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MASTER PLAN 2015

City of Boyne City

ADOPTED:

Planning Commission:_____

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BOYNE CITY MASTER PLAN
2015 UPDATE

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Part I
Master Plan Action Plan

1. Introduction
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Chapter 1 Introduction

What is planning?

Everybody plans. People make financial plans, work plans, and even grocery lists to efficiently achieve their goals. Planning helps each of us work toward accomplishing objectives in an orderly, step-by-step fashion. It also helps a community avoid costly errors by allowing for a good look at the issues. Communities that fail to plan are like people who shop without a grocery list — they spend too much on junk food and not enough on what is actually needed.

The comprehensive planning process encourages governments to think strategically about all aspects of their community and the way these elements interact. Planning allows us to take a look at where the community has been, how it got to this point, where it wants to go, and how it can get there. Without a clear picture of the goals, policy makers must often make decisions in a manner that may not be in the best interests of local residents.

Planning encourages a community development process that initiates action rather than one that simply reacts to events. But comprehensive planning is not easy. A community must work hard to reach their vision through the plan.

Planning 101

- Planning is an orderly, open approach to determining local needs, setting goals and priorities, and developing a guide for action.
- Planning is a concentrated effort by a community to reach a balance between the natural environment and residential, commercial, industrial and agricultural development.
- A plan is a guide for public officials and private citizens to use in making informed decisions that will affect their community.

Change is inevitable. Planning is a process that helps a community prepare for change rather than react to it. The process involves working citizens through four basic questions:

1. Where is the community now?
2. How did the community get here?
3. Where does the community want to go?
4. How does the community get there?

With Effective Planning, Boyne City Can:

<u>Make informed decisions.</u> The comprehensive planning process provides facts on existing conditions and trends and helps a community understand the potential positive and negative impacts of managing growth in different ways. This provides a basis to make informed decisions and allows Boyne City to coordinate individual developments so that they complement rather than detract from each other.

<u>Develop and preserve community character.</u> Can anyone envision the Boyne area without the vibrant northwood's-based economy of winter sports, summer water sports, and a great outdoor environment? Planning for the physical design of Boyne City will facilitate the preservation of

the cultural, economic and environmental features that help make a community a special place. Planned growth can be used as an ingredient to expand Boyne City's unique character.

Achieve predictability**.** Good planning provides private landowners and developers with a guide that defines where and what type of development the community desires. This information allows individuals to plan for the purchase and use of property consistent with community goals.

Produce positive economic development. Planning helps Boyne City retain existing businesses and industries while attracting new ones. It is often used as a tool to revitalize downtowns and create vibrant main streets. The planning process allows the Planning Commission to consider workforce, education and local infrastructure capacity, among other things, so that appropriate economic development strategies can be developed.

Adopt a balanced approach. Any local government function involves political, personal, and community values. Comprehensive planning and managing future growth involve balancing the community interest and the private interest. Planning encourages a balanced approach as the community develops, thus ensuring that community rights and private property privileges are both protected.

A History of Boyne City

John and Harriet Miller are credited with being the area's first non-native permanent settlers. After Harriet dreamt of a bear-shaped lake with an abandoned cabin at its east end, the Millers traveled from New York and landed on the shores of Boyne on November 14, 1856. They claimed a cabin abandoned by Mormons as their home. John and his sons soon discovered a scenic stream that reminded John of a famous river in Ireland. He promptly christened it the Boyne River.

The lumbering era thrust Boyne City from its quiet beginning into a bustling industrial center.
From the mid-1880s to the 1920s, the community was known as the lumber capital of northwestern Michigan. The community's population grew as people traveled to where jobs could be found. By the 1920s, the mill whistles silenced. The lumber boom was over.

Boyne City & Southeastern Railroad began bringing freight to town in 1893. The service was designed to connect Grand Rapids and Indiana to Great Lakes shipping from Boyne City's harbor. While the railroad was a critical component in lumbering, it also found an identity as an ideal way for passengers to travel north in comfort. The railroad eventually closed in 1978.

During the city's lumber boom, a variety of businesses needed to support a thriving community were established. Many of these businesses remained after the lumber era ended. As the years have passed, the business community has evolved as much as its residents. Tourism has become a primary industry as the community draws summer residents to their second homes and for visitors who travel north for the weekend to fill lakeside cabins.

It's obvious that the Boyne area is still booming. With its schools within walking distance of downtown, diverse businesses enabling people to live, work and shop close to home, and events such as spaghetti dinners still making personal calendars, residents and visitors enjoy the value of relationships and the opportunities found in each day.

Planning Process

The purpose of the Boyne City Master Plan-2015 Update is to provide guidelines for future development, while protecting the natural resources and character of the community. Part II of this plan presents extensive background information including socio-economic data on the City; description and mapping of natural resources and existing land uses; and inventory of existing community infrastructure and facilities. The background information was analyzed to identify important characteristics, changes and trends occurring in Boyne City. Community concerns were identified based on a review of prior sub-area plans, the results of a recent community goal setting session, a public input session conducted in October 2014, previous planning efforts, and input from the Planning Commission. Goals and objectives were developed and refined to guide future development based on the background studies, key land use trends and community issues. These goals, along with a detailed map of existing land use, provided the basis for the Future Land Use Map which specifies where the various types of future development ideally will be located in the City. This plan also provides suggestions for implementation of the identified goals and policies. The guidance provided by this Master Plan will be utilized in future updating of the Zoning Ordinance.

[photo from goal setting session to be added]

The plan is intended to serve as a guide that will be used by the City to help determine land uses and development policies that will affect the community's physical development. It defines general planning goals, policies and action plans that provide a philosophical base for use by the Planning Commission as it guides future growth and land use in Boyne City. Because it is a guide, this plan is not intended to be rigidly administered. Changing conditions in the community may affect the goals and philosophy established when the plan was originally developed. Such changes do not automatically mean that the plan must be subject to wholesale revisions, but rather that the goals and philosophy espoused should be evaluated to determine if the plan remains valid.

Chapter 2 Goals and Objectives

In developing community goals and objectives, it is important to analyze existing community characteristics, such as: social and economic features, environmental resources, available services and facilities, and existing land use. In addition to examining existing characteristics, another important tool in the development of community goals and objectives is to identify community assets, problems and other issues to be addressed. The goals and objectives in this Master Plan update are intended to serve as the foundation for a strategy that can be used in an ongoing process to guide growth and development over the short and long-term.

As part of this Master Plan update, the Boyne City Planning Commission reviewed the goals and objectives from recent plans for the waterfront, downtown, marina, cultural economic development and input from recent goal setting meetings to compile a few consolidated broad goals with supporting objectives, which cover most of the themes from the earlier plans. The Planning Commission conducted a public meeting to share the draft goals and solicit input. Based on the input received, the Planning Commission further refined the consolidated community goals and objectives.

Over the years, different organizations have written slogans or tag lines which are now embraced by the community as describing the unique character of Boyne City and its people. This plan combines two such statements:

Boyne City:
Where Life Meets Lake—Home town feel, small town appeal

Goal 1:
Inspiring local Business and Economic Development

Supporting Objectives*:*

- Promote a friendly and sustainable community, where people care and are involved.
- Continue to foster the cooperative synergy between the City, the Chamber and Main Street to promote and support economic development in Boyne.
  - Continue the efforts of Team Boyne to promote economic activities to support business recruitment and retention.
  - Highlight the Redevelopment Ready Community designation to promote the re-use/redevelopment of buildings and sites in Boyne.
  - Attract and retain family supporting jobs.
  - Create a vibrant downtown which attracts and retains young talent and supports diversity.
  - Encourage an entrepreneurial community.
  - Continue Stroll the Streets and other events to enhance Boyne City's vibrant downtown to attract visitors and provide recreation, retail and dining opportunities for all.
  - Continue to celebrate and embrace the arts.

  - Provide regulatory flexibility to encourage exploration of innovative business concepts.
- Continue to celebrate and embrace the seniors and retirees as mentors and valued community assets.
- Continue open communication and collaboration with schools.
  - Maintain, support and promote high quality Boyne City schools.
  - Integrate students and young adults into more active roles in the community.
  - Continue to work with schools on Safe Routes to Schools and integrate into the Trail Town efforts

- Encourage/develop/expand broadband and wireless services available throughout the City.
- Continue to maintain and improve Boyne City streets, infrastructure and services to meet the community needs.
  - Continue to enhance Boyne City as a walkable community.
  - Consider a Complete Streets approach for all street improvement projects.
  - Maintain and support local transit services.

Goal 2: An Active Community embracing recreation and water-based opportunities

Supporting Objectives*:*

- Promote Boyne City's waterfront location and outstanding recreational opportunities.
- Maintain and enhance Boyne City's parks and recreation facilities.
- Promote Boyne City as a waterfront Trail Town.
- Establish, expand and maintain the trail networks, both within Boyne City and connections to regional trail systems, including water trails.
- Celebrate year-round use of recreation facilities and trails. Coordinate maintenance activities to promote winter use.
- Establish more recreational activities and opportunities for area youth.

Goal 3:
Housing opportunities for ALL!

Supporting Objectives*:*

- Recognize the changing demographics, and explore options to address the shifting housing demands, such as downtown housing opportunities, accessory dwelling units, townhouses, apartments, etc.
- Review the types of housing available to identify any gaps and opportunities.
- Encourage affordable and workforce housing in mixed use developments downtown, such as explore the conversion of underutilized properties to affordable housing.
- Identify affordable housing obstacles and work to address.
- Encourage housing which includes accessibility features for all, to facilitate aging in place.

Goal 4:
Working cooperatively with neighbors

Supporting Objectives*:*

- Strengthen working relationships with neighboring communities to enhance the entrances to Boyne City.
- Protect Lake Charlevoix through collaboration with adjacent lakefront municipalities and interested groups.
- Explore cooperative planning with adjacent Townships regarding shared facilities and resources.
- Work to strengthen connections with nearby resort communities, resort industries and second home owners.

Chapter 3 Future Land Use

Boyne City is a scenic lakefront community which provides for a mix of land uses to meet the needs of the residents, businesses and visitors. Through land use planning and land use controls, Boyne City intends to continue to work to ensure that the shorelines are protected, the existing commercial, industrial, community service, residential and recreational uses can continue, and reasonable growth can be accommodated with minimal land use conflicts or negative impacts. Based on the social, economic and environmental characteristics, the following general future land use categories have been identified to serve existing and future development needs. The distribution of these future land use categories are shown in Figure 3-1, Future Land Use Map.

