



**City of Boyne City**  
Founded 1856

319 N. Lake Street

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## AGENDA

### BOYNE CITY PLANNING COMMISSION

Monday, November 18, 2013, 5:00 p.m.

Boyne City Hall



Scan QR code or go to  
[www.cityofboyne.com](http://www.cityofboyne.com)  
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agenda packets & minutes for each board

1. Call to Order
2. Roll Call - Excused Absences
3. Consent Agenda

*The purpose of the consent agenda is to expedite business by grouping non-controversial items together to be acted upon by one Commission motion without discussion. Any member of the Commission, staff, or the public may ask that any item(s) on the consent agenda be removed to be addressed immediately following action on the remaining consent agenda items. Such requests will be respected.*

Approval of minutes from October 21, 2013 Boyne City Planning Commission meeting.

4. Hearing Citizens Present (*Non-Agenda Items*)
5. Reports of Officers, Boards, Standing Committees
  - A. Trail Town Update
6. Unfinished Business
7. New Business
  - A. Review Infrastructure and Facilities Section of Master Plan
  - B. Approve 2014 meeting calendar
8. Staff Report
9. Good of the Order
10. Adjournment – Next Meeting, December 16, 2013

*Individuals with disabilities requiring auxiliary aids or services in order to participate in municipal meetings may contact Boyne City Hall for assistance: Cindy Grice, City Clerk/Treasurer, 319 North Lake Street, Boyne City, MI 49712; phone (231) 582-0334*

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**Hometown Feel, Small Town Appeal**

**Meeting of  
October 21, 2013**

Record of the proceedings of the Boyne City Planning Commission meeting held at Boyne City Hall, 319 North Lake Street, on Monday, October 21, 2013 at 5:00 pm.

**Call to Order**

Chair MacKenzie called the meeting to order at 5:01 p.m.

**Roll Call**

Present: Chris Frasz, Jim Kozlowski, Jane MacKenzie, Lori Meeder, Tom Neidhamer, Aaron Place, and Joe St. Dennis  
Absent: George Ellwanger  
Vacancy: One

**Meeting Attendance**

City Officials/Staff: Planning Director Scott McPherson, Assistant Planner Annie Doyle and Recording Secretary Pat Haver  
Public Present: Thirteen

**Consent Agenda**

**\*\*MOTION**

**2013-10-21-03**

**Kozlowski moved, Place seconded, PASSED UNANIMOUSLY**, a motion to approve the consent agenda. Approval of the September 16, 2013 Planning Commission minutes as presented.

**Comments on**

**Non-Agenda Items**

None

**Reports of Officers, Boards  
and Standing Committees**

Main Street Manager Hugh Conklin had some information included in the agenda packet for a *Trail Town Presentation* that will be held on November 6<sup>th</sup> at 5:00 pm in the Community Center at the Boyne District Library. With the enthusiasm for the proposed trail systems leading into and out of the city, this could be a step in the right direction for the city to enhance the economic development of the downtown areas. These trails are for motorized, non-motorized, hiking, waterways and any other type of trail you could consider.

**Unfinished Business**

None

**New Business**

**Request for Site Plan  
Amendment for Glen's  
Market**

Planning Director Scott McPherson reviewed the request that was included in the agenda packet. Glen's has requested approval for a site plan amendment to construct a building addition on the west elevation, add a drive through window for the pharmacy on the north wall, and install a 14 ft. x 30 ft. cooler on the northeast corner of the existing market building. There are some issues with the traffic pattern proposed for these areas. Delivery truck traffic uses the back of the building for deliveries, and then head to the north of the building and out the parking lot area. With the cooler on the NE corner, it gives them approximately 22 ft. to maneuver around the cooler. If there becomes a problem, there is plenty of additional property to use. Traffic flow has potential conflicts as the pharmacy window customers would be pulling directly out into the current parking and driving lanes. A drive through window is a use by right in the General Commercial District (GCD), and would not have as many trips per day that fast food or financial establishments would have.

**Meeder** - Will they loose parking?

**McPherson** - The provided plans did not indicate a loss of any parking spaces. Existing maneuvering lanes would be used for the traffic flow. The back of the building is signed as delivery traffic only, and I would recommend leaving it that way.

**Kozlowski** – Would there be a stop sign pulling away from the pharmacy window to the main lot, due to a blind corner?

**McPherson** – I have had discussions with JML Design about possibly making this one way, which may be a solution to avoiding potential conflicts.

**Nancy Roseman from JML Design Group** – Have had discussion with Martin Schoop from Spartan Stores about making this one way, they have concerns about this also.

**Place** – With one way, would you change the angle of parking to give people an additional clue that it is one way?

**Roseman** – We would make that known with appropriate stripping, and possible signage. The store will be doing interior renovations also. The only addition to the building will be the cooler. The outdoor walkway between the main entrance and the north end of the store will be enclosed. Overall square footage of the store would not change, just the cooler addition. The pharmacy is currently and will only be accessed from inside the building, except for the proposed drive through window.

The board had concerns about the placement of a white colored cooler, placed up against a white building, and asked about safety guards on the corners, and the narrowness of this area for cars to pull into the pharmacy queue lane, and the delivery trucks pulling away at the NE corner of the building where the new cooler is proposed. They were informed by Roseman that guards would be in place, and they would be working on the flow of traffic with stripping and signage. Frasz expressed concerns about additional noise with the new compressor on the cooler and was informed the new compressor would be tied into the existing system, so no additional noise would be heard. A major concern was the blind spot as you pull away from the pharmacy window and asked about placement of a stop sign.

**Tracy Donaldson** – This parking area at the north end is used for employee parking, and is filled quite early in the mornings.

**Neidhamer** – Where is the specific design? We don't have a problem with what is proposed, but from the engineering standpoint, the details are a little lax. You are not showing exact traffic patterns between the delivery trucks, pulling up to the pharmacy window, and parking.

**Roseman** – We are here to get suggestions and directions from the Commission. We have spoken with Mr. McPherson to get an idea of what is required, and have offered this proposal.

Questions were asked about the change in the façade'. Roseman indicated that the gable would be repainted, new brick work would match the existing bricks, the new west sided window will have some sort of tint on it to obscure the reverse vending area, the existing pharmacy sign would change, and a new Family Fare sign would be installed. Frasz asked about the possibility of a second gable feature near the north end to break up the expanse, and was informed that an additional one would not be placed, as they are trying to direct people to the store main entrance with the existing gable. The handicapped ramps may be configured; however, the covered pickup areas would remain.

With no further board discussion, **motion by Place, seconded by Meeder**, to approve the Glen's Market final site plan amendment with the following conditions:

**\*\*MOTION**

- Work with staff for final approval of traffic pattern and directions, including one way at the pharmacy lane,
- Placement of a stop sign at the exit of the pharmacy lane,
- Change the parking at the north end to angle parking,
- Use stripping and signage for directional traffic flow patterns,
- Make sure there is adequate maneuvering for car and truck traffic at the NE corner of the building,

- With the new cooler installation, make sure there is no increase in noise from the new compressor.
- Place security barrier/guards on the corner of the new cooler.

**2013-10-21-7A**

**Roll Call:**

Aye: Frasz, Kozlowski, MacKenzie, Meeder, Neidhamer, Place and St. Dennis

Nay: None

Absent: Ellwanger

Vacancy: One

***Motion Carries***

**Request for Site Plan  
Amendment for Lexamar**

Planning Director Scott McPherson reviewed the application that was included in the agenda packet. Lexamar is proposing to build a 38 ft. x 58 ft. addition on the north end of the building. It will be similar construction and height as the rest of the existing building. It will be used for central material handling for plastic pellet deliveries to reduce internal forklift traffic, as it is located right next to the silo. It does meet all of the ordinance standards; however, the outdoor storage is an ongoing issue. This degree of current storage was never approved. The city has had contact with Lexamar representatives in the past about this issue. In 2011, they approached the board about the clean up of this area. The city has spoken several times with representatives from the State's Michigan Economic Developers Association (MEDA) office who holds the certification of the city's business park, as a result of this outdoor storage issue, the city could possibly lose their certification, so this needs to be addressed. A preliminary plan has been submitted as to how they plan to address the outdoor storage however, staff would like to see significant additional detail for species, plantings, and spacing. Their proposed plan shows landscape screening on the north side of property, with a 50 foot gap for a utility easement, and the main storage on the east side of the property. The existing amount of materials located currently in the outdoor storage area needs to be reduced. They have proposed to have the landscape installed by July 2014, meeting the state's requirements for 8 ft. tall trees within 3 years, staff would like to see some additional staggered row of trees incorporated along with the existing trees.

