



City of Boyne City
Founded 1856

319 N. Lake Street

Boyne City, Michigan 49712

www.boynecity.com

Phone 231-582-6597

Fax 231-582-6506

AGENDA

BOYNE CITY PLANNING COMMISSION

Monday, October 21, 2013, 5:00 p.m.

Boyne City Hall



Scan QR code or go to
www.cityofboynecity.com
click on Boards & Commissions for complete
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 September 16, 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. Request for Site Plan Amendment for Glen's Market
 - B. Request for Site Plan Amendment for Lexamar
 - C. Request for Approval of Canopy sign for the Grain Train
8. Staff Report
9. Good of the Order
10. Adjournment – Next Meeting, November 18, 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

An Equal Opportunity Provider and Employer

Hometown Feel, Small Town Appeal

**Meeting of
September 16, 2013**

Record of the proceedings of the Boyne City Planning Commission meeting held at Boyne City Hall, 319 North Lake Street, on Monday, September 16, 2013 at 5:00 pm.

Call to Order

Chair MacKenzie called the meeting to order at 5:02 p.m.

Roll Call

Present: George Ellwanger, Chris Frasz, Jim Kozlowski, Jane MacKenzie, Lori Meeder, Tom Neidhamer, Aaron Place (arrived at 5:15 pm), and Joe St. Dennis
Absent: Gretchen Crum

2013-09-16-02

Neidhamer moved, Kozlowski seconded, PASSED UNANIMOUSLY, a motion to excuse the absence of Frasz from the August meeting and Crum from the September meeting.

Meeting Attendance

City Officials/Staff: Planning Director Scott McPherson, and Recording Secretary Pat Haver
Public Present: None

Consent Agenda

2013-09-16-03

Ellwanger moved, Meeder seconded, PASSED UNANIMOUSLY, a motion to approve the consent agenda. Approval of the August 19, 2013 Planning Commission minutes as presented.

**Comments on
Non-Agenda Items**

None

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

None

Unfinished Business

None

New Business

Marvin Loding Award

Planning Director McPherson discussed the Marvin Loding Award. The City Commission wanted this commission to discuss re-instituting the award. In the past (3) separate categories were looked at: Civic Involvement, Home and Business or Industry. The board felt that it should look at the nominations as relating to planning and zoning with the possibility of looking at green technology and innovations, landscaping, signage along with the other established criteria and not a popularity contest. They agreed that it should be looked at each year, but only give out one award from all three categories. If there are nominations and they do not fall within the guidelines, the board felt that a nominee should not be given the award, just because one needs to be given out each year. They felt the best place for Civic Involvement was to be recognized at the Community picnic. The board felt that the time frame should also be changed. Look at reviewing the applications in August, and present an award, if applicable, in September.

**Review Boyne City
Master Plan Natural
Resources Section**

Planning Director Scott McPherson discussed the draft Natural Resources section for the master plan. It hasn't changed much from the old version. As a part of this chapter's revisions, additional updated maps have been included along with historical climate conditions and watershed levels. Fish and game inventories were asked about. These are usually done at the County level. If there is any

additional information any of you would like added, let Scott know.
The next section to be reviewed will be Land Uses along with Infrastructure (system) facilities.

Staff Report

- Tip of the Mitt Watershed Plan Advisory Committee is hosting a luncheon on September 25th from 11:00 am to 1:30 pm. If anyone is interested in attending, please advise Scott.
 - No plans for the accessory building from the Harborage have been received yet.
 - Devlon was offered a pre-application meeting, and it does not look like they will take advantage of it; so they possibly will just submit a plan directly in the future.
 - The 1 Water Street groundbreaking has occurred. No permits have been issued as of yet, they hope to begin construction this fall. They are looking at the city water and sewer lines that run under the private streets and making sure easements and everything is taken care of prior to construction.
 - With our status for the Re-development Ready Community, they will be looking at our ordinances, so updates for the commission to consider maybe coming.
-

Good of the Order

- Status of Kirtland? City is pursuing legal options.
 - Street tree plantings? The time frame for plantings and removals is slated to go out to bid soon, and should be started in fall, possibly with an October time frame.
-

The next meeting of the Boyne City Planning Commission is scheduled for October 21, 2013 at 5:00 pm in the Auditorium.

Adjournment

****MOTION**

2013-09-16-10

Meeder moved, St. Dennis seconded, PASSED UNANIMOUSLY a motion to adjourn the September 16, 2013 meeting at 5:46 p.m.

Jane MacKenzie, Chair

Pat Haver, Recording Secretary



Date: Oct. 17, 2013

To: Planning Commission

From: Hugh Conklin, program manager

RE: Trail Town Presentation, Nov. 6, 5 p.m. Boyne District Library Community Room

With the pending construction of the Boyne City-Charlevoix bicycle trail and the progress being made on non-motorized trail between Boyne City and Boyne Falls, there is much anticipation about Boyne City becoming a cycling destination. That was the purpose of a meeting held recently with a community planner from LIAA (Innovative Ideas for Sustainable Communities) and a representative of the Northwest Michigan Trails Council who are promoting a concept called Trail Town. After listening to the presentation it was the opinion of those attending that being designated a Trail Town sounded interesting and deserved further investigation.

As a result we have organized a meeting with Harry Burkholder, a community planner with LIAA, who will make a presentation on the concept of Trail Town on Wednesday, Nov. 6, at 5 p.m. at the Boyne District Library Community Room. The meeting is open to the public but we especially want to extend an invitation to members of the planning commission. We have also invited Main Street board members, City Commissioners, and Parks and Rec commissioners.

To acquaint you with the Trail Town concept information from LIAA is included in your packet.

Trail Towns

What is a Trail Town?

A *Trail Town* is a community in which local officials have used their trail system as the focal point of a tourism-centered strategy for economic development and local revitalization. The Trail Town concept was originally developed by the Allegheny Trail Alliance, a coalition of seven trail organizations along the Great Allegheny Passage, a 150-mile multi-use trail running through Pennsylvania and Maryland. Many communities in Michigan are now working to develop their own local Trail Town Program. The basic Trail Town concept is simple: **ensure that communities along the trail are better able to maximize the economic potential of trail-based tourism.**



The local Trail Town effort can be centered around any type of trail (e.g., non-motorized, snow-mobile, equestrian and kayak). While the Trail Town concept is primarily geared toward cities and towns, the concept is very much applicable in rural areas that have at least one small center of commercial activity. Most Trail towns are not isolated communities - they are linked together by the trail, creating a regional destination for residents, trail users and tourists.

How Does a Community Establish a Trail Town?

While there are a number of different ways in which local communities can organize around an effort to create a Trail Town Program, the most common approach has been to use the “Four Point Approach” developed by the National Main Street Center of the National Trust for Historic Preservation.

1. **Organization.** Establish consensus and cooperation by building partnerships among various groups that have a stake in the local trail system and the downtown.
2. **Promotion.** Sells the image and promise of a Trail Town to all prospects.
3. **Design.** Gets the Trail Town into top physical shape to create a safe and appealing environment.
4. **Economic Restructuring.** Helping existing businesses expand and recruit new businesses to respond to current trail activities and market forces.

What are the Benefits of Becoming a Trail Town?

