create implementable actions that the City can undertake in the near and long term to Realize the community vision.

Realize

re·al·ize, verb

1. Become fully aware of (something) as a fact; understand clearly.
2. Cause (something desired or anticipated) to happen.

The focus of this Plan is on action and implementation. Like all planning documents, the Cheboygan Master Plan will prove useful only to the extent that a sustained implementation effort is maintained and achieved. Achieving measurable success in Cheboygan will be a long-term effort, requiring a partnership between the City and various interests. The success of this plan is contingent upon a joint vision of accountability for individuals, organizations, and businesses to work together to implement change. Adoption of this Plan does not signal the end of the planning process. Rather, it signals the beginning of a process of continuing implementation whereby the Plan serves as a guide for both public and private decisions affecting the future of the community. The

final section of the document is a detailed Implementation Plan – identifying every goal, strategy and project/action, lead entity, the timeframe, the priority level, and participating partners.

The plan is built upon identifying goals, and developing strategies and actions.



GOALS AND KEY STRATEGIES AND ACTIONS.

There over 16 key strategies and 41 actions identified in the plan. While all are worthy of the City and its partners' attention, the City has identified a few key strategies and actions to address in the near term as catalyst projects. In order to realize the vision identification of key strategies and completion of associated actions in an aggressive timeframe will build greater momentum in completing all the projects of the plan. Listed below are the plans goals, with key strategies and actions to be addressed in the near term:

PORT / RIVER

GOALS:

GOAL 1: INCREASE THE PORT OF CHEBOYGAN'S ECONOMIC VIABILITY.

GOAL 2: CREATE AN ATTRACTIVE AND LIVELY RIVERFRONT THAT CONNECTS THE SURROUNDING COMMUNITY TO THIS HIGH QUALITY DESTINATION BY DEVELOPING EAST SIDE PROPERTY—DESIGN AND IMPLEMENT A WALKABLE RIVERFRONT PARK AREA.

STRATEGIES AND ACTIONS:

- J Increase industrial, commercial, and residential development, as well as recreational opportunities along the riverfront.
- J Create a research and marketing methodology to develop and track progress toward maximizing the utility of the Port of Cheboygan.
- J Collect and analyze ideas from supply chain consultants and other light ports handling smaller, shallower-draft freight.
- J Outline detailed plan to expand boardwalk through corporate and private cooperation and funding.
- J Develop an information clearinghouse for available grants, low-interest opportunities, etc., to generate interest and assist new development.
- J Explore the economic feasibility and viability of a part-time research and grant writer position.

COMMERCIAL/INDUSTRIAL DEVELOPMENT

GOALS:

GOAL 1: INCREASE THE VIABILITY OF THE CHEBOYGAN INDUSTRIAL PARK.

GOAL 2: ENSURE THAT THE DOWNTOWN REMAINS THE SIGNATURE “PLACE” OF CHEBOYGAN.

STRATEGIES AND ACTIONS:

- Build on the advantage of the North Central Community College and the McLaren Northern Michigan, Cheboygan Campus.
- Promote the development of marketable, in-demand post-secondary educational programs in Cheboygan, including vocational curricula.
- Improve access to, and viability of the Cheboygan Industrial Park.
- Make downtown Cheboygan the shopping/office/tourist destination for the region.
- Explore larger framework that promotes shopping, tourist destinations, and walkable space.
- Study potential benefits of a matrix vs. linear downtown concept.
- Work with Chamber of Commerce to locate professional and commercial property and create listings on a city website as a resource repository for investors.
- Develop an outline to improve infrastructure with continued focus on updates and development, prioritizing near-term critical targets, and considering long-term less critical goals.

RESIDENTIAL PROTECTION AND DEVELOPMENT

GOALS:

GOAL 1: PROTECT AND ENHANCE THE CITY'S ESTABLISHED RESIDENTIAL NEIGHBORHOODS WHILE ALSO ENCOURAGING THE GROWTH OF SMALL COMMERCIAL PROJECTS THAT ENHANCE WALKABLE, FAMILY-FRIENDLY NEIGHBORHOODS.

GOAL 2: DIVERSIFY AND IMPROVE THE HOUSING STOCK.

GOAL 3: BEGIN TO REINCORPORATE TREES INTO THE CITY LANDSCAPE TO REPLACE SPECIES AFFECTED BY DISEASE

GOAL 4: RESEARCH AND DISSEMINATE FACTS AND INFORMATION RELATED TO GOOD OUTDOOR LIGHTING PRACTICES. PROMOTE LIGHTING THAT IS EFFICIENT, OFFERS SAFETY TO THE PUBLIC, IMPROVES COMMUNITY APPEARANCE AND PROTECTS THE MAJESTIC VISTAS OF CHEBOYGAN'S NIGHT SKY FOR ITS CITIZENS, VISITORS, AND FUTURE GENERATIONS.

STRETCH GOAL: BUILD A NEW RECREATION CENTER WITH AN OLYMPIC-SIZE SWIMMING POOL AVAILABLE YEAR-ROUND TO CITY AND COUNTY RESIDENTS, AND FOR LOCAL SCHOOLS' STUDENTS AND SWIM TEAMS.

STRATEGIES AND ACTIONS:

-) Provide for alternative housing options including second story residential in the downtown.
-) Protect the City's established residential neighborhoods through proactive actions and code compliance.
-) Consider means by which to receive, manage, and distribute private donations accumulated by fundraising efforts to mitigate blight within the city limits. Cooperate with volunteers, non-profit organizations, and local corporations willing to provide discounted goods or in-kind benefits to assist in redoubling funds raised and distributed to amend blight.
-) Establish an Outdoor Lighting Forum in cooperation with the Cheboygan County Board of Commissioners to develop and promote a message of limiting light pollution.
-) Pursue national Arbor Day "Tree City" designation.
-) *Work with licensed landscape architect to develop a preferred tree species list for use in new site plans, rezoning decisions, etc.

TRANSPORTATION IMPROVEMENTS

GOALS:

GOAL 1: PLAN AND PROVIDE A SAFE AND EFFICIENT PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

GOAL 2: PLAN AND PROVIDE A SAFE AND EFFICIENT VEHICULAR TRANSPORTATION NETWORK.

GOAL 3: Consider installation of Electric Vehicle Charging Stations.

STRATEGIES AND ACTIONS:

- Identify and inventory bad sections of sidewalks, areas needing new or better-connected sidewalks, and repair existing ones.
- Incorporate the trail plan as identified in the Multi-Use Trail System Master Plan.

MUNICIPAL GOVERNMENT EFFICIENCY

GOALS:

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND/OR TIME.

GOAL 2: EMPLOY TECHNOLOGY AND BEST PRACTICES TO AUTOMATE ADMINISTRATIVE TASKS TO MAXIMIZE EXISTING RESOURCES.

GOAL 3: IMPROVE CUSTOMER SERVICE AND FOLLOW-UP TO ISSUES AND COMPLAINTS FROM RESIDENTS.

STRATEGIES AND ACTIONS:

-) Create process for defining problems, crafting solutions; then, measuring, monitoring, and controlling them in the future.

“FRIENDLIEST CITY” DESIGNATION

GOALS:

GOAL 1: Deliver consistently excellent customer service to all city residents, and continually make positive impressions on visitors, residents and potential residents.

STRATEGIES AND ACTIONS:

-) Implement a customer service policy that provides follow up and welcomes residents and non-residents seeking information.

INTRODUCTION

WHAT IS THIS MASTER PLAN'S TRUE FUNCTION AND HOW IS THE PLAN TO BE USED?

It is the responsibility of the Planning Commission to prepare and the City Council to adopt a Master Plan on behalf of the City. The City of Cheboygan derives its authority to prepare a Master Plan from the Michigan Planning Enabling Act. The Act requires that at least every five years, the Planning Commission review the Plan and determine whether amendments may be necessary.

The Master Plan serves many functions and is to be used in a variety of ways including, but not limited to, the following:

The Master Plan is a statement of the City's goals and policies and provides a single, comprehensive view of the community's desires for the future.

The Master Plan serves as an aid in daily decision-making. The goals and policies outlined in the Master Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivisions, capital improvements, and other matters relating to land use and development. This provides a stable, long-term basis for decision-making.

The Master Plan attempts to coordinate public improvements and private development. For example, public investments such as road improvements should be located in areas identified in the Master Plan as having the greatest benefit to the City and its residents.

The Master Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

The Master Plan provides the statutory foundation upon which zoning decisions are based. The Michigan Zoning Enabling Act (P.A. 110 of 2006, as amended) requires that the zoning ordinance be in accordance with a plan designed to meet the residents' needs for natural resources, places of residence, recreation, industry, trade, service, and other uses, and to insure they are situated in appropriate locations. It is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map.

In summation, the City of Cheboygan Master Plan is the primary officially adopted document that sets forth an agenda for the achievement of goals and policies of the City. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City that compliments the goals of nearby governmental units, wherever possible. It helps develop a balance of orderly change in a deliberate and controlled manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

HISTORIC CONTEXT

This document represents a full amendment to the City of Cheboygan Master Plan. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As the conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current state legislation requires a review of a Master Plan every five (5) years.

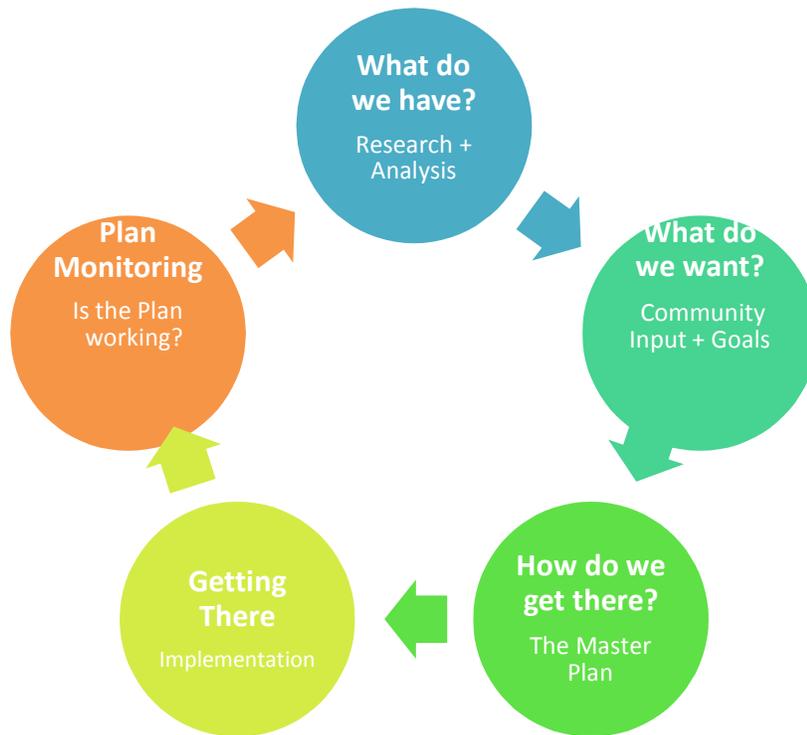
THE PLANNING PROCESS

Many factors that exist must be taken into account when formulating plans for the future. This process is illustrated in the diagram below.

The planning process should be a continual, ongoing process and includes five (5) fundamental steps:

1. Research and analysis
2. Goal setting
3. Master Plan drafting
4. Implementation
5. Monitoring

Figure 1. – Planning Process



PREVIOUS PLANS

Cheboygan has a long, rich history of planning. Consideration has been given to the previous studies in the course of preparing this Master Plan. These past planning studies include:

2018 City Services Survey – A 78-question survey administered online to assess resident's perception of services offered by the City of Cheboygan. Answers and responses are compiled in a 127-page report available to view and download from the city's website.

Cheboygan Port + Community Asset Inventory – Michigan State University Practicum Project – Spring 2012 – The Port and Community Asset Inventory developed short- and long-term goals with respect to the investment, promotion, expansion and economic growth of the City through use of the Cheboygan River and Lake Huron shoreline through port development

City of Cheboygan Amended Downtown Development Authority Plan and Amended Tax Increment Financing Plan – March 2012 – The DDA Development + TIF Plan outlines potential projects to be undertaken within The DDA District. This Plan is required under state statute in the establishment of the DDA District

City of Cheboygan Recreation Plan – March 2019 – The Recreation Plan outlines and presents the long-range vision of the Cheboygan Recreation Commission. The Plan identifies existing and future parks and recreation needs, and identifies specific improvements, costs, priorities and years of completion. The Plan also includes the Multi-Use Trail System Master Plan.

Riverfront Development Plan - February 2010 – The Plan utilizes three subareas as the framework for riverfront redevelopment. Future land use opportunities and recommendations for development are provided for each of these subareas. This plan is intended to be used as a reference tool by the City in the planning of any development along the riverfront

Major City Park, Cheboygan, Michigan – Small Town Design Initiative Michigan State University – January 2010 – The focus of this report is Major City Park, including surrounding land and potential connections to other areas within the community. The initiative presents a redesign of the existing Major City Park site and its facilities and outlines key findings and recommendations based upon the ideas generated by residents through the public planning process

Downtown Cheboygan Marketing + Wayfinding Study – McKenna Associates – September 2009 – The Marketing and Wayfinding Study provides information relating to two distinct topics: 1). Development of a comprehensive, uniform wayfinding and; and 2). Creation of a signage plan and retail analysis. The wayfinding and signage plan's purpose is to organize message content of all sign types, help residents, visitors and guests navigate the area, and enhance the image and identity of downtown. The retail analysis is developed to project the level of consumer spending by the residents of the trade area and to determine the amount of new retail building space supportable by consumer spending

Cheboygan Downtown Blueprint – HyettPalma – January 2004- The Downtown Blueprint includes the community's vision of the downtown as well as the findings of a comprehensive analysis of the downtown's commercial markets. The vision and market analysis findings were used to define a specific economic enhancement strategy for the downtown project area. The recommended strategy was specifically designed to enable downtown to attain the community's defined vision as well as the identified market opportunities

City of Cheboygan Riverfront Development Plan – September 1983 – The Riverfront Development Plan outlines the history of the Cheboygan River and outlines "Rivertown Concepts" in relation to the further development of the area. The development plan was intended to guide future developments along the most northerly two miles of the Cheboygan River, from the Straits of Mackinac to just south of the Lincoln Street Bridge.

2019 Master Plan Workshop – April 1, 2019. Add to, or replace content on pages 14-16? Or, add to "Online Engagement" on page 17?

PUBLIC PARTICIPATION

Citizen input is an important aspect of any planning effort. Methods to obtain public input included a variety of traditional approaches and innovative technologies. Traditional methods included a joint Planning Commission and City Council Planning Workshop held on August 19, 2013, and public hearing was held on June 11, 2019. The City also used an online engagement tool to provide an alternative means for the Cheboygan community to participate in the planning process. Over 71 geographic specific comments were collected. These public comments have influenced the development of this plan. Lastly, the draft Master Plan was distributed to adjacent Townships and County Agencies for review and comment.

Joint Meeting:

On August 19, 2013, a joint meeting between the City Council and Planning Commission was held to kick off the Master Planning process. Over 20 community leaders participated in the meeting. The meeting focused on identifying current issues, identifying strategies, and prioritizing actions.

The screenshot shows a news article on the CheboyganNews.com website. The article is titled "City's master plan work underway" and is dated August 20, 2013. The author is Richard Crofton, Editor. The article text states: "City Council and the city's Planning Commission came together Monday night to hear about how the city's Master Plan is coming along and to give the first input as to what should be examined." Below the text is a photo of Richard Crofton and Richard Carlisle looking at a presentation board titled "Residential Development and Housing". The board has several sticky notes on it. Below the photo is a caption: "Richard Crofton/Tribune". The article continues: "Richard Carlisle, left, president of Carlisle Wortman Associates Inc., of Ann Arbor and Associate Ben Carlisle made their presentation to the groups and conducted several exercises to get feedback." Another quote follows: "The feedback was excellent," said Richard Carlisle. "It will help us in terms of the direction we need to address in the Master Plan." At the bottom of the article, it says: "Throughout the evening, he said there are multi-directions being taken."

On the right side of the article, there is an advertisement for Williams Office Equipment, which includes a laptop and text: "Williams Office Equipment Computer Service and Network Support 512 West Elm, Downtown". Below the advertisement is a video player showing a group of people in a meeting. Underneath the video is a "Recommended Videos" section with two video thumbnails: "PJ Reading Time" and "Denise on banking recubations".

ONE-WORD GAME

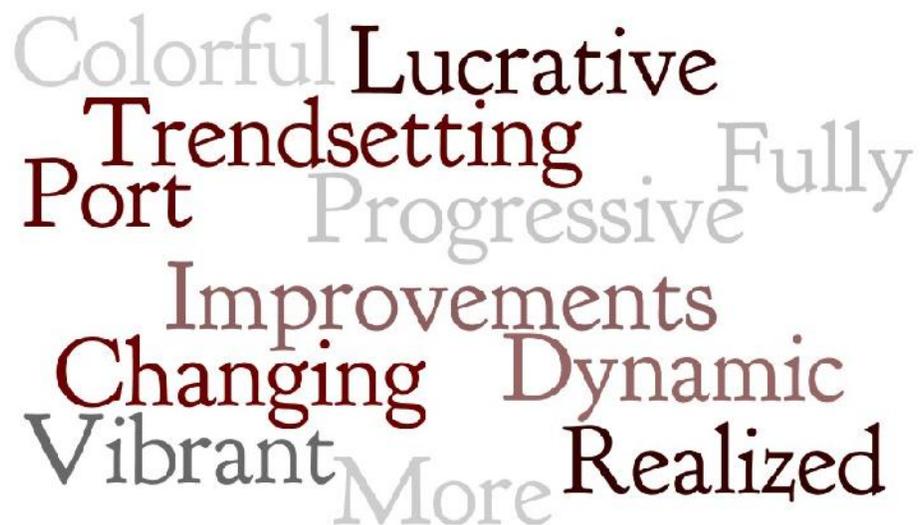
The joint meeting participants were asked to use one word to 1). Describe Cheboygan today; 2). Describe Cheboygan in five years; 3). Describe an opportunity Cheboygan has to fulfill the five year vision; and 4). Describe an obstacle Cheboygan has to overcome to meet the future vision.

Cheboygan Today:



A word cloud for 'Cheboygan Today' featuring the following words: Eden, Vibrant, Productive, Developing, Awaking, Rich, Struggling, Progressive, and Changing. The words are arranged in a cluster, with 'Productive' and 'Developing' being the largest and most prominent.

Cheboygan in Five Years:



A word cloud for 'Cheboygan in Five Years' featuring the following words: Colorful, Lucrative, Trendsetting, Fully, Port, Progressive, Improvements, Changing, Dynamic, Vibrant, More, and Realized. The words are arranged in a cluster, with 'Trendsetting' and 'Realized' being the largest and most prominent.

Opportunities Cheboygan has to meet this future vision:

Vision Assets
Incentive Creativity
Development
Support Participation

Obstacles Cheboygan has to overcome to meet this future vision:

Knowledge Inflexibility
Wealth
Funding Confidence
Poor Skills Looking Backwards
Infrastructure People

ONLINE ENGAGEMENT

In order to provide alternative means of engagement and to increase opportunity to participate in the master planning process, the City also utilized the Cheboygan MiCommunity Remarks geographic information tool. The tool guided users to place geographic specific comments on various community issues. The tool categorized comments into the following topics:

- Port/River
- Recreation
- Commercial / Industrial
- Development Opportunity
- Residential Opportunity
- Transportation

Users could also read the comments left by other users, and were able to engage other stakeholders, discussing issues in the categories listed. The Cheboygan MiCommunity Remark users commented a total of 71 times on a variety of issues. The comments left by users were incorporated in the plan policies, goals, strategies, and actions of the Plan.

The screenshot displays the 'THE CITY OF CHEBOYGAN MASTER PLAN' website. At the top right is the 'MI COMMUNITY REMARKS' logo. Below the header, there is a navigation bar with 'Home' and 'Add Comment to Map'. A text block states: 'We are collecting citizen feedback about Cheboygan for the Master Plan. We have created topics for you to comment on. [Add your comment to the map](#) or see what your neighbors have said by clicking on the existing comments on the map below.'

The main content is a map of Cheboygan, Michigan, with numerous colored pins indicating user comments. A pop-up window for a comment by 'kimmy' is visible, stating: 'An add on to existing side walks would be wonderful. Children walking to an from school should have a safe route to travel out of traffic. Are childrens safety should be a priority. These same side walks could be used by the whole community. Many walk to work. It has been needed for some time.'

Below the map is a 'Citizen Maps By Topic' section with the following categories and counts:

- [Residential development and housing opportunities \(13\)](#)
- [Commercial development and redevelopment opportunities \(19\)](#)
- [Recreation - lake access, river access, and inland opportunities \(14\)](#)
- [Transportation and mobility - motorized and non-motorized transportation improvements \(10\)](#)
- [Port of Cheboygan and river development \(15\)](#)

On the right side, there is a section for 'The latest comment by Nancy Lindsay' with the text: 'The crosswalks on Main St could be better marked somehow so that cars actually stop to let people cross the street.' It also indicates the comment was made '1 month 4 weeks ago' and is categorized under 'Transportation and mobility - motorized and non-motorized transportation improvements'.

PUBLIC HEARING

(To be added when scheduled/announced for City Council agenda?)*Marker

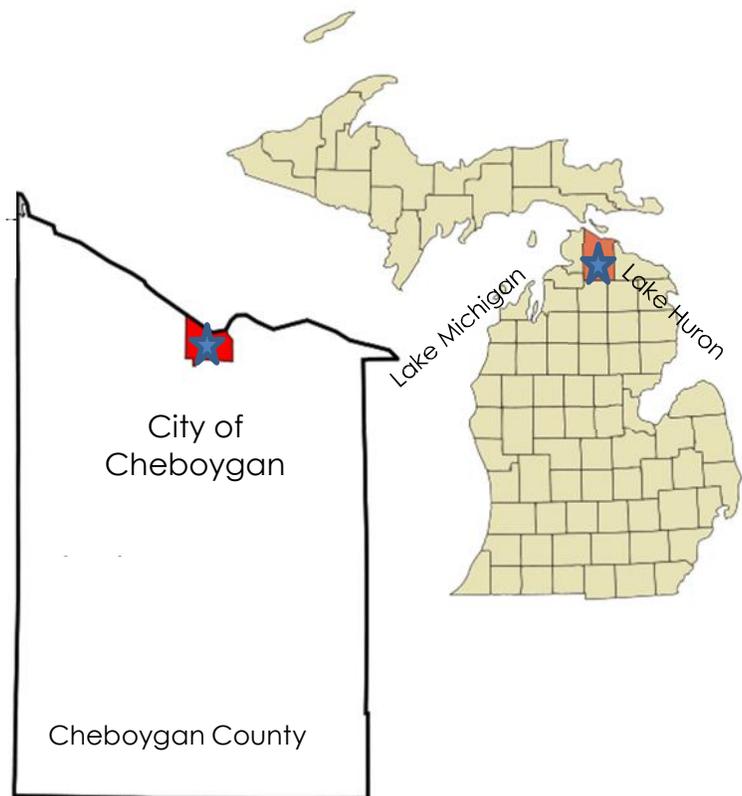
A public hearing was held on XX/XX/XXX (date to be determined). Results included....