**Kozlowski** – What is the maximum amount of storage they can have according to the state?

**McPherson** – No specific amount, the State looks at screening of outdoor storage.

**Kelly Bellant** – When we met with the State and Michael Cain, there was no requirement for the amount of stuff stored; they do not prefer it, however, they do understand it. A lot of stuff moves in and out, customer owned equipment from GM, Chrysler and Ford, so we can not just throw it away. We have moved 11 semis out so far; one per day last week, we will continue to do that this week and next week until we are finished.

**Meeder** – Has concerns about the promised deadline from Lexamar of July 1, 2014. Isn't that the deadline from MEDA? I would like to see it moved up by 30 days. I don't like the language.

**Bellant** – The state did not give a deadline, just to have the plan from us and to have that plan completed by July 1<sup>st</sup>.

**Kozlowski** – Will this be done all at once, or in stages?

**Bellant** – Will do the East field first and foremost, tree plantings and to organize the field. 2<sup>nd</sup> will be the north line along the road that was not a request or asked by the state, we are going to throw tree plantings in there for the city; because we are aware the airport is there and it does bring people into town. The west side of the plant, we will do what we can.

**St. Dennis** – Will you maintain and water what you plant so they don't die?

**Bellant** – We have no plans of watering in the east field; will ask Jim Habasco to possibly take care of.

**Kozlowski** – Will you maintain the trees? If one dies, will you replace it?

**McPherson** – You can make that a condition of approval. There are standards in the ordinance that landscape must be maintained. This is a discretionary decision by the Planning Commission, as outside storage must be approved by the commission. They gave you a general idea, I think you need to see a more specific one.

**Neidhamer** – What species? **Bellant** – Conifers, no specific tree picked out at this time. We may transport some from the fields.

**McPherson** – Would like to see 2 staggered rows of trees that are planted 20 feet apart, and the rows 10 feet apart in the east field. The ordinance does have a minimum and maximum of evergreen trees planted.

**Neidhamer** – I would support moving forward with the site plan amendment with the staggered 2 row of trees, alternating patterns, trees planted 20 feet apart with the rows planted 10 feet apart. We will certainly welcome the trees out front.

Our intent is to protect the integrity and status of the business park, not to make you go broke planting trees.

**McPherson** – If you can save existing areas of trees they could be incorporated into the plan.

**Bellant** – Our current business plan out to 2018 does not have additional racks, but to refurbish what we currently have. We are always looking out in the storage yard to see what we can use. We now have over 500 employees. New expectation is to hire an additional 42 employees over the next year, with most of them coming from hiring our current temporary employees, and then to bring on more temporary employees. Our business plan is to keep costs low, and not to give the employees a false sense of security, so we made a promise to hire at the rate of 2 people from our temp pool each month, which has gone up to 5 as of this month.

**St. Dennis** – Scott you would like to see an updated plan on paper for the files? Yes

**Dan Anderson** – The current plan shows the trees planted 15 ft on center; so we will change them to two rows, staggered planted 20 feet apart, with 10 ft between the rows.

**MacKenzie** – Landscape plan to be submitted to staff within 30 days. Now to the addition.

**Anderson** – The addition will be used for central material handling of pallets of pellets to be stored near the silo. We will also move equipment from different parts of the plant to one central area.

**Kozlowski** – No issues with noise or smell?

**Anderson** – There will not be any of that going on there.

With no further board discussion, **motion by Meeder, seconded by Place**, to approve the Lexamar site plan amendment to construct a 38 ft. x 58 ft. addition as presented and to recommend a final landscape plan be submitted to staff for approval, within 30 days with 2 staggered rows of trees to be planted 20 feet apart in an alternating pattern, with the rows planted 10 feet apart, to be implemented by June 1, 2014.

**\*\*MOTION**

**2013-10-21-7B**

**Roll Call:**

Aye: Frasz, Kozlowski, MacKenzie, Meeder, Neidhamer, Place and St. Dennis

Nay: None

Absent: Ellwanger

Vacancy: One

**Motion Carries**

**Request for approval of canopy sign for the Grain Train**

Planning Director Scott McPherson reviewed the application that was included in the agenda packet. The installation of a canopy sign that will be placed over the windows of the proposed storefront at 126 Water St. The proposed size of the canopy is approximately 22 feet, with the maximum allowed for this frontage at 50 feet. A material sample in a red color was supplied. A canopy is an allowed use in the downtown district. There is no minimum clearance in height for a canopy. Commission had questions about the red color submitted.

**Carol Kleinert: Traverse Bay Canvas** - Grain Train is the one who picked out the red color. The canopy will be permanently mounted on the building with an aluminum 1/8" frame. It is approximately 36" in height, with a 36" extension going out away from the building. It will not be internally lit; will use the existing goose neck lights that are already on the building.

**Frasz** - Possibly the Main Street Design committee could look at the color and make a recommendation for historic compatible colors with the rest of the downtown.

**McPherson** - That is a legitimate concern, and within the parameters of the ordinance.

**Kleinert** - The canopy is the design and color scheme given to us to produce from the Grain Train.

With no further board discussion, **motion by Meeder, seconded by Frasz**, to approve the size and style of the proposed Grain Train canopy, and refer the color scheme to the Main Street Design Committee for compatibility of the established historical features of the core downtown.

**\*\*MOTION**

**2013-10-21-7C**

**Roll Call:**

Aye: Frasz, Kozlowski, MacKenzie, Meeder, Neidhamer, Place and St. Dennis

Nay: None

Absent: Ellwanger

Vacancy: One

***Motion Carries***

**Staff Report**

- MDEQ will be holding a public hearing on the Kirtland Products Emissions permit November 13, 2013 at 6 pm for public presentation, and then 7pm public comment. This is not a city public hearing; they are just holding it here.
- Staff attended the MAP conference that was recently held. Topics of Placemaking and Form Based Codes were discussed. It was a very good conference.

**Good of the Order**

- Jim Kozlowski will not be available for the November meeting.

The next meeting of the Boyne City Planning Commission is scheduled for November 18, 2013 at 5:00 pm in the Auditorium.

**Adjournment**

**\*\*MOTION**

**2013-10-21-10**

**St. Dennis moved, Kozlowski seconded, PASSED UNANIMOUSLY** a motion to adjourn the October 21, 2013 meeting at 6:35 p.m.

Jane MacKenzie, Chair

Pat Haver, Recording Secretary

## INFRASTRUCTURE AND FACILITIES

### Streets and Sidewalks

#### *Streets*

Boyer City residents are in close proximity to US-131 and M-32, both of which provide direct access to Interstate 75. Classified as a state arterial, US-131 was originally constructed to provide access to lakeshore communities and continues to serve that function today. M-75 which is a State trunkline loops through the City and connects to US -131 at Boyne Falls and 7 miles to the north at Walloon. Locally, the connections between Boyne City and the neighboring communities of East Jordan, Boyne Falls and Boyne City are generally adequate. The vehicular circulation within Boyne City is relatively easy and convenient; however north/south traffic through the city is somewhat restricted as traffic is forced to cross the Boyne River on bridges located on Lake, East or Park Street. This limitation does lead to some traffic congestion in the downtown particularly during festivals and events or street closures. To help ease congestion and limit the nuisance of heavy truck traffic through the downtown the City has a designated and enforced a truck route that diverts through truck traffic around the core downtown.

Within the City there are approximately a total 41 miles of roadway and maintained alleys. With the exception of M-75 the City Street department is responsible for maintaining all the developed public streets in the City. The City does have an agreement with the Charlevoix County Road Commission to plow a few city streets that connect directly to the County road system. As shown on **Figure 1** a total of 36.33 miles of City streets have been certified as of July 31, 2013 on the Act 51 mileage certification maps. This classification includes 12.77 miles designated as major street and 23.56 are designated minor. Fall Park road, Boyne City-Charlevoix Road and Wildwood Harbor Road connect to county primary roadways and Anderson Street and Marshall road west of Anderson are the only county local roads within the corporate limits. Act 51 creates the Michigan Transportation Fund (MTF) which is the main collection and distribution fund for state generated transportation revenue. The City as a Local Road Agency receives funding based on a distribution formula for all roads certified on the Act 51 certification. The certification map is reviewed and approved annually by the Michigan Department of Transportation.