Future Land Use Categories

RESIDENTIAL

Residential Open-Space—Residential Open Space category is a means of varying the usual pattern of development. Known under a variety of names—open space development, clustering or cluster development, conservation development, open space zoning or rural clustering—this option is a technique that encourages grouping homes in those areas of a development site that are best suited for development. Large parts of a site are permanently protected open space, protected by a restrictive covenant or deeded to a nonprofit land trust or the City.
Advantages:

- Provides opportunities for creative, quality design and preservation of open space.
- Creates larger areas of open space rather than just lot-by-lot development.
- Preserves natural features, advances environmental protection, improves drainage, and provides for better housing sites.
- Allows greater administrative discretion and negotiation between the developer and community.
- Reduces development costs by maintaining overall residential density developed over a smaller area.

It should also be noted that the benefits of open space design can be amplified when it is combined with other better site design techniques such as narrow streets, connectivity and alternative turnarounds

Large Lot Residential—The principal purpose of the Large Lot Residential category is to provide land in the community for a rural residential type of lifestyle yet still be in the City. This lifestyle is one of a full range of lifestyles offered in Boyne City. In addition to single-family houses, this category also provides for parks, day care, civic and institutional uses, such as churches.

Neighborhood Residential—The Neighborhood Residential category promotes the continuation, restoration, and creation of diverse, walkable, compact, vibrant, neighborhoods. The Neighborhood Residential category builds upon the historic single-family residential pattern that is reflected in many of Boyne City's existing neighborhoods. Its purpose is to create identifiable, well-organized, neighborhoods that are interconnected with each other to form a community. These "traditional" neighborhood areas are intended to encourage a variety of housing types and prices. While anticipated to contain primarily single-family detached housing, some attached housing units may be considered.

1. Walkability—Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages to the rear; narrow, slow speed streets).

2. Connectivity—Interconnected street grid network disperses traffic & eases walking. A hierarchy of narrow streets, boulevards, and alleys. High quality pedestrian network and public realm makes walking pleasurable.
3. Mixed Housing—A range of types, sizes and prices in closer proximity.
4. Quality Architecture & Urban Design—Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; Special placement of civic uses and sites within community.
5. Smart Transportation—Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation.
6. Sustainability—Minimal environmental impact of development and its operations. Ecofriendly technologies, respect for ecology and value of natural systems. Energy efficiency. Less use of finite fuels. More local production. More walking, less driving.
7. Quality of Life—Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

Historic Residential—This land use category is essentially a sub-category of the Neighborhood Residential category intended to encourage preservation of the historic houses in the Pearl Street area consistent with the designated Historic District.

Multiple Family—The Multiple Family category includes condominiums, apartment complexes, and assisted senior living facilities. The multiple family land use should be part of the surrounding community, not separate. The architecture should be “community” oriented. Parking should be well screened. The main goal here is to offer a high quality of life for the residents. The Multiple Family category includes the area owned by the Boyne City Housing Commission at Park Street and Division Street which provides a range of housing types and a senior center with associated senior services. Additional specific locations for future multiple family uses are not designated on the Future Land Use map, but will be considered on a case by case basis, so that the Planning Commission can have the flexibility to review the appropriateness of specific areas when the need arises.

Mobile Home Park—The Mobile Home Park category recognizes the importance of the existing development as a well-maintained park and a community asset which provides a valid housing option. This future land use plan encourages the continuation of the existing facility.

COMMERCIAL

Downtown Core—The downtown and historic core is the focal point of Boyne City providing a mix of retail, office, residential, and public uses, supported by a transportation system that creates a pedestrian friendly atmosphere. This area provides easy access to local businesses with an enhanced streetscape environment. This plan promotes continued mixed-use development in the Downtown Core to reinforce the unique identity and attractive pedestrian environment. This land use category is intended to encourage commercial uses, small-scale retail shopping, entertainment uses, convenience stores, office, and personal and business service uses. Residential uses are encouraged on upper floors of commercial buildings. Building heights should generally not exceed three stories, except where it can be demonstrated that additional height will not

alter the historic character of the downtown. Brick, stone and masonry will be the primary building materials in this area to give a sense of permanence.

Professional Office— Office development in Boyne City will fit into the surroundings and be built to the same bulk and outward appearance. The predominate building material shall be brick and masonry. Boyne City will ensure that compatibility between the Office area development and surrounding neighborhoods is buffered and that performance standards are set to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

Neighborhood Commercial—"Neighborhood Commercial Nodes" (NCN) are designed to encourage small scale commercial and mixed-use development in convenient neighborhood locations. The purpose of the Neighborhood Commercial Node is to provide for the establishment of local centers for convenient retail or service outlets which deal directly with the customer for whom the goods or services are furnished. Emphasis should be placed on convenience and pedestrian and bicycle access. The center should be designed to eliminate any nuisance or incompatibility with surrounding land uses. The Neighborhood Commercial corner store should be on a "corner" except in rare circumstances. If they are to be successful, they must be within walking distance of nearby residents. They also need to be designed and scaled to serve the surrounding neighborhood; therefore, a "one size fits all" approach to density or uses may not be appropriate. The areas identified are conceptual, actual sites will be evaluated for its ability to serve such a function, and appropriate zoning changes will be developed on a case-by-case basis.

Medical—The Medical category is designated to recognize the area primarily devoted to providing medical services and the advancement of the medical science. The Medical category will provide Boyne City residents with medical and related services in town without having to travel to Charlevoix, Petoskey or other areas for care.

General Commercial—The General Commercial category is designed to provide a location for more intense retail that will serve the broader community or region. It may include, but is not limited to, general retail and office, larger retail centers, and regional centers. Pedestrian connections and bicycle parking facilities are an important design feature to this area. Buildings will be as close as possible to the road frontage with parking on the side or in the rear.

INDUSTRIAL

Industry—This classification provides for freestanding sites and campus/complex development accommodating flexible uses of space. Uses include research and development activities, light industrial uses, office uses, high-tech uses, and distribution uses.

PUBLIC SERVICES AND FACILITIES

Community Service— Public services and Boyne City's schools play an important role in the city's economy and overall vitality. Not only do they provide valuable jobs in the city, they serve educational, recreational, government needs of the area, attract new and expanded business to the region, and broaden cultural opportunities within the city. In order to compete in their respective missions, they must continue to change and grow over time. Some Community Service areas may pose impacts on adjoining residential neighborhoods. Issues such as noise, parking, traffic, housing costs and neighborhood character are of concern. Certain services that

are critical to the operation of the city such as snow plowing, storage of salt, composting and waste disposal should be heavily buffered from surrounding residential areas.

Marina— The marina areas along Boyne City's waterfront play an important role in the economic, recreation and transportation needs of the city. In the future these areas may play an increasing role in bulk transportation and passenger travel much as it did in the past.

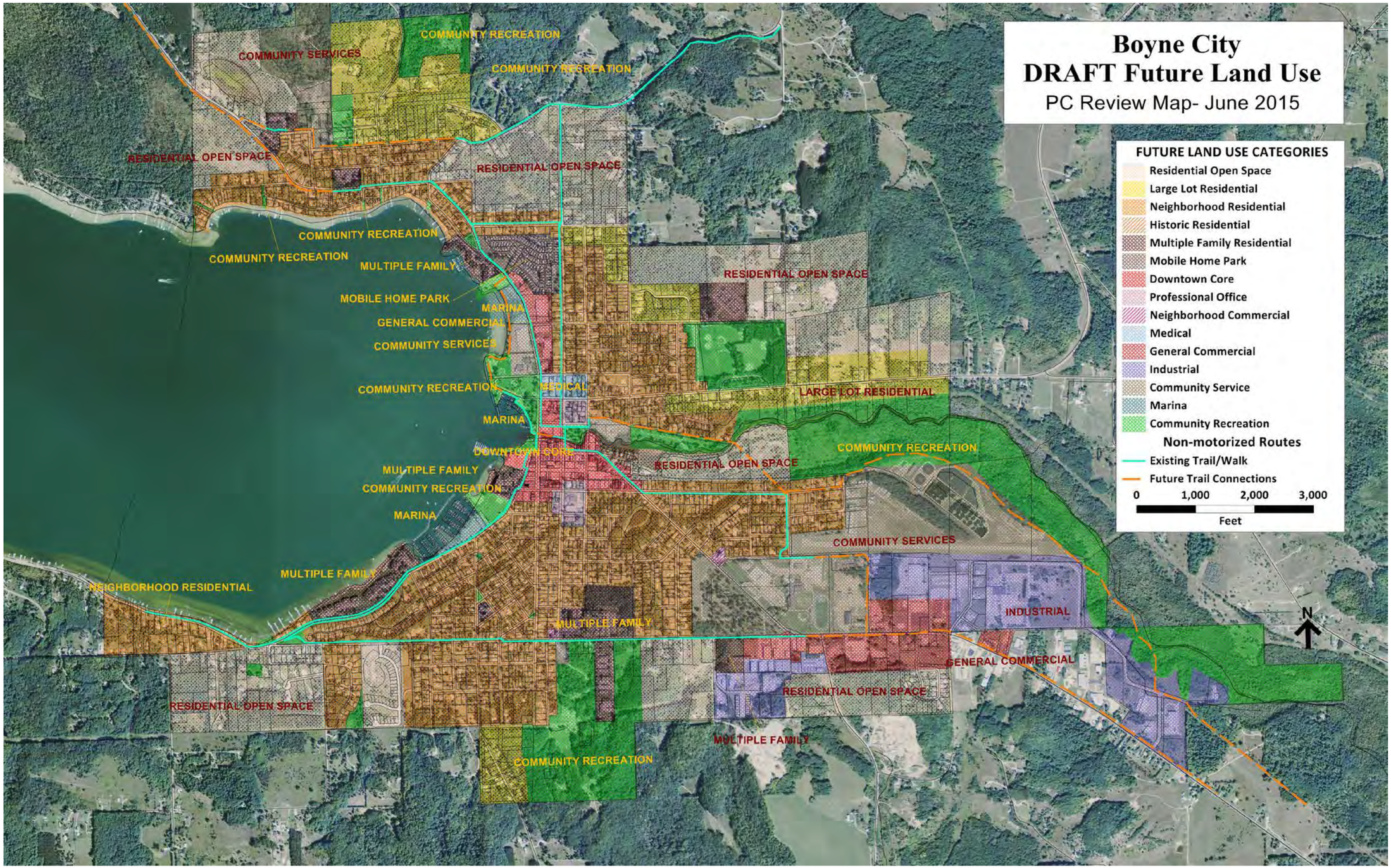
Community Recreation— This classification is for improved and unimproved recreation areas and park facilities, including neighborhood, community, and Greenway/Bikeway/Pedestrian Links. This classification covers those areas provided as part of a larger use, in between uses, or along transportation routes that serve to connect parks, recreation, and open space into a unified network of facilities.