The Planning Commission voted....

COMMUNITY PROFILE

SUMMARY

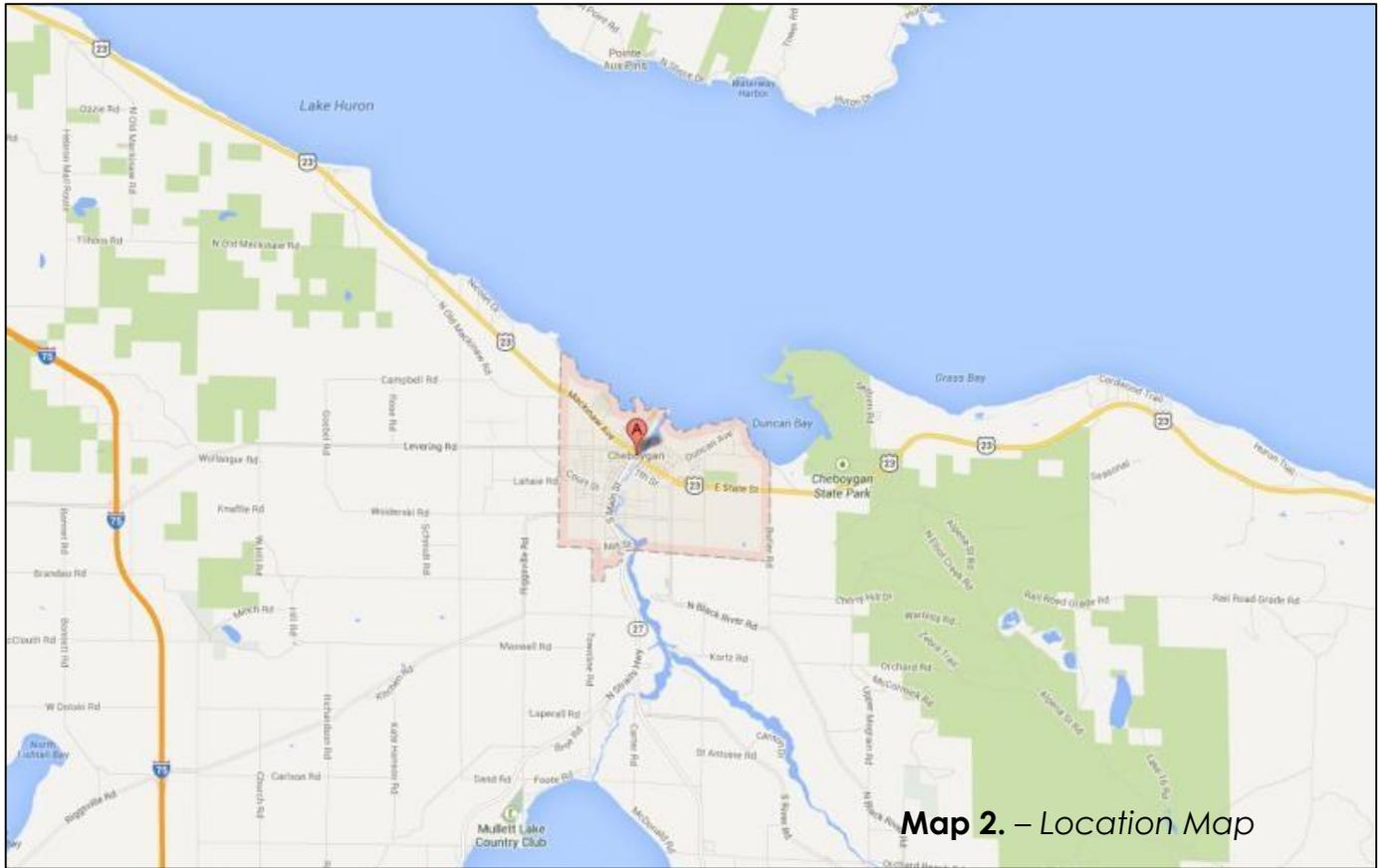
The City of Cheboygan is a dynamic community located at the northeastern tip of Michigan's Lower Peninsula on the shore of Lake Huron. First inhabited by the Ojibwe people, the City strategically sits at the intersection of Lake Huron and Lake Michigan and at the gateway to the "Inland Waterway" – a 40 mile navigable waterway connecting three rivers and three inland lakes. The waterway was widely used for trade between the Odawa, Ojibwe and Chippewa people, and eventually European settlers, and offered safe confines from the open waters of Lake Huron.



Map 1. – Regional Setting

The City is a 4-hour drive from Detroit, 3.5-hours from Grand Rapids, 1.5-hours from Sault Ste Marie, and 20-minutes from Mackinaw City. US-23 runs east-west through the City connecting in the City center with M-27, which runs south-southwest. The City center is approximately 8 miles from I-75.

Having direct access to the largest freshwater system in the world and the St. Lawrence Seaway via the Port of Cheboygan, the City has a long history of industry and trade dating back to the 1700's with a major lumber boom in the late 1800's. Many residents still draw their economic livelihood from the Port and River through fishing, farming, manufacturing, and shipping. With further attention, effort, and focus on properly utilizing this historical resource, more residents might also rely upon it for their livelihoods, and capitalize on its ideal location as a point of embarkation to some of the most interesting, beautiful, and sought after boating destinations throughout all of the Great Lakes.



Map 2. – Location Map

The City economy has diversified into a vacation, recreation, shopping, and culture hub for north-central Michigan. The City, with a 2010 census population of 4,867, is the county seat and the largest municipality in Cheboygan County. Cheboygan's primary commercial district is Main Street which runs along the west side of the Cheboygan River. There are additional pockets of commercial development along Mackinaw Avenue and E. State Street. The community is well served by excellent schools and high quality, parks and open space.

Cheboygan Snapshot:

Demographics

- 2010 Population: 4,867
- 2010 Median Age: 40.8 years
- 2010 Educational Attainment: 42.2% of the City's population above age 25 obtained some form of higher education (some college, Associates, Bachelors, or Graduate/Professional degree)

Table 1. – Population by City, County and State

	1990	2000	Percent Change 1990-2000	2010	Percent Change 2000-2010
City of Cheboygan	4,997	5,295	5.6%	4,867	-8.1%
Cheboygan County	21,398	26,448	19.1%	26,152	-1.1%
State of Michigan	9,295,297	9,938,444	6.5%	9,883,640	-0.6%
Source: U.S. Census					

Figure 1. – Age Distribution by City, County and State

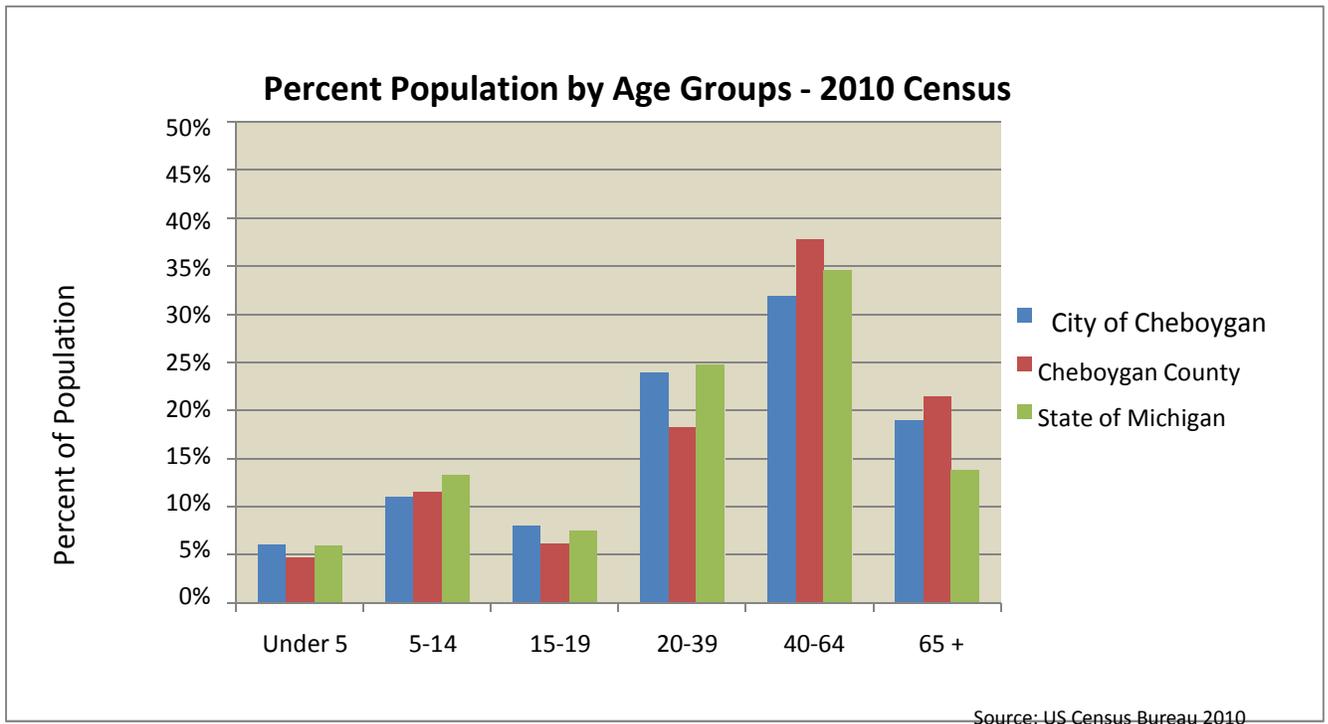
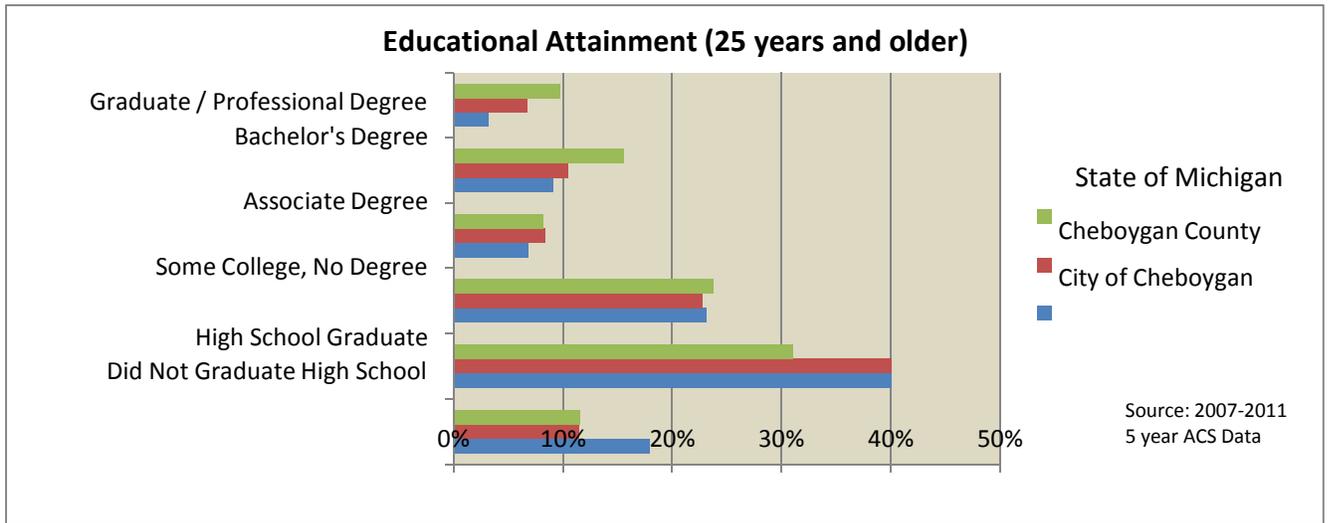


Figure 2. – Educational Attainment



Economics

Median household income: \$21,624.

45% of the population is employed in retail trade or education services, health care, and social assistance.

10.4% unemployment rate for the City of Cheboygan which is consistent with the County average of 10.2%, but substantially higher than the State average of 7.7%.

Figure 3. – Median Household Income

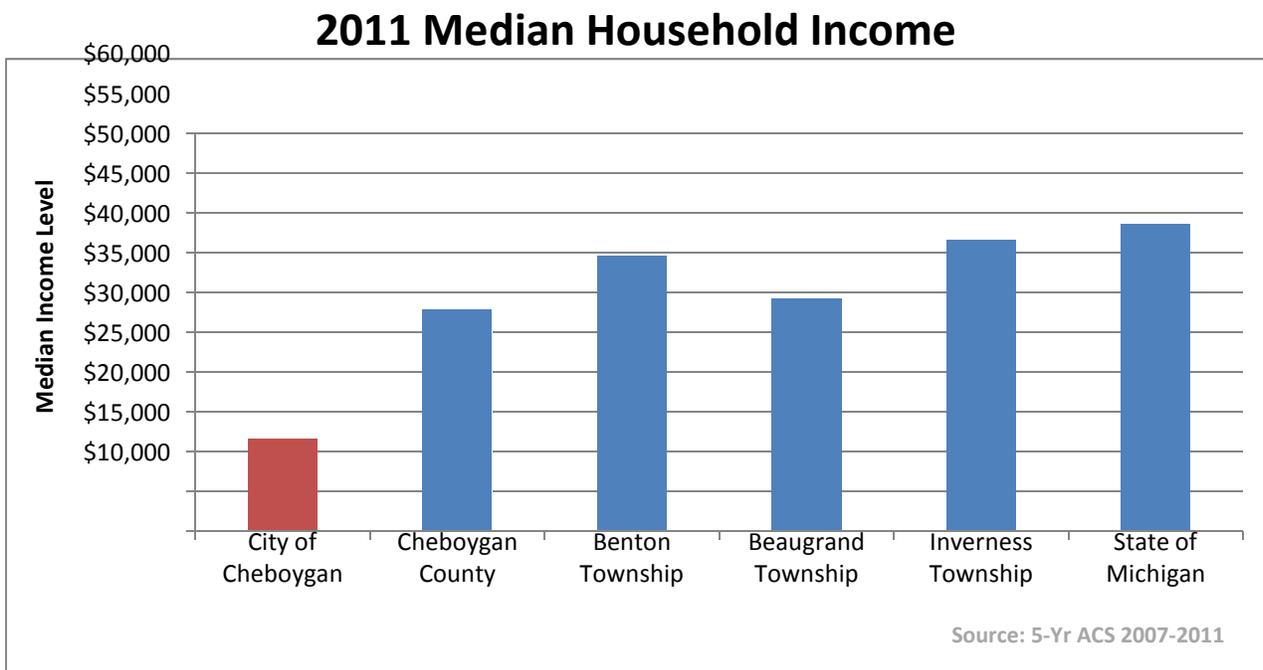


Figure 4. – Employment by Industry

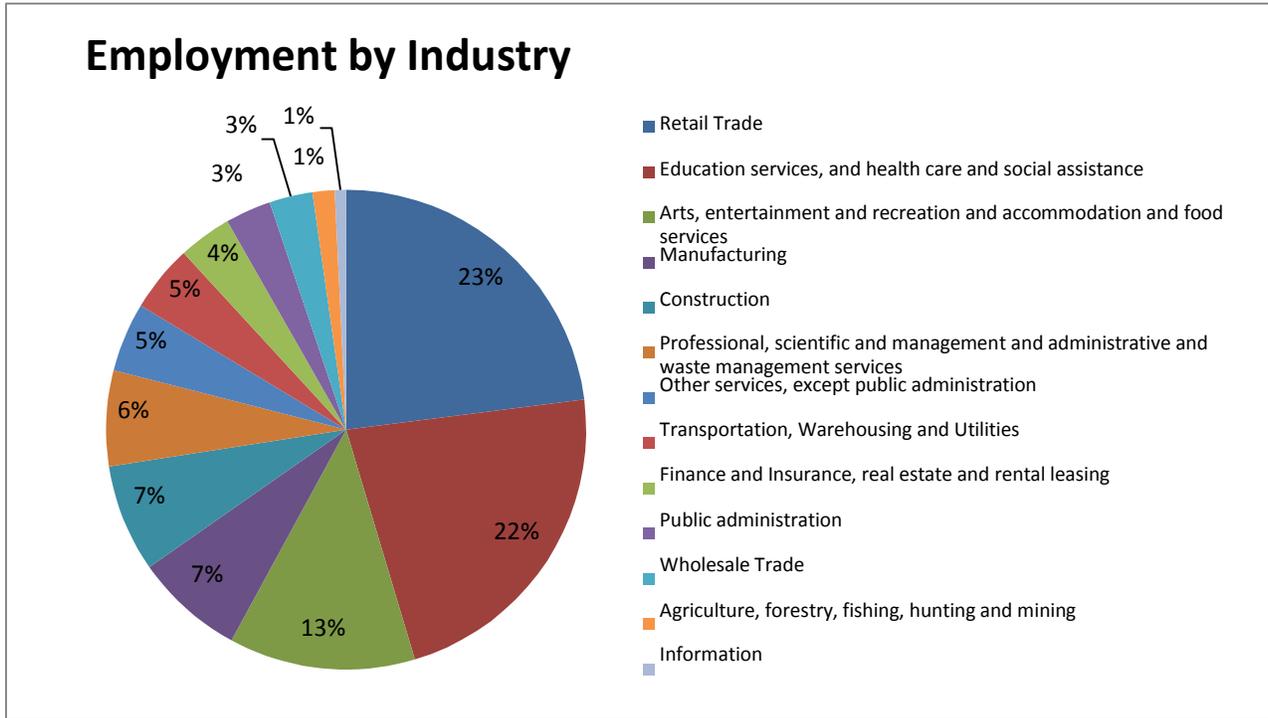
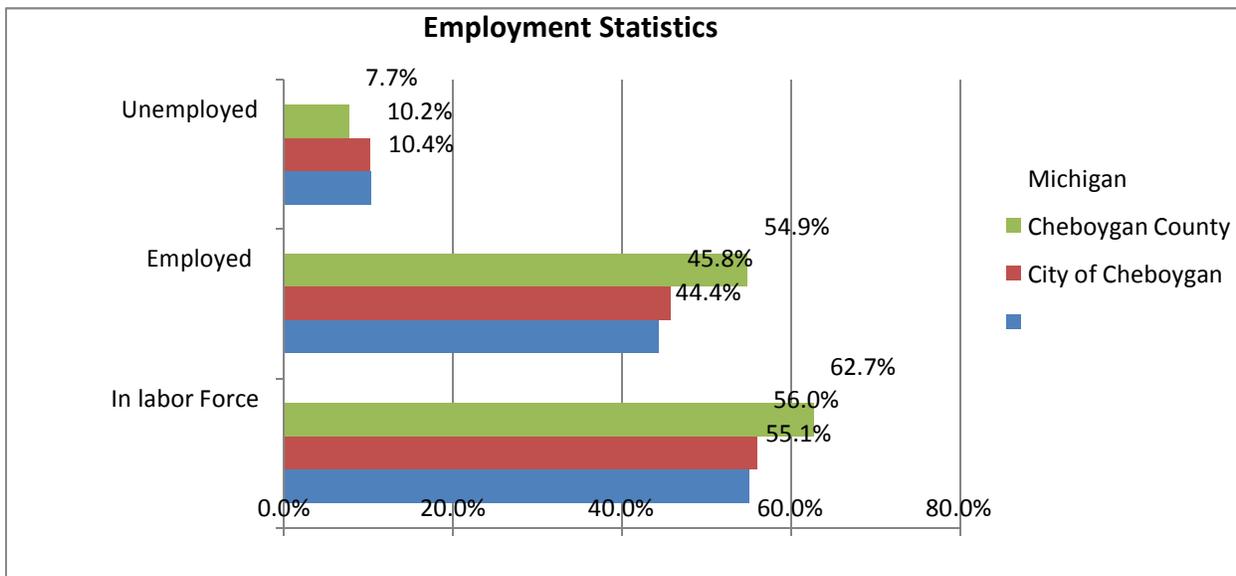
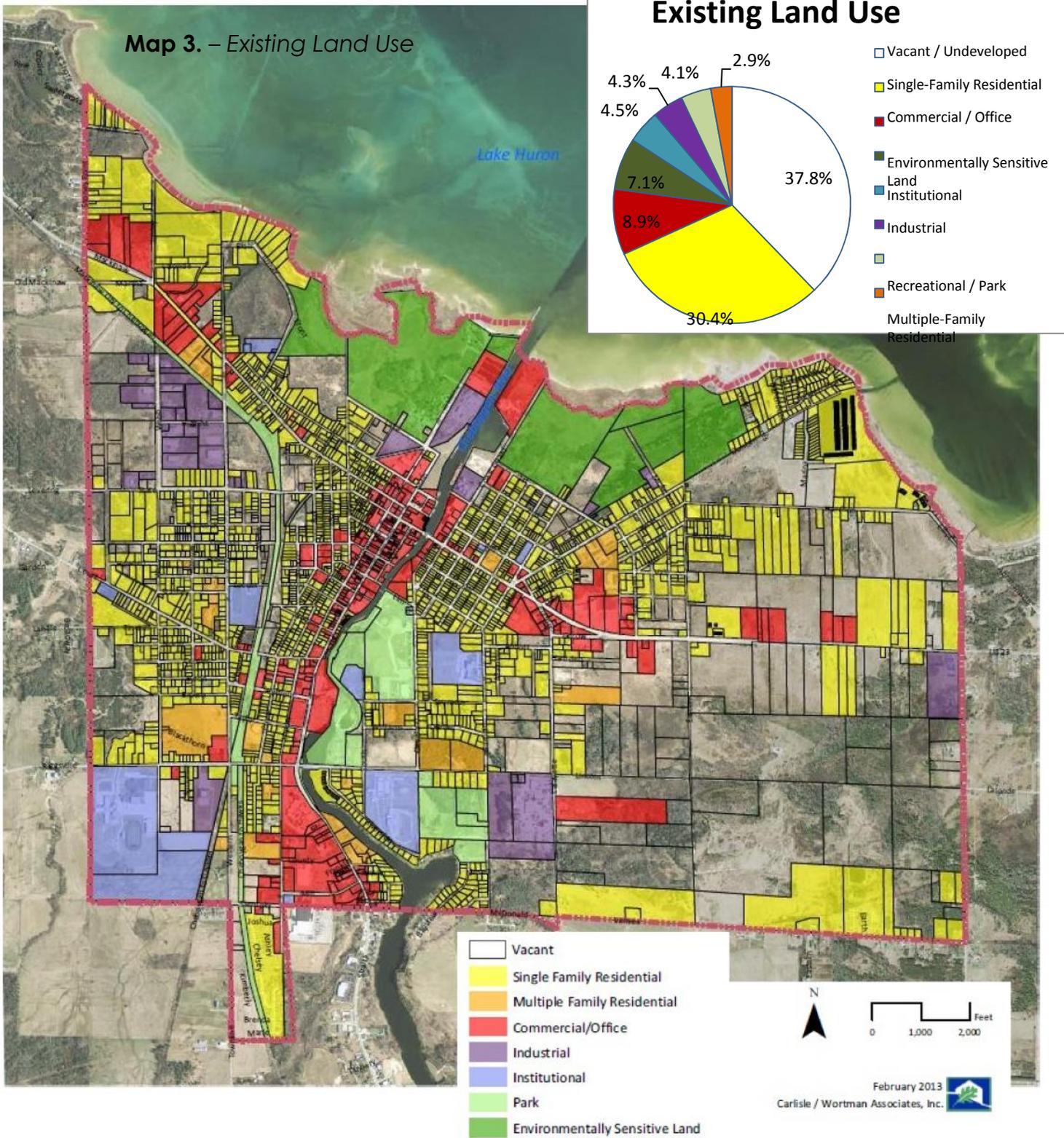


Figure 5. – Employment Statistics



Land Use



Natural Resources

Lies on the southern bank of Lake Huron and bisected by the Cheboygan River.