For the past several years the City has collected road rating data as part of the street asset management program which focuses on maintaining existing infrastructure. The program prioritizes and directs investments towards maintenance improvements that are intended to maximize investment by proactively maintaining roads in order to extend the life of the pavement and reduce future repair and improvement costs. **Figure 2** shows an area of current passer ratings. The timing of maintenance projects is critical as once pavement begins to degrade it tends to deteriorate rapidly for all paved roads in the City. Each year City staff inspects all paved streets in the City and assigns a rating of 1-10 for each road or segment of road. A rating of 10 designates a newly paved road and a rating of 1 would designate a road that has completely failed. The rating is based on observations of the condition of the road surface using the Pavement Surface Evaluation and Rating (PASER) system.

While the emphasis of the City is on maintaining existing assets, the City does reconstruct roads on a regular basis. As part of the City's goal to improve its street system, the construction of curbs and gutters is included as part of these capital improvement projects whenever feasible. Road reconstruction projects also usually involve the installation, extension or replacement of underground infrastructure which significantly adds to the cost of the project.

Figure 1

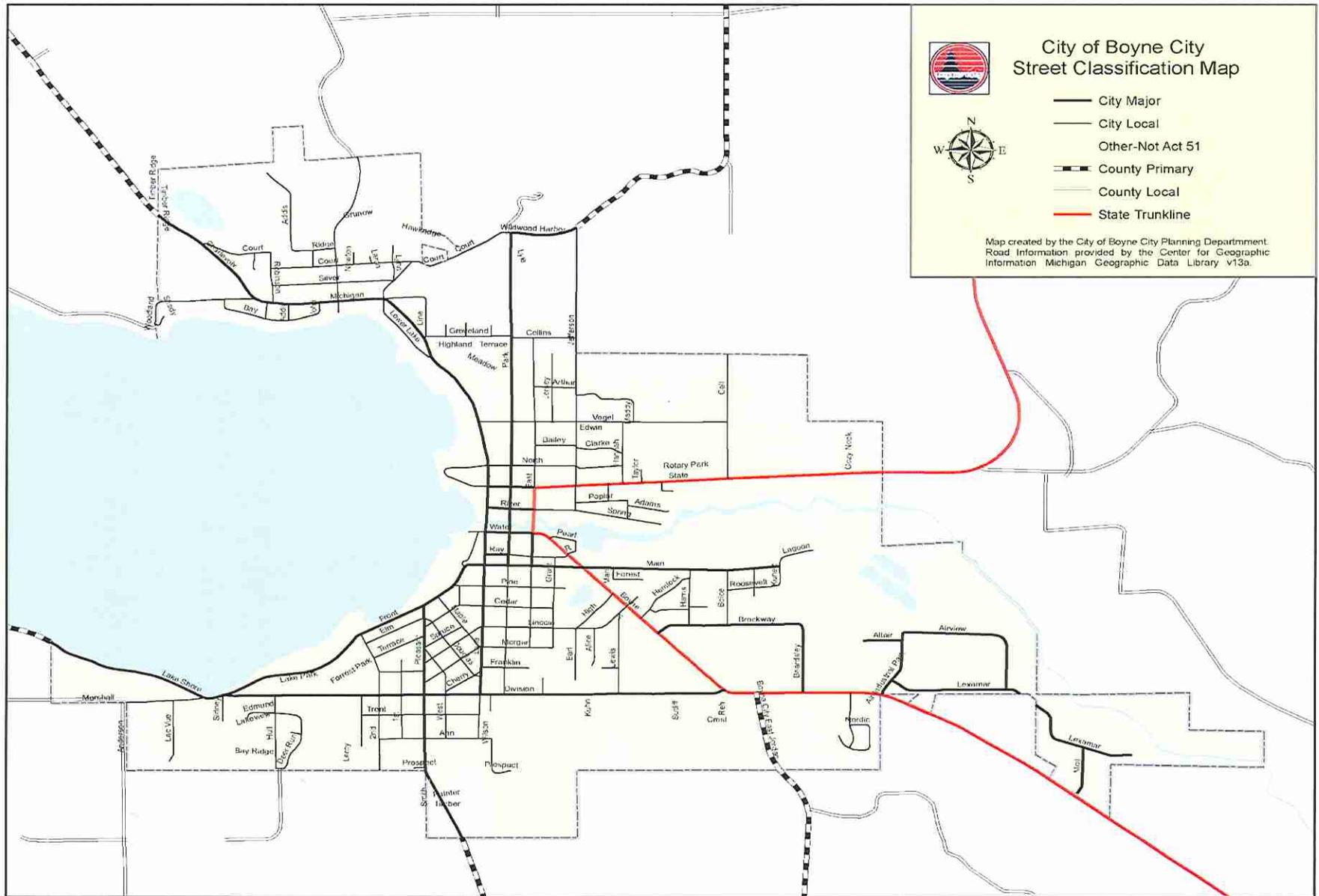
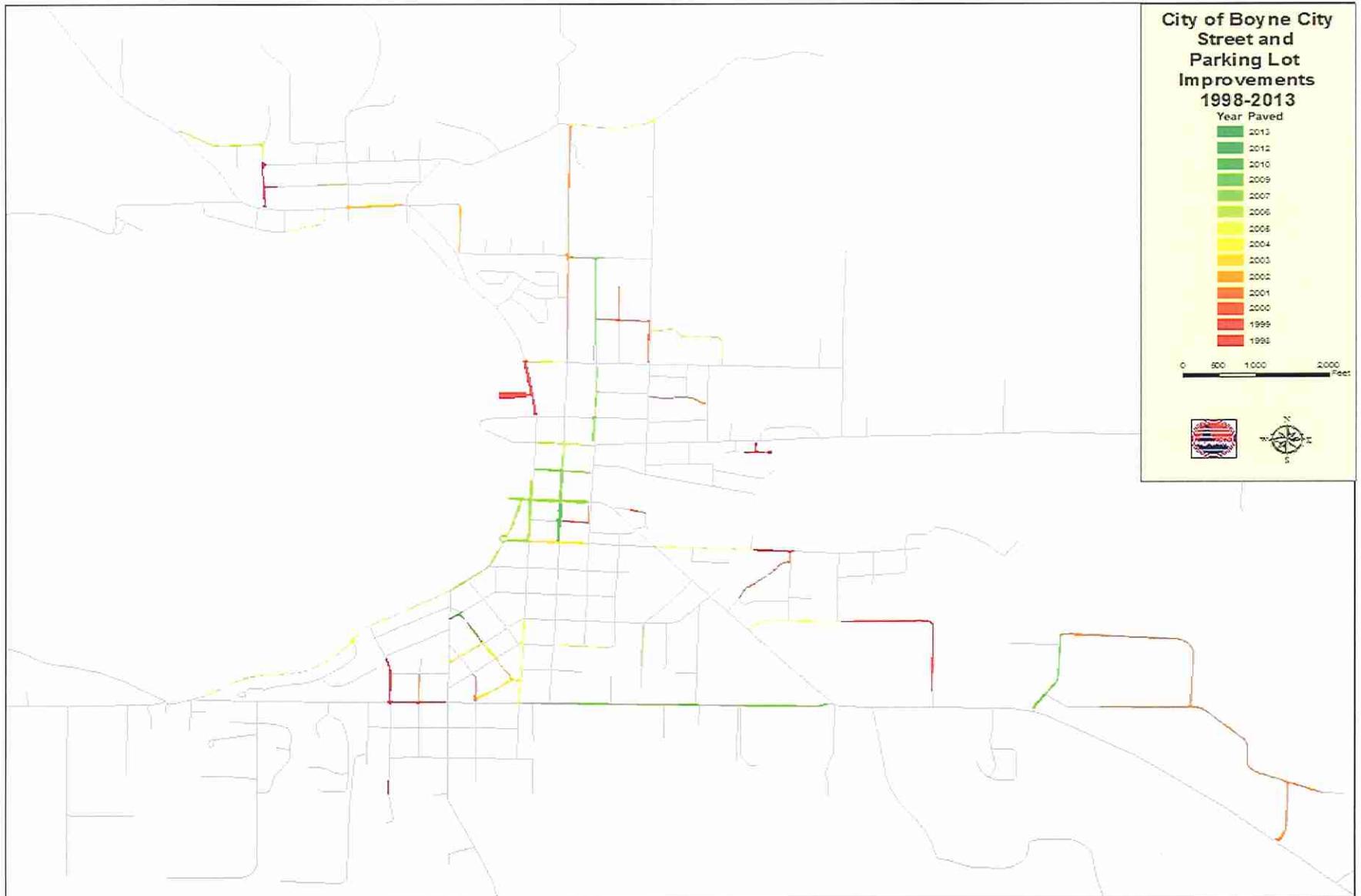