Waterfront Considerations

Lake Charlevoix and the Boyne River are vital components of Boyne City, and as such the protection of these resources continues to be critically important. The Boyne City Zoning Ordinance includes regulations designed to protect the shoreline areas. As further development or redevelopment occurs, the City will continue to evaluate the tools and techniques available to implement the best management practices for shoreline and water quality protection.

Trail Connections

As a designated Trail Town community, Boyne City continues to expand its network of trails. Efforts are underway to link various points of interest within the City and increase the connections to the ever-expanding regional trail network. Existing and future trail routes are shown on the Future Land Use map.


Boyne City
DRAFT Future Land Use
PC Review Map- June 2015
FUTURE LAND USE CATEGORIES
Residential Open Space
Large Lot Residential
Neighborhood Residential
Historic Residential
Multiple Family Residential
Mobile Home Park
Downtown Core
Professional Office
Neighborhood Commercial
Medical
General Commercial
Industrial
Community Service
Marina
Community Recreation
Non-motorized Routes
Existing Trail/Walk
Future Trail Connections
0 1,000 2,000 3,000
Feet
N
COMMUNITY SERVICES
COMMUNITY RECREATION
COMMUNITY RECREATION
RESIDENTIAL OPEN SPACE
RESIDENTIAL OPEN SPACE
COMMUNITY RECREATION
COMMUNITY RECREATION
MULTIPLE FAMILY
MOBILE HOME PARK
MARINA
GENERAL COMMERCIAL
COMMUNITY SERVICES
RESIDENTIAL OPEN SPACE
COMMUNITY RECREATION
MEDICAL
MARINA
LARGE LOT RESIDENTIAL
DOWNTOWN CORE
MULTIPLE FAMILY
COMMUNITY RECREATION
MARINA
RESIDENTIAL OPEN SPACE
COMMUNITY RECREATION
COMMUNITY SERVICES
MULTIPLE FAMILY
NEIGHBORHOOD RESIDENTIAL
MULTIPLE FAMILY
INDUSTRIAL
GENERAL COMMERCIAL
RESIDENTIAL OPEN SPACE
RESIDENTIAL OPEN SPACE
MULTIPLE FAMILY
COMMUNITY RECREATION

Chapter 4 Implementation and Plan Adoption

Plan Implementation

A Master Plan is developed to provide a vision of the community's future. It is designed to serve as a tool for decision making on future development proposals. A Master Plan will also act as a guide for future public investment and service decisions, such as the local budget, grant applications, road standards development, community group activities, tax incentive decisions, and administration of utilities and services.

According to the Michigan Zoning Enabling Act, comprehensive planning is the legal basis for the development of a zoning ordinance. Section 203 of the Act states: "The zoning ordinance shall be based on a plan designed to promote the public health, safety and general welfare, to encourage the use of lands in accordance with their character and adaptability, to limit the improper use of land, to conserve natural resources and energy, to meet the needs of the state's residents for food, fiber, and other natural resources, places of residence, recreation, industry, trade, service, and other uses of land, to insure that uses of the land shall be situated in appropriate locations and relationships, to avoid the overcrowding of population; to provide adequate light and air; to lessen congestion of the public roads and streets, to reduce hazards to life and property; to facilitate adequate provision for a system of transportation, sewage disposal, safe and adequate water supply, education, recreation, and other public requirements, and to conserve the expenditure of funds for public improvements and services to conform with the most advantageous use of land resources, and properties."

Zoning

The Zoning Ordinance is the most important tool for implementing the Master Plan. Zoning is the authority to regulate private use of land by creating land use zones and applying development standards in various zoning districts. The City of Boyne City is covered by the Boyne City Zoning Ordinance regulating land use activities.

In accordance with the Michigan Planning Enabling Act, **Table 4.1**, shows the relationship between the Future Land Use Categories as described in Chapter 3 and the zoning districts as described and regulated in the Boyne City Zoning Ordinance.

The first Zoning Ordinance was adopted in _____. The current ordinance was last amended in _____. The Zoning Ordinance should now be reviewed to ensure the Ordinance is consistent with the goals and the Future Land Use as presented in this Master Plan. Boyne City intends to update the Zoning Ordinance, as needed, to ensure consistency with the City's vision for the future and provide development options to better meet the goals of this plan.

Table 4.1

FUTURE LAND USE CATEGORIES AS RELATED TO ZONING DISTRICTS

Future Land Use	Zoning District	
➢ Residential Open Space ➢ Large Lot Residential	RED	Rural Estate District
➢ Historic Residential ➢ Neighborhood Commercial	TRD	Traditional Residential District
➢ Neighborhood Residential	WRD	Waterfront Residential District
	MHPD	Manufactured Housing Park District
➢ Multiple Family Residential	MFRD	Multiple Family Residential District
➢ Professional Office ➢ Medical	POD	Professional Office District
➢ Marina	WMD	Waterfront Marina District
➢ Downtown Core	CBD	Central Business District
➢ General Commercial	TCD	Transitional Commercial District
	GCD	General Commercial District
➢ Industrial	RC/ID	Regional Commercial/Industrial District
	PID	Planned Industrial District
➢ Community Service	CSD	Community Service District
➢ Community Recreation	—	Any / All Districts
Any / All	FHD	Flood Hazard District — Overlay

Grants and Capital Improvement Plan

As stated earlier, the Master Plan and Recreation Plan can also be used as a guide for future public investment and service decisions, such as the local budget, grant applications and administration of utilities and services. Many communities find it beneficial to prioritize and budget for capital improvement projects, such as infrastructure improvements, park improvements, etc. A Capital Improvements Program (CIP) is one tool which is often used to establish a prioritized schedule for all anticipated capital improvement projects in the community. A CIP includes cost estimates and sources for financing for each project, therefore can serve as both a budgetary and policy document to aid in the implementation of a community's goals defined in the Master Plan.

Other Programs and Initiatives

The City of Boyne City actively participates in a number of initiatives which contribute to the implementation of the Master Plan goals, a sample of such current initiatives include:

- Redevelopment Ready Communities
- Michigan Main Street Program
- Trail Town Initiative
- Safe Routes to Schools

As part of the Redevelopment Ready Communities program, the following information has been compiled to share with potential developers to facilitate the re-development of properties in the Downtown Core as identified on the Future Land Use map, and is included as a summary of many of the current plan implementation activities.

Redevelopment Sites and Strategies - Redevelopment Ready Communities®

To be vibrant and competitive, Boyne City must be ready for development. This involves planning for new investment and re-investment, identifying assets and opportunities, and focusing limited resources. To insure the City was in the best possible position to encourage and capitalize on redevelopment opportunities moving forward, the City applied and was selected to participate in the Redevelopment Ready Communities® (RRC) certification program. The RRC program is offered by the Michigan Economic Development Corporation (MEDC) to municipalities across the state of Michigan. Participation in RRC is a voluntary, no cost certification program promoting effective redevelopment strategies through a set of best practices. The program measures and then certifies communities that integrate transparency, predictability and efficiency into their daily development practices. The RRC certification is a formal recognition that a community has a vision for the future and the fundamental practices in place to get there. RRC certification signals a proactive, business friendly environment to developers and investors and development projects may qualify for priority funding at the MEDC and MSHDA.

Priority Redevelopment Sites

As part of the RRC certification process the City was required to assemble and prioritize potential redevelopment sites. To accomplish this task the City completed an inventory and review of all the potential redevelopment sites in the City. The criteria used for inclusion into the priority list was the properties needed to be located in or close to the downtown, needed to be currently vacant or underutilized land and/or buildings, and the properties had attributes that set the site apart such as historic designation, blight, location, architecture or other unique characteristics that would make it an important and significant property. Through this review

process six potential redevelopment sites have been identified. While some of the sites are currently listed for sale others are not and the property may not be immediately available. In all cases inquiries regarding the status of the property should be made to the property owners.

Site 1

Currently paved and being used as a City Parking lot, the property has frontage on Park and River Streets and is zoned and suitable for a mixed use commercial-residential project. Across the street from the historic Old City Park, the lot has approximately 135' of frontage on the Boyne River.

Address: 17 N Park St.
Status: Available - City Owned
Zoning: Central Business District
Building Size: Vacant
Parcel Size: 132' x 182'
City Water: Yes
City Sewer: Yes

Site 2

Located in the center of downtown with frontage on Lake and Water Streets the property was used previously for retail. The property has excellent water views with Lake Charlevoix and Sunset park across the street. The building was constructed in 2001 and has 4,900 Sqft that could be used as a single unit or potentially 2 to 3 units.

Address: 101 Water St.
Status: For Lease MLS # 442998
Zoning: Central Business District
Building Size: 4,900 Sqft
Parcel Size: 80' x 80'
City Water: Yes
City Sewer: Yes

Site 3

This property includes 8,000 Sqft restaurant and bar which has a Class C Liquor License, a 9.485 Sqft Bellamy Opera House which is The Boyne Theater and 2 vacant parcels. Vacant parcel next to the restaurant currently serves as patio seating for the restaurant.

Address: 220 S Lake St.
Status: For Sale MLS # 439638
Zoning: Central Business District
Building Size: 17,500 Sqft
Parcel Size: 120' x 175'
City Water: Yes
City Sewer: Yes

Site 4
Victorian previously used for professional office. Property is suitable for commercial/professional office, personal residence or bed and breakfast. Property has 120' of frontage on Boyne River.

Address: 311 E Water St.
Status: For Sale MLS # 440675
Zoning: Central Business District
Building Size: 2,700 Sqft
Parcel Size: 75' x 220'
City Water: Yes
City Sewer: Yes

Site 5
The building has approximately 1641 Sqft for showroom and 2443 sq ft of warehouse space, total of 4084 square feet for gross building area.

Address: 437 Boyne Ave
Status: For Sale MLS # 440741
Zoning: Central Business District
Building Size: 4,100 Sqft
Parcel Size: 75' x 220'
City Water: Yes
City Sewer: Yes

Site 6
This currently vacant building is located close to down town with views of Lake Charlevoix. Property has 111' of frontage on Lake Street with ingress and egress from Lake and Park streets. Veterans Park is directly across the street.