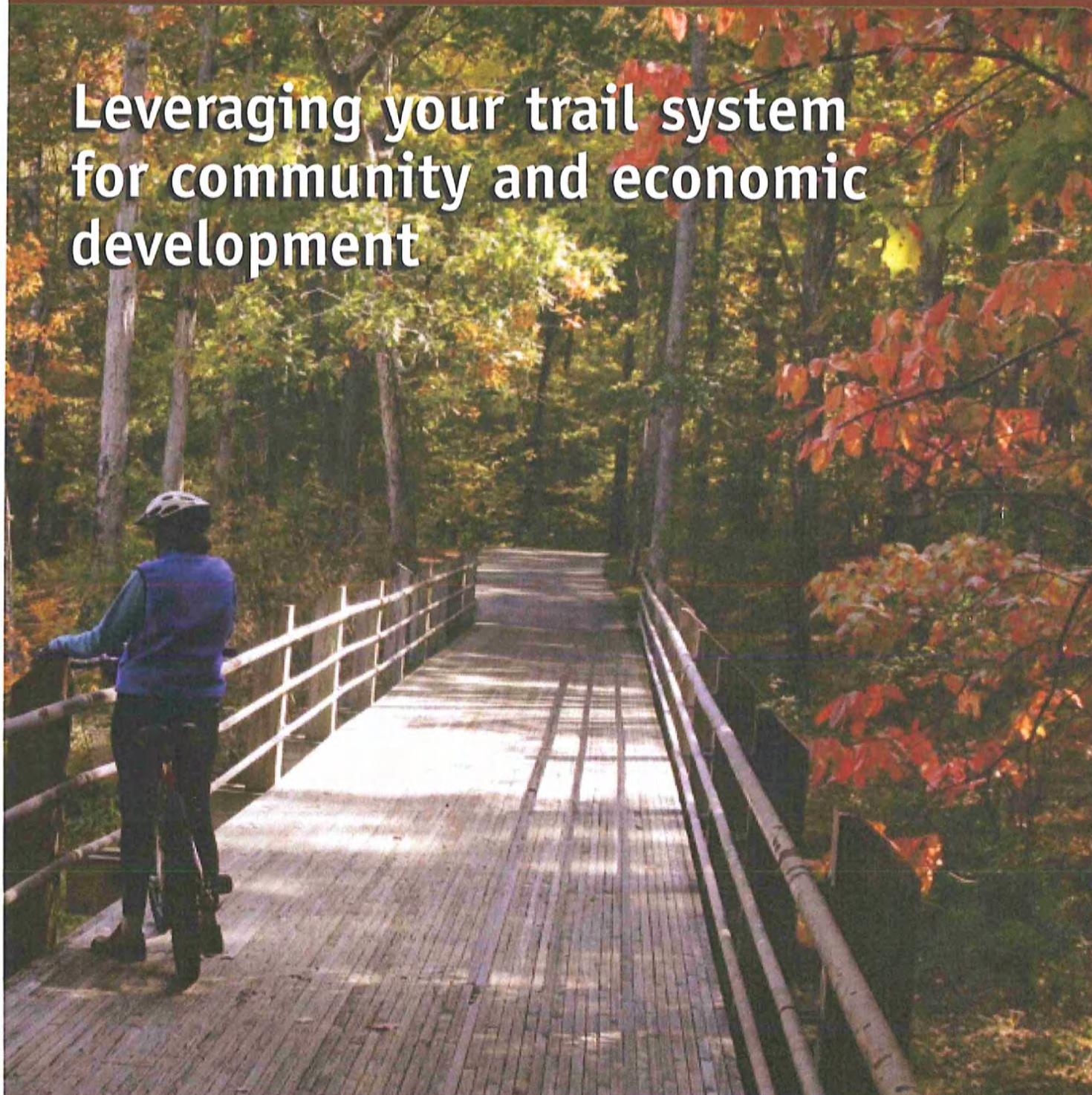
Over the last several years, as the full economic potential of linking trails, recreation, tourism and business development has become better known, the Trail Town concept has caught on. According to an article from the Rails-to-Trails Conservancy, “communities around the country are increasingly utilizing the ‘Trail town’ model of economic revitalization that places trails as the centerpiece of a tourism-centered strategy for small town revitalization.” In fact, studies from neighboring states like Wisconsin have shown that bicycle tourism supports more than \$900 million in tourism and residential spending each year.

For more information about the up-coming Trail Towns planning effort and how to participate, please contact:

Lori Eschenburg, Planner I.
St. Clair Metropolitan Planning Commission
(ph) 810-989-6950
(email) LEschenburg@stclaircounty.org

michigan township news

Leveraging your trail system for community and economic development



what's inside

**Unions, tax increases
among issues on a
packed November ballot**
page 12

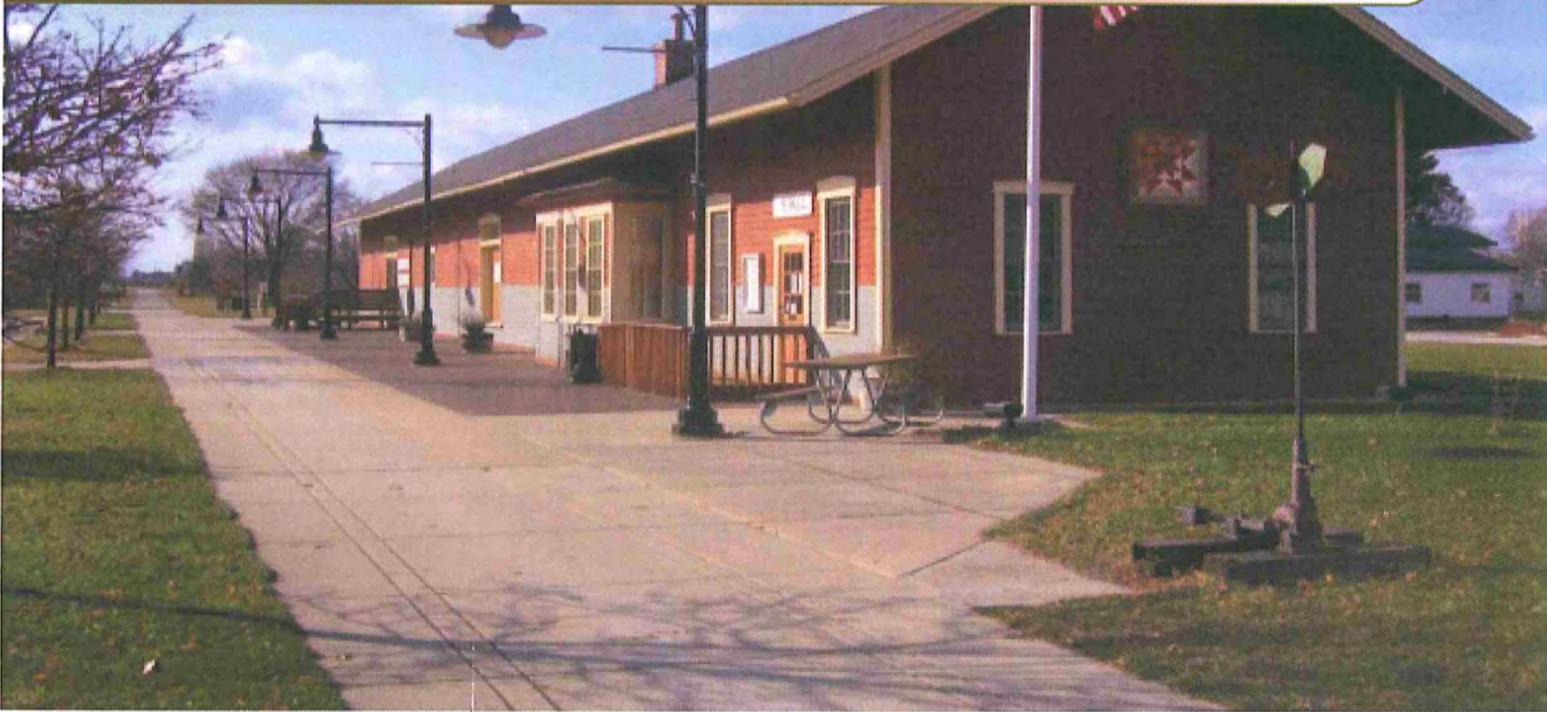
**U.P. Summit
sets new heights**
page 26

**Engaging youth
in local government**
page 28



September 2012

Cover Story



Trail Towns-hip:

Leveraging your existing trail system for community and economic development

Trails were once considered to be undesirable and unnecessary infrastructure in communities. People worried that trails would bring crime and unwanted people into their neighborhoods. Oh, how wrong we were! Trails have proven to be sought-after amenities for most communities. Trails not only increase nearby property values, they contribute to sense of place and offer new economic development potential. In addition, long, multi-jurisdictional trail systems can provide an unforeseen economic boost to an entire region.

'TRAIL TOWNS'

The "Trail Town" concept was developed by the Allegheny Trail Alliance, a coalition of seven trail organizations along the Great Allegheny Passage, a 150-mile multi-use trail running through Pennsylvania and Maryland. The basic Trail Town concept is simple: ensure that communities along the trail are better able to maximize the economic potential of trail-based tourism.

While the Trail Town concept is primarily geared toward cities and large urban centers, we believe the concept is very much applicable in townships. Even if it's just a small handful of shops, restaurants and a gas station, many townships have at least one center of commercial activity. Furthermore, many of the over 2,000 miles of trails in Michigan travel directly through townships.

Over the last several years, as the full economic potential of linking trails, recreation, tourism and business development has become better known, the Trail Town concept has caught on. According to an article¹ from the Rails-to-Trail Conservancy, "Communities around the country are increasingly utilizing the 'Trail Town' model of economic revitalization that places trails as the centerpiece of a tourism-centered strategy for small town revitalization."

Trying to determine how trails affect the local economy is no easy task. A quick Internet search reveals a clearinghouse of national, regional and local economic impact studies related to trails. A recent statewide study² in Wisconsin found that bicycle recreation supports more than \$924 million in tourism and resident spending each year, of which nearly \$533 million

is direct impact occurring annually, such as travel, equipment sales and restaurant expenditures. Closer to home, a 2008 study³ by the Land Policy Institute at Michigan State University found that properties in Oakland County within a half-mile of bike paths have increased in value by as much as 6.3 percent.