1.6 miles east of the Straits of Mackinac.

Elevations vary within the City limits from 632 feet above sea level with low-lying areas at elevations of 580 feet.

The primary soil type through much of the City is characterized as a clay loamy soil.

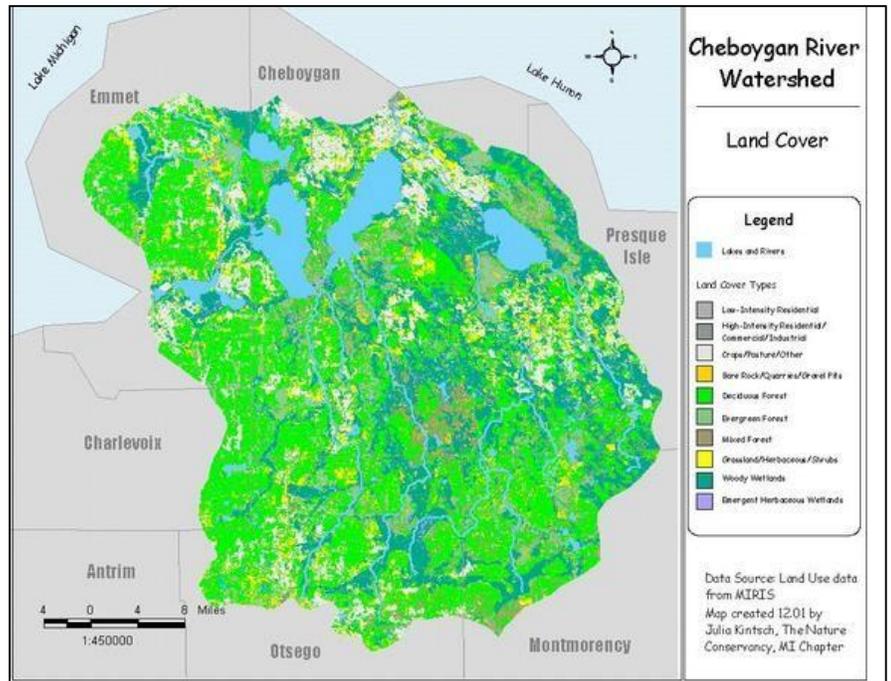
The City is located within the Cheboygan River/Lower Black River sub-watershed of the Cheboygan River watershed.

The Cheboygan River/Lower Black River sub-watershed is

19,212 acres and consists of

75% agricultural land.

- Floodplain areas within the City are associated with the Lake Huron shoreline, the Cheboygan River, the Little Black River, Smith's Creek and Cemetery Creek.



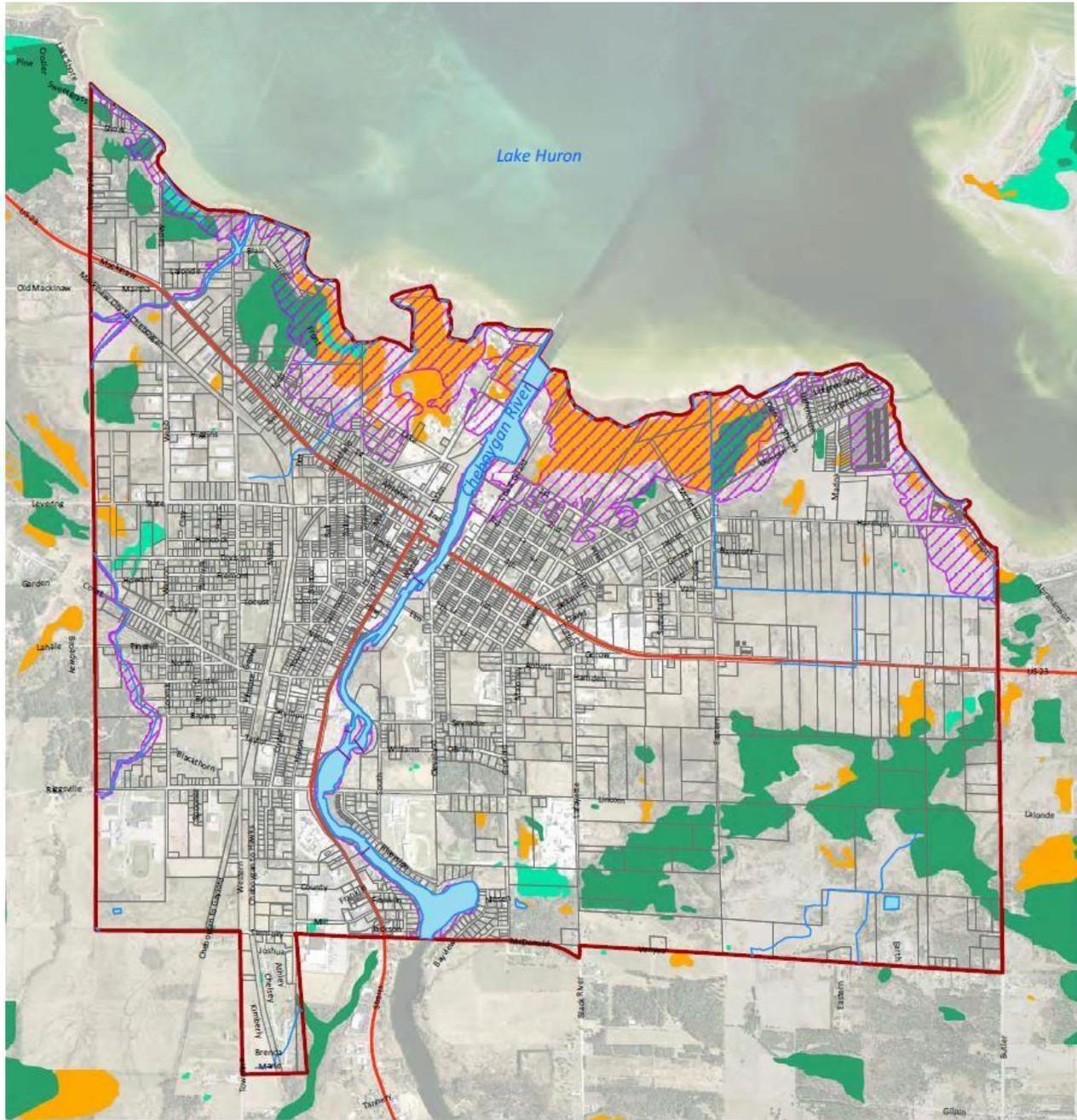
Map 4. Above- Cheboygan Watershed.

Map 5-Below- Cheboygan River/ Black River Watershed

Courtesy of Tip of the Mitt Watershed Council and DNR



Map 6. – Natural Resource Map



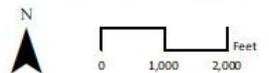
Flood Zone

-  A
-  AE

-  Emergent Wetland
-  Scrub-Shrub Wetland
-  Forested Wetland

WATER RESOURCES & FLOODPLAINS

City of Cheboygan



Source: Michigan Geographic Library

February 2013
Carlisle / Wortman Associates, Inc. 

GOALS

Based on the review of prior plans and community input the following goals have been identified:

PORT / RIVER

GOAL 1: INCREASE THE PORT OF CHEBOYGAN'S ECONOMIC VIABILITY.

GOAL 2: CREATE AN ATTRACTIVE AND LIVELY RIVERFRONT THAT CONNECTS THE SURROUNDING COMMUNITY TO THIS HIGH QUALITY DESTINATION. BY DEVELOPING EAST SIDE PROPERTY-DESIGN AND IMPLEMENT A WALKABLE RIVERFRONT PARK AREA.

COMMERCIAL/INDUSTRIAL

GOAL 1: INCREASE THE VIABILITY OF THE CHEBOYGAN INDUSTRIAL PARK.

GOAL 2: ENSURE THAT THE DOWNTOWN REMAINS THE SIGNATURE "PLACE" OF CHEBOYGAN.

RESIDENTIAL PROTECTION AND DEVELOPMENT

GOAL 1: PROTECT AND ENHANCE THE CITY'S ESTABLISHED RESIDENTIAL NEIGHBORHOODS WHILE ALSO ENCOURAGING THE GROWTH OF SMALL COMMERCIAL PROJECTS THAT ENHANCE WALKABLE, FAMILY-FRIENDLY NEIGHBORHOODS.

GOAL 2: DIVERSIFY AND IMPROVE THE HOUSING STOCK.

GOAL 3: BEGIN TO REINCORPORATE TREES INTO THE CITY LANDSCAPE TO REPLACE SPECIES AFFECTED BY DISEASE

GOAL 4: RESEARCH AND DISSEMINATE FACTS AND INFORMATION RELATED TO GOOD OUTDOOR LIGHTING PRACTICES. PROMOTE LIGHTING THAT IS EFFICIENT, OFFERS SAFETY TO THE PUBLIC, IMPROVES COMMUNITY APPEARANCE AND PROTECTS THE MAJESTIC VISTAS OF CHEBOYGAN'S NIGHT SKY FOR ITS CITIZENS, VISITORS, AND FUTURE GENERATIONS.

STRETCH GOAL: BUILD A NEW RECREATION CENTER WITH AN OLYMPIC-SIZE SWIMMING POOL AVAILABLE YEAR-ROUND TO CITY AND COUNTY RESIDENTS, AND FOR LOCAL SCHOOLS' STUDENTS AND SWIM TEAMS.

TRANSPORTATION

GOAL 1: PLAN AND PROVIDE A SAFE AND EFFICIENT PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

GOAL 2: PLAN AND PROVIDE A SAFE AND EFFICIENT VEHICULAR TRANSPORTATION NETWORK.

GOAL 3: Consider installation of Electric Vehicle Charging Stations.

MUNICIPAL GOVERNMENT EFFICIENCY

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND/OR TIME.

GOAL 2: EMPLOY TECHNOLOGY AND BEST PRACTICES TO AUTOMATE ADMINISTRATIVE TASKS TO MAXIMIZE EXISTING RESOURCES.

GOAL 3: IMPROVE CUSTOMER SERVICE AND FOLLOW-UP TO ISSUES AND COMPLAINTS FROM RESIDENTS.

“FRIENDLIEST CITY” DESIGNATION

GOAL 1: Deliver consistently excellent customer service to all city residents, and continually make positive impressions on visitors, residents and potential residents.

KEY STRATEGIES AND PRIORITIZED ACTIONS

Based on the input from the Joint Meeting, Cheboygan MiCommunity Remarks, and other public input the following key strategies and prioritized actions identified. For ease of organization, the strategies and actions were organized around the themes of 1). Port/River; 2). Transportation; 3). Commercial Development; 4). Residential development; 5) Municipal Government Efficiency; and 5) Friendliest City were identified:

Port/River Improvements

Plan for the Port of Cheboygan expansion.

Dredge the Cheboygan River from State Street to the mouth to provide greater depth and navigability.

Increase industrial, commercial, and residential development, as well as recreational opportunities along the riverfront.

Commercial/Industrial Development

Build on the advantage of North Central Michigan Community College and the McLaren Northern Michigan, Cheboygan Campus.

Improve access to and viability of the Cheboygan Industrial Park.

Make downtown Cheboygan the shopping/office/tourist destination for the region.

Residential Protection and Development

Increase residential development near the downtown and along the Cheboygan River.

Provide for alternative housing options including second story residential in the downtown.

Protect the City's established residential neighborhoods through proactive Actions and code compliance.

Transportation Improvements

Provide better connected sidewalks and repair existing ones.

Provide bike paths and lanes to important community areas (downtown, schools, river/Major City Park, etc.).

Incorporate the trail plan as identified in the Multi-Use Trail System Master Plan.

Municipal Government Efficiency

Create process for defining problems, crafting solutions; then, measuring, monitoring, and controlling them in the future.

Friendliest City

Implement a customer service policy that provides follow up and welcomes residents and non-residents seeking information.

Port / River

Having direct access to the Great Lakes and the St. Lawrence Seaway, the Port of Cheboygan and Cheboygan River is a local and regional asset of strategic economic, cultural, recreation and historical importance. The Port of Cheboygan and Cheboygan River are the distinguishing features of the community and provides a place of recreation, affords development opportunities, and defines the city. There are concerted planning efforts underway to expand the Port to establish a deep water port. Part of the planning study includes the economic and environmental viability of Port expansion. While, the potential expansion of the Port will take a sustained long-term commitment of the community, the economic benefits would be tremendous.

Regardless if the Port is expanded, the area round the Port should encompass a mixture of commercial and industrial uses, including companies involved in waterborne foreign and domestic trade, warehousing and storage of goods and raw materials, transportation of international and national goods, logistics companies, and packaging of bulk goods. The Port of Cheboygan and potential future expansion will attract new industries for long-term employment and have the effect of creating short-term construction jobs. Having a working expanded port near an established industrial district will lead to further expansion of key industries that could significantly contribute to the City's economy and be beneficial to bringing new businesses to the City's industrial park. Infrastructure improvements, such as road improvements and the addition of streetscape and utilities, must also be made to accommodate increases in activity and volume, but will also have the effect of improving the quality of the area.

The commercial port could stimulate private development as ancillary economic activity throughout the city. Other commercial uses could be developed, including hotels, restaurants, and office space to accommodate supporting business activity.

A commercial port would also support burgeoning Great Lakes tourism opportunities. Great Lake cruise lines are beginning to gain significant popularity throughout the State, with stops at comparable port towns along Lake Michigan, the Detroit River, and Lake Superior. The City of Cheboygan's Downtown is well positioned to attract an increase in tourism. Such tourism activities will provide the port and the City with economic benefits, including increased hotel occupancy, commercial boating, and restaurant sales, etc.

The 40-mile extension of the Port, the inland waterway, is a substantial amenity for the city. The riverfront serves as the “neighborhood” for all residents. It provides recreational opportunities, economic development assets, development opportunities, and a venue for maritime-related activities. The assets of the river must be protected and improved.

The riverfront is underutilized and should be revitalized as the place of prominence and focal point for the community. Currently the existing public spaces along the river serve as occasional destinations for visitors, or as venue for special festivals or performances; the riverfront falls short as an integral part of the daily life of nearby residents or a place of destination. The core of downtown is only one block away from a waterfront promenade, however poorly connected. And large stretches of the river have no public access. The future development of the riverfront and connection to the downtown is the most important near term action that the city should undertake. This Plan attempts to promote the best use of waterfront properties, coordinate a long-term vision for riverfront development, and promote the Cheboygan River as a local natural and cultural amenity.

The riverfront can consist of multiple, distinct experiences and districts. The river’s area of influence should reach back several blocks into the downtown and surrounding neighborhoods, drawing people and activity towards the river’s edge. The river area should be used and feel safe throughout the day and night. And the quality of architecture, landscape architecture, and public space design should be of the highest quality. In terms of recreational opportunities around the river, Major City Park and its surroundings should be the recreational showpiece of downtown. River development must balance a variety of river-based activity (boating, maritime uses, and other relational uses) with land-based activity (culture, housing, recreation, entertainment, and commerce).

River and Port Strategies:

GOAL 1: INCREASE THE PORT OF CHEBOYGAN’S ECONOMIC VIABILITY

- STRATEGY 1.1 FOCUS ON INDUSTRIAL DEVELOPMENT AND SHIPPING ACTIVITIES FROM STATE STREET TO THE MOUTH BY EXPANDING THE PHYSICAL AREA OF THE PORT OF CHEBOYGAN AND DEEPENING THE CHEBOYGAN RIVER

Action 1.1.1: Create a Detailed Port Expansion Plan. Items to be addressed in the Port Expansion Plan include land acquisition, port dredging, engineering assessment, environmental assessment, and market feasibility. No action

On potential port expansion can occur until detailed Port Expansion Plan is created.

Action 1.1.2: Explore the dredging of the Cheboygan River from State Street to the mouth. Dredging will require detailed engineering review and environmental assessment.

GOAL 2: CREATE AN ATTRACTIVE AND LIVELY RIVERFRONT THAT CONNECTS THE SURROUNDING COMMUNITY TO THIS HIGH QUALITY DESTINATION.

- STRATEGY 2.1: CHANGE THE DEVELOPMENT PATTERN ALONG THE RIVERFRONT BETWEEN SOUTH STATE STREET TO THE GREAT LAKES TISSUE COMPANY BY ALLOWING VARIOUS LAND USES TO INCREASE COMMERCIAL, RESIDENTIAL, AND RECREATIONAL DEVELOPMENT OPPORTUNITIES.

Action 2.1.1: Create a downtown/riverfront zoning district that requires downtown and riverfront development to provide ground floor restaurant, retail, culture or other active uses. The core area of downtown/riverfront zoning district are the blocks bounded by State Street, Huron Street, the River, and Locust Street. Upper stories can be residential or office uses. A variety of experiences within the downtown and along the riverfront, occurring at various times of the day, is crucial to downtown and riverfront developments success. See action 2.3.1 within commercial/industrial development section for more details.

Action 2.1.2: Incentivize Parcel Consolidation. The number of small parcels along the river makes significant development difficult. The zoning ordinance should incentivize parcel Consolidation, which may include permitting different uses and increased density.

Action 2.1.3: Market Water Street parking lot for mixed use development. The existing lot is an underutilized parcel.

Action 2.1.4: The City should work with the existing property owners to explore redevelopment opportunities.

- o STRATEGY 2.2: CONNECT THE CHEBOYGAN RIVER RIVERFRONT TO THE SURROUNDING COMMUNITY.

Action 2.2.1: Create and maintain continuous access along both sides of the River.

Create a river boardwalk on west side of the River from State Street Bridge to the Great Lakes Tissue property. River boardwalk will require a public/private partnership to incorporate private development along river with a public Riverwalk.

Create a river path along the east side of the River for the entire length of Major City Park. Path could include both active uses, such as running and fitness stations, and passive uses such as benches.

Action 2.2.2: Make riverfront more accessible to the community:

Develop City Park Trail as shown on the Trail Master Plan. This will connect both sides of the River to downtown and adjacent neighborhoods.

Extend the City Park Trail to North Central State Trail via road bike path along Pine Street. This bike path along Pine Street should be signed from the North Central State Trail. A signed path will draw bikers along the trail to the downtown and the River.

Explore a bike path or trail from Duncan Harbor to Major City Park, riverfront, and downtown. This will connect the northeast section of the city to the River.

- o STRATEGY 2.3: PROMOTE AND ENCOURAGE RECREATION AND TOURISM ACTIVITIES ALONG THE RIVER INCLUDING MAJOR CITY PARK, WASHINGTON PARK PROPERTY, WATER STREET, AND WALSTROM MARINE.

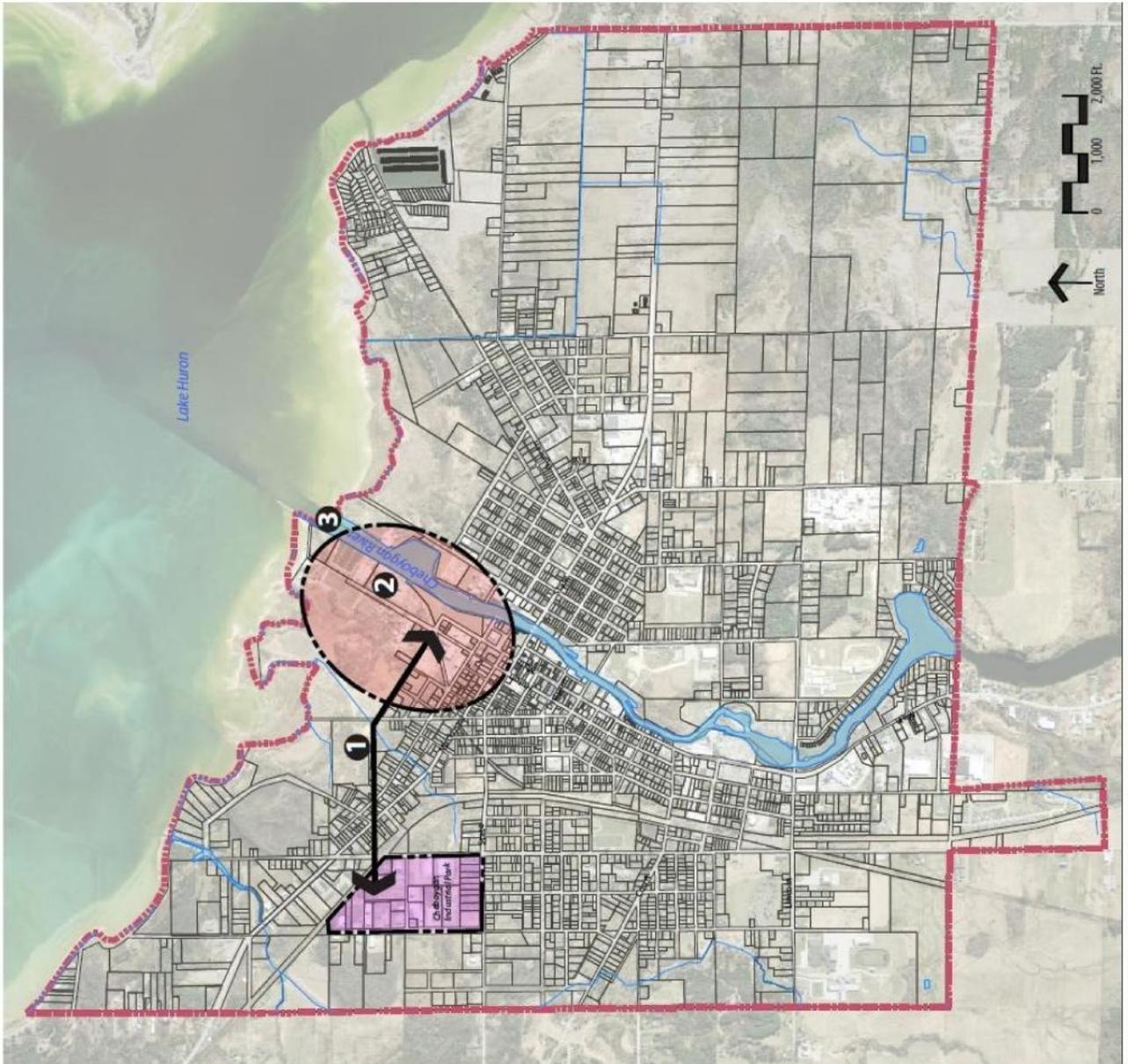
Action 2.3.1: Work with the Chamber of Commerce to develop the riverfront along Washington Park for casual recreation area. Washington Park offers great access to the River.