Address: 100 N. Lake St
Status: For Sale MLS # 438832
Zoning: Central Business District
Building Size: 5,000 Sqft
Parcel Size: 111' x 115'
City Water: Yes
City Sewer: Yes

Redevelopment Strategy

The redevelopment strategy used by the City is a three pronged approach and focuses on Placemaking, Marketing and Support. In simple terms the City Redevelopment Strategy is focused on building a place people want to be, letting them know about it, and helping them when they get here.

Placemaking

Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on the community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well being. This approach is commonly described as creating a “sense of place”. The concept is based on a single principle – people choose to settle in places that offer the amenities, social and professional networks, resources and opportunities to support thriving lifestyles.

Enhancing the downtown’s physical environment and capitalizing on its best assets helps create an inviting atmosphere. Attractive window displays, building improvements, streetscapes and landscaping are some of the physical improvements that can be implemented to help create a unique and special place.

How well a place is connected to its surroundings both visually and physically is an important aspect in placemaking. A successful public space is visible, easy to get to and around. Physical elements can affect access (a continuous row of shops along a street is more interesting and generally safer to walk by than a blank wall or empty lot), as can perceptions (the ability to see a public space from a distance). Accessible public places have a high turnover in parking.

Comfort and image is also a key to whether a place will be used. Perceptions about safety and cleanliness, the context of adjacent buildings, and a place's character or charm are often foremost in people's minds as well as more tangible issues such as having a comfortable place to sit. The importance of people having the choice to sit where they want is generally underestimated.

Lastly, activities that occur in a place, friendly social interactions, free public concerts, community art shows and more, are basic building blocks: they are the reasons why people come in the first place and why they return. Activities also make a place special or unique, which, in turn, may help generate community pride.

Marketing

Marketing a community’s unique characteristics to residents, business owner’s, visitors, and investors is a key factor in the success of a community. To create and maintain an effective market campaign, a professional and well executed promotional program needs to be developed. The marketing of Boyne City has been primarily developed and implemented by the Boyne City Chamber of Commerce and the Boyne City Main Street promotions committee. The Chamber of Commerce through its website and newsletter is continuously marketing the community by providing information and resources on activities, attractions and events in the area. Through the Main Street Program the promotions committee fosters an atmosphere of cooperation and unity and builds partnerships in all sectors of the community. The committee promotes well-designed sustainable downtown projects and events while maintaining the rich cultural and historic heritage of our downtown. Through the efforts of the Promotions Committee the City has developed a positive, promotional strategy through advertising, retail activities,

special events and marketing campaigns developed to encourage commercial activity and investment in the area.

Support

A robust system of support for redevelopment is provided by a variety of local, regional and state agencies and organizations. These agencies and programs are just some examples of the type of assistance that is available. Prior to commencing any redevelopment project it is highly recommended that a representative from these organizations or agencies be contacted to assist with exploring potential programs that may provide assistance for a project.

Established in 2003, the award-winning downtown Boyne City Main Street program which is under the umbrella of the city government as a Downtown Development Authority (DDA), allows tax dollars to be invested within the downtown district for a variety of projects to keep it vital and prosperous. The projects are outlined in the DDA Development Plan and Tax Increment Financing Plan.

The Boyne City Main Street is a volunteer-based program, meaning its success is the result of the efforts of many. The program is based on the National Main Street Four-Point Approach to historic preservation and economic development which are:

1. Organization: The organization committee is focused on building a broad-based support system for downtown revitalization by recruiting volunteers, raising funds, and promoting the program.
2. Promotions: The promotions committee is responsible for marketing the downtown's assets, enhancing the City's image, and creating special events to build a fun and exciting atmosphere for residents, visitors, customers, and investors.
3. Economic Restructuring: This committee is called TEAM BOYNE which is a network of community leaders and residents working together to make Boyne City a friendly environment for businesses and an encouraging community for entrepreneurs. Working together as a team, this committee works to strengthen the downtown's economic base, support existing small businesses and recruit new businesses.
4. Design: The design committee reviews building construction and capital projects in the district and is in charge of enhancing the physical appearance of the downtown by focusing on historic preservation, public improvements, lighting, signage, storefronts, and landscaping.

Using this four point approach as its foundation the city has the tools to revitalize the downtown district by leveraging local assets, from cultural or architectural heritage to local enterprises and community pride. The four points of the Main Street approach work together to build a sustainable and complete community revitalization effort.

At the regional level the most prominent business and economic development organizations providing assistance are the Northern Lake Economic Alliance and Networks Northwest.

Northern Lakes Economic Alliance is a valuable resource available to area businesses and future entrepreneurs. The mission of the NLEA is "to enhance the economy in Antrim, Charlevoix, and Emmet counties by acting as a resource to retain and create quality jobs." As part of their services the NLEA offers a two-hour monthly class, "How to Really Start Your Own Business: Practical Information From Those Who Have Done It," in partnership with the Tip of

the Mitt SCORE Chapter. The Tip of the Mitt SCORE counselors provide additional resources as well as apply practical knowledge of starting a business.

Networks Northwest, formerly Northwest Michigan Council of Governments, is a regional organization serving businesses, non-profits, community organizations, individuals, and units of government. Their mission is to build stronger communities and enhance the quality of life in Northwest Michigan. Founded in 1974, Networks Northwest facilitates and manages various programs and services for the ten county region. These programs include Northwest Michigan Works, YouthBuild, Small Business & Technology Development Center, Procurement Technical Assistance Center, various business services, and many different regional planning initiatives in response to our communities' requests and needs. You will see the broad spectrum of workforce, business and community services Networks Northwest offers as you look through their web site.

At the State level a variety of economic development support and resources are provided by the Michigan Economic Development Corporation (MEDC), the Michigan State Housing Development Authority (MSHDA) and the State Historic Preservation Office (SHPO).

The MEDC provides assistance by providing community development incentives that focus on creating vibrant, sustainable and unique places. Some of the economic development services and programs designed to attract and retain talent in Michigan communities that the MEDC administers are the Brownfield Tax Increment Financing Act 381 Work Plan, the Community Development Block Grant program, the Core Community Fund, the Michigan Community Revitalization Program and the Urban Land Assembly fund. Through these programs the MEDC can assist with the reinvigoration of city centers and rural communities across Michigan.

MSHDA's mission is to enhance Michigan's economic and social health through housing and community development activities. MSHDA offers a wide variety of assistance and programs to the public and private sector to assists in building a strong and vibrant Michigan. Some examples of assistance offered by MSHDA's include it's Community Development Division (CDD) that supports affordable housing and vibrant places by providing financial resources, technical assistance, and training to nonprofits an local governments. Through MSHDA's Cultural Economic Strategy (CED) support is provided for cultural economic development by assisting communities in leveraging their creative talent and cultural assets to spur economic growth and community prosperity.

SHPO works with homeowners, developers, government agencies, and nonprofit organizations to preserve the places that make our communities unique. Historic preservation enhances property values, creates jobs, revitalizes downtowns and promotes tourism. SHPO programs such as the Historic Preservation Tax Credit program, the Michigan Lighthouse Assistance Program, and the National Register of Historic Places support people who want to preserve Michigan's historic places as vibrant, vital community assets so they can be enjoyed by Michiganders and visitors alike.

Plan Adoption Documentation

Draft Plan Circulated for Comments

The draft Boyne City Master Plan was transmitted to the City Commission for review and comment in June 2015. The City Commission approved the draft plan for distribution on _____. Following the Commission's approval for distribution the proposed plan was distributed to the adjacent Townships (_____), as well as to the Charlevoix County Planning Commissions on _____ for review and comment. Comments were received from _____, and are provided at the end of this chapter.

Public Hearing

A public hearing on the proposed Master Plan, as required by the Michigan Planning Enabling Act, as amended, was held on _____. The legally required public hearing notice was published in the_____[newspaper] on _____, as well as on the City website. A copy of the public hearing notice is reproduced at the end of this chapter. During the review period, the draft plan was available for review on the City's website, at the City Hall, or by contacting the Boyne City Planning Director.

The purpose of the public hearing was to present the proposed Master Plan to accept comments from the public. ____local residents and/or business owners attended the public hearing. Minutes from the Public Hearing are provided at the end of this chapter.

The public hearing began with a brief explanation of the planning process. Plan development included several Planning Commission workshop meetings, and public input sessions. During the hearing, maps of existing land use, color coded resource, and proposed future land use recommendations were presented.

Plan Adoption

At a Planning Commission meeting following the public hearing on_____, the Planning Commission discussed the written comments received. The Planning Commission took action to formally adopt the Boyne City Master Plan – 2015 Update, including all the associated maps by resolution on _____.

Per the Michigan Planning Enabling Act, as amended, on _____, the City Commission asserted the right to approve or reject the plan. The City Commission formally adopted the plan on _____.

Legal Transmittals

Michigan planning law requires that the adopted Master Plan be transmitted to the City Commission, as well as to the adjacent Townships and the County Planning Commission. Copies of these transmittal letters appear at the end of this chapter.

Part II
Background and Supporting Information

5. Social and Economic Conditions
6. Natural Resources
7. Infrastructure and Facilities
8. Existing Land Use Profile

Chapter 5 Social and Economic Conditions

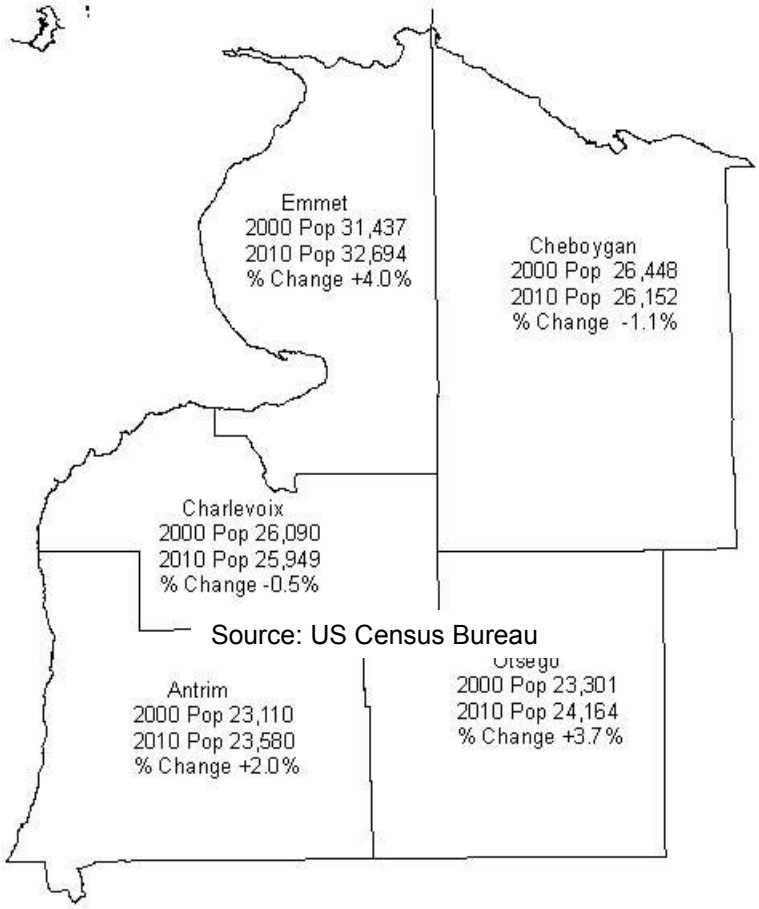
Population

As of the 2010 Census, Charlevoix County had a population of 25,949, which was a 0.5% reduction from the population of 26,090 in 2000. This population decrease reversed a strong population growth trend which spanned the previous four decades. From 1960 to 2000 the County population almost doubled from 13,421 to 26,090 persons. Of the 12,669 persons that were added during that 40 year period, the largest increase occurred between 1990 to 2000 when the County population increased by 4,622 persons, a population increase of 21 percent.