There are a number of different ways in which local communities can organize around community efforts to establish a successful Trail Town program. For the last five years, the Allegheny Trail Alliance has applied the “Four Point” or “Main Street Approach” developed by the National Main Street Center of the National Trust for Historic Preservation. The Main Street Approach offers a complete outline for downtown revitalization and has been implemented in more than 1,200 communities across the United States.

THE FOUR-POINT APPROACH

Organization. Organization establishes consensus and cooperation by building partnerships among the various groups that have a stake in trails and the downtown or commercial district. By getting everyone working toward the same goal through volunteer recruitments, collaboration and an organizational structure consisting of a board and committees, your program can provide effective ongoing management and advocacy for your Trail Town program.

Promotion. Promotion sells the image and promise of a Trail Town to all prospects. Promotions communicate your community’s unique characteristics and trail resources to local customers, investors, entrepreneurs, property owners, residents and visitors.

Design. Design means getting a Trail Town into top physical shape, creating both a safe and appealing environment. Creating an inviting atmosphere through attractive window displays, professional signage, well-maintained sidewalks, accessible parking areas, appropriate street lights and inviting landscaping conveys a visual message about what a Trail Town is and what it has to offer.

Economic restructuring. Economic restructuring is carried out to strengthen your community’s existing economic assets while diversifying its economic base. By helping existing businesses expand and by recruiting new businesses to respond to current market forces, a Trail Town program can help to convert unused space into productive property and increase the competitiveness of business enterprises.

GETTING STARTED

The first step in organizing such a Trail Town effort is to assess the economic development resources and organizational capacity of your community. Chances are, you have a handful of local or regional agencies and non-profit organizations—for example, a downtown development authority, chamber of commerce or business association—already implementing economic development programs throughout the community or area. The staff of these organizations can often provide technical expertise, resources and assistance in getting ►



‘Helping to strengthen our sense of place’

In the Upper Peninsula’s Marquette County, the Iron Ore Heritage Trail (IOHT) forms a 48-mile, multi-use, year-round trail that connects communities and people to the region’s historic sites and human stories. Stretching from **Republic Township** to **Chocoday Charter Township**, this surfaced and signed transportation/recreational corridor provides access to a wide variety of recreational amenities.

Marquette Charter Township (Marquette Co.) was an initiating jurisdiction in the formation of the trail system, and hosts the formally designated Trailhead #9, which serves as an access point to adjacent commercial, residential and recreational areas. Other informal access points are served by additional trail networks. The township is also working to link its 2.7-mile portion of the IOHT to two other major trail networks in the area, the North Country Trail and Noquemanon Trail Network.

“Marquette Charter Township is widely recognized for the trail networks within our boundaries that help make our township such a great place to live, work, play and visit,” said township manager **Randy Girard**. “Our trails provide, arguably, the best and most challenging mountain biking in the U.S.”

The township’s efforts to promote these features of their community have paid off—literally. “Our focus on community amenities has been instrumental to our continued growth over the last 10 years, leading to 22 new major developments that Marquette Township staff has proudly added to our regional economy,” Girard said, noting that these developments have created 1,945 new jobs, and helped increase the township contribution to the total regional tax base by over \$123 million.

According to **Jason McCarthy**, township planner and zoning administrator, the IOHT has afforded local municipalities the opportunity to work together on a collaborative vision that has helped to strengthen their sense of place. “Walkers, runners, hikers, nature/wildlife observers, bicyclists, and skiers can enjoy this captured piece of history,” said McCarthy. “Classrooms can visit different areas to learn of the local industry while gaining an understanding of the natural and cultural history. Existing events and future activities will be hosted on the trail, providing regional tourism growth.

“These benefits combine for a win-win project that assists our area in the promotion of economic development, a healthy lifestyle, and a sense of pride and place.”



A trail portal—where the user exits the trail to visit a nearby central business district—should be a welcoming point, where landscaping and wayfinding clearly directs trail users into the district.

a local Trail Town initiative started. The local economic development organization may even be willing to direct all or a portion of the Trail Town initiative.

If your community does not already have a local economic development organization, you may have to rely more on individual community members and volunteers. In either instance, it can be helpful to identify a point person, or catalyst, to organize and lead the Trail Town initiative.

Once the community has indicated it is ready to move forward with a Trail Town initiative, it is important to organize and assemble a broad-based coalition of community stakeholders. The coalition will help organize and direct the Trail Town initiative, build partnerships and cultivate an active volunteer base. The coalition should include people from organizations with a direct stake in the viability and success of the downtown or commercial district. However, to establish a truly comprehensive initiative, it is important to involve a wide variety of community stakeholders, including local trail organizations, civic groups, church organizations, government officials, financial institutions, health providers, students, local foundations and local business owners.

One of the primary tasks of the Trail Town catalyst and coalition will be to find and secure the financial resources to implement the Trail Town initiative. Fortunately, community and economic development (including placemaking) are high priorities for state and federal governments. Therefore, public funding sources may be available to assist in the implementation of your Trail Town initiative. In addition, you may be able to secure grants through other regional, state and/or federal agencies that work on some of the ancillary aspects of the Trail Town initiative such as your county health department, the Michigan Department of Transportation (MDOT) and the Department of Natural Resources (DNR). Additionally, members of your broad-based coalition may be able to help secure funding through corporate philanthropic programs and local service organizations to support specific aspects of your Trail Town initiative. For example, your local

hospital or health care providers may host and sponsor an annual “bike-to-work week.”

Once the Trail Town initiative is up and running, it is important to continually publicize your efforts and successes. It may be helpful to create a marketing committee that is responsible for getting the word out about the initiative. It is also important to develop relationships with the community and your local media—submit recurring articles to the local paper, and offer to speak to local service organizations and at school functions and large community events. Finally, it can also be helpful to create a catchy name for your organization, one that lets the community know what you do and is easily remembered.

DESIGN ISSUES

One of the first, and most important, tasks of any Trail Town effort is to assess the physical and administrative character of your local trail(s). In some communities, this effort may include an assessment of only one non-motorized trail looping through a small area. In other communities, this effort may include an assessment of an entire network of trails. The assessment will help the coalition better understand the trail and the challenges a visitor might encounter.

TRAIL TYPE AND ADMINISTRATION

Another step in the process involves characterizing the trails in your community and who oversees the development and maintenance of trails. For example, do you know what type of surface each trail has and how that surface changes under certain weather conditions? Do you know what types of activities take place on the trail? It is very likely that your trail accommodates different activities at different times throughout the year. Are there instances when these activities conflict? Do you know how long the trail is in your community—is it a short stand-alone trail or just one segment of a much larger multi-jurisdictional trail? If it's a multi-jurisdictional trail, how far is the next trailhead? Do you know who manages the trail and their contact information? If the trail is operated by the DNR or a regional trail advocacy group, there might be different rules about how the trail is used and how it is maintained.

TRAIL GEOGRAPHY AND CONNECTING ELEMENTS

Another important element to assess is the physical relationship between the trail and the downtown or central business district—the “trail-to-town” relationship. Distance, elevation change, physical obstacles and ease of movement contribute to the willingness of visitors to leave the trail and enter your commercial district. For trails that traverse right through the central business district, the trail-to-town relationship is fairly obvious. However, when the trail is located more than a mile or two from the commercial activity, it is important to provide for a town map at the trailhead and clear wayfinding signage along pathways. The following connecting elements provide a more detailed approach to the trail-to-town relationship.

Trailhead. The trailhead is the area where users can access the trail by road. Ideally, trailhead amenities should include

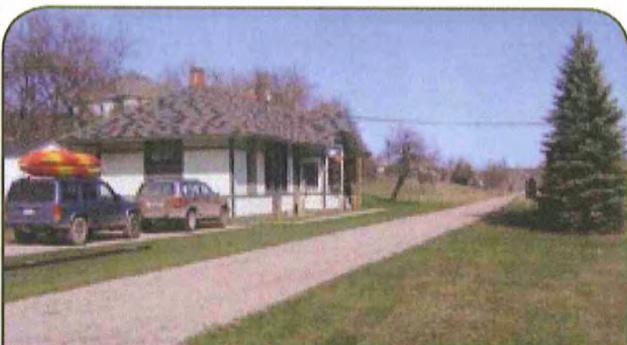
restrooms, water, shelter, bike racks, trash receptacles and picnic tables. The trailhead should also provide appropriately sized parking areas with shade and lighting for evening uses. For example, if your community is home to an equestrian trail, does the parking area accommodate large trailers?

In many instances, the trailhead is the point at which the trail user may first come in contact with the community and the point at which trail users will decide whether or not to enter into the community. Therefore, it is imperative to develop clear and appropriate information for visitors available at the trailhead. In addition, by providing such amenities as water and restroom facilities, the community welcomes visitors, showing hospitality and inviting them to visit the community.