Action 2.3.2: Make riverfront improvements to Major City Park include kayak rental, riverfront path, fishing, and camp ground.

PORT DEVELOPMENT

Action Plan

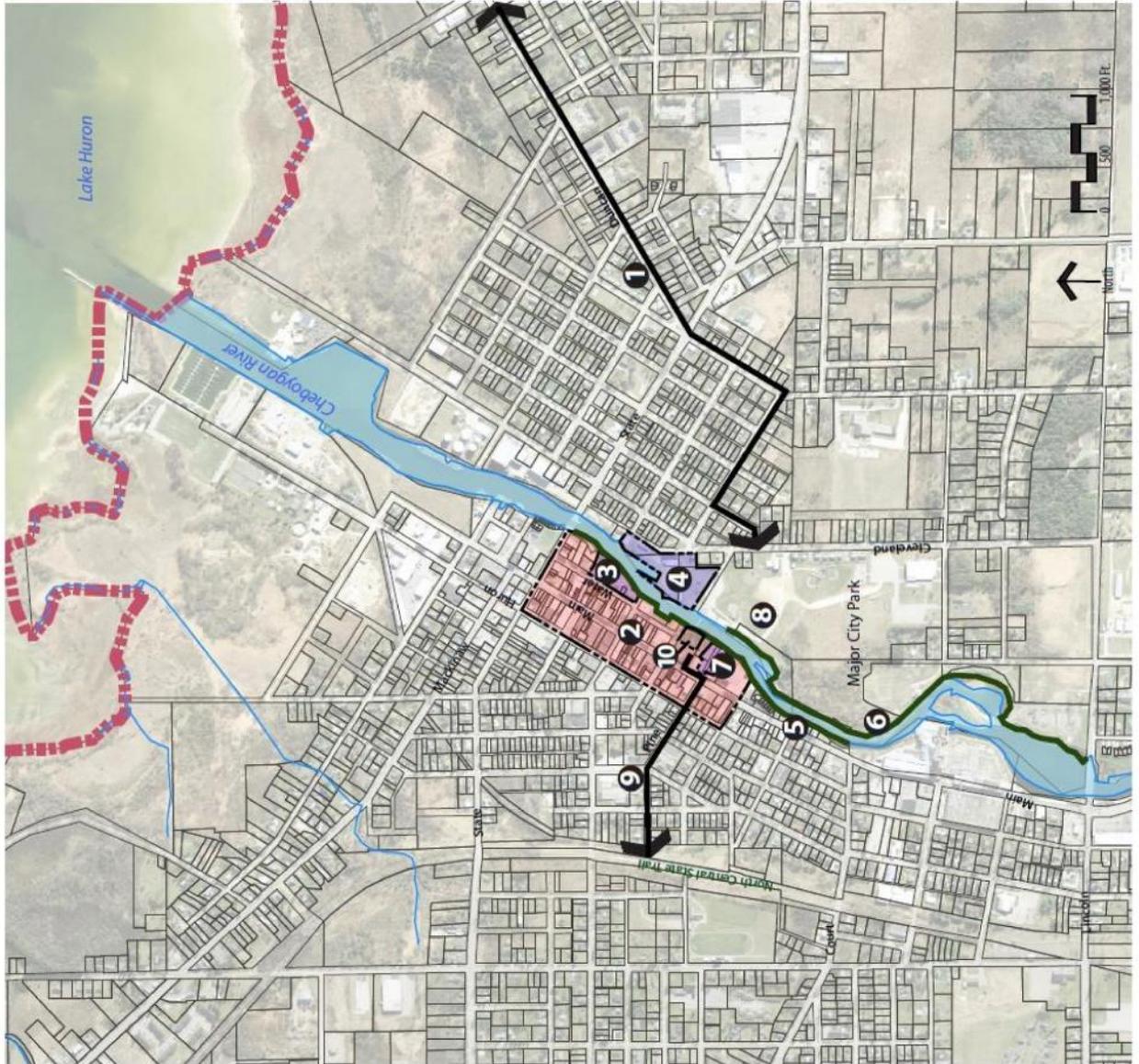
- 1 Create direct access between port expansion and Industrial Park
- 2 Create detailed port expansion plan
- 3 Dredge River from State Street to mouth



RIVER DEVELOPMENT

Action Plan

- 1 Extend bike path/route from Major City Park to Duncan Harbor
- 2 Create a downtown/riverfront zoning district and incentives for parcel consolidation
- 3 Market Water Street parking lot for mixed use development
- 4 Redevelop Lund property as mixed use development
- 5 Create a river boardwalk on west side of river from State Street bridge to Great Lake Tissue property
- 6 Create river path along east side of River for entire length of Major City Park
- 7 Develop Pine Street parking lot with infill development
- 8 Make riverfront improvements to Major City Park including river boardwalk, kayak launch/rental, fishing areas, and campground
- 9 Extend City Park Trail to North Central State Trail via bike path along Pine Street
- 10 Develop riverfront along Chamber of Commerce for recreation area



Commercial/Industrial Development

The focus of Cheboygan's commercial and industrial development strategy is to expand the economic base in order to provide additional employment opportunities, broaden the tax base, and provide for additional goods and services. Commercial and industrial development strategy should build upon the existing assets of the Cheboygan Industrial Park, the strength of the downtown, and the benefit of the North Central Michigan College Campus and McLaren Northern Michigan, Cheboygan Campus.

Commercial Strategies:

GOAL 1: INCREASE THE VIABILITY OF CHEBOYGAN INDUSTRIAL PARK.

○ STRATEGY 1.1: IMPROVE ACCESS TO CHEBOYGAN INDUSTRIAL PARK.

Action 1.1.1: Extend Myrton M. Riggs Drive to Mackinaw Avenue. Creating a direct access point to the park off of Mackinaw Avenue will improve access and create a more viable circulation system

Action 1.1.2: Provide better access to the Port of Cheboygan from the Park as part of port expansion plan. This action coincides with Mackinaw Avenue connection. A direct connection will better integrate land and maritime activities.

Action 1.1.3: Improve wayfinding to the Cheboygan Industrial Park. With improved access, improved wayfinding to Park should be provided. Gateway signage should be provided at major entrance points and wayfinding signage to Park along truck routes.

○ STRATEGY 1.2: ENSURE CHEBOYGAN INDUSTRIAL PARK IS SERVED WITH NECESSARY UTILITY AND INFRASTRUCTURE UPGRADES.

Action 1.2.1: Interview Park industries, property owners, and leasing agents to determine Park necessary upgrades including infrastructure. The viability of Park is directly linked to quality of utilities and infrastructure. Utility infrastructure includes upgraded bandwidth and access to high-speed internet. Extreme bandwidth is crucial to attracting and keeping high-tech companies in an industrial park.

Action 1.2.2: Create a public/private partnership to provide utility upgrades and improved infrastructure. These improvements should be based on the findings of Action 1.2.1

May include public funding via Capital Improvement Plan.

May include state industrial revitalization programs including Industrial Facilities Exemption.

May include the creation of a Special Assessment District.

GOAL 2: ENSURE THAT DOWNTOWN CHEBOYGAN REMAINS THE SIGNATURE “PLACE” OF CHEBOYGAN

o STRATEGY 2.1: BUILD ON ADVANTAGE OF NORTH CENTRAL MICHIGAN COLLEGE.

During the past half-century, the number of students attending community colleges has grown tremendously. This is due to a multitude of reasons including growth of second career students, low tuition, convenient campus locations, open admissions, and availability of skilled training. Most importantly for community development is that no other segment of the post-secondary education system has been more responsive to its community's workforce needs. The role of North Central Michigan College in preparing its students requires attention to the interests of the local public, workforce trends, consumers, and employers. Alliances between local companies and community colleges not only serve local businesses but also can ease the financial budget that the community colleges may bear.

Action 2.1.1: Encourage and allow for student housing near Straits Area Education Center. Providing housing near the campus encourages the college to become a more connected part of the community and encourages graduates to stay in Cheboygan post-graduation. Furthermore, additional residents near downtown will add life and economic vibrancy.

o STRATEGY 2.2: ENCOURAGE GROWTH OF MCLAREN NORTHERN MICHIGAN, CHEBOYGAN CAMPUS AND AREA AROUND IT.

Action 2.2.1: Develop Community Medical Technology District. Build upon McLaren Northern Michigan, Cheboygan Campus by encouraging complementary uses including medical offices and senior housing. The development of a

Community Hospital District will require the creation of a Hospital District Zoning designation or overlay district. The creation of a Community Medical Technology District is supported by that fact that, nationally, healthcare is among the most promising industries for job growth and real estate development in the coming decades. Demand for healthcare services, jobs and development is driven by a number of factors, particularly the tremendous growth of Americans over the age of 65 who require the most medical services. The number of Americans aged 65 and over is expected to double between 2010 and 2040. The demographic conditions driving healthcare growth in the rest of the country exist in Cheboygan as well. The Community Medical Technology District is intended to create a dynamic community-oriented medical area to improve the quality of life, advocate for new and alternative housing choices, and create new business and jobs. The Community Medical Technology district intends to consolidate medical needs to one area in close proximity to downtown and is assessable to the residents of Cheboygan and surrounding region.

Action 2.2.1: Work with existing Health Systems to address future expansion needs. Comprehensive medical services are a major economic and population draw to the community

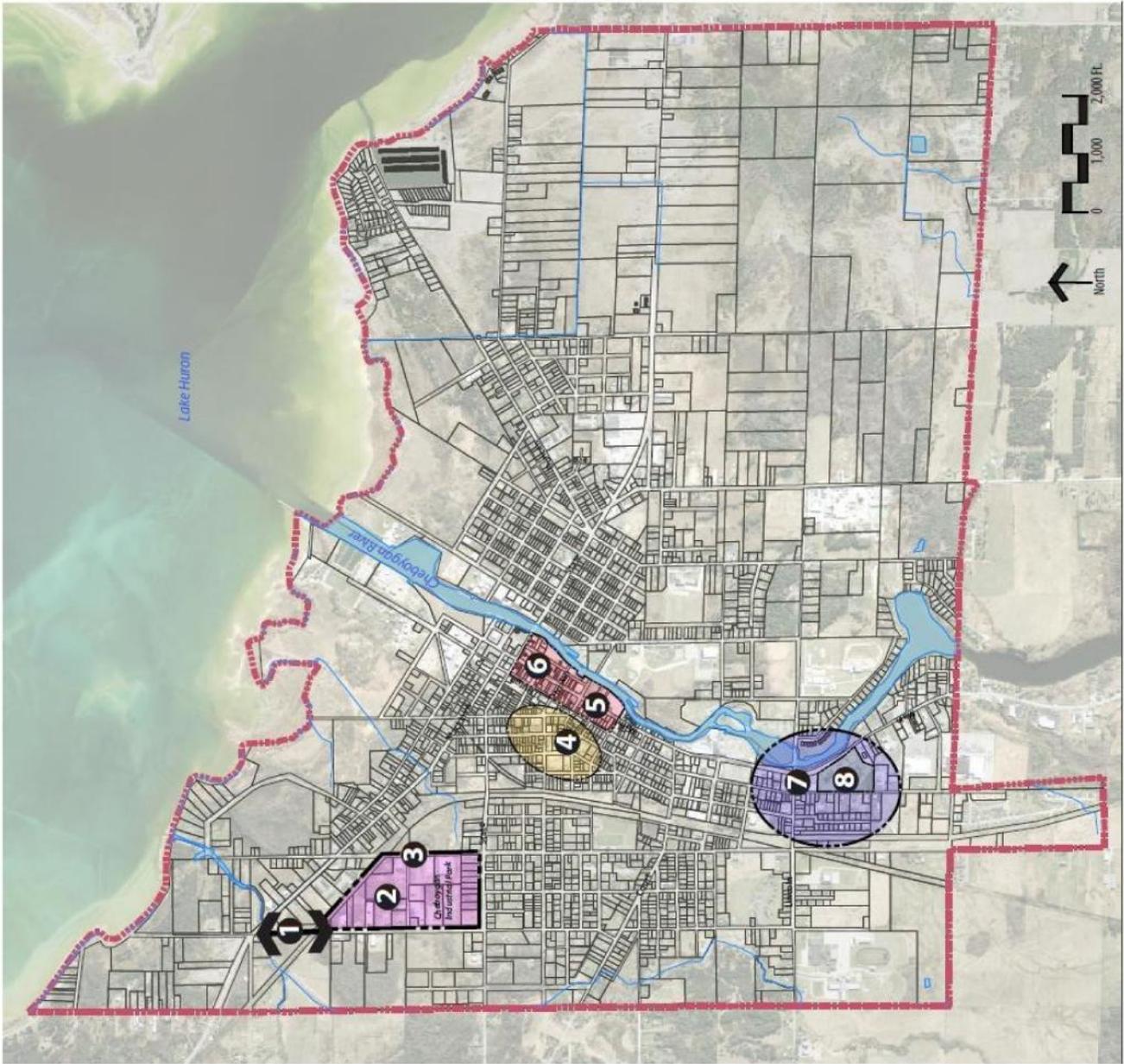
- o STRATEGY: 2.3: MAKE DOWNTOWN THE SHOPPING/OFFICE/TOURIST DESTINATION FOR THE REGION.

ACTION 2.3.1: Create a Downtown and Riverfront Zoning district as discussed in Action 2.1.1 in River section. Consider the merits of incorporating “form-based” elements to the district to ensure that proper design elements are included in new development while providing clear height, bulk, and setback standards. The new district should incorporate zoning incentives to encourage land assembly and mixed-use development

Action 2.3.2: Adopt Downtown and Riverfront Design Guidelines. Guidelines should promote high level of design, use of materials, and predictability to the development community

COMMERCIAL/INDUSTRIAL DEVELOPMENT

- 1 Extend Myron Ridge Road to Mackinaw Ave
- 2 Ensure Cheboygan Industrial Park is served with necessary upgrades and infrastructure
- 3 Improve wayfinding to Cheboygan Industrial Park
- 4 Encourage student housing near Straits Area Education Center
- 5 Create downtown and riverfront zoning district
- 6 Adopt Downtown Riverfront Design Guidelines
- 7 Develop Community Medical District
- 8 Work with McLaren Hospital to address future expansion needs



Residential Maintenance and Development

The strength of Cheboygan is directly attributable to the quality of the housing stock and the stability of long-standing neighborhoods. While the affordability and quality of the single family housing stock and established neighborhoods are identified strengths, the City currently faces two major issues related to the housing stock: 1) upkeep and maintenance of the existing housing stock; and 2) a lack of housing options.

As the city's housing stock continues to age, the community's physical appearance alters accordingly. With appropriate property maintenance, aging structures can again contribute to attractive and stable neighborhoods. However, neglected or sub-standard property maintenance can have an adverse impact of the community's physical appearance and quality of life. Thus it is imperative that the City encourages and requires reinvestment in neighborhoods. This includes requiring property maintenance as an expectation of individual property owners and a goal of the community.

While, property maintenance is a multi-faceted issue relating to code enforcement, financial capability, and general economic conditions, the age of the housing stock and the local attitudes regarding the neighborhood also factor in the upkeep of properties. Property maintenance must be sensitive to property owners' circumstances, but also recognize the community's greater good to protect property values and eliminate health and safety hazards. Programs that combine early warnings and consistent application of property maintenance codes are extremely important to prevent long-term neglect of properties that may lead to inhabitability and the need to raze older properties.

Ensuring property maintenance and improving existing properties would entail getting to the root of the problem, which may include stricter enforcement of property maintenance standards. These steps would not only improve the properties themselves but also enhance the neighborhoods in which they are located, which subsequently enhances the overall quality of life.

The second issue the City must address is the lack of housing diversity. While there are some multi-family housing and condominium developments located in various areas, overall Cheboygan suffers from a lack of quality apartments, condominium, and townhouse housing options. This lack of housing diversity limits housing options for many populations of the society, and is particularly limiting to young professionals, empty nesters, and older families. These populations are most attracted to condominium and townhouse housing. Enhancing the diversity and quality of Cheboygan's housing stock will insure that the city remains a desirable place to live by providing different housing

types to meet varying budgets and life-cycle situations, including new families and an aging population. Furthermore, developing a diverse housing stock goes beyond just providing residents with a place to live that meets their budgets; it also provides opportunities for people to live and work in the same community and to find suitable homes within the same community for life's different stages. These opportunities translate to a more stable community with long-term residents. Enhancing the value and diversity of the housing stock also ensures that Cheboygan remains a desirable place to live and call home.

While a municipality might have limited capabilities to work within the intricate housing market, a municipality does have the capabilities to influence other factors in some form or another, particularly those relating to quality of life. For example, a community can build upon the strengths of the school district to showcase the quality and breadth of education opportunities. When a community has a high quality of life, it becomes a desirable place to live and/or invest in the current housing stock, which draws prospective new residents, as well as potential new residential developments. In addition, the City should assert more influence over the amount and type of housing that is attracted to and developed in Cheboygan by removing barriers and providing the appropriate zoning and other incentives. Achieving high quality, higher density development is also dependent upon establishing standards that address design, materials and function of multi-family housing.

Residential Strategies

GOAL 1: ENCOURAGE THE PROTECTION AND ENHANCEMENT OF THE CITY'S ESTABLISHED RESIDENTIAL NEIGHBORHOODS.

O STRATEGY 1.1: WORK WITH PROPERTY OWNERS REGARDING CODE COMPLIANCE AND PROPERTY MAINTENANCE

Action 1.1.1: Utilize the existing property maintenance regulations and code enforcement to require the maintenance and upkeep of structures and properties. Property maintenance and code enforcement must be sensitive to property owners' circumstances, but also recognize the communities greater good to protect property values and eliminate health and safety hazards. Programs that combine early warnings and consistent application of property maintenance codes are extremely important to prevent long-term neglect of properties that may lead to inhabitability and the need to raze older properties. Educate property owners regarding property maintenance and code compliance.

Action 1.1.2: Develop a rental registration and annual or biannual rental inspection program. The purpose of rental registration and inspection is to address the issue of substandard rental properties, promote greater compliance with health and safety standards and preserve the quality of neighborhoods and available housing.

Action 1.1.3: Develop a Property Maintenance Neighborhood Match Program. Establish a property maintenance neighborhood match program that offers small matching grants, ranging from \$500 to \$1,000, for the purpose of neighborhood property maintenance and beautification. Matching can include cash, donated professional services, donated materials or volunteer labor. Examples of eligible projects for a neighborhood match program could include landscaping and signage for neighborhood entrances, landscaping traffic islands and city rights-of-way, and public art. The City should work with private businesses to sponsor neighborhood projects, where the business works in partnership with the neighborhood on projects but also is able to receive public recognition for such work.

Action 1.1.4: Encourage the formation of neighborhood organizations to monitor quality-of-life issues. The City should establish regular communications with these neighborhood organizations.

o STRATEGY 1.2: ENCOURAGE INVESTMENT IN ESTABLISHED NEIGHBORHOODS

Action 1.2.1: Develop neighborhood plans to identify key projects that will increase homeownership, property maintenance, and quality of life to retain vibrancy of existing building stock.

Neighborhood planning has become an extremely effective means to build local pride, get to know your neighbors, and assist the City and other government agencies to understand the important projects at the neighborhood level. Neighborhood planning can be used to address local issues such as greening; replacing street lights with attractive, energy-efficient light fixtures; or fixing or adding sidewalks. An inclusive planning process that involves neighbors, local organizations and institutions, government agencies and local businesses can prove an effective means to prioritize investments, build trust, and make a visible difference on the ground.

Action 1.2.2: Promote schools, parks, gardens and other amenities as central elements in every neighborhood. Through the neighborhood planning process identified in Action 1.2.1, identify and address neighborhoods that do not have a central element or improve upon those that do.

GOAL 2: DIVERSIFY AND IMPROVE HOUSING STOCK

o STRATEGY 2.1: PROVIDE VARIED HOUSING OPTIONS

Action 2.1.1: Encourage infill residential development on vacant properties and redevelopment of under-utilized or run-down properties in order to integrate new housing into existing neighborhoods and to encourage development that will diversify both the housing stock and neighborhood design.

Action 2.1.2: Provide second story residential in the downtown. Increased residential density in downtown increases community vibrancy but also provides for an alternative housing option for population seeking a more urban living environment. Furthermore, increase housing in and near downtown reduces automobile dependence.

Action 2.1.3: Incentivize mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments in and around the downtown and along riverfront. Incentives include amending zoning and increased allowable land uses, density, and regulation flexibility.