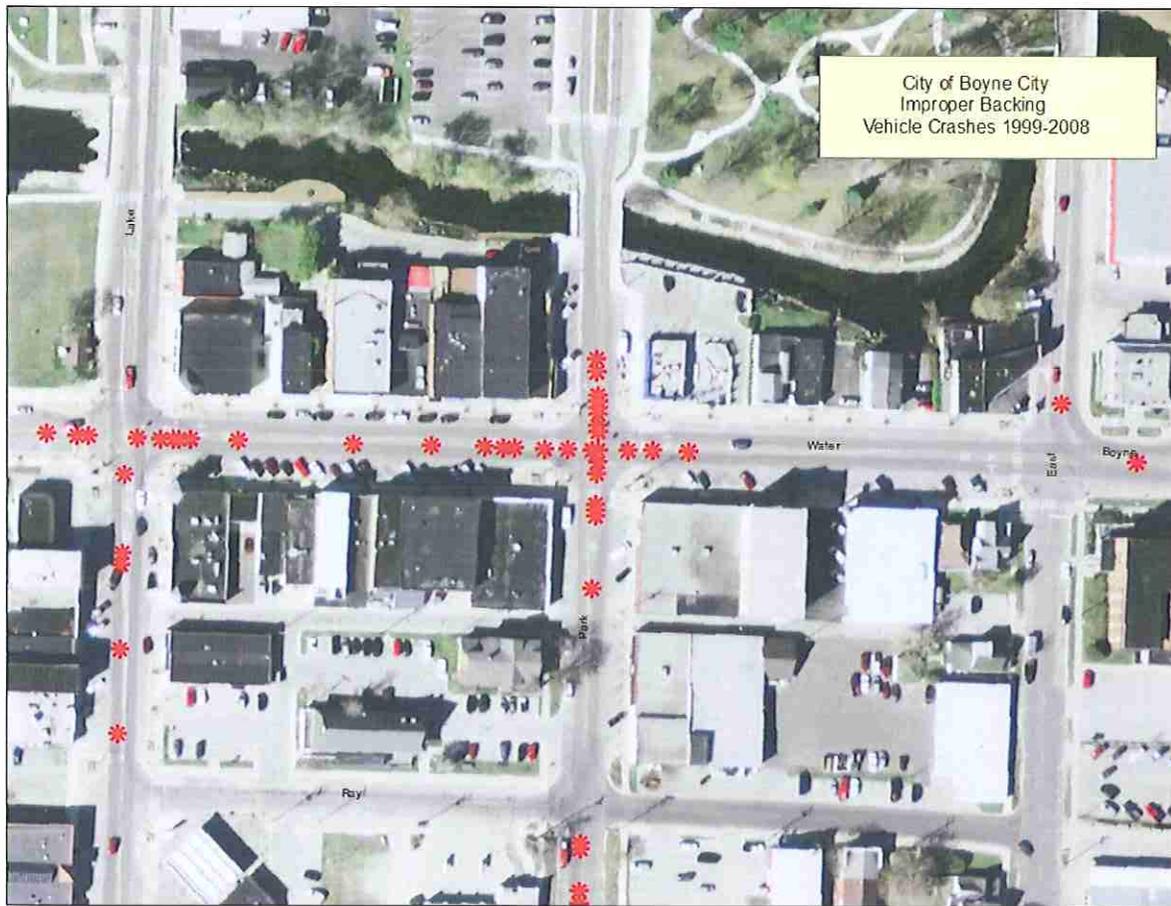
Figure 3



*Accidents*

According to the City of Boyne City crash data there were 965 on-street accidents reported within the City from 1999 through 2008. During this period the highest number of vehicle accidents happened in December with 106 accidents (11.0%) occurring during the month and the least amount were in April with 38 (3.9%). Not surprisingly it does appear winter weather plays a roll in the number of accidents that occur in the City. The crash data shows that 4 of the 5 highest monthly accident totals occur in months of November through February accounting for almost 40% of the total accidents over the 10 year period. The next highest accident totals occur in July and August with 94 (9.7%) and 86 (8.9%) accidents respectively.

The crash data shows that the highest incidence of accidents occur in the downtown area at or near the Water Street intersections of Lake, Park and East with 20% of the reported accidents occurring in this area. The most common cause of accidents in this area was attributed to backing movements of people entering or leaving parking spaces.



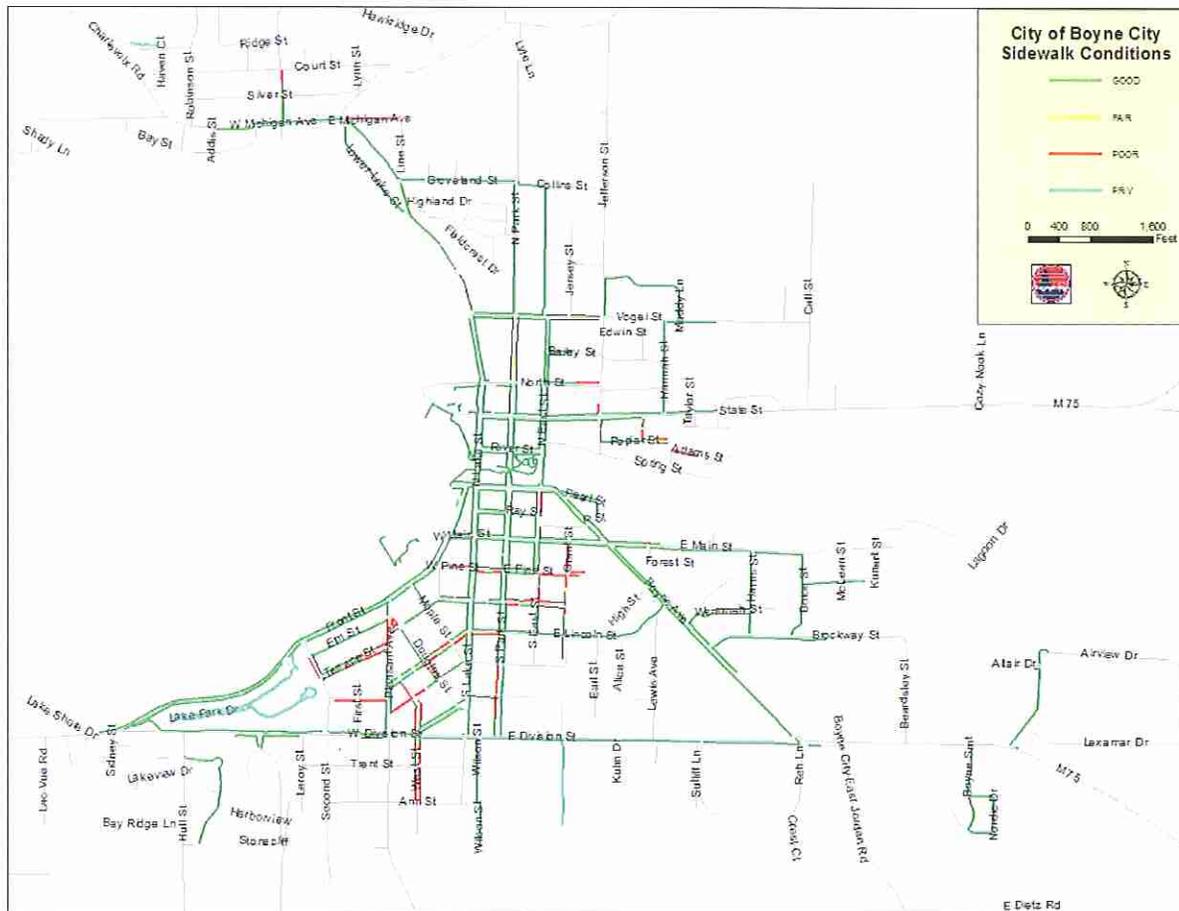
The crash data shows that there have been 12 vehicle accidents involving pedestrians or bicyclist from 1999-2008. The majority of these accidents occurred at intersections in the downtown area with the intersections of Water and East and Water and Park each having two accidents. The data also shows that in the case of accidents that could be attributed to a hazardous action the accidents were equally divided between the vehicle drivers and pedestrians or bicyclist. Four of the accidents were caused by the hazardous actions of the vehicle operator and four with the vehicle accidents caused by pedestrian or bicyclist. Failure to yield was the most common cause of an accident for each group.