Portal. The portal is the point at which the trail user exits the trailhead with the intent of visiting the nearby central business district. The portal should be a welcoming point, where landscaping and wayfinding signage clearly directs trail users into the central business district.

Pathway. The pathway is the corridor that trail users follow from the portal to the central business district. Depending on the location of the trail, the pathway could be just a few blocks or several miles. The pathway should be regularly assessed for cleanliness, safety, lighting, physical condition and interaction with traffic. In addition, it is important to consider the needs of local business owners along the pathway. For example, is there an opportunity to locate the pathway along retail establishments that provide services not available in the central commercial district?

Gateway. The gateway is the point at which the trail users enter the central business district of the community. The gateway should be located at the edge of the central business district that is closest to the trailhead along a well-developed pathway. The gateway area should welcome trail users and visitors into the central business district and be the starting point for directional signage to individual attractions and businesses within the district.



An important element to assess is the "trail-to-town" relationship between the trail and the downtown or central business district. Distance, elevation change, physical obstacles and ease of movement contribute to the willingness of visitors to leave the trail and enter your commercial district.

Zoning Administration Services
 from  **CARLISLE** | **WORTMAN**
 associates, inc.

Keep *small* zoning enforcement mistakes from turning into *big*
DEVELOPMENT DISASTERS!



**COST-EFFECTIVE
 TRAINED, CERTIFIED PROFESSIONALS
 CONTRACTS TO FIT ANY SIZE COMMUNITY**

Get just what you need, just when you need it.

Contact Doug Lewan 
734-662-2200 • dlewan@cwaplan.com



**INTRODUCING
 MiCommunity ReMarks**
A new online mapping tool for public participation

- Real-time community input
- 24/7 access
- Mapped instantly
- Affordable
- Customizable

"The MiCommunity ReMarks tool has been a great way for TheRide to gather community feedback quickly and systematically."

MICHAEL BENHAM
 ANN ARBOR TRANSPORTATION AUTHORITY

Contact Ben Carlisle
bcarlisle@cwaplan.com | 734.662.2200

 **CARLISLE** | **WORTMAN**
 associates, inc.

ENTER TO A WIN \$100 MEIJER GIFT CARD*
 Go to www.micomunityremarks.com/tryit mark one location on the demo map and be entered to win!
 * Drawing will be held October 30, 2012



'Benefits that any township can achieve'

Some 13 local governments in St. Clair County are working together to develop a 54-mile "Bridge to Bay" Trail, starting under the Blue Water Bridge in Port Huron and connecting community to community as it extends through the county, often near waterways and other times inland.

Four miles of paved "Bridge to Bay" paths wind through **China Charter Township**. The township's parks and recreation committee and parks commission work with the county and its neighboring communities to promote the pathway—along with the miles of unpaved, maintained hiking nature trails that are part of the township's 23-acre, wooded park and Belle River access site.

"Both entities work to develop, improve and maintain our facilities," explained Trustee **John Steffy**, who also sits on the park board. "We have worked with the adjoining communities on installing road signage, and with St. Clair County in promotion and marketing of both biking and hiking trails, as well as our canoe and kayak access and 'blueways'—i.e., water trails.

"All of [these efforts] contribute to a greater quality of life for our residents," he said. "There are also the obvious financial and economic benefits to the stores and vendors, along and near the trails. However, the greater benefits may include the fitness and health of our residents, guests and visitors. Those are among the benefits that any township can achieve by focusing resources to trails."

Steffy notes that trails can provide residents and visitors with a chance to disconnect from the bustle of everyday life and unwind—an opportunity he takes advantage of himself.

"Personally, I enjoy biking and hiking nature trails," he said. "It is a great way to reduce stress levels, and get away from the daily grind of life."

Center. The center is the central business district of the community. It may serve as the hub of goods and services for the trail user. The center should be regularly assessed for cleanliness, safety, lighting and physical condition. In addition, the center should be assessed on the availability of amenities that help the trail user enjoy their experience (e.g., bike racks, outdoor seating at restaurants, ATM machines, Internet access and public restrooms).

In completing this assessment, it can be helpful to identify all the "connecting elements" on a map or sketch of the community. Completing a thorough assessment of the physical relationship between the trail and central business district may reveal new opportunity for improvements. These improvements can then be clearly defined and integrated into action strategies for the community.

IMPLEMENTING THE FOUR-POINT APPROACH

As previously mentioned, economic restructuring may be needed to expand and retain existing businesses, and recruit new retail opportunities. Prior to moving forward with retention and expansion efforts, it is important to get a clear understanding of the socio-economic and lifestyle preferences of the people visiting your trails. For example, do you know where trail users like to eat and where they like to shop? Do you know how much money trail users spend on biking and traveling per year?

Several national trail organizations and bicycling affiliations have attempted to identify general lifestyle preferences and spending habits of trail users. However, it may be beneficial to administer your own survey to get a better understanding of the lifestyle preferences and spending habits of local trail users. Once you have a clear understanding of your local trail users, you can better assess what basic and long-term goods and services are needed in your community. You can also work with local businesses to expand their offerings and identify ways to benefit from trail users.

Great effort should be made to effectively market and promote your Trail Town and the image of a Trail Town. For example, it can be helpful to develop attractive marketing materials (e.g., website, brochures), a logo and local advertising. These materials work to convince local residents, the larger region and tourists that your community supports an attractive Trail Town environment.

In addition, it can be useful to hold Trail Town events and conduct Trail Town retail promotions throughout the year. It may be helpful to hold events in the business district or near the trail that celebrate the history and culture of the community. It can also be useful to incorporate presentations or workshops on bike safety or cross-country skiing near the beginning of different trail seasons or during trail-related events. These promotional activities may be especially effective if they coincide with multi-day trail-related events, such as a bike tour.

If your community hosts a community-wide event or festival, be sure to have a booth or table with information about the trail

readily available. You may also be able to work closely with your local merchants association to conduct sidewalk sales on or near the trail.

THE 'TRAIL TOWN' MASTER PLAN

Once the catalyst and larger coalition has conducted a complete evaluation of the physical character of the community and needs have been identified, the next step is to begin planning projects and/or programs. The direction of these efforts should be explicitly detailed in a Trail Town master plan. A Trail Town master plan provides the framework for future marketing efforts, capital improvements and community outreach, and helps to solidify support and leverage funding.

'TRAIL TOWN' EFFORTS IN MICHIGAN

Many communities across the state are working to leverage their existing trail resources for community and economic development. However, only a handful of communities are exploring the creation of a Trail Town program. A regional approach to the Trail Town concept might be especially impactful to the collection of communities that naturally line the state's many rail-trail corridors.

Two years ago, the Land Information Access Association (LIAA) worked to develop a regional Trail Town Manual for the seven communities the lie along the 62-mile North Central State Trail. These seven communities, along with a large consortium of local jurisdictions, regional planning agencies, economic development organizations and LIAA, are about to embark on an

effort to develop a regional Trail Town guidebook and program throughout a 22-county region in northern Michigan.

In St. Clair County, the Metropolitan Planning Commission is pursuing funding to develop and establish a formal Trail Town program for its extensive county-wide system of greenways and blueways.

These and other efforts seek to play to one of Michigan's greatest strengths: an abundance of excellent outdoor recreation opportunities. Trails can provide a framework for both enhancing these opportunities and maximizing their benefits to the community-at-large. The next time you're on a stroll or paddle in your community, take a look around—and take note of the possibilities. ■

Harry Burkholder, AICP, Community Planner,
Land Information Access Association,
Traverse City

Burkholder can be reached at (231) 929-3696
or burkholder@liaa.org.



Footnotes

¹ *From Trail Towns to TrOD: Trails and Economic Development: Rails-to-Trails Conservancy. 2007*

² *Kittner, Gena, Report shows \$1.5 billion annual impact of bicycling in Wisconsin. Wisconsin State Journal, February 1, 2010*

³ *The Economic Valuation of Natural Resource Amenities: A Hedonic Analysis of Hillsdale and Oakland County. Land Policy Institute, Michigan State University, Report #3. 2007*

THIS IS WHO WE ARE.

Everything you need in your back pocket.

It's common sense. When you need a screwdriver, it's in your pocket. You trust it.

Like the venerable Swiss Army Knife, Wightman & Associates has provided practical and innovative solutions to Michigan townships for over 65 years. Approaching each project with creative common sense, WAI delivers first-class architecture, engineering, and surveying finding original and effective answers that are unique to each client's needs.