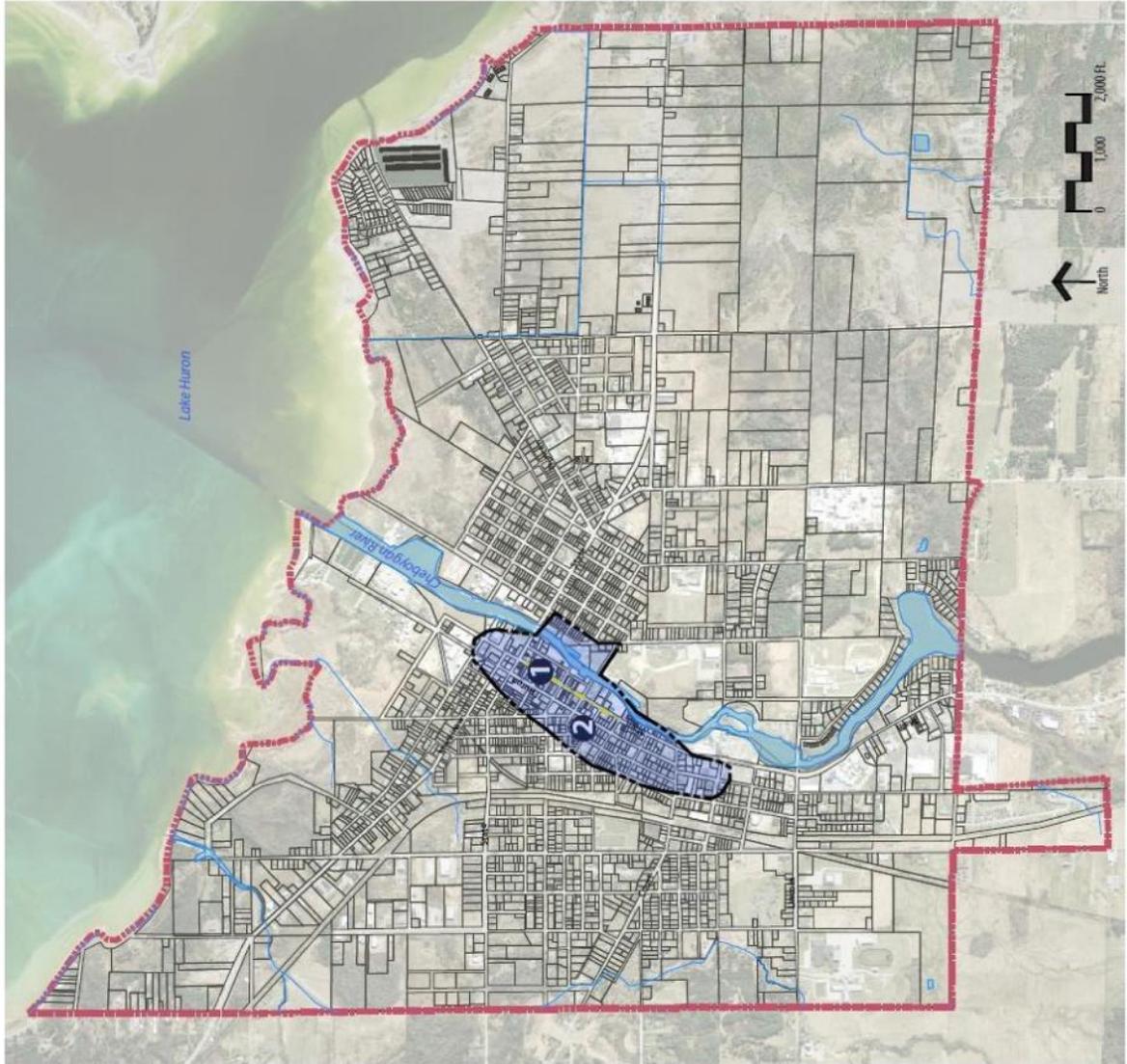
RESIDENTIAL DEVELOPMENT

Action Plan

- 1 Provide second story residential along Main Street
- 2 Encourage mixed-use, higher density developments around downtown and riverfront

Other:

3. Utilize property maintenance regulations and code enforcement to improve structure/property upkeep
4. Develop a Property Maintenance Neighborhood Match Program
5. Encourage the formation of neighborhood organizations
6. Develop rental registration and inspection programs
7. Develop neighborhood plans
8. Promote schools, parks, gardens and other amenities as central elements in every neighborhood
9. Encourage infill development on vacant properties and redevelopment of under-utilized properties



Transportation Improvements

The purpose of the Transportation Plan is to ensure that the transportation system will continue to meet the needs of the community, provide safe and efficient access and circulation within the City, and provide a connection to regional roads and trails. While the automobile network is the primary transportation option in Cheboygan that must be accommodated, both residents and businesses will benefit from enhancements and creation of additional transportation modes. Providing multiple transportation options will contribute to a sustainable future.

Transportation Strategies

GOAL 1: PLAN AND PROVIDE A SAFE AND EFFICIENT PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

A planned pedestrian and non-motorized transportation network should be promoted and aggressively pursued throughout the City consisting of complete Streets, sidewalks within neighborhoods, and trails and multi-purpose paths that Connect neighborhoods with other community facilities and parks.

o STRATEGY 1.1: PROMOTE COMPLETE STREETS

Cheboygan's streets are currently oriented toward motorized travel. However, since more than just automobiles use streets, their design and orientation should reflect this. In recognition of a diverse group of users, including motorists, bus riders, bicyclists and pedestrians, the City should ensure right-of-ways can accommodate multiple transportation forms.

Complete streets are designed to serve everyone, from motorists to pedestrians to

bicyclists. They take into account the needs of people with disabilities, elderly, and children. A complete street strategy will foster alternative modes of transportation within the community by bike or pedestrian trips a safe, comfortable, and viable option and thereby reducing car dependence for short trips within the community.

What is a Complete Street?

"Complete streets" means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, or transit."

Source: Public Act 135 of 2010

ACTION 1.1.1: ADOPT THE COMPLETE STREET POLICY AS SET FORTH IN THE COMPLETE STREET SECTION OF THIS PLAN

Complete Streets legislation (Public Acts 134 and 135) signed on August 1, 2010, Michigan Department of Transportation requires the development of a complete streets policy to promote safe and efficient travel for all legal users of the transportation network under the jurisdiction of the Michigan Department of Transportation (MDOT). A complete streets ordinance should be adopted to define complete streets, address issues of complete streets improvements and potential exceptions. All MDOT work will consider complete streets in their review.

o STRATEGY 1.2: IMPROVE PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

Action 1.2.1: Implement Multi-Use Trail System Master Plan as revised in January 23, 2012

Many of the communities' previous plans including prior Master Plans, Recreation Plans, and Transportation Plans include strategies relative to trailways, walkable community issues, sidewalk improvements, and specific walkable community facility objectives. These recommendations were consolidated into the revised 2012 Recreation Plan, which included a Multi-Use Trail System Master Plan. Action Items in the Plan included:

- 1) Create and implement an overall access plan for the City of Cheboygan, via sidewalks, walking trails, etc. which connect downtown, parks, schools and other public facilities.
- 2) Purchase a portion of former railroad right-of-way property from Division Street north to W. First Street and construct walkways in the proposed Joseph Doyle Recreation Area Trail as proposed in the City of Cheboygan's Multi-Use Trail Master Plan.
- 3) Create and implement a plan for City-wide sidewalk improvement.
- 4) Develop multi-use trails pursuant to the City Multi-Use Trail Master Plan.

Action 1.2.2: Improve pedestrian crosswalks along Main Street.

Improved pedestrian crosswalks should be provided along Main Street at Water Street, Division Street, and Pine Street. At a minimum, improvements should include improved signage and striped crosswalk markings to distinguish pedestrian crossing areas. Due to the signal at Division Street, the City should work with MDOT to create an enhanced pedestrian crossing which may include zebra or stamped concrete rather than the standard line markings to better distinguish pedestrian crossing area.

Action 1.2.3: Improve sidewalks in neighborhoods, especially those surrounding the downtown

The City of Cheboygan has approximately twenty (20) miles of sidewalks. In the fall of 2011, the City repaired sidewalks that presented safety hazards. Regularly, the City should inspect sidewalks to ensure that they are safe for use. If necessary the City should prioritize sidewalk repair based on location and usability.

Action 1.2.4: Improve sidewalks and non-motorized access to Cheboygan School campus

Cheboygan Middle School and Cheboygan Area High School are consolidated at a shared campus facility located on West Lincoln Street. Sidewalk, complete streets, and bike route facilities should be improved in those areas surrounding the campus, specifically W. Lincoln Avenue, and S. Western Avenue.

GOAL 2: PLAN AND PROVIDE A SAFE AND EFFICIENT VEHICULAR, TRANSPORTATION NETWORK.

A vehicular transportation network which accommodates the safe and efficient movement of people and goods within and through the City shall be planned and provided.

o STRATEGY 2.1: IMPROVE CITY STREETS

Action 2.1.1: Incorporate Road Improvements into a Capital Improvement Plan.

Road improvement priorities should be based upon a hierarchy established by the function each road serves. The allocation of improvement dollars shall give priority towards roads system that function to benefit the greatest number of residents or provide the greatest economic benefit to the City. Road classification within the City should be based on the National Functional Classification (NFC) which is used by the Michigan Department of Transportation and the Bureau of Transportation Planning for Cheboygan County. The road classification determines whether the road is eligible for federal aid. "Federal aid" roads include all principal arterials, all minor arterials, all urban collectors, and all rural major collectors. The City should plan all road improvements into a City Capital Improvement Plan. A Capital Improvement Plan (CIP) is a multi-year planning instrument used to identify needs and financing sources for public infrastructure improvements.

o STRATEGY 2.2: CONTROL ACCESS MANAGEMENT

Action 2.1.2: Work with MDOT to Adopt Access Management Policies For Main Street (M-27) and State Street (US-23)

Improved and controlled access management will improve safety coordination between motorists and non-motorized users. Access management is recognized as a key tool to improve transportation conditions and safety for all users. Access management improves safety by reducing the number and improving the spacing of conflict points along a corridor. This is accomplished by limiting new vehicular access points and working to close and consolidate existing access, while also paying careful consideration to the interaction between automobile access points and the non-motorized and transit facilities along the corridor.

To ensure safe management of traffic, several elements should be considered for all new development.

1. Limit the number of driveways and encourage alternative means of access.

2. Permit only one access or shared access per site unless a larger residential development is proposed (i.e. 10 units or greater).
3. Spacing of access points is important as it is related to both signalized and unsignalized locations.
4. Locate shared driveways on the property line.
5. Provide service drives at the rear of site.
6. Require cross access easements for new development.
7. Design driveways to support efficient and safe traffic operations.

TRANSPORTATION OPPORTUNITIES

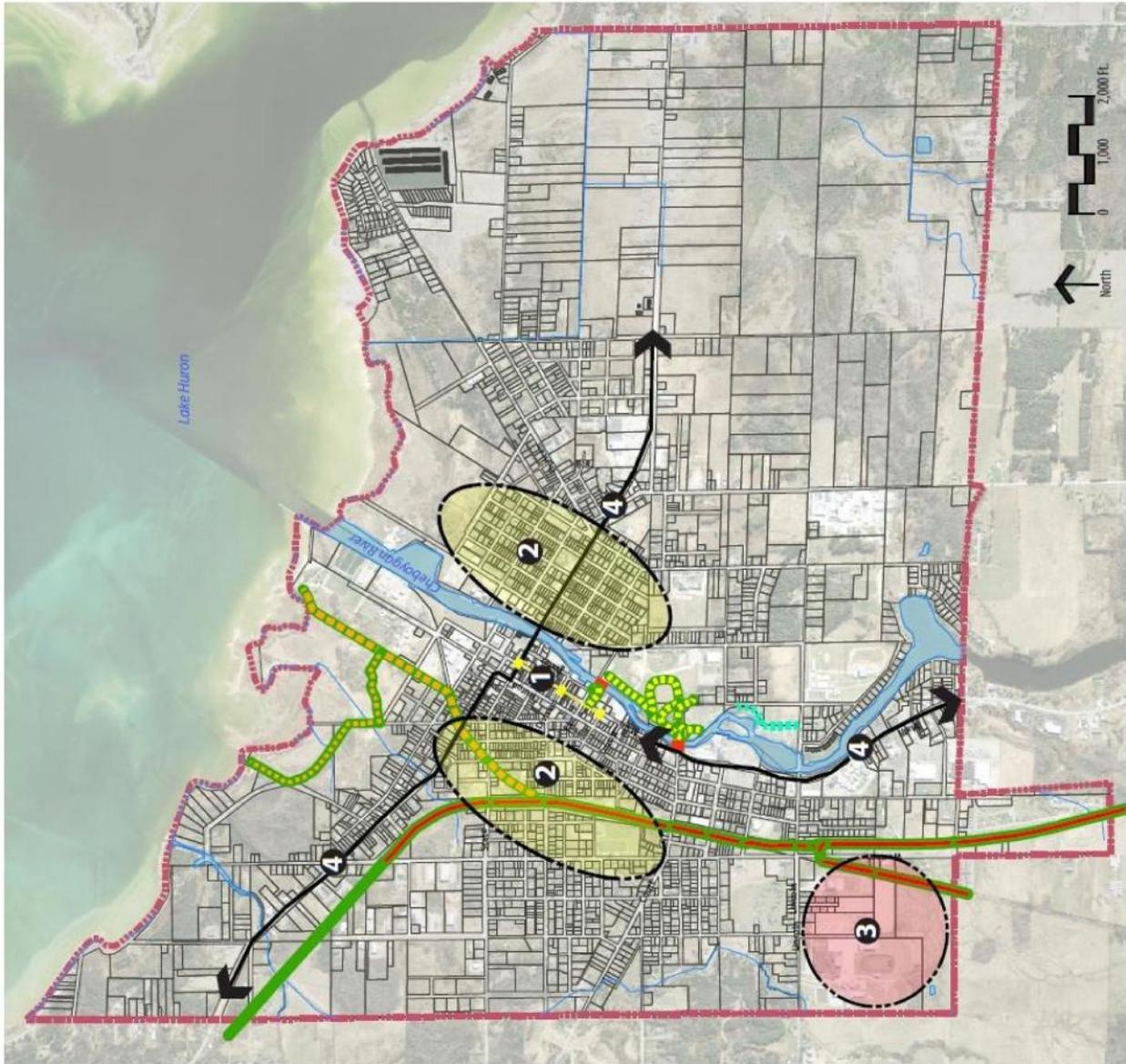
Action Plan

- 1 Improve pedestrian crosswalks along Main Street at Division, State and Pine Street intersections
- 2 Improve sidewalks in neighborhoods, especially those surrounding the downtown
- 3 Improve sidewalks & non-motorized access to Cheboygan School campus along W Lincoln and S Westin Avenues and the North Central State Trail
- 4 Work with MDOT to adopt access management policies for Main and State/Mackinaw Streets
- 5 Implement Multi-use Trail System Master Plan as revised January 23, 2012

- North Central State Trail
- Cattail Park Trail
- City Park Trail
- Joseph Doyle Trail
- Consumers Energy-DNR Trail
- Pedestrian Bridge

Other:

6. Adopt Complete Streets Ordinance
7. Improve City streets by incorporating road improvements into a Capital Improvement Plan



Municipal Government Efficiency

The focus of Cheboygan's municipal government efficiency strategy is to streamline city processes thereby reducing employee hours. Time saved could be focused on other necessary functions in the city.

Efficiency Strategies:

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND OR TIME.

- o STRATEGY 1.1: Create process for defining problems, crafting solutions, and then measuring, monitoring, and controlling.

GOAL 2: EMPLOY TECHNOLOGY AND BEST PRACTICES TO AUTOMATE ADMINISTRATIVE TASKS TO MAXIMIZE RESOURCES.

GOAL 3: IMPROVE CUSTOMER SERVICE AND FOLLOW-UP TO ISSUES AND COMPLAINTS FROM RESIDENTS.

Friendliest City Designation

The focus of Cheboygan's Friendliest City Designation strategy is to have all city employees approachable to residents, non-residents and visitors. Not only are all city employees to be approachable but they are to be welcoming, friendly. If they don't know the answer to a question they will go out of their way to find the answer and follow through with the person making the inquiry.

Strategies:

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND OR TIME.

- o STRATEGY 1.1: Create process for defining problems, crafting solutions, and then measuring, monitoring, and controlling.

FUTURE LAND USE

INTRODUCTION

As indicated throughout this document, the Master Plan is more than a series of maps. The Master Plan establishes a direction for the future of the City through goals, policies, and graphic representation. Planning strategies and actions, represented in both graphic and narrative form, identify the specific manner in which goals and policies are to be implemented.

The Future Land Use Plan Map serves as a graphic representation of the City's goals and policies. The Future Land Use Plan Map is not a zoning map, but rather a generalized guide to the desired future land use patterns within the City. In the course of preparing the plan, the following factors were considered: public input, previous planning studies, existing development patterns and land uses, demographic trends, regional influences, natural resource conditions, and street patterns.

GENERAL LAND USE DESIGNATIONS

The following defines the intent of each land use plan category:

SINGLE FAMILY RESIDENTIAL – This area is designed to provide an environment of predominantly single family detached dwellings, along with other related facilities. Such areas are also planned as residential as a consideration to surrounding land uses, impacts on natural resources, roads, and utilities. Single Family Residential is the largest land category. Single family residential areas are the predominate land use ringing the downtown. A primary strategy of the Master Plan is to protect and enhance single-family residential areas.

MULTIPLE FAMILY RESIDENTIAL – This residential designation includes duplex style (two-family) and multiple family housing units. The two-family style housing is proposed in selected areas of the City. Multiple Family Residential uses are targeted for locations near existing duplex or multi-family apartment units and along major collector streets.

The multiple-family residential land use category is designed to provide sites for multiple-family dwelling structures which will generally serve as zones of transition between the business or industrial districts and lower density single-family districts. Multi-family residential dwellings provide a density larger than typically found within single family or two family style housing. As a result they create a

higher traffic volume than lower density residential uses and must therefore be situated near and accessible to arterial streets.

COMMERCIAL – This classification is intended to provide suitable locations for general retail, office, and service establishments. Uses typically found include larger supermarkets, discount stores, department stores, appliance and furniture stores, and specialty shops but can include office uses outside of the downtown. These types of land uses rely on a larger market area and can provide either convenience and/or comparison goods. Commercial land use is intended to provide for both convenience and comparison needs. Commercial may take the form of either a shopping center or groups of buildings sharing common access, architectural style and design elements. Commercial land uses found outside the downtown are generally found along Main Street (south of Lincoln Street), Mackinaw Street, State Street, and Lafayette Street.

INSTITUTIONAL – This classification includes Cheboygan Area School properties, City properties, Recreation Center, Library, and other public use areas.

RECREATIONAL – This classification includes existing and proposed parks.

ENVIRONMENTAL – This classification includes all environmentally sensitive areas including waterfront.

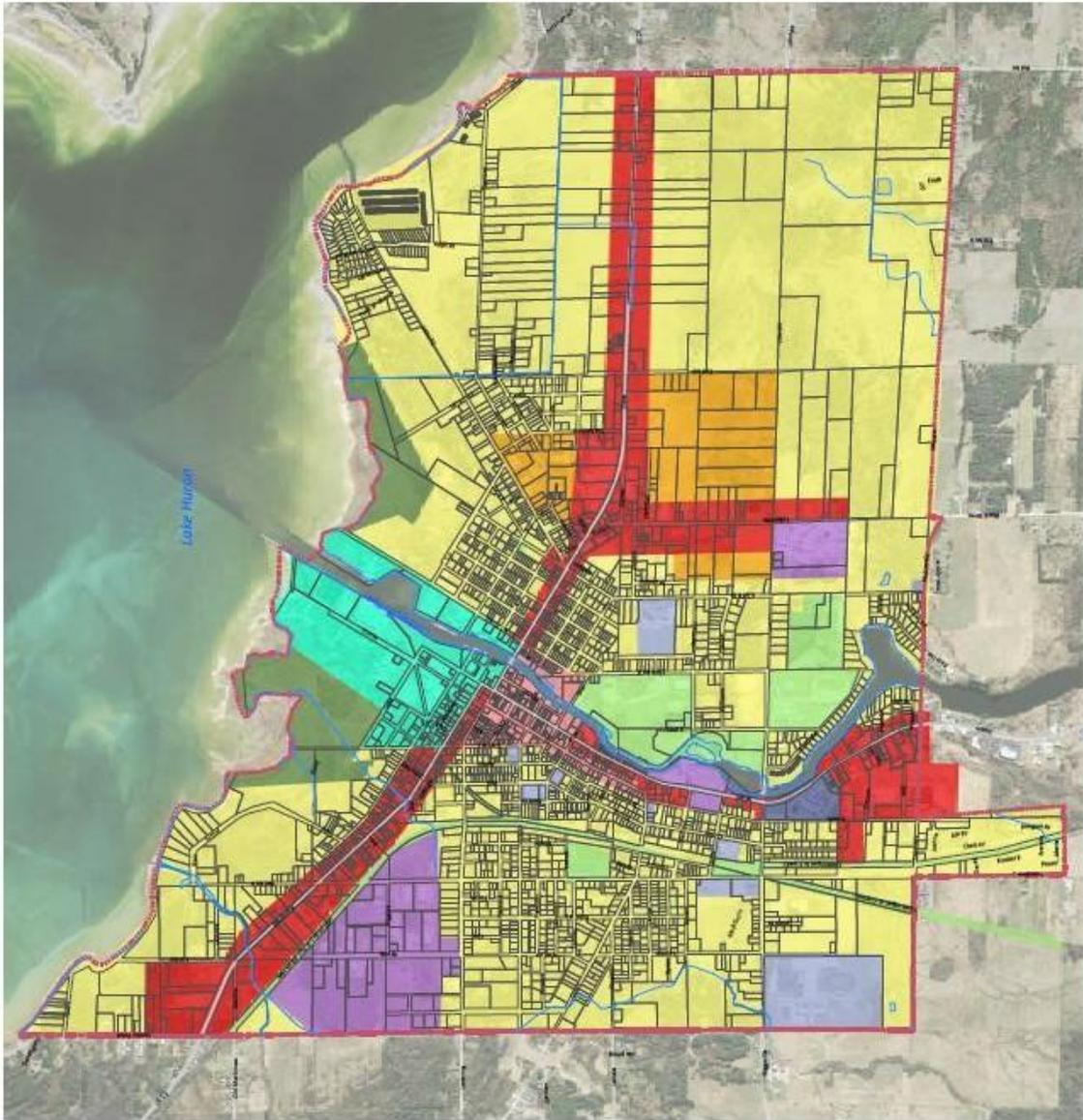
INDUSTRIAL – The light industrial district is designed to primarily accommodate wholesale activities, warehouses, and industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. This designation is also structured so as to permit the manufacturing, compounding, processing, packaging and assembly of finished or semi-finished products from previously prepared materials. Research and hi-tech uses are also included in this designation, as long as the impacts are minimal.

SPECIAL DISTRICT DESIGNATIONS

DOWNTOWN/RIVERFRONT – This special land use category is designed for the Central Business District of the City and that area immediately adjacent to the river. This designation is intended to promote the center of the City as a special business area offering a range of convenience commercial, specialty shops, personal services, restaurants, offices and banking uses. In addition, the use of upper floors for high density residential is encouraged to help promote a livelier active atmosphere bringing people and activities to the heart of the City. The Downtown/Riverfront shall be maintained as the focal point of the community.

PORT – The Port District is consistent with the boundaries of the adopted Planned Commercial Port Overlay district in the Zoning Ordinance. The Port District is intended to enable water-dependent, commercial shipping for oversized, project, bulk, and break-bulk cargo to promote a mix of port facilities, support facilities, and compatible uses that enhance the economic base of the City. The port district may expand based on the findings of the port expansion plan.

COMMUNITY MEDICAL TECHNOLOGY DISTRICT – This district is intended to leverage the presence of the McLaren Northern Michigan, Cheboygan Campus by encouraging complementary uses including medical offices and senior housing.

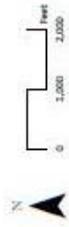


- Single Family Residential
- Multi-Family Residential
- Commercial
- Downtown/Riverfront
- Industrial
- Institutional
- Community Medical Technology
- Port
- Environmental
- Recreational

DRAFT

Figure X

FUTURE LAND USE
City of Cheboygan



November 2013
Carlisle / Worrman Associates, Inc.

COMPLETE STREETS

On August 1, 2010, the State of Michigan legislature signed into law the Complete Streets amendments to the State Trunkline Highway System Act (Act 51 of 1951), and the Planning Enabling Act (Act 33 of 2008). The law provides an approach to transportation planning and design that considers *all* street users – vehicles, pedestrians and bicyclists of all ages and abilities – during the various planning and design stages of a transportation project. It also requires that the Michigan Department of Transportation (MDOT) and local road commissions consider the community's goals and desires for road projects within their boundaries.