Car deer accidents are relatively common with a total 151 accidents accounting for 16% of all vehicle accidents from 1999-2008. While car deer accidents can happen throughout the City there are several areas where deer frequently roam and have become more common locations for car deer accidents. These crossing areas are located on M-75 near Rotary Park, on Boyne Avenue near High Street and on Division Street near the cemetery.

*Sidewalks*

The City has over 25 miles of concrete sidewalks that provide a good pedestrian connection throughout the City. While pedestrians can safely and easily walk to most locations in the City there are gaps in the system and City is proactive in the development of sidewalks and continues to add to the system each year. In addition to the concrete sidewalks there is also 2.5 miles of paved non-motorized trails that run along Division and Front streets that provide additional routes for pedestrians and bicycles. In 2007 the City completed an inventory and assessment of the condition of all sidewalks in the City. The evaluation of the sidewalks was based on the condition of the concrete and the sidewalks were rated as good, fair or poor. This assessment showed that 79% of the sidewalks in the City were rated as in good, 8% were rated as fair and 13% were rated as poor. **Figure 4** shows the location and condition of all the sidewalks in the City.

Figure 4



## Water and Sewer Infrastructure

### *Sanitary Sewer*

Wastewater treatment services have been provided by Boyne City since 1954. Anchored by a 10 million dollar treatment plant constructed in 2004, the sanitary sewer system services roughly two-thirds of the City's developed properties and a small portion of neighboring townships (see Map 10). The collection system consists of approximately 22 miles of gravity sewers, which vary from four inches to 20 inches in diameter, and seven miles of two-inch, four-inch, and six-inch diameter force mains (**Figure 5**). Approximately 500,000 gallons of wastewater are transported through these lines to the treatment plant per day. The treatment plant has a design capacity of 1,000,000 gallons per day. Present forecasts indicate that the treatment plant should be adequate to meet the community's needs through , assuming new development (especially industry) does not have excessively high discharge volumes.

The treatment plant consists of aerated lagoons for primary and secondary treatment, including chemical addition to remove phosphorus. The lagoons have a total capacity of 59.3 million gallons and are located between the airport and the Boyne River. The lagoon effluent is then transported to the treatment plant located on Front Street for secondary settling, filtration, chlorination, secondary aeration, dechlorination, and discharge to Lake Charlevoix. Water quality tests are performed on the effluent discharged to the lake a minimum of five days per week. These tests have indicated that the effluent water quality is cleaner than the lake water.

The collection system has been the focus of construction projects over the past several years. Severe infiltration and inflow problems in the system have been addressed, and the ability to serve new areas is again possible. Over 50 percent of the existing sanitary sewers in the City have been replaced in the past 12 years. This ongoing program replaces the most deteriorated mains and is coordinated with the water and/or street replacement programs.

Whenever possible, new buildings are connected to the sanitary system. However, in areas not serviced by sanitary sewers, private septic systems are used. Most of these private systems, when properly built, have worked successfully. However, care must be taken to ensure that these systems continue to function properly and do not contaminate the community's various water resources.

Both the wastewater and water systems are enterprise funds. Monies to operate and maintain these systems are generated through user fees. These fees include sewer and water billings, fees for services (i.e., laboratory analyses and trucked-in wastewater fees), and access (i.e., tap-in) fees. No general tax money is used to operate and maintain these systems.

### *Storm sewer*

The stormwater collection system has been systematically separated from the sanitary sewer system. The previous "combined" system, which linked stormwater collection directly to sanitary sewer lines, put a huge demand on the sanitary sewer system during heavy rain events. Additionally, the cost to process the relatively clean stormwater was very high.

The system today consists of pipes varying from six inches to 36 inches in diameter **Figure 6**, and open ditches to carry stormwater to the lake, river, or other discharge sites.

Whenever possible, manhole sumps, check-dams, and retention/detention basins are put in place to trap sand and debris prior to allowing the stormwater to enter the lake or river. In steep areas of the City where the stormwater system (i.e., pipes or ditches) are not available,