It's everything you need, always right at your fingertips.

www.Wightman-Assoc.com



WAI WIGHTMAN & ASSOCIATES, INC.
ENGINEERING • SURVEYING • ARCHITECTURE

CITY OF BOYNE CITY

To: Chair Jane McKenzie and fellow Planning Commissioners

From: Scott McPherson, Planning Director

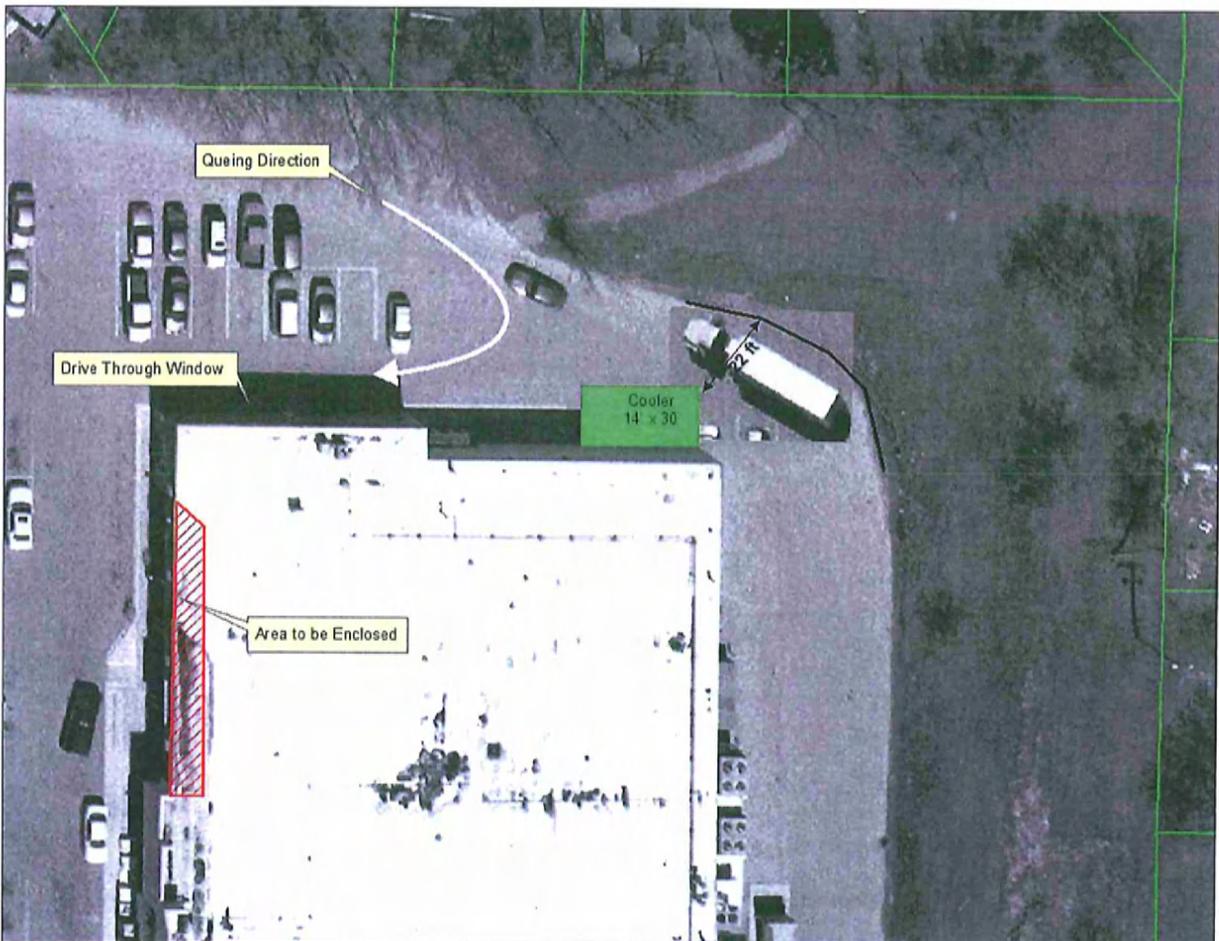
Date: October 21, 2013

Subject: Glen's Site Plan Amendment



Background Information

Catt Realty the property owner of Glen's plaza 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 to install a 14' x 30' cooler on the northeast corner of the building. The property is located in the General Commercial District (GCD).



Discussion

The partially open area on the north portion of the west elevation will be enclosed with brick to match existing with the addition of decorative split faced block on the lower portion of the wall. The existing widow will be in filled with matching brick and some new larger windows will be installed. The design and materials used for the proposed enclosure are consistent with the design criteria for the GCD as recommended by section 22.20 of Boyne City Zoning Ordinance design standards.

The addition of the drive through window will entail the installation of the window on the existing north wall of the building approximately 12 feet from the northwest corner. The installation will include the addition of a canopy over the window and a caution canopy clearance sign which will have approximately 10 feet of clearance. The queuing line for the pharmacy window will use the existing parking lot maneuvering lanes and will not introduce any new traffic movements to the parking lot. Traffic will circle from the far north maneuvering lane into the pharmacy queuing line. The proposed location of the pharmacy window will allow two cars to wait in line prior to impeding the maneuvering lane. The ITE average trip generation for a pharmacy/drugstore with drive through window is 8.62 trips per hour, however, given the nature, location and market area for Glen's pharmacy it is suspected that number is high for this application. While the number of vehicles driving through the parking lot will increase from the addition of the drive through window it is not anticipated that it will have a significant impact on traffic movements or safety. The plan was reviewed by the Boyne City Police Department and no concerns were noted in regards to the proposed project.

The proposed 14' x 30' cooler with be placed on the north east corner of the existing building and will be accessed from inside the building. The existing driveway lane will be reduced to 22' at the narrowest point in the corner leaving adequate maneuvering room for truck entering and leaving the loading area.

Process

The proposed request would be an amendment to an approved development plan. The City of Boyne City Zoning ordinance provisions for requesting and approving amendments to an approved development plan are contained in section 19.65 Amendments to Approved Development Plans which is as follows:

Section 19.65 Amendments to Approved Development Plans.

The development plan, if approved, shall become part of the record of approval, and subsequent actions relating to the activity authorized shall be consistent with the approved development plan unless a change or addition conforming to this Ordinance receives the mutual agreement of the landowner and the Planning Commission. Incidental and minor variations of the approved development plan, with written approval of the Administrator, shall not invalidate prior development plan approval. Amendments to the approved final development plan may occur only under the following circumstances:

A. An applicant or property owner who has been granted final development plan approval shall notify the Planning Director of any proposed amendment to such approved development plan.

B. Minor changes may be approved by the Administrator upon certification in writing to the Planning Commission that the proposed revision does not alter the basic design, compliance with the standards of this Ordinance, nor any specified conditions of the plan as agreed upon by the Planning Commission. In considering such a determination, the Administrator shall consider the following to be a minor change:

1. For residential buildings, the size of structures may be reduced, or increased by up to five percent (5%), provided that the overall density of units does not increase.

2. *Square footage of nonresidential buildings may be decreased or increased by up to five percent (5%) or one-thousand (1,000) square feet, whichever is smaller.*
 3. *Horizontal and/or vertical elevations may be altered by up to five percent (5%).*
 4. *Movement of a building or buildings by no more than ten (10) feet.*
 5. *Designated Areas not to be disturbed may be increased.*
 6. *Plantings approved in the final development plan landscape plan may be replaced by similar types and sizes of landscaping which provides a similar screening effect on a one-to-one or greater basis, provided they comply with the landscaping standards of this Ordinance, with approval of the Planning Director.*
 7. *Improvements to site access or circulation, such as inclusion of deceleration lanes, boulevards, curbing, pedestrian/bicycle paths, etc., which conform to the requirements of this Ordinance.*
 8. *Changes of building materials to another of higher quality, as determined by the Planning Director.*
 9. *Changes in floor plans which do not alter the character of the use.*
 10. *Slight modification of sign placement or reduction of size.*
 11. *Relocation of sidewalks and/or waste receptacles.*
 12. *Internal rearrangement of parking lot which does not affect the number of parking spaces or alter access locations or design.*
 13. *Changes required or requested by the City for safety reasons shall be considered a minor change.*
- C. Should the Planning Director determine that the requested modification to the approved final development plan is not minor; the Planning Commission shall be notified in writing that the development plan has been suspended, and, if construction has initiated, a stop work order shall be issued for the section of the project deemed not to be in compliance. Thereafter, the applicant may revise the development plan and submit to the Administrator for resubmission to the Planning Commission.*
- D. Should the Planning Commission determine that the modifications to the final development plan significantly alter the intent of the preliminary development plan, a new submittal shall be required.*
- E. Any deviation from the approved final development plan, except as authorized in this section, shall be considered a violation of this Ordinance and treated as such.*

If the Planning Commission determines that the proposed amendment does not significantly alter the intent of the approved plan, and is in conformance with the Ordinance standards the requested amendment may be approved through the mutual agreement of the landowner and the Planning Commission.

Options

The Planning Commission can agree to the changes presented and approve the amendment; the Planning Commission can decide not to agree to the changes as presented and not approve the amendment; or, modifications to the proposed amendment that the applicant and the Planning Commission mutually agree on can be made and the proposed amendment with modifications can be approved by the Planning Commission.