Complete Streets provide facilities that allow all users, irrespective of their age or abilities, to use the street as a mode of transportation. A Complete Street allows pedestrians, bicyclists, transit users and those with disabilities to easily and safely use roads in their community. Communities with Complete Streets Policies help to ensure that engineers and planners design roadways to accommodate all users, not just motorists.

Facilities that make a street “complete” depend on the existing conditions and The intended users. It's never a “one□size□fits□all” scenario. Examples include curb ramps, audible or tactile signals for blind pedestrians, longer crossing times, smooth sidewalks and bike lanes that are free of obstacles, and transit stops that can be easily boarded.

Figure 6. – Complete Street Examples



This two-lane road includes a 3-foot wide bike lane, which is clearly marked by signs on nearby posts and on the path itself.



Bicycle trails that are totally separated from the roadway allow safe non-motorized transportation with minimal conflicts with traffic.



This pedestrian crosswalk requires the pedestrian to push a button to signal vehicles to slow and stop. When not lit, it does not impede traffic flow.

Benefits of Complete Streets:

Complete Streets provide numerous benefits, including:

- Improved safety for all users, including pedestrians, bicyclists, transit riders and drivers.

- Improved human health by encouraging walking and bicycling.

- Decreased car traffic, reducing dependence on gasoline and petroleum products, and improved air quality.

- Provides more transportation options.

- Fosters livable communities.

City Complete Street Policies:

The City acknowledges the greater need for non-motorized transportation facilities, and the City's desire to provide a pathway system for residents to safely walk or bicycle, linking local recreational and open spaces with residential areas, schools, community facilities and shopping.

Pathways shall be multi-use, separated from the road surface. If not possible, then pathways should share a portion of the road surface.

Improve connections within and between parks and natural areas,

- Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.

- Developments that are subject to site plan or subdivision approval should incorporate complete street elements.

ZONING PLAN

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes that include:

- Promote orderly growth in a manner consistent with the land use policies and the Master Plan;
- Promote attractiveness in the City's physical (built) environment by
 - provided variation in lot sizes, architectural features and appropriate land uses;
 - Accommodate special, complex or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits – specifically within the CBD and industrial districts in order to allow complimentary uses;
 - Guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas); and
 - To preserve and protect existing land uses and significant natural features in accordance with the Master Plan.

The Zoning Ordinance and Future Land Use map themselves should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

Zoning Adjustments

Zoning adjustments for Master Plan implementation include:

- Incentivize Parcel Consolidation. Incentives may include permitting different land uses and increasing density.
- Develop Community Medical Technology District. Support McLaren Northern Michigan, Cheboygan Campus by encouraging complementary uses including medical offices and senior housing. The development of a Community Hospital District which requires the creation of a Hospital District Zoning designation or overlay district.
- Create a Downtown and Riverfront Zoning District. Create a downtown/riverfront zoning district that requires downtown and riverfront development to provide ground floor restaurant, retail, culture or other active uses. Core area of downtown/riverfront zoning district are the Blocks bounded by Huron Street, Main Street, River, and Locust Street. Upper stories can be residential or office uses. Consider the merits of incorporating "form-based" elements to the district to ensure that proper

Design elements are incorporated into new development while providing clear height, bulk, and setback standards. New district should incorporate zoning incentives to encourage land assembly and mixed-use development

Adopt Downtown and Riverfront Design Guidelines. Guidelines should promote high level of design, use of materials, and predictability to the development community.

Encourage and allow for student housing near Straits Area Education Center.

Provide for Varied Housing Options. Provide varied housing options including infill residential development, second story housing downtown, mixed-use, higher-density residential developments, such as townhomes,

condominiums, and apartments in and around the downtown and along riverfront.

Adopt a Complete Street Ordinance. A complete streets ordinance should be adopted to define complete streets, address issues of complete streets improvements and potential exceptions. All MDOT work will consider complete streets in their review.

IMPLEMENTATION

Once adopted, the Master Plan is the official policy guide to be used by the City Council and Planning Commission to solve the existing and anticipated community development problems identified in this document. Through text and maps, the Plan illustrates the attitude and desire of the community toward future growth and development. Further, the Plan also promotes continuity in development policy as memberships on the Planning Commission and Council change over the years.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions that will be useful if the Plan is to be followed.

The implementation action plan identifies and defines each strategy and project/action to be carried out during a particular timeframe, and the responsible parties for each activity. The Implementation Action Plan is designed to provide a starting point for prioritization and budgeting of actions needed to implement strategies and recommendations outlined in this Plan. A timeframe for each activity is also suggested to define a general phasing for implementation. Further refinement of this table will be needed as details of costs and staff resources are verified. In addition, the City should review and update the action plan on an annual basis to ensure that it stays within the City's financial ability and resource capacity.

Action Plan

PORT/RIVER				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
FOCUS ON INDUSTRIAL DEVELOPMENT OF RIVER AND PORT FROM STATE STREET TO MOUTH BY EXPANDING THE PHYSICAL AREA OF THE PORT OF CHEBOYGAN AND DEEPENING THE CHEBOYGAN RIVER	CREATE A DETAILED PORT EXPANSION PLAN	Port of Cheboygan, City of Cheboygan, Army Corp of Engineers	High	30
CHANGE THE DEVELOPMENT PATTERNS ALONG THE RIVERFRONT BETWEEN SOUTH STATE STREET TO GREAT LAKES TISSUE COMPANYBY ALLOWING VARIOUS LAND USES TO INCREASE COMMERCIAL, RESIDENTIAL, AND RECREATIONAL DEVELOPMENT OPPORTUNITIES	CREATE A DOWNTOWN/RIVERFRONT ZONING DISTRICT	City of Cheboygan	High	31
	INCENTIVIZE PARCEL CONSOLIDATION	City of Cheboygan, Private Development	Medium	31
	MARKET WATER STREET PARKING LOT FOR MIXED USE DEVELOPMENT.	City of Cheboygan, Private Development	High	31
	REDEVELOP THE LUND PROPERTY AS MIXED USE DEVELOPMENT.	Private Development	Low	31
	DEVELOP PINE STREET PARKING LOT WITH INFILL DEVELOPMENT.	Private Development	High	31
CONNECT RIVERFRONT TO SURROUNDING COMMUNITY	CREATE AND MAINTAIN CONTINUOUS PUBLIC ACCESS ALONG BOTH SIDES OF THE RIVER	City of Cheboygan, Private Development, State of Michigan	Medium	32
	MAKE RIVERFRONT MORE ACCESSIBLE FOR THE COMMUNITY.	City of Cheboygan, Private Development, State of Michigan	Medium	32
PROMOTE AND ENCOURAGE RECREATION AND TOURISM ACTIVITIES ALONG THE RIVER INCLUDING MAJOR CITY PARK, CHAMBER OF COMMERCE PROPERTY, WATER STREET, AND WALSTROM MARINE	WORK WITH CHAMBER OF COMMERCE TO DEVELOP THE RIVERFRONT ALONG WASHINGTON PARK FOR CASUAL RECREATION AREA.	City of Cheboygan	Low	32
	MAKE RIVERFRONT IMPROVEMENTS TO MAJOR CITY PARK INCLUDING KAYAK RENTAL, RIVER BOARDWALK, FISHING, AND CAMP GROUND.	City of Cheboygan	Medium	32

COMMERCIAL / INDUSTRIAL DEVELOPMENT

STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
IMPROVE ACCESS TO CHEBOYGAN INDUSTRIAL PARK	EXTEND MYRON M. RIGGS ROAD TO MACKINAW AVENUE.	City of Cheboygan, Cheboygan County, MDOT	High	35
	PROVIDE BETTER ACCESS TO PORT AS PART OF PORT EXPANSION PLAN.	City of Cheboygan, Cheboygan County, MDOT, Federal	Medium	35
	IMPROVE WAYFINDING TO CHEBOYGAN INDUSTRIAL PARK.	City of Cheboygan, Cheboygan County, MDOT, Chamber of Commerce	Low	35
ENSURE PARK IS SERVED WITH NECESSARY UPGRADES AND INFRASTRUCTURE	INTERVIEW PARK INDUSTRIES, PROPERTY OWNERS, AND LEASING AGENTS TO DETERMINE PARK UPGRADES INCLUDING INFRASTRUCTURE	City of Cheboygan	Medium	35
	CREATE A PUBLIC/PRIVATE PARTNERSHIP TO PROVIDE UPGRADES AND IMPROVED INFRASTRUCTURE	City of Cheboygan, Private	High	35
BUILD ON ADVANTAGE OF NORTH CENTRAL MICHIGAN COLLEGE.	ENCOURAGE AND ALLOW FOR STUDENT HOUSING NEAR STRAITS AREA EDUCATION CENTER.	City of Cheboygan, Private	Medium	36
ENCOURAGE GROWTH OF MCLAREN NORTHERN MICHIGAN, CHEBOYGAN CAMPUS HOSPITAL AND AREA AROUND IT.	DEVELOP COMMUNITY MEDICAL TECHNOLOGY DISTRICT.	City of Cheboygan, McLaren Northern Michigan, Cheboygan Campus, Private	Medium	36
	WORK WITH MCLAREN NORTHERN MICHIGAN, CHEBOYGAN CAMPUS TO ADDRESS ANY FUTURE EXPANSION NEEDS	City of Cheboygan, McLaren Northern Michigan, Cheboygan Campus	Medium	37
MAKE DOWNTOWN THE SHOPPING/OFFICE/TOURIST DESTINATION FOR THE REGION.	CREATE A DOWNTOWN/RIVERFRONT ZONING DISTRICT AS DISCUSSED IN ACTION 2.1.1 IN RIVER SECTION.	City of Cheboygan	High	37
	ADOPT DOWNTOWN AND RIVERFRONT DESIGN GUIDELINES.	City of Cheboygan	Medium	37

RESIDENTIAL				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
WORK WITH PROPERTY OWNERS REGARDING CODE COMPLIANCE AND PROPERTY MAINTENANCE	Utilize the existing property maintenance regulations and code enforcement.	City of Cheboygan	High	40
	Develop a rental registration and annual or biannual rental inspections program.	City of Cheboygan, Property Owners	Low	41
	Develop a Property Maintenance Neighborhood Match Program.	City of Cheboygan	Low	41
	Encourage the formation of neighborhood organizations.	City of Cheboygan, Neighborhood Organizations	Low	41
ENCOURAGE INVESTMENT IN ESTABLISHED NEIGHBORHOODS	Develop neighborhood action plans.	City of Cheboygan, Neighborhood Organizations	Medium	41
	Promote schools, parks, gardens and other amenities as central elements in every neighborhood.	City of Cheboygan, Cheboygan Area Schools	Low	42
PROVIDE VARIED HOUSING OPTIONS	Encourage infill residential development.	City of Cheboygan, Private Development	Medium	42
	Provide second story residential in the downtown	City of Cheboygan, Private Development	High	42
	Incentivize mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments in and around the downtown and along riverfront.	City of Cheboygan	High	42

TRANSPORTATION				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
PROMOTE COMPLETE STREETS	Adopt and follow the Complete Street Policy.	City of Cheboygan, Cheboygan County, MDOT	High	45
IMPROVE PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.	Implement Multi-Use Trail System Master Plan as revised in January 23, 2012	City of Cheboygan, Cheboygan County, MDOT	High	45
	Improve pedestrian crosswalks along Main Street.	City of Cheboygan, Cheboygan County, MDOT	High	46
	Improve sidewalks in neighborhoods, especially those surrounding the downtown	City of Cheboygan, Cheboygan County	Medium	46
	Improve sidewalks and non-motorized access to Cheboygan School campus	City of Cheboygan, Cheboygan County, MDOT, Cheboygan Area Schools	Medium	46
IMPROVE CITY STREETS	Incorporate Road Improvements into Capital Improvement Plan.	City of Cheboygan, Cheboygan County, MDOT	Medium	47
CONTROL ACCESS MANAGEMENT	Work with MDOT to Adopt Access Management Policies For Main Street (M-27) and State Street (US-23)	City of Cheboygan, Cheboygan County, MDOT	Low	47

Plan Education

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures that make citizens aware of the planning and zoning process and the day-to-day decision-making which affects implementation of the Plan. A continuous program of discussion, education, and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

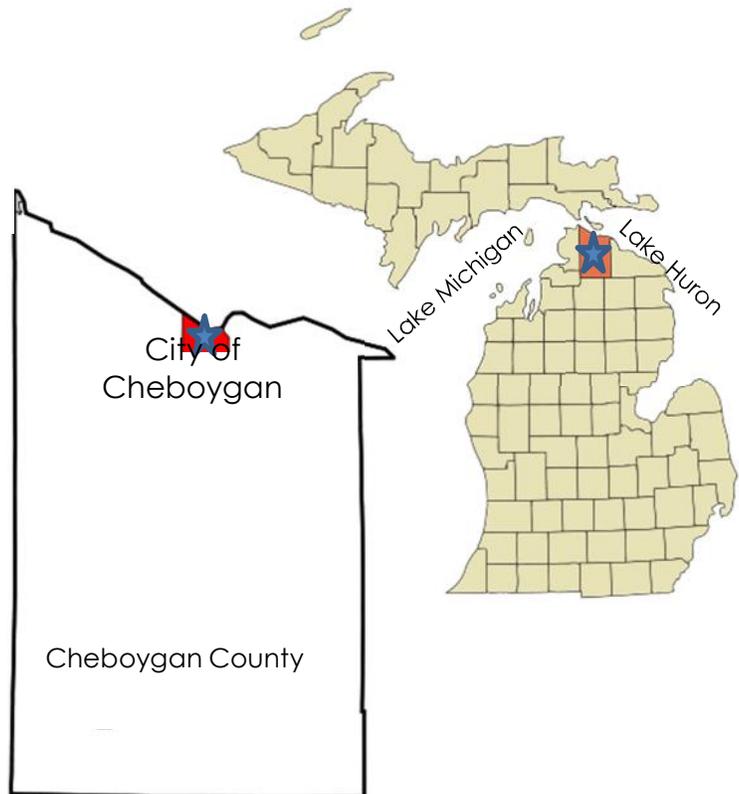
Plan Updates

The Plan should not become a static document. The City Planning Commission should attempt to re-evaluate and update portions of it on a periodic basis. In accordance with Public Act 33, the City is required to review the Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Plan. However, the Planning Commission should set goals for the review of various sections of this Plan on a yearly basis. The Master Plan should also be coordinated with the City Parks and Recreation Master Plan to provide consistency between planning documents.

Detailed Community Profile

THE CHEBOYGAN COMMUNITY

The City of Cheboygan is a dynamic community located at the northeastern tip of Michigan's Lower Peninsula on the shore of Lake Huron. First inhabited by the Ojibwe people, the City strategically sits at the intersection of Lake Huron and Lake Michigan and at the gateway to the "Inland Waterway" – a 40 mile navigable waterway connecting three rivers and three inland lakes. The waterway was widely used for trade between the Odawa, Ojibwe and Chippewa people, and eventually the European settlers, and offered safe confines from the open waters of Lake Huron.



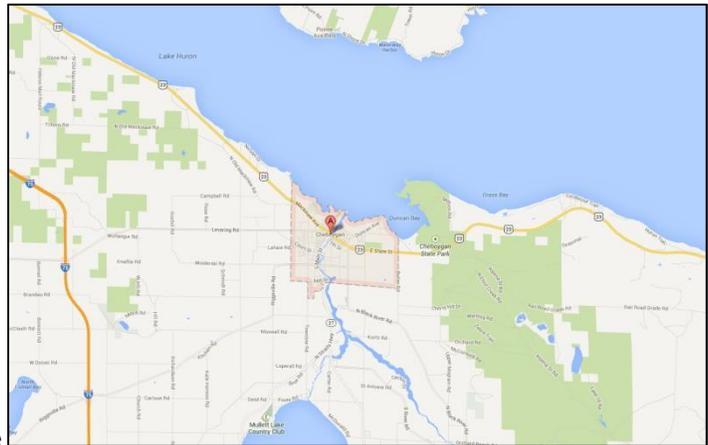
Map 1. – Regional Setting

The City is a 4 hour drive from Detroit, 3.5 hours from Grand Rapids, 1.5 hours from Sault Ste Marie, and 20 minutes from Mackinaw City. US-23 runs east-west through the City connecting in the City center with M-27. which runs south-southwest. The City center is approximately 8 miles from I-75.

Having direct access to the largest freshwater system in the world and the St. Lawrence Seaway via the Port of Cheboygan, the City has a history of industry and trade dating back to the 1700's with a major lumber boom in the late

1800's. Many residents still draw their economic livelihood from the port and river through fishing, farming, manufacturing, and shipping.

However, the City economy has diversified into a vacation, recreation, shopping, and culture hub for northeast Michigan. The City, with a 2010 census population of 4,867, is the county seat and the largest municipality in Cheboygan

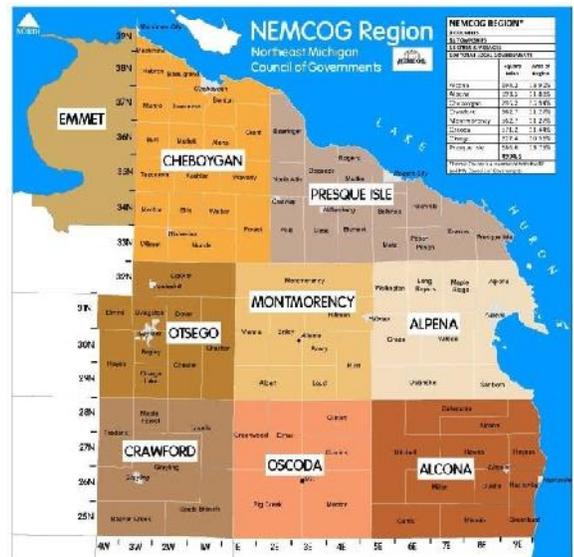


Map 2. – Location Map

County. Cheboygan's primary commercial district is Main Street which runs along the west side of the Cheboygan River. There are additional pockets of commercial development along Mackinaw Avenue and E. State Street. The community is well served by excellent schools and high quality, parks and open space.

COUNTY + REGIONAL PLANNING

Cheboygan is located in the Northeast Michigan Council of Governments (NEMCOG) region which encompasses Alcona, Alpena, Cheboygan, Crawford, Emmet, Montmorency, Oscoda, Otsego and Presque Isle Counties. NEMCOG provides regional planning services and supports local government planning in areas of environment, education, community and economic development, and transportation. NEMCOG is also a key resource for data about northeast Michigan.



Map 3. – Northeast Michigan Council of Governments (NEMCOG)

The Cheboygan County Community Development Department includes the Planning & Zoning, Construction Code, Ordinance Compliance, Soil Erosion, Addressing, and Geographic Information Systems (GIS)

departments through the Community Development Department. While the County has no land use authority on the City, it does provide technical assistance as needed.

Currently, Cheboygan County is in the process of updating the County's Master Plan.



CITY PLANNING INITIATIVES

Cheboygan has a deep history of community planning, established on a foundation of creating and maintaining a beautiful environment, providing economic opportunity, and maintaining quality neighborhoods.

The following plans, policies and initiatives highlight Cheboygan's commitment to land use planning, natural resource preservation, and maintenance of quality of life. Pertinent recommendations and strategies from these plans are further incorporated into this Master Plan:

Cheboygan Port + Community Asset Inventory – Michigan State University Practicum Project – Spring 2012 – The Port and Community Asset Inventory developed short- and long-term goals with respect to the investment, promotion, expansion and economic growth of the City through use of the Cheboygan River and Lake Huron shoreline through port development

City of Cheboygan Amended Downtown Development Authority Plan and Amended Tax Increment Financing Plan – March 2018 – The DDA Development + TIF Plan outlines potential projects to be undertaken within the DDA District. This Plan is required under state statute in the establishment of the DDA District

City of Cheboygan Recreation Plan – March 2019 – The Recreation Plan outlines presents the long-range vision of the Cheboygan Recreation Commission. The Plan identifies existing and future parks and recreation needs, and identifies specific improvements, costs, priorities and years of completion. The Plan also includes the Multi-Use Trail System Master Plan.

Riverfront Development Plan - February 2010 – The Plan utilizes three subareas as the framework for riverfront redevelopment. Future land use opportunities and recommendations for development are provided for each of these subareas. This plan is intended to be used as a reference tool by the City in the planning of any development along the riverfront

Major City Park, Cheboygan, Michigan – *Small Town Design Initiative Michigan State University – January 2010* – The focus of this report is Major City Park, including surrounding land and potential connections to other areas within the community. The initiative presents a redesign of the existing Major City Park site and its facilities and outlines key findings and recommendations based upon the ideas generated by residents through the public planning process

Downtown Cheboygan Marketing + Wayfinding Study – *McKenna Associates – September 2009* – The Marketing and Wayfinding Study provides information relating to two distinct topics: 1). Development of a comprehensive, uniform wayfinding and; and 2). Creation of a signage plan and retail analysis. The wayfinding and signage plan's purpose is to organize message content of all sign types, help residents, visitors and guests navigate the area, and enhance the image and identity of downtown. The retail analysis is developed to project the level of consumer spending by the residents of the trade area and to determine the amount of new retail building space supportable by consumer spending

Cheboygan Downtown Blueprint – *HyettPalma – January 2004* - The Downtown Blueprint includes the community's vision of the downtown as well as the findings of a comprehensive analysis of the downtown's commercial markets. The vision and market analysis findings were used to define a specific economic enhancement strategy for the downtown project area. The recommended strategy was specifically designed to enable downtown to attain the community's defined vision as well as the identified market opportunities

City of Cheboygan Riverfront Development Plan – *September 1983* – The Riverfront Development Plan outlines the history of the Cheboygan River and outlines "Rivertown Concepts" in relation to the further development of the area. The development plan was intended to guide future developments along the most northerly two miles of the Cheboygan River, from the Straits of Mackinac to just south of the Lincoln Street bridge.

ADJACENT COMMUNITIES

The City of Cheboygan adjoins Beaugrand Township to the west, the Township of Inverness to the southwest, and Benton Township to the east and southeast. Map 4, illustrates the proposed future land use of the areas adjacent to the City of Cheboygan prepared by Cheboygan County.

Cheboygan County is predominantly planned to remain Forest/Agricultural areas, with the exception of General Commercial areas along M-27, I-75, and Old Mackinaw Road.



Map 4. – Cheboygan County Future Land Use Map (Area surrounding the City of Cheboygan)
Source: Cheboygan County

EXISTING LAND USE

The existing land use map and associated text indicates land use patterns and associations as they exist currently with the City of Cheboygan. While change is inevitable and growth will occur, the City is committed to managing growth to enhance economic benefit, recreation activities, and overall quality of life for all residents.

As illustrated on the Existing Land Use Map the following land uses currently exist in the City of Cheboygan. They are demonstrated by acreage and percentage of land area in Table 1 below.