While three of the four adjacent counties did see population increases over the past decade, the increases were modest as compared the growth trends that were experienced previously. As shown by **Figure 5-1**, of the three adjacent Counties that had a population increase, Emmet County had the largest population increase of 4% adding 1,257 persons.

The economic downturn experienced by the County, State and Nation over the last decade is most likely the primary cause of the out migration and ultimately the low growth and population loss in the area. According to the estimated population changes prepared by the Michigan Department of Management and Budget, Charlevoix County had increases in population from 2000 to 2003, and a trend which quickly reversed beginning in 2004. Over the past decade the birth rates and death rates for the County have remained fairly consistent. Over the past 10 years the population of the county had a natural increase (births>deaths) each year that averaged approximately +44 persons per year. During this same period the net migration for the county averaged -58 persons per year for an average net loss of population of 14 persons per year. Beginning in 2004 Charlevoix County began experiencing the significant out migration, which continued for the remainder of the decade with the largest out-migration occurring in 2008 and 2009 with a net out-migration of 253 and 227 persons respectively.

Figure 5-1



Eleven of the 18 municipalities within Charlevoix County had an increase in population, while the county as a whole experienced a population decline over the last decade. The City of Boyne City increased in population, contrary to the other cities in the County, and many Cities in northern Michigan,. Since the 2000 census the City had an increased population of 6.6% adding 232 persons. While the population in Boyne City increased the immediate surrounding area had an overall decrease in population. Over the past decade four of the five townships adjacent to the City decreased in population by a cumulative 17% (1,200 persons) from at total of 6,958 persons in 2000 to 5,758 persons in 2010. Of these townships, Eveline had the largest decrease in the number of persons (96) and Evangeline had the largest percentage decrease (7.9%). **Figure 5-2** shows the number and percentage of population change from 2000 to 2010 for all the Charlevoix County municipalities.

The 2010 census showed the population of Boyne City was 3,735 persons, and albeit relatively slowly, as shown by **Figure 5-3**, the City of Boyne City has continued to grow in population over the past 50 years. While still not near the peak population numbers the City experienced over 100 years ago of 5,218 persons, the City is the most populated City in the County and has been for most of the past century. Since 1930 the City has increased its population every decade with the exception of 1960 and has increased in total population since then by 35 percent (938 persons). The largest increase for the City during this time was between 1970 and 1980 when the City grew by 13 percent (379 persons).

Figure 5-2: Charlevoix County Municipalities Population Change 2000 -20100

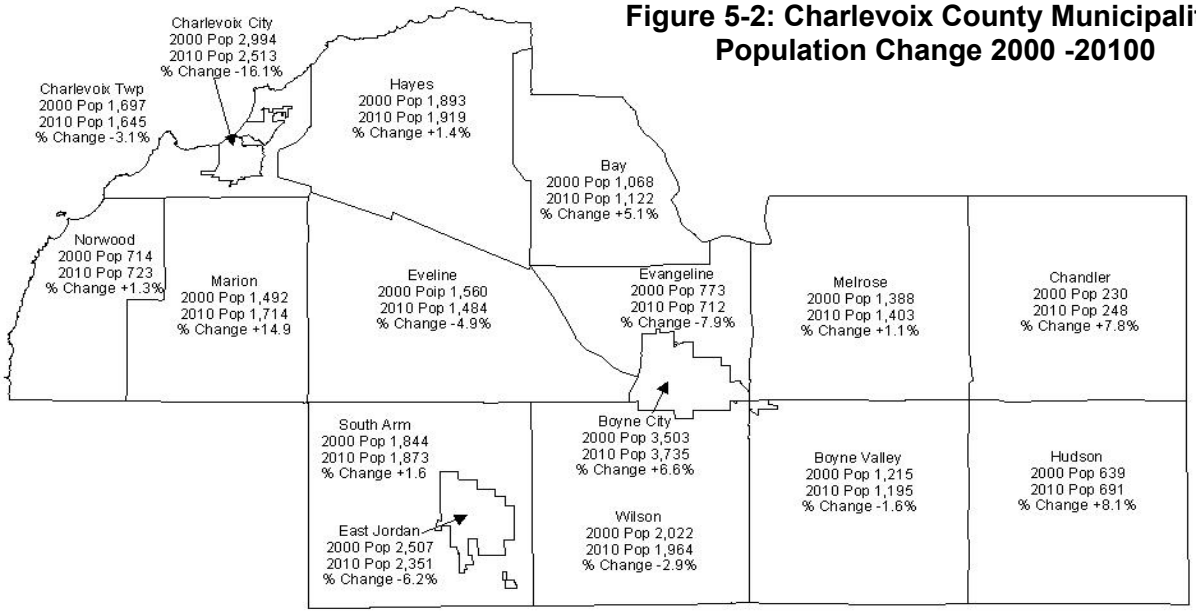
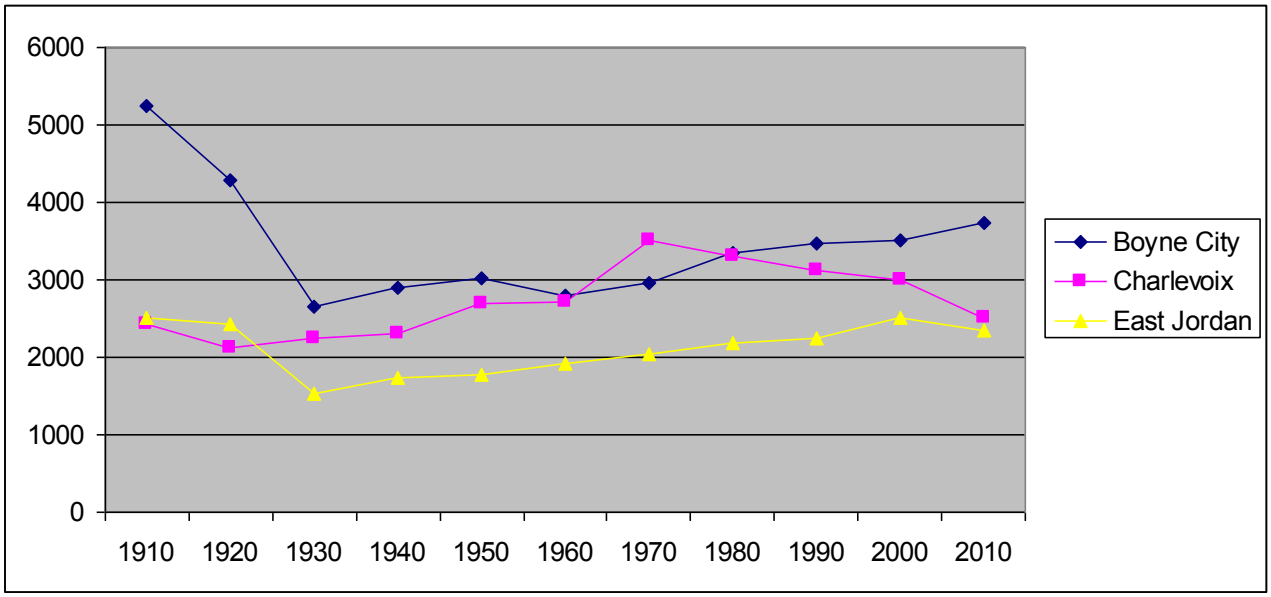


Figure 5-3: City Populations Charlevoix County 1910-2010



Seasonal Population

Obtaining accurate numbers of seasonal residents and tourists is difficult. Because the U.S. Census is conducted each decade in April, the numbers only reflect those persons who live in the county on a year-round basis.

In 2010 the Census showed the number of seasonal homes in Charlevoix County increased from 4,391 units to 5,156 units. Of the 17,249 total housing units in the county this represents a 2 percent increase in the seasonal units up from 28 percent in 2000 to 30 percent in 2010.

As shown in **Table 5.8** the City of Boyne City also had a similar increase in seasonal units between 2000 and 2010 with an increase of seasonal units from 19.6 percent to 21.9 percent. In 2010 of the total 2,292 housing units in the City 502 were classified as seasonal units.

A rough estimate of the number of seasonal residents can be calculated by multiplying the number of seasonal housing units by the average number of persons per household. Using this method a County seasonal population increase of 11,858 persons is estimated and for the City an additional 1,154 persons are estimated. Seasonal residents, therefore, added another 46 percent to the county's population for a total of 37,807 persons and increased the City population by almost 31 percent up to 4,889 persons. This figure does not include those seasonal visitors or tourists staying in area motels, campgrounds or family homes.

Population Estimates and Projections

Each year, the Census Bureau's Population Estimates Program (PEP) utilizes current data on births, deaths, and migration to calculate population change since the most recent decennial census and produce a time series of estimates of population. Estimated population for Charlevoix County from 2010 to 2014 suggests a slight, less than one percent, increase in the County population from 25,949 to 26,121.

While population estimates try to forecast changes in population on an annual basis projections take a longer view and try to anticipate trends and forecast changes in population that will occur over a longer period. Population projections for the State of Michigan prepared by the Michigan Department of Technology and Budget forecast that the State population will rebound slowly over the next 20 years from the 2010 decrease of population to 9,883,640 to 10,683,432 in 2020 to 10,694,172 in 2030.