CITY OF BOYNE CITY

To: Chair Jane MacKenzie and fellow Planning Commissioners

From: Scott McPherson, Planning Director

Date: April 15, 2013

Subject: Lexamar Site Plan Amendment



Background Information

Representatives from the Lexamar Corporation have requested a site plan amendment to construct a 36' x 50' addition onto the north side of their existing building. The proposed design and construction would match the existing building design and materials. The proposed addition meets are ordinance criteria for setbacks, building height and lot coverage.



Discussion

While the proposed addition does meet all zoning criteria the site continues to be in noncompliance in regards to outdoor storage. While a limited amount of outdoor storage on the north side of the existing building was approved with the expansion in 1995, the area now used for outdoor storage far exceeds what was originally approved. In November of 2011

representatives from Lexamar addressed the Planning Commission on this topic. At that meeting it was agreed that the outdoor storage needed to be addressed. In addition representatives have contacted the City and have indicated that Michigan Economic Development Corporation have stated that certified business park designation would be removed if the outdoor storage is not addressed. Lexamar representatives indicated that given changes to their business outdoor storage was now necessary component of their business but they would be reducing the amount of area dedicated to outdoor storage and then developing a plan to organize and screen the area used for outdoor storage in the future. City staff and representatives from the MEDC have met with Lexamar in regards to the outdoor storage and a preliminary plan was presented to the EDC/LDFA. While the proposed landscaping plan presented with the submitted application does delineate an area to be screened for outdoor storage the plan does not contain detailed information on numbers of trees, species and spacing.

Process

The proposed request would be an amendment to an approved development plan. The City of Boyne City Zoning ordinance provisions for requesting and approving amendments to an approved development plan are contained in section 19.65 Amendments to Approved Development Plans which is as follows:

Section 19.65 Amendments to Approved Development Plans.

The development plan, if approved, shall become part of the record of approval, and subsequent actions relating to the activity authorized shall be consistent with the approved development plan unless a change or addition conforming to this Ordinance receives the mutual agreement of the landowner and the Planning Commission. Incidental and minor variations of the approved development plan, with written approval of the Administrator, shall not invalidate prior development plan approval. Amendments to the approved final development plan may occur only under the following circumstances:

- A. An applicant or property owner who has been granted final development plan approval shall notify the Planning Director of any proposed amendment to such approved development plan.*
- B. Minor changes may be approved by the Administrator upon certification in writing to the Planning Commission that the proposed revision does not alter the basic design, compliance with the standards of this Ordinance, nor any specified conditions of the plan as agreed upon by the Planning Commission. In considering such a determination, the Administrator shall consider the following to be a minor change:*
 - 1. For residential buildings, the size of structures may be reduced, or increased by up to five percent (5%), provided that the overall density of units does not increase.*
 - 2. Square footage of nonresidential buildings may be decreased or increased by up to five percent (5%) or one-thousand (1,000) square feet, whichever is smaller.*
 - 3. Horizontal and/or vertical elevations may be altered by up to five percent (5%).*
 - 4. Movement of a building or buildings by no more than ten (10) feet.*
 - 5. Designated Areas not to be disturbed may be increased.*
 - 6. Plantings approved in the final development plan landscape plan may be replaced by similar types and sizes of landscaping which provides a similar screening effect on a one-to-one or greater basis, provided they comply with the landscaping standards of this Ordinance, with approval of the Planning Director.*
 - 7. Improvements to site access or circulation, such as inclusion of deceleration lanes, boulevards, curbing, pedestrian/bicycle paths, etc., which conform to the requirements of this Ordinance.*
 - 8. Changes of building materials to another of higher quality, as determined by the Planning Director.*
 - 9. Changes in floor plans which do not alter the character of the use.*

10. *Slight modification of sign placement or reduction of size.*
 11. *Relocation of sidewalks and/or waste receptacles.*
 12. *Internal rearrangement of parking lot which does not affect the number of parking spaces or alter access locations or design.*
 13. *Changes required or requested by the City for safety reasons shall be considered a minor change.*
- C. Should the Planning Director determine that the requested modification to the approved final development plan is not minor; the Planning Commission shall be notified in writing that the development plan has been suspended, and, if construction has initiated, a stop work order shall be issued for the section of the project deemed not to be in compliance. Thereafter, the applicant may revise the development plan and submit to the Administrator for resubmission to the Planning Commission.*
- D. Should the Planning Commission determine that the modifications to the final development plan significantly alter the intent of the preliminary development plan, a new submittal shall be required.*
- E. Any deviation from the approved final development plan, except as authorized in this section, shall be considered a violation of this Ordinance and treated as such.*

If the Planning Commission determines that the proposed amendment does not significantly alter the intent of the approved plan, and is in conformance with the Ordinance standards the requested amendment may be approved through the mutual agreement of the landowner and the Planning Commission.

Options

The Planning Commission can agree to the changes presented and approve the amendment; the Planning Commission can decide not to agree to the changes as presented and not approve the amendment; or, modifications to the proposed amendment that the applicant and the Planning Commission mutually agree on can be made and the proposed amendment with modifications can be approved by the Planning Commission.

Meeting of November 21, 2011	Record of the proceedings of the Boyne City Planning Commission meeting held at Boyne City Hall, 319 North Lake Street, on Monday, November 21, 2011 at 5:00 P.M.
Call to Order	Chair Neidhamer called the meeting to order at 5:00 p.m.
Roll Call	Present: George Ellwanger , Chris Frasz, Jane MacKenzie, Tom Neidhamer and Joe St. Dennis Absent: Gretchen Crum, John McCahan, Lori Meeder Vacancy: One
Excused Absences **MOTION	2011-11-21-2 St Dennis moved, Ellwanger seconded, PASSED UNANIMOUSLY a motion to excuse the absence of Crum, McCahan and Meeder.
Meeting Attendance	City Officials/Staff: Planning Director Scott McPherson, Recording Secretary Pat Haver Public Present: Nine
Consent Agenda **MOTION	2011-11-21-3 Ellwanger moved, St. Dennis seconded, PASSED UNANIMOUSLY a motion to approve the consent agenda. Approval of the October 17, 2011 Planning Commission minutes as presented.
Comments on Non-Agenda Items	Sandy Hill – homeowner at 125 Cherry St. Is before the planning commission tonight to ask that the ordinance be reviewed and possibly amended to allow chickens within the city limits. She was visited by the Charlevoix County ACO because someone complained about her chickens running around her yard. She feels that having a small flock of chickens is not unreasonable, they are not dirty or noisy; unless you have a rooster; and feels that a lot of people within the city limits would like to have chickens. Her family and neighbors enjoy her “pleasant” pets, which are kept in a nice clean enclosed coop at night, and run around during the day. She has asked that the board seriously consider allowing them and changing the ordinance, as other towns allow them. Hugh Conklin – homeowner at 440 Hemlock St. Is in support and strongly encourages the commission to explore the issue. We have an expansive garden and would like chickens at our yard. Sustainability and local foods, it is an important issue for the city and planning commission to look at and possibly hold a community forum. Jeanine Winkler – neighbor at 136 Cherry St. We are here to support Sandy Hill and her chickens. My grandson enjoys chasing the chickens, they stay pretty much in her yard, and they are not loud or dirty. Her yard looks like it could be in Better Homes and Gardens, everything in her yard is an asset to this community. Jennifer Lovey – Sandra Hills’ daughter. When I visit mom, I make a point of going to the pen, if the chickens are not out, to see them. They are very enjoyable to interact with. They are not a nuisance, or dirty. I could see cat

control. I would hate to see them removed.

Neidhamer - This is a request that we have been asked to look into, all board members are in agreement.

McPherson – You can make this an agenda item, I can gather samples of ordinances and present them to you at a future meeting, that way the public will be aware and have an opportunity to make comments. Tentatively will set for the December meeting.

Reports of Officers, Boards and Standing Committees

None

Unfinished Business

None

New Business

Lexamar Outdoor Storage

Planning Director McPherson reviewed his staff report that was included in the agenda packet. The outside storage area at Lexamar has grown over the past several years. The use of the property for outdoor storage has never been approved. The Industrial Park deed restrictions do allow for storage and is allowed as a special use by the zoning ordinance; however, a site plan must be approved by the EDC/LDFA and the Planning Commission. Staff has been working with the officials at Lexamar to address this issue, and they have been making strides to clear up, clean up, and organize the materials outside.

Charlie Siska General Manager – In order to remain competitive, we have had to expand our production and paint lines into bigger automotive items. We are no longer able to house the distribution racks inside, so have had to move and store them outside. We do have a full time employee cleaning and purging outside, we must keep gauges and some past equipment for a minimum of 10 years after any program closes down, so must find a location for them also. We are trying to channel as much production inside the plant, so must store racks outside. We have shipped out over 100 trucks of scrap metal or racks to other plants to re-use. There is no way we are going to be able to keep things inside.