Table 1. – City of Cheboygan Existing Land Use

Vacant	1,466	37.78%
Single-Family Residential	1,180	30.43%
Commercial / Office	347	8.95%
Environmentally Sensitive Land	275	7.08%
Institutional	176	4.53%
Industrial	165	4.26%
Recreational / Park	159	4.09%
Multiple-Family Residential	112	2.90%
Total	3,880	100

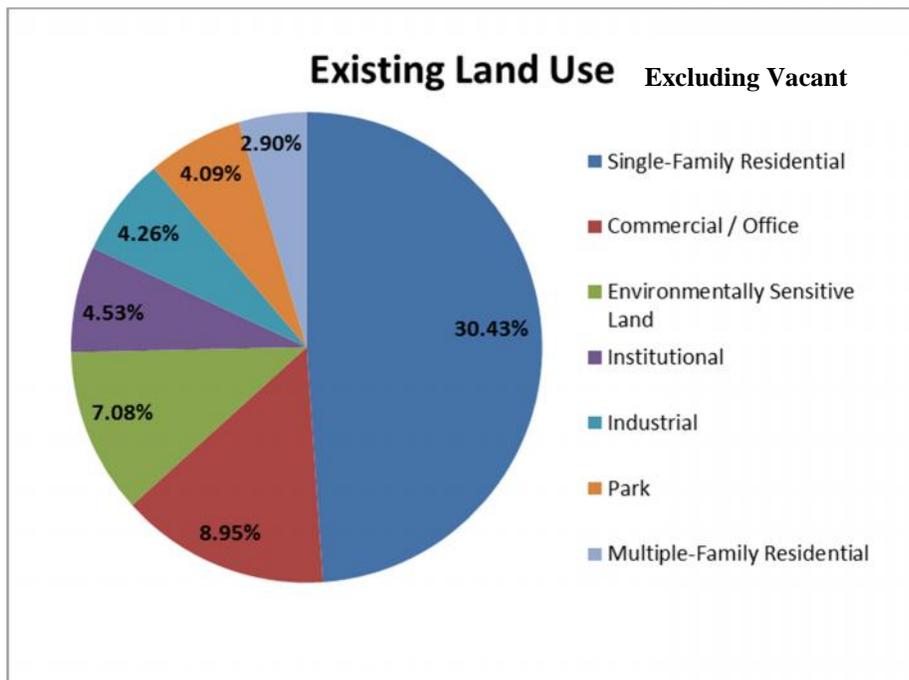
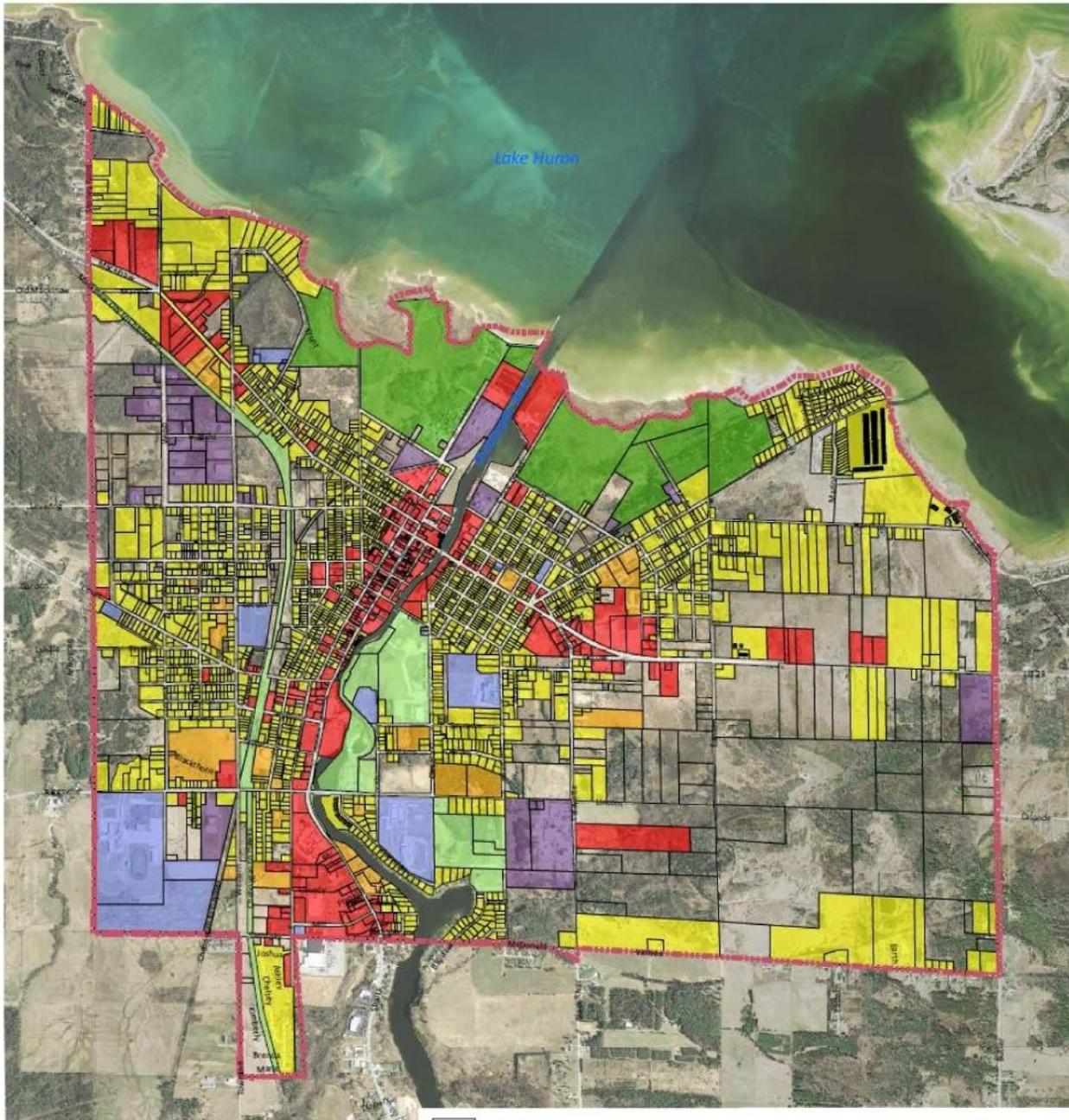


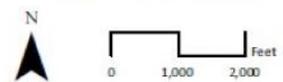
Figure 1. –Existing Land Use

Map 5. – Existing Land Use Map*Eustice to provide update per 04.01.2019**



- Vacant
- Single Family Residential
- Multiple Family Residential
- Commercial/Office
- Industrial
- Institutional
- Park
- Environmentally Sensitive Land

EXISTING LAND USE
City of Cheboygan



February 2013
Carlisle / Wortman Associates, Inc.

BACKGROUND STUDIES

Thorough planning should start with a study of a community's characteristics. Information such as the past and present population, workforce, median income, and number of households is a basic ingredient in planning for the future. Accurate information remains a critical component for projecting future needs, development patterns, and the formulation of goals, policies, and strategies.

POPULATION

The City of Cheboygan population has fluctuated over the past 20 years. The population demonstrated an increase of 5.6% between 1990 and 2000 only to decrease 8.1% between 2000 and 2010. The 2010 census established Cheboygan to have a total population of 4,867 persons. A decrease in population is consistent with the trend seen in both Cheboygan County and the State of Michigan. Factors such as changing population cohorts, recent economic conditions, and lower birth rates can contribute to a decrease in population. Select surrounding Townships to the City of Cheboygan have experienced a slight increase in population over the past decade. Although contributing aspects such as birth and death rates cannot be controlled by local government, migration to and from the City can be influenced by factors such as employment, housing, local government services and the overall quality of life.

Table 2. – Population

	1990	2000	Percent Change 1990-2000	2010	Percent Change 2000-2010
City of Cheboygan	4,997	5,295	5.6%	4,867	-8.1%
Benton Township		3,080	NA	3,206	+4.1%
Beauguard Township		1,157	NA	1,168	+1.0%
Inverness Township		2,278	NA	2,261	-0.7%
Cheboygan County	21,398	26,448	19.1%	26,152	-1.1%
State of Michigan	9,295,297	9,938,444	6.5%	9,883,640	-0.6%

Source: U.S. Census

HOUSEHOLDS

In concert with the decrease in population, the total number of households also demonstrated a decrease between 2000 and 2010. Family households continue to decrease while non-family households increased. A household, as defined by the U.S. Census, as all persons who occupy a housing unit. The occupants may be a single family, one (1) person living alone, two (2) or more families living together or any other group of related or unrelated persons who share living arrangements. Table 5 below, demonstrates the change in family and non-family households from 2000 to 2010.

Table 3. – Total Households

Family Households	1,349	1,164	-13.7%
Non-Family Households	797	861	8.0%
Total Households	2,146	2,025	-5.6%

Source: Data Driven Detroit, 2011

The size of households has also decreased between 2000 and 2010 from 2.35 persons per household to 2.23 persons per household. The change in non-family households may be contributed to the community college.

AGE

The age/sex distribution of a community provides information relating to the number of females of child-bearing age, the number of school-age children, the size of the workforce (i.e., population between 20-64 years old), and the size of the elderly population. This data can be used for school enrollment projections and planning for recreation facilities, special services for the elderly, and other governmental services.

Both age/sex distribution and median age are depicted in Table 4 below. The median age of the City continued to increase from 37.4 years in 2000 to 40.8 years in 2010. These figures remain consistent with both the State of Michigan and Cheboygan County which have shown an increase in median age by 3.4 years and 5.8 years respectively over the last decade. This aging of the City is evident in prominent increases and decreases in certain age cohorts. The age group for those 20 to 39 years of age decreased in size by 14% whereas adults aged 40 to 64 increased by 5.1% from 2000 to 2010. Reflective of an aging

population in Michigan is that adults aged 20 to 39 have been declining at the City, County and State levels. Adults aged 40 to 64 years now make up the largest segment of the population for the City, and County (being 31.9%, and 37.8% of the respective populations). Population aged 20 to 39 now only makes up 23.9% in the City of Cheboygan, and 18.3% for Cheboygan County. The population decline for ages 20 to 39 illustrates the trends in Northern Michigan where recent high school graduates leave the area to seek educational opportunities and employment elsewhere. Increased higher education opportunities and economic development can counter this trend.

Table 4. – Age + Sex Distribution / Median Age, City of Cheboygan

Age	Number						Percent Change 2000-2010		
	2000 Total	2000 Males	2000 Females	2010 Total	2010 Males	2010 Females	Total	Males	Females
Under 5 years	368	195	173	299	146	153	-18.8%	-25.1%	-11.6%
5 to 14 years	751	381	370	541	263	278	-28.0%	-31.0%	-24.9%
15 to 19 years	365	188	177	388	225	163	6.3%	19.7%	-7.9%
20-39 years	1,350	676	674	1,161	588	573	-14.0%	-13.0%	-15.0%
40 to 64 years	1,476	685	791	1,552	741	811	5.1%	8.2%	2.5%
65+ years	985	375	610	926	368	558	-6.0%	-1.9%	-8.5%
Total	5,295	2,500	2,795	4,867	2,331	2,536	-8.1%	-6.8%	-9.3%
Median Age	37.4	34.9	40.1	40.8	38.3	43.5	-	-	-

Source: Data Driven Detroit, 2011

Figure 2. – Median Age

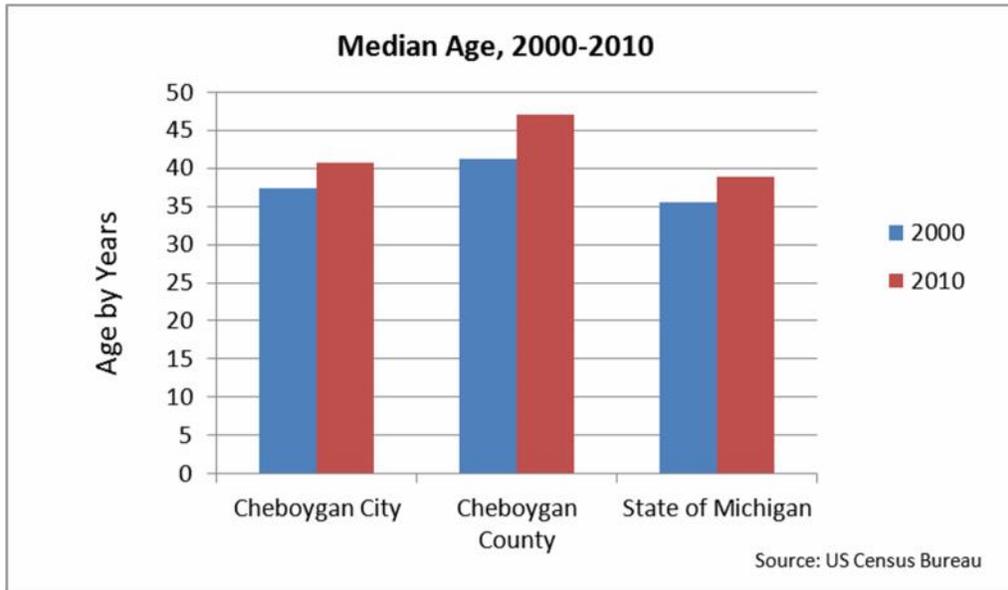
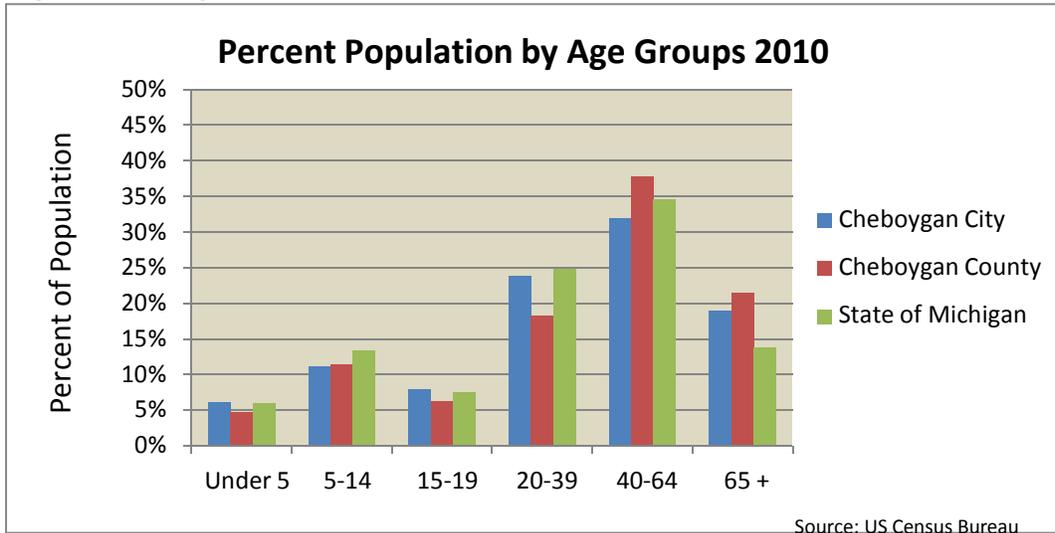


Figure 3. – Age Distribution by City, County and State

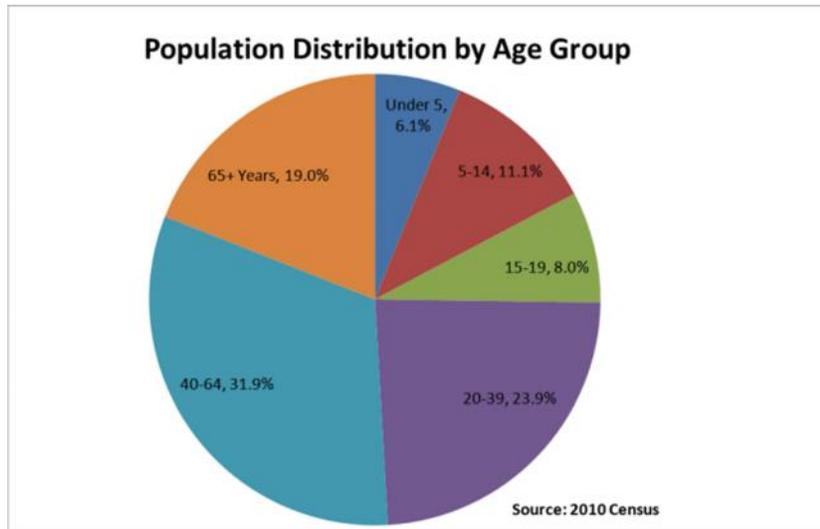


The age group of those 65 and over contributes for 19.0% of the population in the City of Cheboygan (see **Figure 4** below). This is above the State average of 13.8% but remains consistent with Cheboygan County and Northern Michigan population trends. This is most likely due to the presence of retirees in the area.

Children under the age of 5 years of age decreased 18.8% in the City of Cheboygan overall from 2000 to 2010. However at 6.1% of the total population,

the City is still above the State average at 6.0% and County average of 4.7%. The City of Cheboygan should consider the needs and interests of all age groups to promote a healthy and viable age distribution community wide.

Figure 4. – Age Distribution

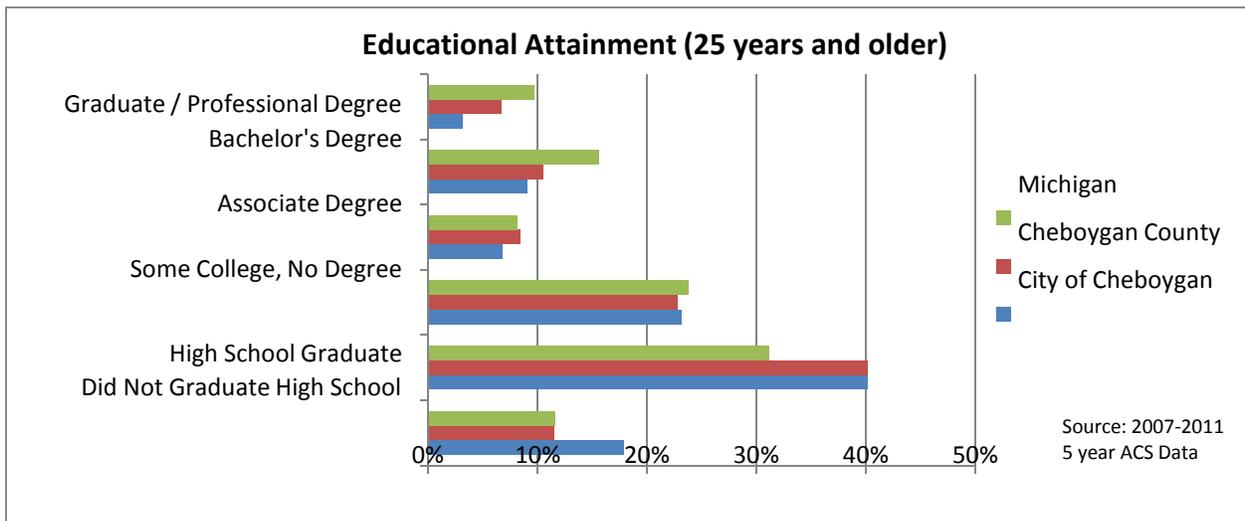


EDUCATION

According to the 2007-2011 American Community Survey 5-Year Estimates produced by the U.S. Census, 42.2% of the City's population above age 25 obtained some form of higher education (some college, Associates, Bachelors, or Graduate/Professional degree). This figure is slightly below the State and County averages.

The City of Cheboygan has a lower percentage of its population with a high school education (82.1%) when compared to the County (88.5%) and State of Michigan (88.4%). The presence of the North Central Michigan College extension should not be underestimated. North Central Michigan College in Cheboygan offers general education courses need to complete an associates or bachelor's degree. The credits earned will transfer to most four-year institutions. The presence of the Community College should allow more residents to graduate college and earn higher education degrees.

Figure 5. – Educational Attainment

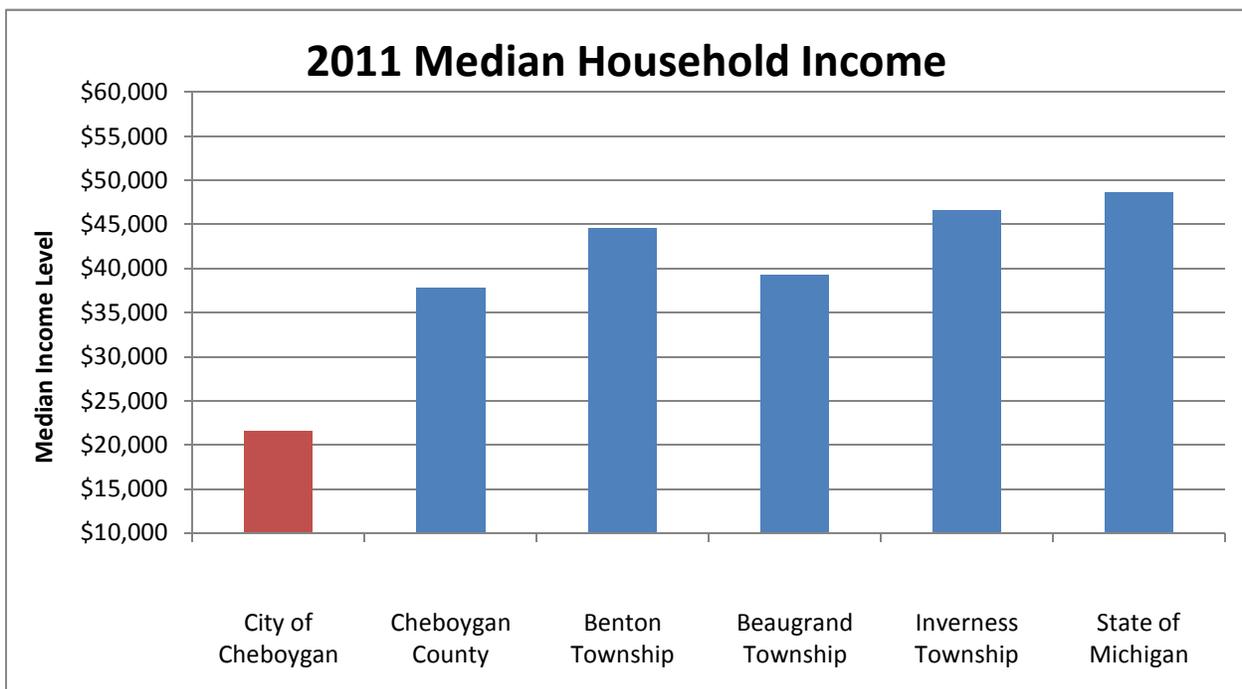


Source: U.S. Census

INCOME

The 2007-2011 American Community Survey 5-Year Estimates the median income for a household in the City of Cheboygan in 2011 dollars as \$21,624. The median household income declined by 16% from 2000 to 2010, dropping from \$25,033 to \$21,624. As depicted in **Figure 6**. Below, the City of Cheboygan holds a substantially lower median household income than County, State and surrounding Township averages. The household income at \$21,624 is 45 percent of the Cheboygan County average of \$37,844 and 56 percent of the State average of \$48,669. These figures can be accredited to both social and economic conditions, including a higher retirement/senior population, decreased economic growth over the past decade and reduced high paying jobs, business and industries.