Figure 5

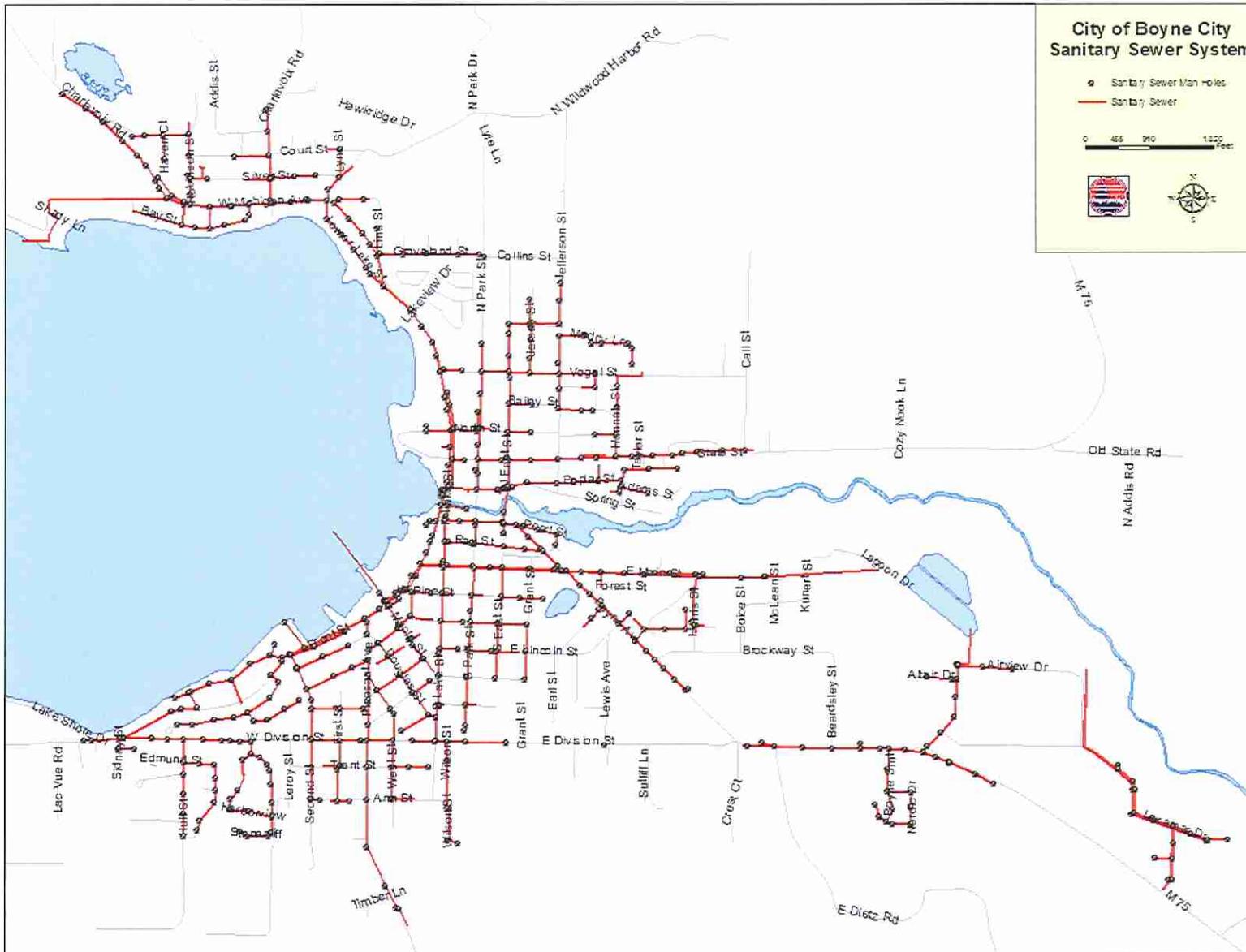


Figure 6

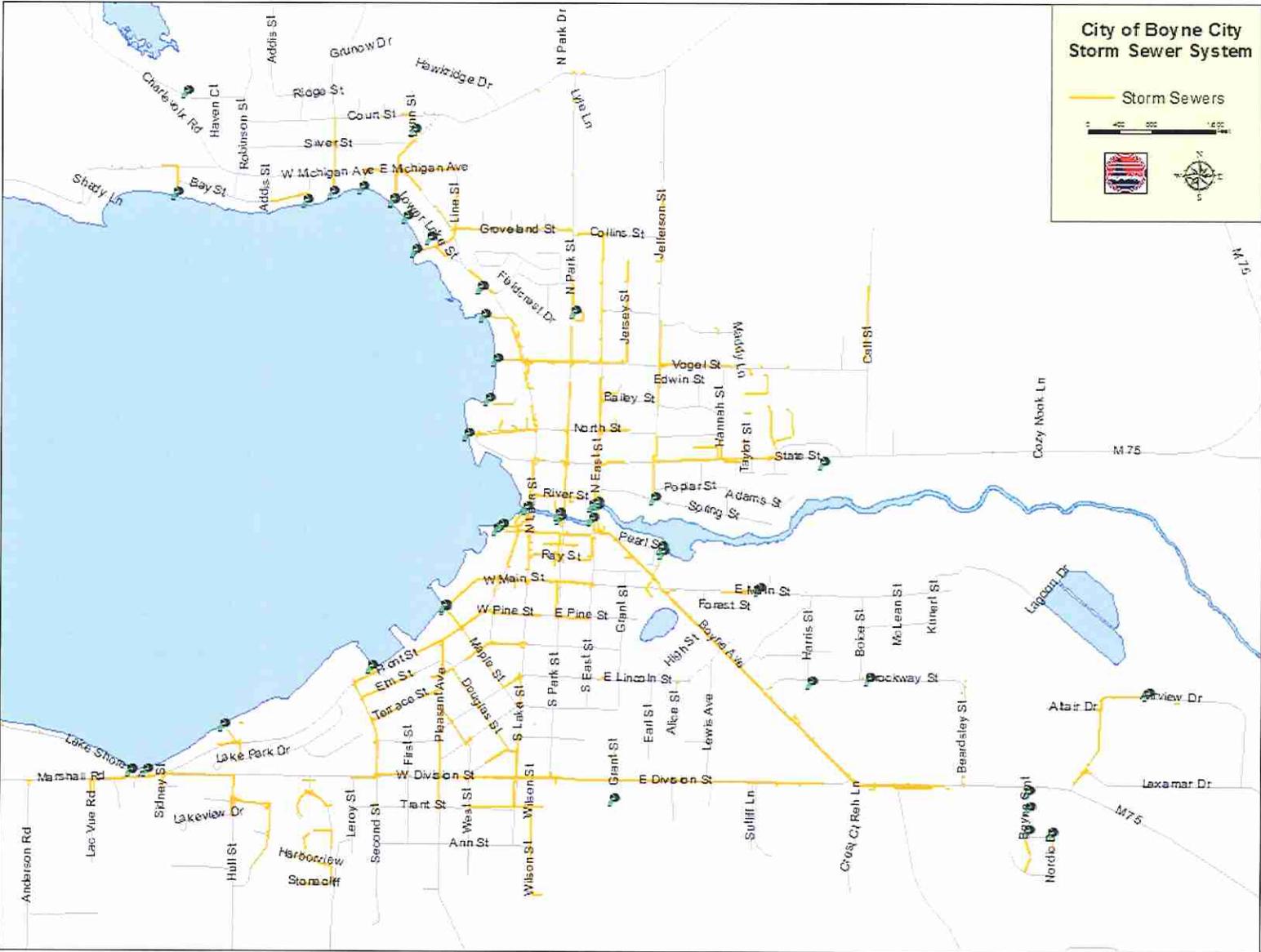
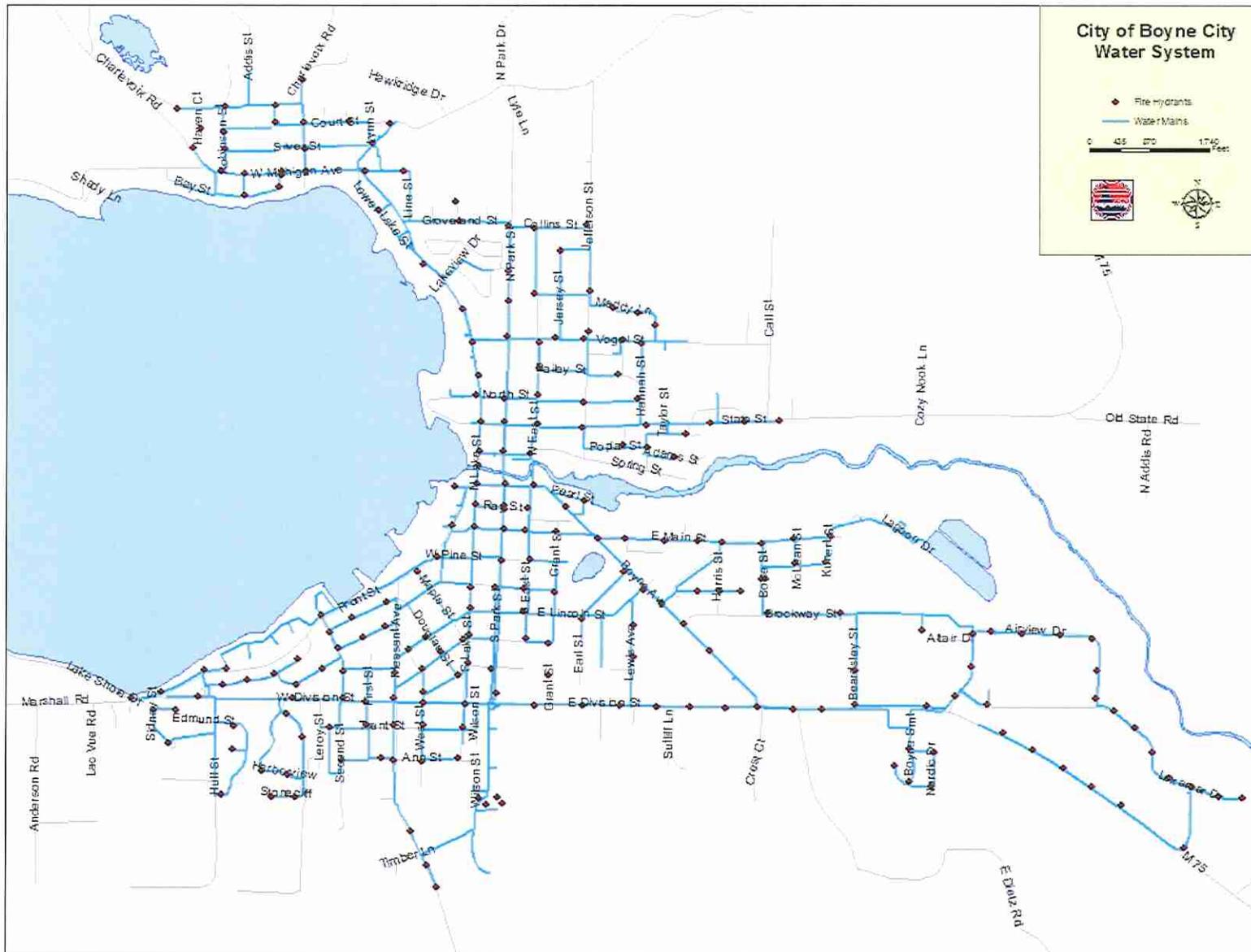