When making estimates or projections it is impossible to know with certainty what impact a wide variety of variables will have, and a number of assumptions need to be made and projections and estimates should be viewed keeping those assumptions in mind. These official population estimates are widely used for planning purposes, and they can serve as a basis for distributing federal, state, and non-governmental funds. They also provide valuable information about demographic changes that have occurred in different areas of each state.

Age Distribution

2010 census data shows that the median age in Charlevoix County increased by 6.4 years since 2000 with 50.7 percent of County's population now 45 years old or older. This is more than a 10 percent increase in number of persons over 45 since 2000 (**Table 5.1**). The breakdown of County's population by age grouping shows a significant shift in the 25-44 and the 45-64 age groups from 2000 to 2010. The percentage of those in the 45-64 age groups grew by 6.9 percent while the 25-44 age group declined by 6.4 percent. During this same time period the total County population decreased by 141 persons. While the in-migration of older people and the aging 'baby boomers' are likely part of the reason for the shift towards an older population, probably the biggest factor for the increase in the median age is the out-migration of younger people as the total number of people ages 18-44 decreased by almost 20 percent (-1,766 persons) since 2000.

Table 5.1

Population By Age

Charlevoix County and Boyne City 2000-2010

Age	Charlevoix County				Boyne City			
	2000		2010		2000		2010	
Under 5	1,691	6.5%	1,363	5.3%	228	6.5%	266	7.1%
5-17	5,072	19.4%	4,353	16.8%	696	19.8%	628	16.8%
18-24	1,688	6.5%	1,638	6.3%	260	7.4%	280	7.5%
25-44	7,159	27.4%	5,443	21.0%	998	28.5%	848	22.7%
45-64	6,586	25.2%	8,319	32.1%	769	22.0%	1,083	29.0%
65+	3,894	14.9%	4,833	18.6%	552	15.8%	630	16.9%
Median Age	39.1		45.5		37.9		41.9	

Source: U.S. Census Bureau

A similar pattern of change in the age of the population can be seen in the City of Boyne City. From 2000 to 2010 the percentages of people in the 25-44 age bracket declined by 5.8 percent (-150 persons) from 28.5 percent to 22.7 percent and those 45-64 increased by 7 percent (+314 persons) from 22 percent to 29 percent. Given the fact that the population of the City increased by 232 persons since 2000, it would appear that while the City experienced some out-migration of younger people, it was offset by the in-migration of people over 45 years old.

Race and Ethnic Composition

Race and ethnicity data was not collected as part of the 2010 census and this information now collected as part of the 2006-2010 American Community Survey. As this information is now collected and developed through statistical analysis of survey samples there is a margin of error in all the values. **Table 5.2** shows that the City has a very small minority population and that situation has changed relatively little over the last 10 years. From 2000 to 2010, the minority population in Boyne City increased only slightly from 3.0 to 3.4 percent.

Table 5.2

Population By Race And Hispanic Origin

City of Boyne City

	2000 Census		2006-2010 ACS Survey	
	#	% of Total Pop	#	% of Total Pop
Total	3,503	100	3,760	100
White	3,395	96.9	3,620	96.3
Black	4	0.1	13	0.3
Am. Indian	40	1.1	14	0.4
Asian	6	0.2	27	0.7
Other Race	14	0.4	0	0
Two or More Races*	42	1.2	75	2.0
Hispanic or Latino Origin**	26	0.7	11	.03
Total Minority***	106	3.0	129	3.4

* Census 2000 gave respondents the opportunity to choose more than one race category.
** Persons of Hispanic or Latino Origin may be of any race.
*** Excludes Hispanic or Latino Origin
Source: U.S. Bureau of the Census

Disability Status

Data shown in **Table 5.3** gives an indication of how many disabled persons reside in Charlevoix County and the City as per the 2000 Census. A person was classified as having a disability if they had a sensory disability, physical disability, mental disability, self-care disability, going outside the home disability or an employment disability. Data from the 2000 Census is being used as this data was not obtained as part of the 2010 census and disability status has not been updated as part of the American Community Survey.

The 2000 Census showed that 17.4 percent of the persons in Charlevoix County had some type of disability and 16.3 percent of the residents in the City had some type of disability. The largest numbers of disabled persons in the City were between the ages of 21 - 64 (286), and of the people in this group, 47.2 percent were employed. In the 65 and over age group, over 40 percent of this age group have some type of disability (44.2%).

Table 5.3

Disability Status by Age Group
Boyne City and Charlevoix County - 2000

LOCAL UNIT	Disabled persons 5-20	% Disabled 5-20	Disabled persons 21-64	% Disabled 21-64	% of disabled persons 21-64 employed	Disabled persons 65+	% Disabled 65+
Boyne City	42	5.5%	286	15.1%	47.2%	243	44.2%
Charlevoix Co.	501	8.5%	2,546	17.6%	60.5%	1,497	40.1%

Source: U.S. Bureau of the Census
*Disability of civilian non-institutionalized persons.

Educational Attainment

The percent of the Boyne City adults who have attained a High School diploma or greater has increased from 87.4 percent in 2000 to 94.5 percent in 2010, Based on the data in **Table 5.4**. Thus correspondingly, Boyne City has experienced a notable decrease, from 12.6% down to 5.6%, of adults who have not attained at least a High School diploma, as shown in **Table 5.4.**

While the percentage of persons 25 and older who had a high school diploma (and did not pursue additional formal education) decreased slightly from 37.1 percent to 34.1 percent, this is likely due to the shifts in percentage of people who have pursued some college. The percentage of the population that obtained an associate degree decreased from 10.6 to 8.3 percent and the percentage that obtained a bachelors degree decreased by 3.2 percent while those with a graduate or professional degree increased by 7.3 percent.

The 2006-2010 American Community Survey shows decreases in the percent of persons who only completed 9th to 12th grade but did not earn a diploma and those who had completed less than a 9th grade. Respectively, these groups went from 8.7 percent to 3.5 percent and from 3.9 percent to 2.1 percent.

Table 5.4

Educational Attainment
Boyne City

	2000*		2010**	
Degree	Number	Percent	Number	Percent
Less than 9th grade	89	3.9%	52	2.1%
9th to 12th no Diploma	197	8.7%	86	3.5%
High School Diploma	853	37.5%	845	34.1%
Some college no degree	457	20.1%	661	26.7%
Associates	241	10.6%	205	8.3%
%Bachelors	311	13.7%	313	12.6%
Graduate or Professional	125	5.5%	316	12.8%

Source: U.S. Bureau of the Census*
American Community Survey 2006-2010**

Income and Poverty

Income statistics for Boyne City, Charlevoix County and the State of Michigan (**Table 5.5**).show that the median income in the City has increased by 37 percent since 2000. While the ACS data shows median income now exceeds the median income of the Count and the State, in reality the value may be much less as the estimated margin of error the ACS has put on this value is +/- 9,499.

Table 5.5

Median Family Income

Boyne City and Charlevoix County: 1990, 2000 & 2010

Year	Boyne City	Charlevoix Co.	State
1990*	$33,795*	$38,427*	$47,569*
2000*	$44,096	$46,260	$53,457
2010**	$60,387	$57,022	$48,432

Source: U.S. Bureau of the Census*
American Community Survey 2006-2010**

From 2000 to 2010 the poverty rate Boyne City increased by 3.6 percent for families with children and by 6.4 percent for families with a female householder with no husband present individuals (**Table 5.6**). The largest increase in poverty rate was for individuals that increased by 107 percent.

Table 5.6

Poverty Status

Boyne City 2000 & 2010

	2000*		2010**	
Category	Number	Percent	Number	Percent
Families	81	8.9	126	12.5
Families with no husband	45	26.8	71	33.2
Individuals	55	11.8	123	22.5

Source: U.S. Bureau of the Census*
American Community Survey 2006-2010**

Poverty characteristics in **Table 5.7** show economic distress in two sub-groupings, female headed households with dependent children and the elderly. One striking statistic was that while the number of females with dependant children below poverty increased in the County and the City by 23.2 percent and 24.4 percent respectively. The number persons 65 and over in the City and County below poverty changed relatively little over the same period.

Table 5.7

Poverty Rates

Boyne City and Charlevoix County:2000 & 2010

Municipality	Females With Children < 18 Below Poverty					Age 65 and Over Below Poverty				
	2000*		2010**		% Change	2000*		2010**		% Change
	#	%	#	%		#	%	#	%	
Boyne City	106	26.8%	149	51.2	24.4%	37	6.7	41	6.5	-0.2%
Charlevoix Co.	163	25.6%	281	48.8	23.2%	222	5.9%	309	6.4	0.5%

Source: U.S. Bureau of the Census*
American Community Survey 2006-2010**

Housing Characteristics

As shown by the 2010 census the City of Boyne City has a significant number of seasonal units as 21.9 percent of the total housing units in the City are seasonal units. This was a 2.3 percent increase in seasonal units. While owner occupied units is still the most prevalent type of housing in the City, over the past decade there has been a shift towards renter occupied units. Since 2000 the percent of owner occupied units decreased by 8.4 percent with approximately 1 in 3 homes in City being renter occupied.

Table 5.8

Housing Characteristics

Boyne City 2000-2010

	Total Housing Units	Total Occupied Housing Units	% Owner Occupied	% Renter Occupied	Total Vacant Housing Units	% Seasonal*	% Vacant Owner	% Vacant Renter
2000	1,935	1,468	75.6%	24.4%	467	19.6%	0.5%	7.5%
2010	2,292	1,635	67.2%	32.8%	657	21.9%	5.2%	7.8%

Source: U.S. Census Bureau
*Figure shows the seasonal housing units as a percentage of the unit's total housing units.

Table 5.9 shows the age of the housing units in the City of Boyne City. Generally speaking, the older a housing unit is the more likely it is to be in need of rehabilitation. As a rule of thumb, any housing unit that is older than 50 years may be in need of at least some rehabilitation, if not a great deal of renovation. Data from the American Community Survey indicates that 36.3 percent of the homes in the City were constructed prior to 1960. While many of the older homes in the City are beautiful, historic and well kept homes; several are in need of repair and renovations.

Table 5.9

Age of Housing Stock

Boyne City

Year Structure Built	1939 or Earlier	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000 or later
Number	654	97	83	241	396	262	424	142
Percent	28.4%	4.2%	3.6%	10.5%	17.2%	11.4%	18.4%	6.1%

Source: U.S. Census Bureau

The percentage of household income spent on housing costs is often looked at in order to measure the possible need for additional affordable housing stock. Data found in **Table 5.10** shows the percentage of household income spent on owner occupied housing in the City of Boyne City.