Figure 6. – Median Household Income



Source: 5-Yr ACS 2007-2011

EMPLOYMENT INDUSTRIES

A community's economy can be diverse, covering a range of different industries; one-dimensional with a strong dependence on a limited set of industries; or somewhere in between. A diverse local economy is ideal to ensure that the local economy will remain healthy even if one industry struggles. In addition, a diverse local economy is better able to provide a range of business

and employment opportunities for the community that match education levels and skill sets. On the other end of the spectrum, a one-dimensional economy that is highly dependent on a single industry (or a limited set of industries) may thrive when the products and services of the chief industry are in high demand but falter when demand is low or competition becomes overwhelming.

Table 4 provides the employment industries within the City of Cheboygan. The largest employment sectors are Retail Trade (23%) and Educational and Social Services (22.4%). Retail trade in Cheboygan increased over 9 percent from 2000 to 2010, whereas Educational and Social Services declined nearly 3 percent. Excluding Retail Trade, most other industries saw a slight decline over the past decade. Employment in the Retail Trade sector typically provides a lower pay scale than other industries such as Educational and Social Services. There should be focused economic opportunities to higher paying industries like education services and health care, and professional services.

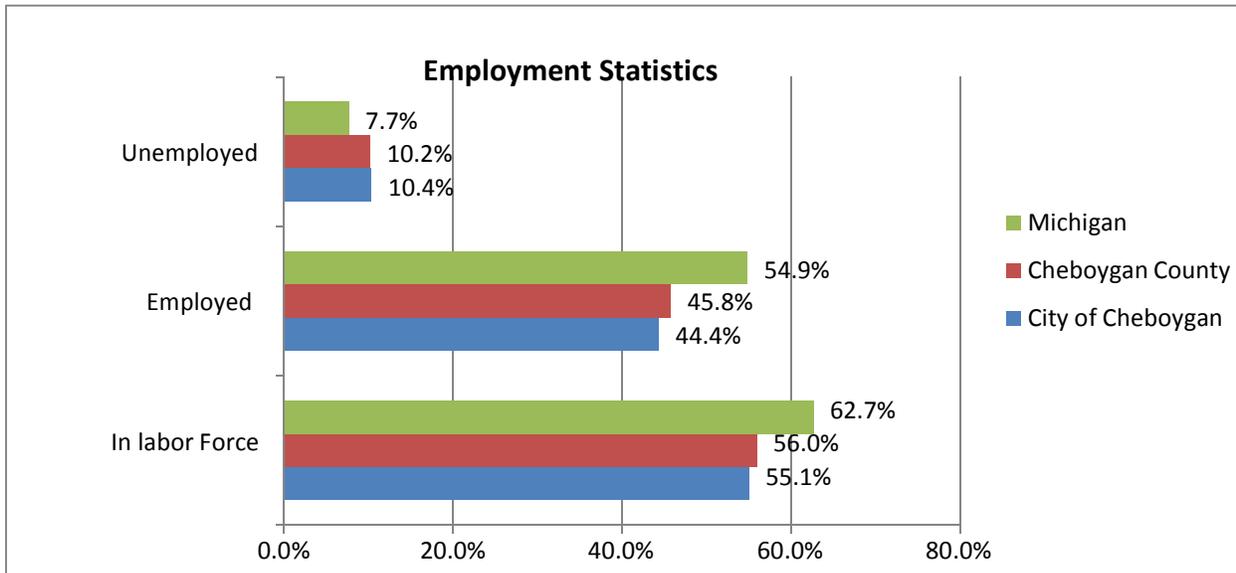
Table 4. – *Employment by Industrial Class*

Industry	Number of Workers	Percent of Workforce
Agriculture, forestry, fishing, hunting and mining	27	1.5%
Construction	132	7.3%
Manufacturing	134	7.4%
Wholesale Trade	53	2.9%
Retail Trade	418	23%
Transportation, Warehousing and Utilities	82	4.5%
Information	14	0.8%
Finance and Insurance, real estate and rental leasing	65	3.6%
Professional, scientific and management and administrative and waste management services	117	6.4%
Education services, and health care and social assistance	407	22.4%
Arts, entertainment and recreation and accommodation and food services	228	12.5%
Other services, except public administration	85	4.7%
Public administration	56	3.1%
Total	1,818	100%

Source: American Fact Finder, U.S. Census

Unemployment rates for both the County and City have been consistently higher than the State of Michigan over the past decade. The 2007 to 2011 ACS data depicts an unemployment rate of 10.4% for the City of Cheboygan which is consistent with the County average of 10.2%, but substantially higher than the State average of 7.7%. The percentage of population in the labor force is similar for the City and County at 55.1% and 56% respectively, but is also lower than the State of Michigan average at 62.7%. The unemployment rate for the City has stayed relatively consistent from the 2000 census only rising less than 1 percent.

Figure 7. – Employment Statistics



Source: U.S. Census

NATURAL RESOURCES

The natural features of the City of Cheboygan have played a major role in influencing growth and development of the area. The City is bisected by the Cheboygan River and lies on the southern bank of Lake Huron. The City is 16 miles east of the Straits of Mackinac.

TOPOGRAPHY AND SOILS

Elevations vary within the City limits from 632 feet above sea level with low-lying areas at elevations of 580 feet. The primary soil type through much of the City is characterized as a clay loamy soil. The soils within the City can be further described as deep, nearly level, very poorly drained to somewhat poorly drained, mucky, loamy and sandy soils that formed in sandy and lacustrine deposits on lake plains.

As a result of these soil types, existing drainage ways, and relatively flat elevations, stormwater drainage will be a major challenge for the City of Cheboygan as future development is considered in order to properly distribute storm event and springtime run-off.

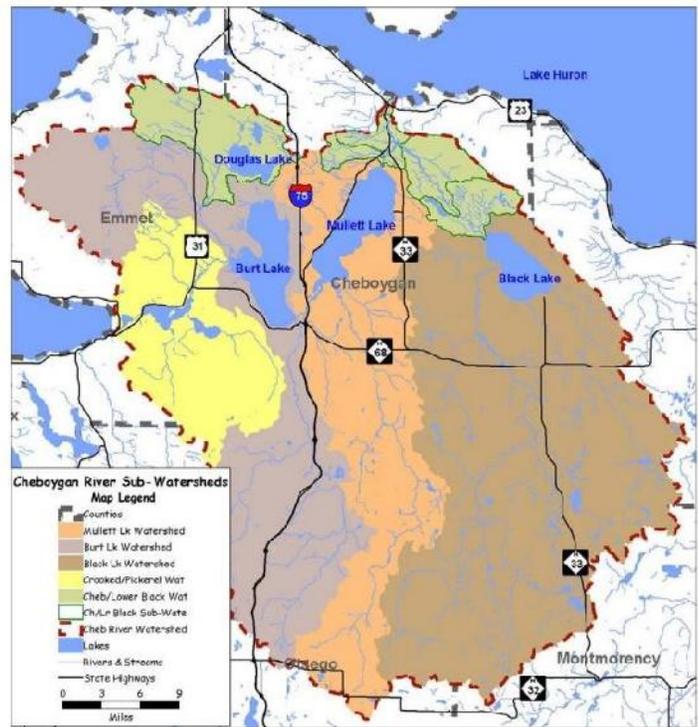
WATER RESOURCES

The protection of the City of Cheboygan's water bodies and waterways is of high importance to the overall environmental quality of the area. Much of the City's woodlands and wetlands are associated with these water bodies and waterways.

Watersheds

The City is located within the Cheboygan River/Lower Black River sub-watershed of the Cheboygan River watershed. The Cheboygan Watershed covers 94,130 acres, principally in Cheboygan County. Ranging over the northern one-third of Cheboygan County, the watershed includes all or parts of Aloha, Benton, Grant, Inverness, and Munro Townships and touches on Carp Lake, Center, Maple River, and McKinley Townships in Emmet County.

The Cheboygan River/Lower Black River sub-watershed is 19,212 acres and consists of 75% agricultural land. The rivers are part of the Inland Waterway with 40 miles of navigable water from Lake Huron to the inland lakes of Mullett, Burt, Crooked, and Pickerel.



Map 6. Above- Cheboygan Watershed.

Map 7-Below- Cheboygan River/
Black River Watershed *Courtesy of DNR*



Floodplains

Generally, floodplains are low lands along river banks, lakes and coastlines subjected to periodic inundation. Floodplain areas within the City are associated with the Lake Huron shoreline, the Cheboygan River, the Little Black River, Smith's Creek and Cemetery Creek. Areas designated by the Federal Emergency Management Agency (FEMA) within the 100-year floodplain are generally recognized as unsuitable for development and fill activities. (See Figure 5 on page 19).

Flood zones A and AE are high risk areas. A and AE are areas with a 1% annual chance of flooding determined by approximate methodologies and detailed methods respectively.

Wetlands

There are three (3) types of wetlands found throughout the City: emergent, scrub-shrub, and forested.

The *Emergent Wetland* class is characterized by erect, rooted, herbaceous hydrophytes, excluding moss and lichens (an organism consisting of fungus and green algae living in association). This vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Emergent Wetlands are known by many names including marsh, meadow, fen prairie pothole, and slough.

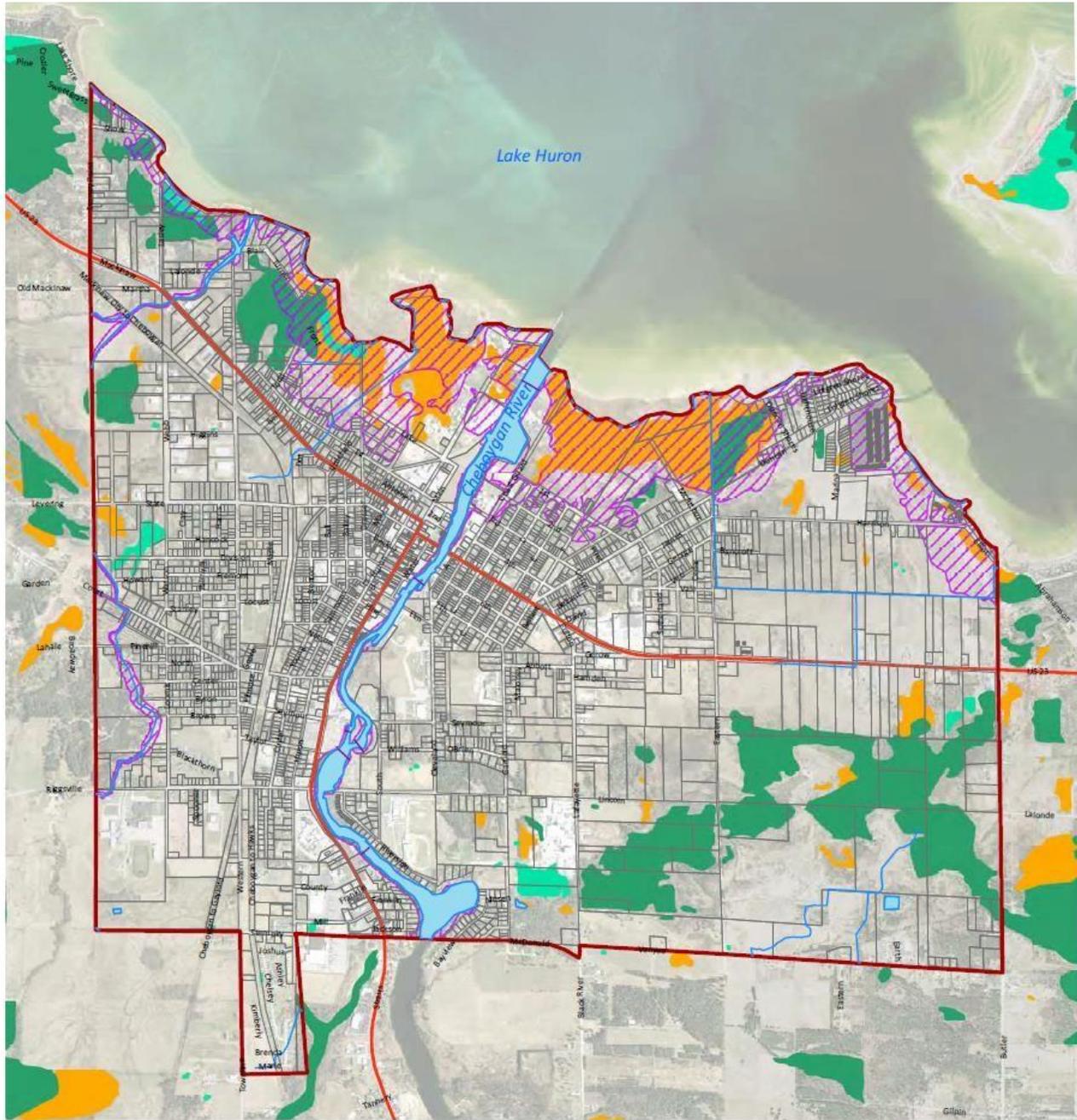
The *Scrub-Shrub Wetland* includes areas dominated by woody vegetation less than twenty (20) feet tall. The species include true shrubs, young trees, and trees or shrubs that are small or stunted because of environmental conditions. Scrub-Shrub Wetlands may represent a successional stage leading to Forested Wetland or they may be relatively stable communities. They occur only in the Estuarine and Palustrine Systems, but are one of the most widespread classes in the United States.

The *Forested Wetland* class is characterized by woody vegetation that is twenty (20) feet or taller. Forested Wetlands are most common in the Eastern United States and in those sections of the west where moisture is relatively abundant particularly along rivers and in the mountains. They occur only in Estuarine and Palustrine Systems and normally possess an overstory of trees, an understory of young trees or shrubs, and an herbaceous layer.

WOODLANDS

Woodlands are defined as low-density forest with an open canopy allowing plenty of sunlight and limited shade. Woodlands may support an understory of shrubs and herbaceous plants, including grasses. Many of the City's existing woodlands exist in association with wetlands that remained intact because those land areas held little agricultural or development value.

Map 8. – Natural Resource Map



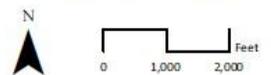
FLD_ZONE

-  A
-  AE

-  Emergent Wetland
-  Scrub-Shrub Wetland
-  Forested Wetland

WATER RESOURCES & FLOODPLAINS

City of Cheboygan



Source: Michigan Geographic Library

February 2013
Carlisle / Wortman Associates, Inc. 

COMMUNITY FACILITIES

GOVERNMENT FACILITIES

City of Cheboygan residents are represented by an elected seven member council and a City Manager hired by the elected officials. The City of Cheboygan administrative offices are located at 403 North Huron Street. The City website (cheboygan.org) presents valuable information such as City Council meeting minutes, the City Newsletter, as well as schedules of City meetings.

WASHINGTON PARK AND CHEBOYGAN OPERA HOUSE

Both Washington Park and Cheboygan Opera House are vital cultural asset and regional entertainment venues. The Opera House, originally constructed in 1877, is managed by the Cheboygan Area Arts Council, with the support of the Michigan Council for Arts and Cultural Affairs. The Opera House provides various performance including concerts, plays, and operas. The Opera House also provides various art and dance classes. Washington Park was recently improved thanks to a grant from the Michigan Economic Development Corporation (MEDC) and matching funds from the Cheboygan DDA.

POLICE + FIRE SERVICES

The City's Public Safety Department includes both Police and Fire Services available to City residents and businesses. The Public Safety Department includes a Director of Public Safety, seven (7) sworn police officers, and twenty (20) fire personnel.

WATER DEPARTMENT

The City of Cheboygan Water Department maintains approximately 49 miles of distribution piping, four (4) production wells and one (1) 500,000-gallon water storage tower. The average daily production is approximately 910,000 gallons of water servicing approximately 2,021 residential and commercial customers. Water is also provided to several customers outside of the City limits, per established intergovernmental agreements.

The City's water is supplied via groundwater which is disinfected with chlorine to ensure that no harmful bacteria are present in the distribution system. A

blended phosphate solution (80% polyphosphate and 20% orthophosphate) is added to control taste, color, and odor that are a result of the dissolved minerals usually found in groundwater.

WASTEWATER DEPARTMENT

The City of Cheboygan Wastewater Department maintains approximately 40 miles of collection system piping, six (6) lift stations and the wastewater treatment facility. It provides service to approximately 2,073 residential and commercial accounts treating an average of two million gallons per day (2.0 MGD). The wastewater treatment plant is rated for an average of 2.5 MGD, with a peak flow capacity of 5.0 MGD during wet weather conditions. During heavy rain events, a 1.3 million gallon flow equalization basin stores excess flow until it can be treated when flows return to normal.

The City of Cheboygan also treats sewage from a small portion of Inverness Township, and has a contract to maintain their collection system and four (4) main lift stations.

In 1978, the treatment facility was expanded to provide secondary treatment using Rotating Biological Contractors (RBC's). RBC's are large disks closely spaced along a rotating shaft that is partly submerged in the wastewater. These disks provide surface for the micro-organisms to grow. As they grow, these organisms are later removed from the treated water and disinfected with chlorine, leaving the water clean enough to meet the stringent limitations of the City's National Pollution Discharge Elimination System (NPDES) permit.

The facility is equipped with a full laboratory and staff for monitoring the discharge quality. The water discharged from the facility is sent to the Cheboygan River approximately one-half (1/2) mile from the mouth of the river, where it flows into Lake Huron.

DOWNTOWN DEVELOPMENT AUTHORITY

The Cheboygan Downtown Development Authority (DDA) consists of the Mayor and eleven (11) board members, was formed in 1986 with the purpose to improve the functional quality, as well as, the aesthetics of Cheboygan's Downtown while preserving its character. The DDA is funded through the

capture of tax dollars that would otherwise be designated to the County, City, Senior Center and the Ambulance Service.

Past DDA projects include renovation and parking improvements throughout the downtown area and providing property improvement incentives. DDA project highlights include:

- Streetscape Improvements

- Downtown Enhancement

- Vibrant Small Cities Initiative

- Improvements to Washington Park

- Construction of Festival Square

- Ottawa Park Landscaping

- Downtown Events

- Building Façade Improvement Grant Program

INDUSTRIAL PARK

The Cheboygan Industrial Park, located northwest of Western Avenue and W. State Street, includes water, sewer, and high voltage power. Additional land within the Park is available for development.

CHEBOYGAN'S PORT

The Port of Cheboygan exists as a non-profit agency, and is not financially tied to the City or the County. The port has access to all of the Great Lakes, the St. Lawrence Seaway and the rest of the world. The port is classified under all four (4) functions designated by the Michigan Port Collaborative: cargo port, ferry port, commercial port, and recreational port.

Cheboygan's port is located near the tip of Northern Michigan's Lower Peninsula at the north end of Lake Huron and fifteen (15) miles from the Mackinac Bridge. The port's harbor is the Cheboygan River with an average depth of twenty-three (23) feet in the channel and at the cargo piers.

The port is home to the United States Coast Guard Cutter Mackinaw, two (2) marine contractors: Durocher Marine, a division of Kokosing Construction, and Ryba Marine. The port is also home to a U.S. Oil gas terminal and Walstrom Marine, which provides multiple marine services. A ferry boat service is provided out of the Port by Plaunt Transportation to Bois Blanc Island.

SCHOOLS

The City is served by the Cheboygan Area School District, which consists of two (2) elementary schools, a Mediumdle school, a high school, and an alternative high school. In addition, the city is served by the private schools of Bishop Baraga Catholic School and Cheboygan Cornerstone Christian School. In addition, North Central Michigan College, a regional community college, has a satellite campus within the City limits.

HISTORIC RESOURCES

There are six (6) existing properties in the City of Cheboygan which are listed as Registered State Historic Landmarks:

- Cheboygan Bascule Bridge (US-23 and State Street)
- Cheboygan County Jail and Sheriff's Residence: Historical society of Cheboygan County Museum (Huron at Court Street)
- Cheboygan Opera House (Northwest corner of Huron and Backus Street)
- Newton-Allaire House (337 Dresser Street)
- Post, Jacob J., House (528 South Huron)
- Saint Mary's Catholic Church (120 North D Street)

LIBRARY

The Cheboygan Area Public Library is located at 100 S. Bailey Street. The library provides many community oriented programs and events for residents of all ages. Their website allows residents to access research, inter-library loan, genealogy, card catalog, and renewal information from home as well.

PARKS, OPEN SPACE AND RECREATION

The City maintains over 12 parks and/or recreation facilities.

Park Type	Name	Location	Size (approximate)	Facilities
Neighborhood and Incidental Park	James Felix Merchant Neighborhood Park	Eastern Avenue	1 acre	Baseball field, picnic facilities, and playground
	Galbraith Park	Fourth and North "F" Street	0.8 acres	Playground
	Kiwanis Park	Mackinaw Avenue	2.8 acres	Picnic pavilion, fenced play area, and playground
	Water Street Park	Water Street	2.1 acres	Boat mooring, restrooms, and public access for fishing.
Large Urban Parks	Joseph Doyle Recreation Area	N. Huron Street	5.3 acres	Bathing beach, picnic facilities, fishing pier, Cheboygan Crib Lighthouse, Project Playland (playground facilities), restrooms, observation boardwalk, Captain Gordon Hall soccer fields, Cheboygan County Marina, boat launch, and fish cleaning station
	Major City Park	Cleveland Avenue	20 acres	City of Cheboygan Recreation Center, Ice Rink/Pavilion, Little League baseball and softball fields, boat launch, fishing piers, parking area, and outdoor skate park
Special Parks Facilities	Use and Washington Park	Main Street	NA	Office of Cheboygan Area Chamber of Commerce, gazebo staging facility, picnic tables, children's play area, boat mooring, and private and public restrooms
	Cheboygan Opera House	Huron Street	582 seats	Venue for art and cultural events
	City of Cheboygan Recreation Center	Cleveland Avenue	NA	Gymnasium, game room, locker rooms, weight lifting, and general meeting room space
	Ralph G. Cantile Ice Rink/Pavilion	Cleveland Street	NA	Regulation hockey arena including bleacher seating, skate rental, skate sharpening, food vending, and locker rooms
	Ottawa Park	W. State Street and N. Main Street	0.2 acres	Public art, Pavilion, Benches
	Cheboygan Trail Head	S. Western Avenue and W. Seymour Street	NA	Cheboygan Trail Head, Parking, Benches, Restrooms
	County Marina Boat Launch	N. Huron Street	NA	Fish Cleaning Station

The City Recreation Department consists of a Recreation Director, one full-time, and two part-time staff members, who are responsible for general park maintenance, maintenance of the City of Cheboygan's Recreation Center and other facilities. The area is located near the trailheads for the North Central State Trail and the Cheboygan to Alpena Trail, which is a former railroad line that has been converted to pedestrian and snowmobile use. The City adopted a Recreation Plan in 2012. In addition there are numerous biking facilities within the City and the region including the North Central State Trail. The 62-mile North Central State Trail connects Gaylord to Mackinaw City. In 2007, the City adopted a Multi-Use Trail System Master Plan. See map on next page.

Map 9. – 2007 Multi-Use Trail System Master Plan