Figure 7

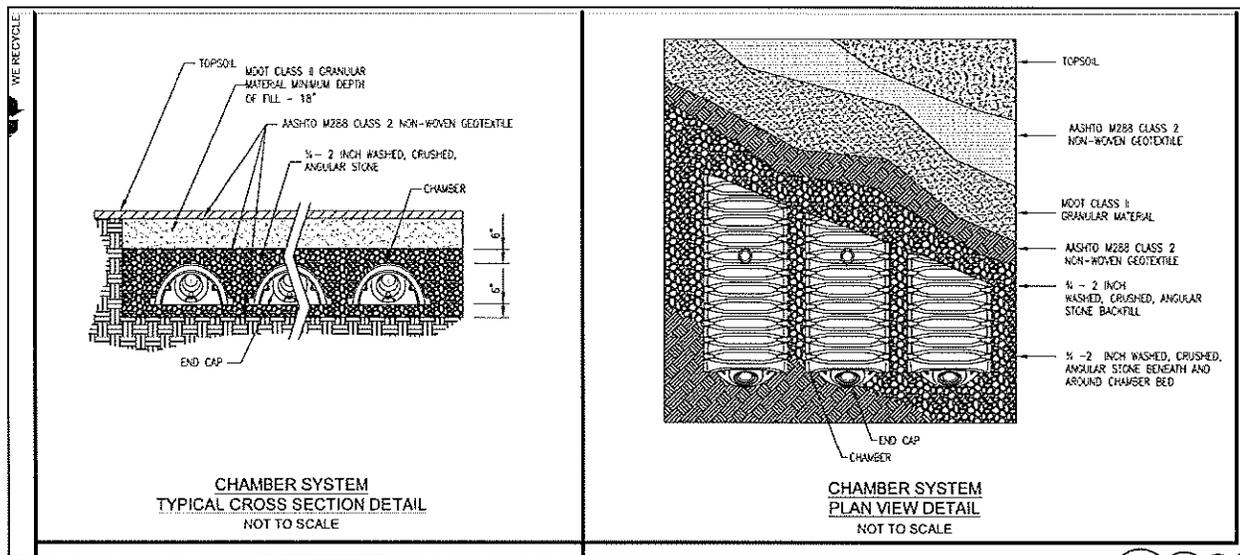


Storm water is collected along the curb of the roadway and channeled to the stormwater system or to an appropriate area for disposal.

New developments are encouraged to construct "on-site stormwater disposal" whenever possible. Retention ponds designed to contain and hold normal rainfall events are preferred. These ponds allow the stormwater to slowly soak into the soils after the rain event has subsided. Only during unusually heavy rainfall (or snow melt) would these ponds overflow to the stormwater system. Given the practical impact of increased runoff created by new construction, the City should require that such stormwater be retained or detained on-site.

The City has taken a proactive approach to the treatment of storm water and continues to make improvement to the storm water system. One example is the Storm water treatment system installed in Sunset park in 2009 (Figure 8). This system collects and treat storm water collected from nearly \$80,000 has been earmarked for storm drainage projects relative to street infrastructure improvements within the City's six-year Capital Improvement Plan (fiscal years ending 1996 through 2001).

Figure 8



*Water*

Boyer City's public water system consists of four production wells and 23 miles of distribution mains. As shown on Map 12, most of the developed areas in the City are served by the water system.

The four production wells (three on the south side of Boyer City near Avalanche Preserve and one on the north side near the City limits) have a combined pumping capacity of 2,250 gallons per minute. Constant pressure is maintained by a 100,000 gallon in-ground reservoir located two-thirds of the way up Avalanche hill, and a new 500,000 gallon reservoir is being constructed near the north well site. These reservoirs will store enough water to serve the City's needs for one full day under normal conditions.

The water distribution system consists of pipes (varying from two inches to 12 inches in diameter), valves, and over 200 fire hydrants. This system has also been the focus of construction projects for the past several years. Approximately 65 percent of the old water mains and services have been replaced over the past 12 years.

As with the sanitary sewer replacement program, this ongoing program (which replaces the most deteriorated water mains) is coordinated with the sewer and/or street replacement programs. A few areas of low pressure or low volume are also being addressed in the replacement program. Most of these problems are caused by small diameter mains or location in the higher elevations of the service area.

The pumping capacity and the improved distribution system allow new development to be added to the water system. As with the wastewater treatment plant, forecasts indicate that the water system should meet the community needs through 2015, assuming new development (primarily industry) does not place abnormal volume demands on the system.

Whenever possible, new buildings are connected to the water system. However, residents living in areas not serviced by the water system must rely on private wells for drinking water. Adequate water quality and volume for these wells make this a viable alternative.

## **Facilities**

### *Boyne City Marina*

The Boyne City marina is a 42 slip municipal marina located in downtown Boyne City near the mouth of the Boyne River. The marina provides seasonal and transient slips from 20' to 60' with electricity, water and portable pump-out. The staffed marina office is located adjacent to Veterans Park and offers a restroom, showers, free WiFi, a boat launch, courtesy bicycles and a courtesy vehicle. Temporary mooring is available at the shoppers dock for boaters that desire to spend a few hours in town. From its location on the east end of Lake Charlevoix there is direct access to Lake Michigan 15 miles away.

The City has had numerous discussions regarding the future of the marina over the years and since 2003 the City has prepared and completed several plans and studies for the potential future expansion of the marina. In 2007 a formal joint marina permit application was submitted to the Michigan Department of Environmental Quality (DEQ) and US Army Corp of Engineers (USACE) for approval. In reviewing the application the DEQ listed several items of concern with the submitted application. While some of the items were relatively minor, the area of most concern was the amount of public trust waters and public navigation impairment. As sufficient changes could not be made to the permit application the application was formally denied in 2009 by the DEQ. The USACE never took action on the application after the denial from the DEQ.

After the denial the City exercised its rights to appeal the denial and through the appeal process the City met with representatives from the DEQ and these discussions resulted in a revised plan. With the downturn in the economy and limited funding availability, the City developed a plan that could be built in phases. The proposed phases were reflected in the in the 2010 Marina Plan.

In 2012 the City submitted the 2010 plan for review by the DEQ and the USACE. Because of the low water levels, the DEQ indicated the plan would not be valid without dredging. As dredging was not a part of the original 2007 permit application a new permit application needed to be submitted. In order to not jeopardize the funding for the project the City opted to amend the application on file to address the current project and submit a new application using for the 2013 Plan as shown in **Figure 9**.



*Boyne City Airport*

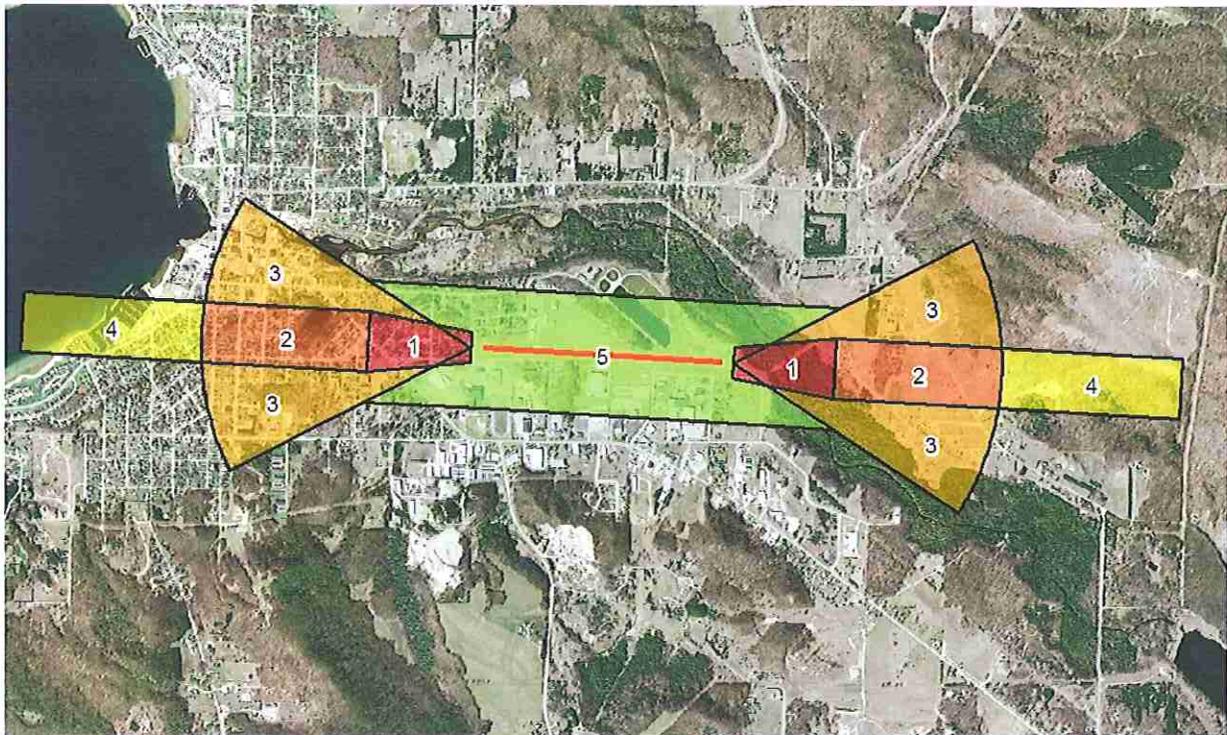
Boyne City Airport is one of three public airports in the County. The other two are located in East Jordan and the City of Charlevoix. A fourth privately owned airport is operated by the Boyne Mountain Ski Lodge, located just ten minutes east of Boyne City by car.