Table 5.10

Home Ownership Costs as Percentage of Household Income

Boyne City

	<20%	20-24.9%	25-29.9%	30-34.9%	>35%
Number of Units	174	104	67	140	337
Percent of Total	21.2%	12.7%	8.2%	17.0%	41.0%

Source: U.S. Census Bureau

Chapter 6 Natural Resources

The greatest attractions for the residents and visitors of northwest Michigan are the area's environment and natural features. Recreational activities such as hunting, fishing, golfing, skiing, snowmobiling, boating and a multitude of other outdoor activities attract people from all areas of Michigan, as well as from many other states. Often long time visitors decide to move to the area upon retirement. The abundant outdoor recreation opportunities and the natural environment significantly contribute to the quality of life in Boyne City as well as contributing to the local economy.

Climate

The lake effect on Boyne City's climate is significant throughout most of the year. The prevailing westerly winds, in combination with Lake Charlevoix and Lake Michigan to the west, produce this lake influence. The lake effect increases cloudiness and snowfall during the fall and winter and also modifies temperatures, keeping them cooler during the late spring and early summer, and warmer during the late fall and early winter. In the late winter as ice builds up on the lakes, Boyne City is subjected to temperature variations which are more closely associated with interior locations of the State. Diminished wind speeds or winds which do not traverse large unfrozen lakes often produce clearing skies and the colder temperatures expected at inland locations. This area seldom experiences prolonged periods of hot, humid weather in the summer or extreme cold during the winter, due to the way the pressure systems move across the nation. Temperature and precipitation averages are shown in **Table 6.1**.

Table 6.1

Historical Climate Data 1981-2010 Averages

	Average Temperature (in degrees Fahrenheit)			Average Precipitation (in inches)	
Period	Max	Min	Mean	Total	Snow
Jan	28.3	13.1	20.7	2.34	31.0
Feb	32.0	13.0	22.5	1.55	20.8
Mar	42.3	20.0	31.2	1.82	10.6
Apr	57.2	31.8	44.5	2.48	4.1
May	69.8	41.8	55.8	2.92	0.3
Jun	78.7	51.7	65.2	2.91	0
Jul	82.9	56.4	69.7	2.65	0
Aug	80.8	55.5	68.1	3.67	0
Sep	72.6	49.0	59.0	3.83	0
Oct	59.2	38.6	48.9	3.89	0.8
Nov	44.8	29.9	37.3	3.05	12.7
Dec	32.7	20.0	26.3	2.66	31.3
Annual	56.8	35.1	45.9	33.77	111.6

Source: Michigan State Climatologist Office. Site: Boyne Falls MI, station 200925

Climate data from 1981 through 2010 show that the prevailing wind is westerly, averaging nine mph. The average relative humidity, at 1 P.M., varies from 51% for May to 78% for December, and averages 63% annually. Summers are dominated by moderately warm temperatures with an average of nine days exceeding the 90° F mark. In July and August of 2006 temperatures 100° F or higher recorded. The lake influence is reflected in the minimum temperatures with an average of 173 days at 32° F or lower, including average of 22 days at 0° F or lower. During this period, the

highest average monthly maximum temperature of 88.8° F was recorded July 2006, and the lowest average monthly minimum temperature of 0.9° F was recorded February 1994.

Climate data from 1981 through 2010 show the average date of the last freezing temperature in the spring was June 5, while the average date of the first freezing temperature in the fall was September 11. The freeze-free period, or growing season, averaged 97.2 days annually. The average seasonal snowfall was 116.2 inches with 122 days per season averaging 1 inch or more of snow on the ground, but varied greatly from season to season.

Precipitation is usually distributed throughout the year with the crop season, April-September, receiving an average of 18.3 inches or 56 percent of the average annual. The average wettest month is September with 3.9 inches, while the average driest month is February with 1.39 inches. Summer precipitation typically comes in the form of afternoon showers and thundershowers. Annually, thunderstorms will occur on an average of 26 days. Michigan is located on the northeast fringe of the Midwest tornado belt. The lower frequency of tornadoes occurring in Michigan may be due, in part, to the effect of the colder water of Lake Michigan during the spring and early summer months, a prime period of tornado activity.

Soils

The various kinds of soils in Boyne City differ from each other mainly because they developed from different kinds of parent materials, under different conditions of drainage, and for different lengths of time. The mineral soils were formed after the glaciers melted and the processes of soil formation began to alter the glacial debris. These soils are grouped by texture of parent material and natural drainage.

The descriptions of the general soil types in Boyne City are listed in **Table 6.2.** In Boyne City the majority of the soils are comprised primarily of Emmet-Leelanau Association and the Kalkaska-Mancelona Association. **Figures 6-1** to **6-5** show the general soil types and soils suitability and constraints in Boyne City. In **Figure 6-5**, since the impact of the soil limitations on the placement of septic systems is most significant in areas not currently served by City sewers, the sewer lines are also shown on this map, to provide for a more complete assessment of the situation.

Table 6.2

Boyne City General Soil Types

Soil Type	Description
Emmet-Leelanau	Well drained, nearly level to very steep loamy and sandy soils on moraines
Kalkaska-Mancelona	Well drained or moderately well drained, nearly level to gently sloping sandy soils on lake plains and valley plains
Carbondale-Lupton-Tawas	Very poorly drained, nearly level to gently sloping organic soils in depressional areas on till plains, outwash plains, and lake plains