Ellwanger – Is it economically feasible to add on to the building, or are there other possibilities for temporary storage?

Siska – It is costly to build, and we are trying to get other plants to scoop up the surplus and re-use the frames. In the future we may have another use for some of the racks, so we are going to hold onto them. We have dedicated people working non-stop to clean up the outside. We are getting the surplus under control.

St. Dennis - As a conditional use, maybe vegetative screening is possible?

McPherson – Would be up to the discretion of the Planning Commission to have screening and outdoor storage. What is your time line for purging?

Siska – We look to end by next spring. Then supplies will remain stagnate, and we will have a dedicated area for storage.

MacKenzie – In 6 – 7 months could you continue to clear out and figure out what area you need and then check back in with us, to work from there?

Neidhamer – If you need to keep things for ten years, you will always need outdoor storage? The footprint might be smaller, but will you still need?

Siska – That’s correct, we will always need some type of outdoor storage.

Neidhamer – I see three options:

- 1) Screening or hedging
- 2) Some type of cold storage
- 3) Conditional approval or a combination of all of the above.

I believe 6 months is a fair time to continue to purge, and see what type of storage is needed

Siska – I believe that is a fair time frame, and we should know exactly what our needs will be by then.

Frasz – Touching base in 6 months is a good idea.

Neidhamer – Maybe photos before the next meeting, to compare with what we currently have.

Adoption of the 2012 meeting calendar

****MOTION**

Motion by MacKenzie, seconded by St. Dennis, PASSED UNANIMOUSLY to adopt the 2012 meeting calendar as presented. Meetings to be the 3rd Monday of the month at 5:00 pm to be held in the commission chambers at city hall.

Planners Moments

Presentation of Planners Moments: Arts Culture and Placemaking.

Recommend the concert at Freshwater Studio on Friday night.

Library just received a \$250,000 grant to be used to expand the library services to the area, which can go along with Arts and Culture.

Staff Report

- January 12th at St. Matthew Church will be a city wide goal setting session.
 - February 7th has been set for the annual Joint Boards and Commission meeting, which has been suggested to be a work session; location in the auditorium at city hall.
 - QR codes will now show up on all of the agenda packets within the city.
-

Good of the Order

Devlon hearing is set for December 2nd, with two issues: They were issued a notice their permit expired, and they appealed the ZBA's decision, and now they are appealing that judgment with Circuit Court. They have also filed a complaint against the City for violation of the Open Meetings Act prior to the meeting.

Neidhamer and Frasz attended the State of the Community luncheon recently held at Sommerset Point. The meeting was really nice and upbeat. The community and continued growth were the focus.

Adjournment

The next regular meeting of the Boyne City Planning Commission is scheduled for December 19, 2011.

****MOTION**

2011-11-21-10

Neidhamer moved, St. Dennis seconded, PASSED UNANIMOUSLY a motion to adjourn the meeting at 5:59 p.m.

Pat Haver, Recording Secretary

Tom Neidhamer, Chair



Approved _____

**MEETING OF
September 9, 2013**

MINUTES OF THE BOYNE CITY ECONOMIC DEVELOPMENT CORPORATION MEETING DULY CALLED AND HELD ON MONDAY, SEPTEMBER 9, 2013, AT 12:00 NOON.

CALL TO ORDER

Chair Gillette called the meeting to order at 12:00 p.m.

ROLL CALL

Present: Kelly Bellant, Michael Cain, Richard Copeland, Michelle Cortright, Ralph Gillett and Marilea Grom
Absent: Pat Anzell, Pete Friedrich and Josette Lory
Staff: Planning and Zoning Assistant Annie Doyle and Recording Secretary Karen Seeley
Public: Two

EXCUSED ABSENCE

Cortright moved Bellant seconded PASSED UNANIMOUSLY to excuse Pat Anzell.

MINUTE APPROVAL MOTION

Cain moved Bellant seconded PASSED UNANIMOUSLY to approve the minutes of July 8, 2013 as presented.

HEARING CITIZENS COMMENTS

None

CORRESPONDENCE

None

REPORTS OF OFFICERS, BOARDS AND STANDING COMMITTEES

None

**UNFINISHED BUSINESS
Park Business update**

Classic Instruments -Lot 1 transfer: City Manager Cain discussed with the board the recommendation that was made to the City Commission to approve the sale of lots 1 and 11 to Classic Instruments for their development purposes at the cost of \$1.00. They have already purchased lot 11 and with their expansion are ready to add lot 1 to their existing lot 11.

Great Lakes Golf site: A company, working through the NLEA is looking at the Great Lakes Golf building. They are a light manufacturing business with five employees and will add an additional five. The one problem they have is that they need three phase which is not available in the park at this time. When contacted, Consumers Energy said to add three phase would be \$16,000 to \$20,000. This could be a deal breaker. Who should be responsible for running three phase to the

park? Board discussion, there is a converter box available for \$2000. That may be a possibility.

LexaMar Site Storage: The board reviewed the letter from the MEDA regarding the outside storage at the LexaMar site. The letter extended our certification of the park until July 1, 2014, for the suggested steps to be taken by LexaMa. If the deadline is not met then the Boyne City Air Industrial Park would be decertified and would need to go through the entire certification process to re-enter the program. Charlie Siska Plant Manager and Grant Martincheck representatives for LexaMar were present and explained that some of the suggestions that were made by MEDA are not viable options at this point. They shared a rendering that would be the best and most viable option for them. They propose to add trees along the roadway line for screening. Board reminded them MEDC requires the trees be a minimum of eight feet high within three years of planting. Board discussion/suggestion to have the MEDC review the proposal and if they are ok with it, then submit it to the Planning Commission for their approval. **Grom moved Copeland seconded** a motion to recommend the MEDC accept the concept plans by LexaMar as outlined. It will then need to have Planning Commission approval. Bellant requested to abstain from the vote. **MOTION CARRIED.**

MOTION

NEW BUSINESS

LexaMar IFEC request: Charlie Siska Plant Manager and Grant Martincheck representatives of LexaMar were present to answer any questions the board may have. They explained that this is for new equipment to assemble products of new contracts they have acquired. After review of the application, the board scored the criteria section, with a total of 90 points, for twelve year abatement. **Cortright moved Grom second** to approve a recommendation to the City Commission that a 12 year IFEC be approved for LexaMar Corporation. Bellant requested to abstain from the vote. **MOTION CARRIED.**

MOTION

ADJOURNMENT

The September 9, 2013 Economic Development Corporation meeting was adjourned at 1:11 p.m.

Karen Seeley, Recording Secretary

Screening Plan

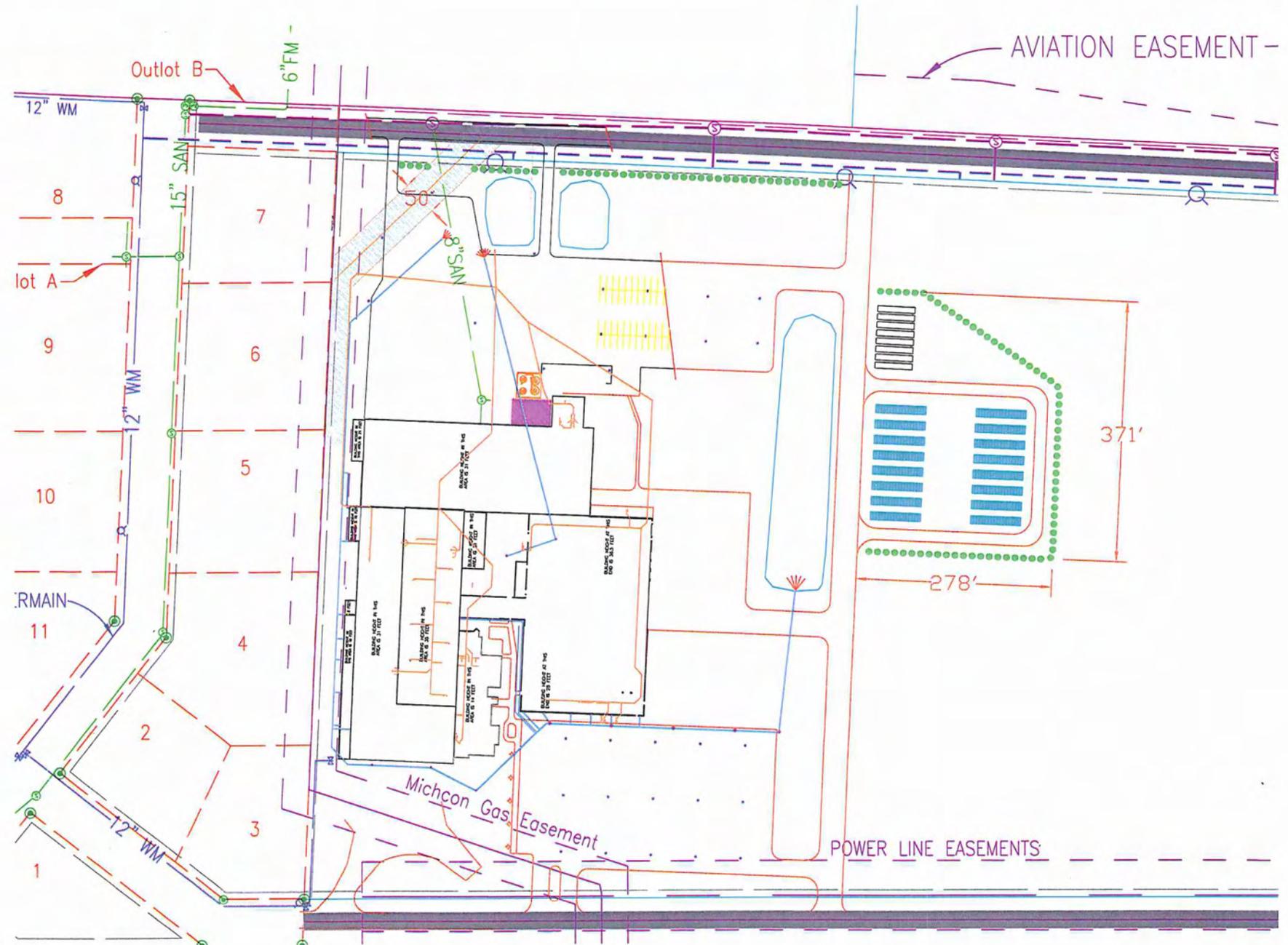
Our plan is to plant evergreen trees as screening as outlined by MEDA.