The Boyne City Municipal Airport is located one mile east of downtown Boyne City off and is adjacent to the Air Industrial Park. It is an unattended facility with a 4,000-foot hard surface runway that has an annual use of approximately 5,500 flights. There are currently 33 hangars located at the airport with significant room for future expansion. The unattended terminal building contains a pilots lounge, WiFi, flight planning computer, telephone, and restroom facilities. Fuel is available on a self service basis.

Presently, there are about 12 aircraft based at the airport in Boyne City, a number that is expected to increase to over the next decade. The majority of these planes are owned and operated by private individuals, many of whom own second homes within the Boyne City area. However, the importance of the airport is not solely due to its role for tourists. Its importance to the City is primarily due to increased use by local industries, many of whom are becoming more dependent upon such services.

The Boyne City Airport is a state-regulated facility and is subject to MDOT Airport overlay zoning guidelines. **Figure 10** shows the MDOT airport overlay zoning districts covering the Boyne City Airport and surrounding area. Zones 1 through 5 correspond to the MDOT compatible land use matrix which contains land use guidelines and planning strategies.

Figure 10





Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies  *All aviation uses are acceptable
Zone 2	<p>Population Density</p> <p>Residential vs. Non-Residential Land Use</p> <p>Special Function Land Use</p>	<p>Avoid land uses which concentrate people indoors or outdoors.</p> <p>Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.</p> <p>Prohibit all Special Function Land Uses.</p>	<p>1. 0-5 people/acre.</p> <p>2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).</p> <p>1. Create a height hazard overlay ordinance around the airport.</p> <p>2. Obtain aviation and obstruction easements.</p> <p>3. During site development process, shift all structures away from the runway centerlines if possible.</p> <p>4. Prohibit mobile home parks.</p> <p>5. Landscaping requirements shall establish only low growing vegetation.</p> <p>6. Prohibit high overhead outdoor lighting.</p> <p>7. Require downward shading of lighting to reduce glare.</p> <p>8. Evaluate all possible permitted conditional uses to assure compatible land use.</p> <p>1. Prohibit overhead utilities and all noise sensitive land uses.</p> <p>2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches.</p> <p>3. Limit storage of large quantities of hazardous or flammable material.</p> <p>4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.</p>

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies  *All aviation uses are acceptable
Zone 3	Population Density	Avoid land uses which concentrate people indoors or outdoors.	<ol style="list-style-type: none"> <li>1. &lt; 25 people/acre.</li> <li>2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).</li> </ol>
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	<ol style="list-style-type: none"> <li>1. Create a height hazard overlay ordinance around the airport.</li> <li>2. Obtain aviation and obstruction easements.</li> <li>3. During site development process, shift all structures away from the runway centerlines if possible.</li> <li>4. Prohibit mobile home parks.</li> <li>5. Landscaping requirements shall establish only low growing vegetation.</li> <li>6. Prohibit high overhead outdoor lighting.</li> <li>7. Require downward shading of lighting to reduce glare.</li> <li>8. Evaluate all possible permitted conditional uses to assure compatible land use.</li> </ol>
	Special Function Land Use	Prohibit all Special Function Land Uses.	<ol style="list-style-type: none"> <li>1. Prohibit overhead utilities and all noise sensitive land uses.</li> <li>2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches.</li> <li>3. Limit storage of large quantities of hazardous or flammable material.</li> <li>4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.</li> </ol>

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies  *All aviation uses are acceptable
Zone 4	Population Density	Limit population concentrations.	1. < 40 people/acre in buildings, < 75 persons/acre outside buildings.
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	<ol style="list-style-type: none"> <li>1. Create a height hazard overlay ordinance around the airport.</li> <li>2. Obtain aviation easements.</li> <li>3. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from extended runway centerline.</li> <li>4. Prohibit mobile home parks.</li> <li>5. Require downward shading of lighting to reduce glare.</li> <li>6. Evaluate all possible permitted conditional uses to assure compatible land use.</li> </ol>
	Special Function Land Use	Prohibit all Special Function Land Uses.	<ol style="list-style-type: none"> <li>1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning.</li> <li>2. Prohibit high overhead utilities and all noise sensitive land uses.</li> <li>3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches.</li> <li>4. Limit storage of large quantities of hazardous or flammable material.</li> <li>5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.</li> </ol>

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies  *All aviation uses are acceptable
Zone 5	<p>Population Density</p> <p>Residential vs. Non-Residential Land Use</p> <p>Special Function Land Use</p>	<p>Avoid land uses which concentrate people indoors or outdoors.</p> <p>Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.</p> <p>Prohibit all Special Function Land Uses.</p>	<ol style="list-style-type: none"> <li>1. 0-5 people/acre.</li> <li>2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).</li> </ol> <ol style="list-style-type: none"> <li>1. Airport sponsor should purchase property if possible.</li> <li>2. Create a height hazard overlay ordinance around the airport.</li> <li>3. Obtain aviation and obstruction easements.</li> <li>4. During site development process, shift all structures away from the runway centerlines if possible.</li> <li>5. Landscaping requirements shall establish only low growing vegetation.</li> <li>6. Prohibit high overhead outdoor lighting.</li> <li>7. Require downward shading of lighting to reduce glare.</li> <li>8. Evaluate all possible permitted conditional uses to assure compatible land use.</li> </ol> <ol style="list-style-type: none"> <li>1. Prohibit overhead utilities and all noise sensitive land uses.</li> <li>2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches.</li> <li>3. Limit storage of large quantities of hazardous or flammable material.</li> <li>4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.</li> </ol>

*City Hall*

On the shore of Lake Charlevoix in the downtown of Boyne City, Boyne City City Hall is located on a 6 1/2 acre parcel bounded by Lake Charlevoix on the East, North Street to the south, Lake Street to the West and Honeywell property to the north. The building that now serves as City Hall was originally built in 1937 as the headquarters of the Top-O-Michigan Electric cooperative. While the building has some community significance as an early part of the development of Boyne City, the building itself does not have any particular historical significance. The building has been home to the Boyne City Government for the past 28 years. The building currently houses most of the city governmental functions, the DPW superintendents office, the Police and Planning Departments, the City's Historical Museum and space is leased to the Michigan State University Cooperative Extension Service. The 10,800 square foot building has undergone several major additions and renovations over the years. Because of the multiple additions to the building many of the interior walls are load bearing of heavy masonry construction having once been exterior walls. This has been a significant constraint to the use of the space and the major reason for the current inefficient floor plan layout as the interior load bearing walls and short roof spans are barriers to the reconfiguration of the interior space.

*DPW Garage/Fire Hall*

Also constructed in 1937 for the Top-O-Michigan Electric Cooperative, the DPW Garage/Fire Hall now houses the Street Department garage, Fire Department and storage for the Police Department. The oldest section of this structure is built of triple coursed masonry with a truss framed wood roof system. This part of the structure has been subdivided many times as needs have changed over the years. The north portion of the facility was added in 1960 with additions to the west end of the Fire Hall in the late 1970's. While the newer additions to the building are in generally good condition, the older portion of the building is need of significant remodeling/repair.

*North Boyne*

North Boyne is mostly a vacant parcel of land that is currently the location of the City's leaf and yard waste composting area. The entire site is a relatively large parcel containing approximately 25 acres. The facility is operated by the Street Department and is used by the department for storage of equipment and supplies as well as the composting activities. Approximately two acres is used for yard waste and composting piles and approximately 6 acres is used by the Street Department. The property has a fenced storage yard, a 30 x 40 storage building and 40 x 60 salt barn. The remainder of the property is occupied by the north well fields, a reservoir and wetlands. The main entrance to the property is from Robinson Street which is through platted property. Access is also available off Court Street and Ridge Street.

# Planning Commission

## 2014

JANUARY

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