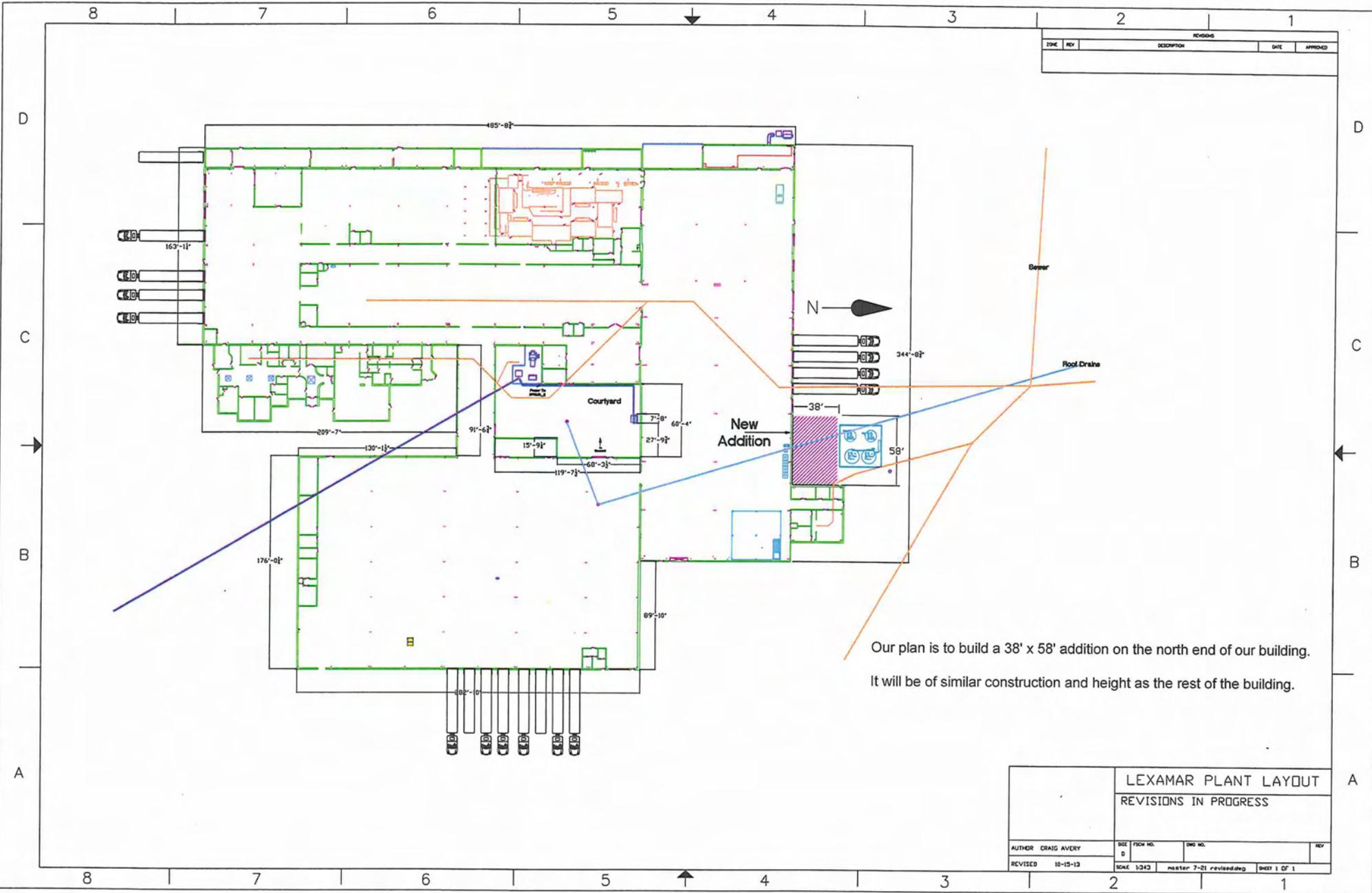
The trees will screen racks and semi-truck trailers being used as storage.

The plan will be in the process of being implemented by 7/1/2014.

Trees will be planted that, based on height and growth rate, will be 8' tall within 3 years of planting.

Location of the trees for screening will be subject to underground gas, septic, water, and electric services.





REVISIONS				
DATE	REV	DESCRIPTION	DATE	APPROVED

Our plan is to build a 38' x 58' addition on the north end of our building. It will be of similar construction and height as the rest of the building.

LEXAMAR PLANT LAYOUT			
REVISIONS IN PROGRESS			
AUTHOR	CRAIG AVERY	SIZE	1/8" = 1'-0"
REVISED	10-15-12	DWG NO.	master 7-01 revising.dwg
		SCALE	1/8" = 1'-0"
		SHEET 1 OF 1	

CITY OF BOYNE CITY

To: Chair Jane MacKenzie and fellow Planning Commissioners

From: Scott McPherson, Planning Director

Date: October 21, 2013

Subject: Grain Train Canopy Sign



The Grain Train is requesting approval for a canopy sign that will be placed over the windows of their proposed storefront in the Water Building located at 126 Water Street. The parcel is located in the Central Business District, which allows 1 square foot of signage for each 1ft of frontage up to a maximum of 50 square feet. The proposed sign has 22.5 square feet. The store frontage for Grain Train exceeds 50 feet. The canopy will not be illuminated. This portion of the building is illuminated by goose neck fixtures that are currently on the building. As per section 7.1 of the sign ordinance canopy signs require review by the Planning Commission. The standards for reviewing signs are as follows:

- 1) Standards for Sign Review. In reviewing signs, the Planning Commission, or its designated Sign Committee, shall consider the following standards as a basis for approving a sign and establishing setback, location, and placement of signs:
 - a) Relationship of the sign to surrounding properties and rights-of-way.
 - b) Compatibility with adjacent land uses and signs.
 - c) Visibility of neighboring signs or buildings.
 - d) Visibility and legibility of the sign for pedestrian and vehicular traffic.
 - e) Lighting trespass impacts.
 - f) Suitability of the sign and its location relative to particular site characteristics such as yard areas, vegetation, topography, and the like.
 - g) Compatibility of the sign with the size, location, and character of the principal building(s) on-site.
 - h) Impact of the sign upon on-site vehicular and pedestrian circulation.
 - i) Impact of the sign upon the Boyne City streetscape.
 - j) Impact of the sign upon scenic views.
 - k) Impact of the sign upon parks and public spaces.
 - l) Impact of the sign upon historic buildings or properties.
 - m) Appearance and character of the sign. Sign-Evaluation Guidelines prepared by the Sign Committee as adopted and amended by the Planning Commission shall be used to evaluate sign appearance and character.

- n) Impacts of the sign upon public safety.
- o) Visibility of traffic-safety devices.
- p) Visibility of pedestrians and vehicles entering or exiting the site or on adjacent rights-of-way.
- q) Impacts of sign lighting upon vehicular traffic.
- r) Consistency with the intent and purposes of this Ordinance.

121"

19.5"

Grain Train

11.75"

24"

NEIGHBORHOOD MARKET

62.5"