Source: Soil Conservation Service

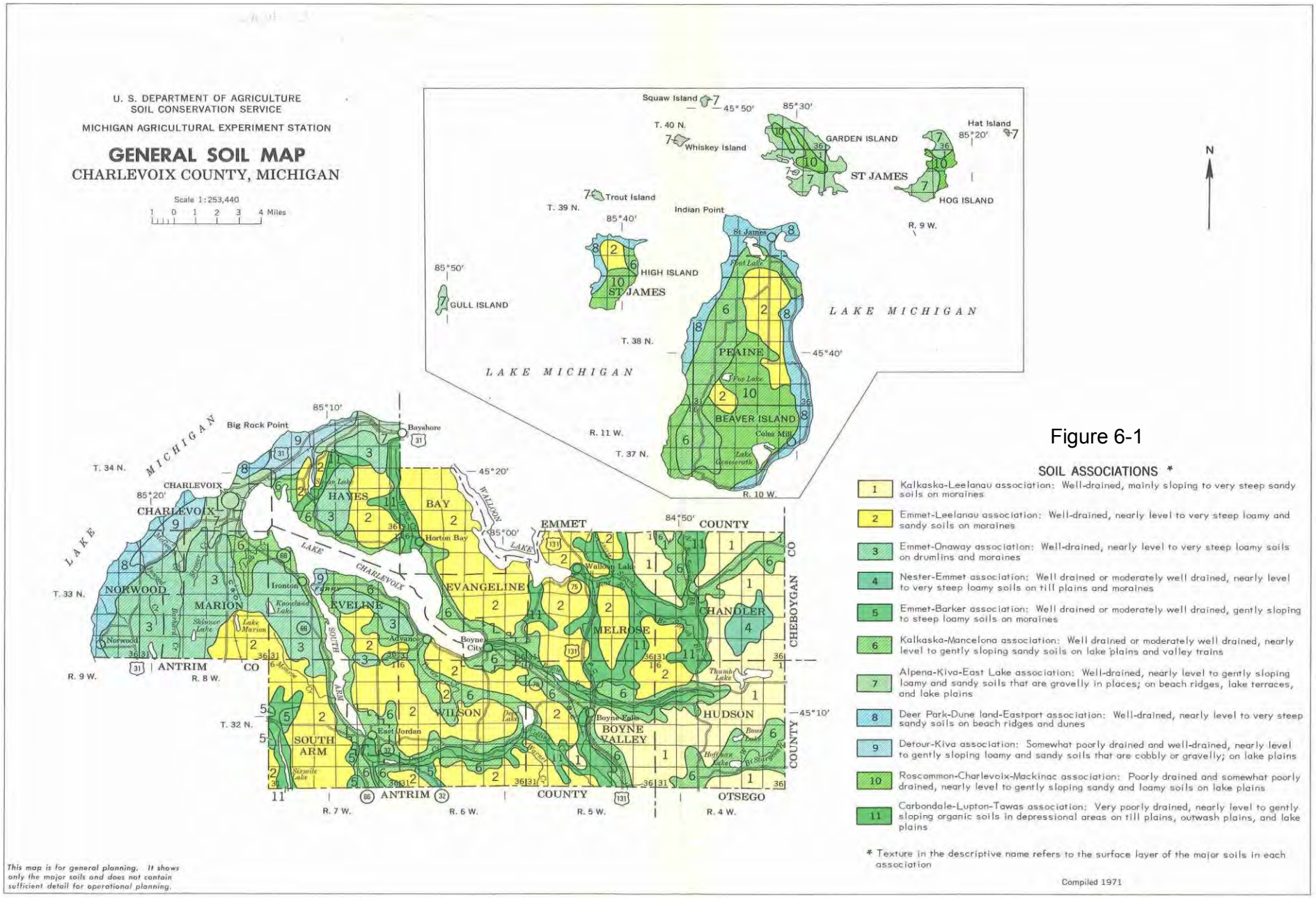
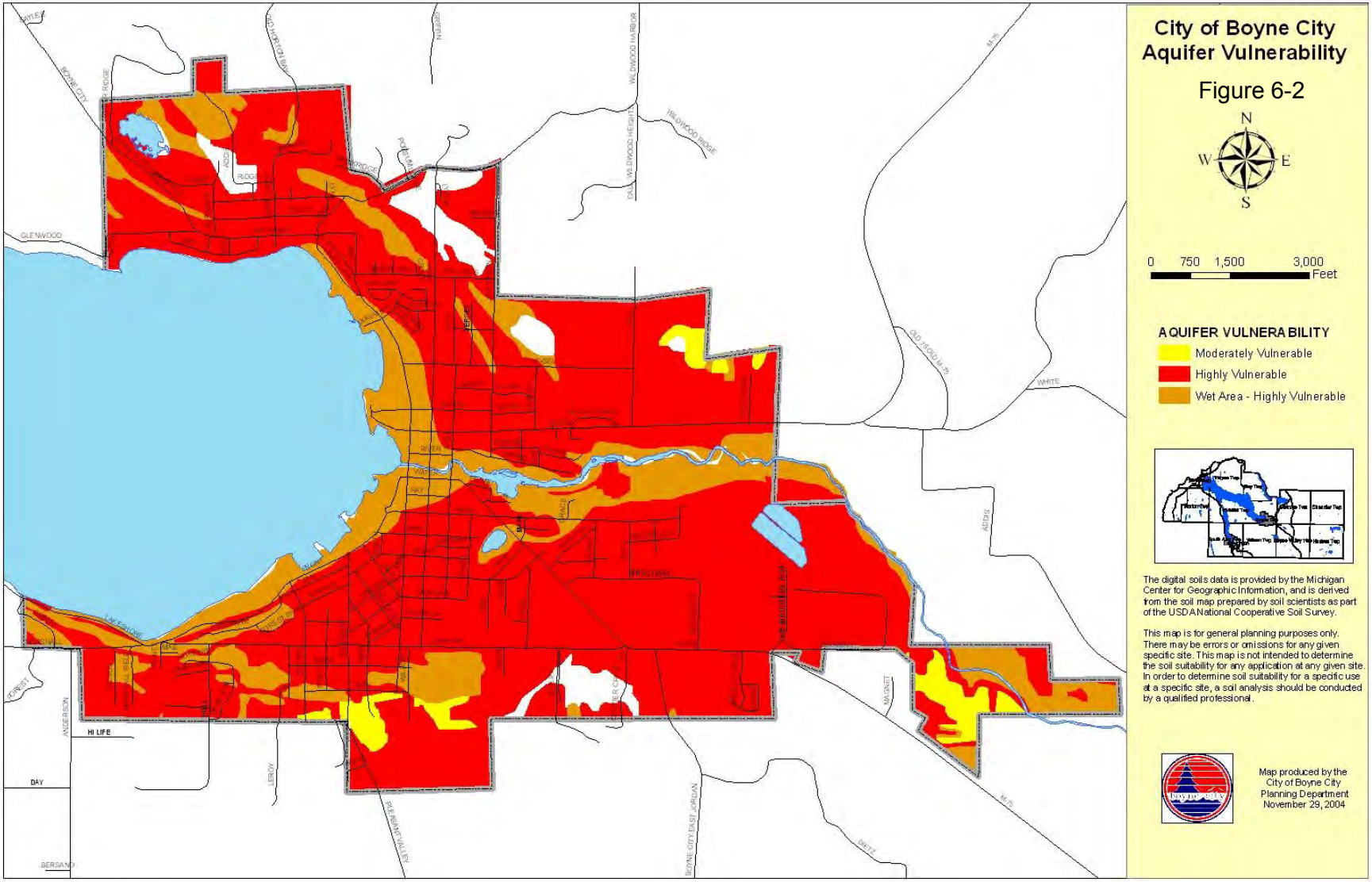
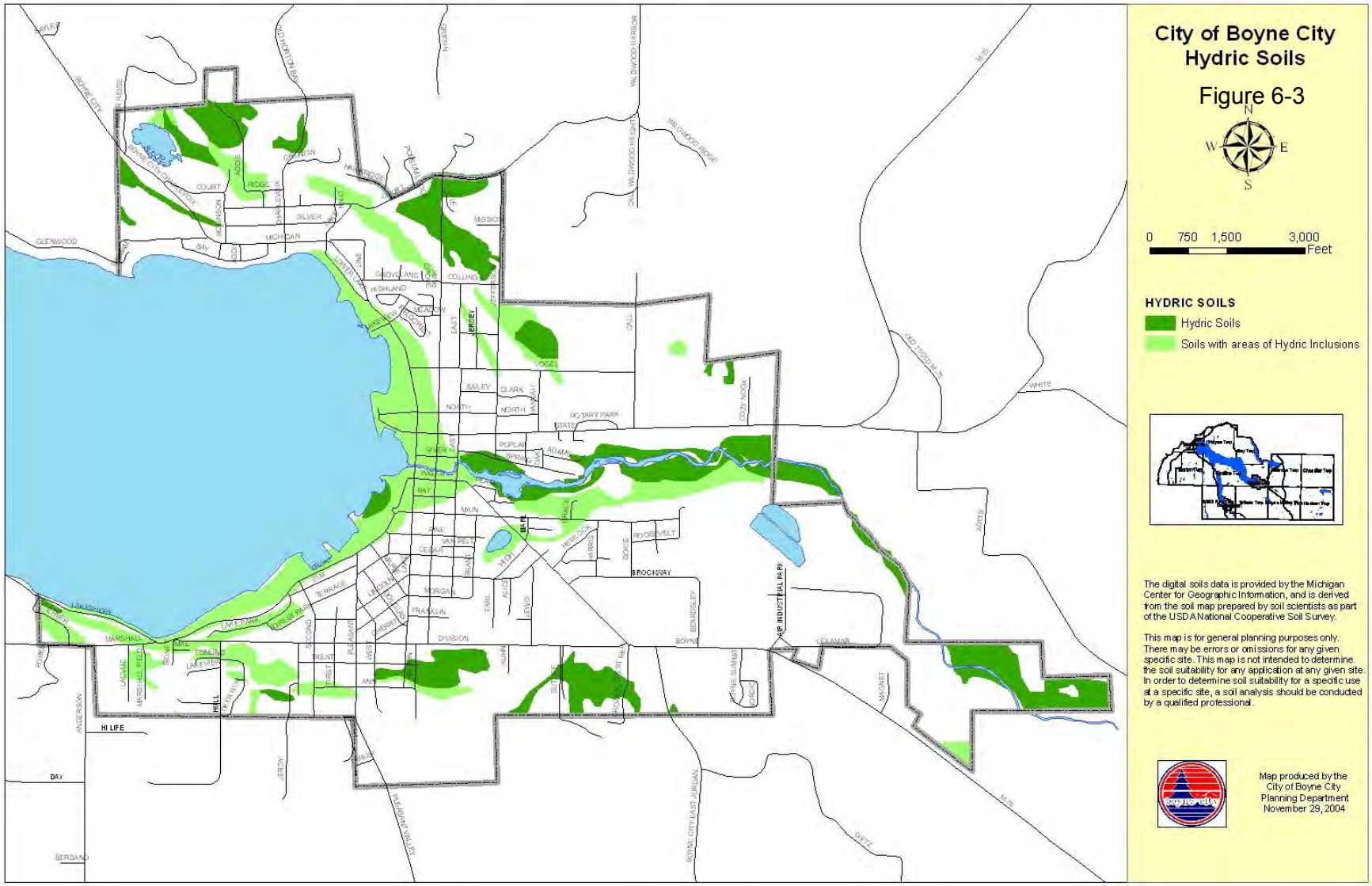
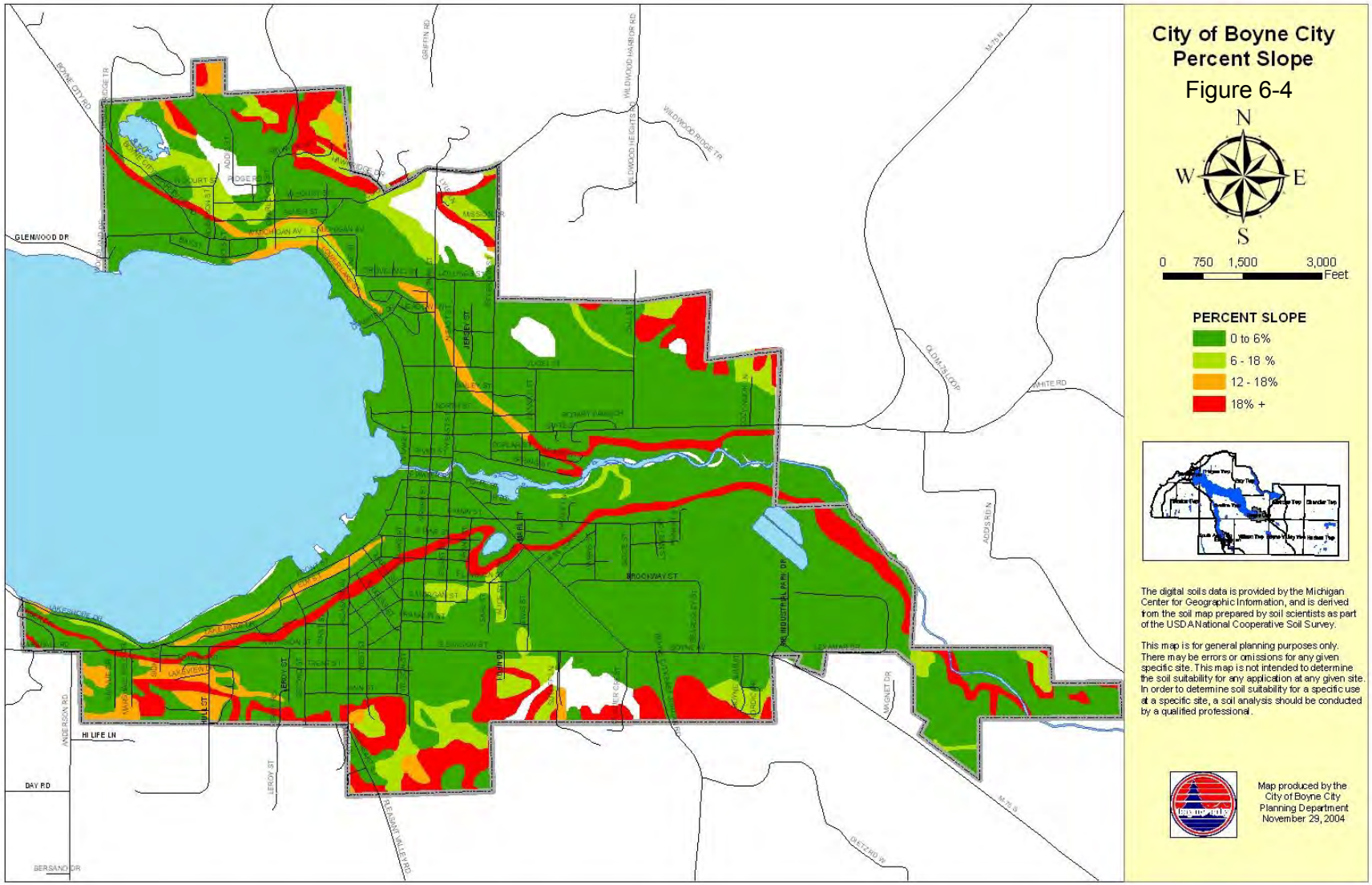
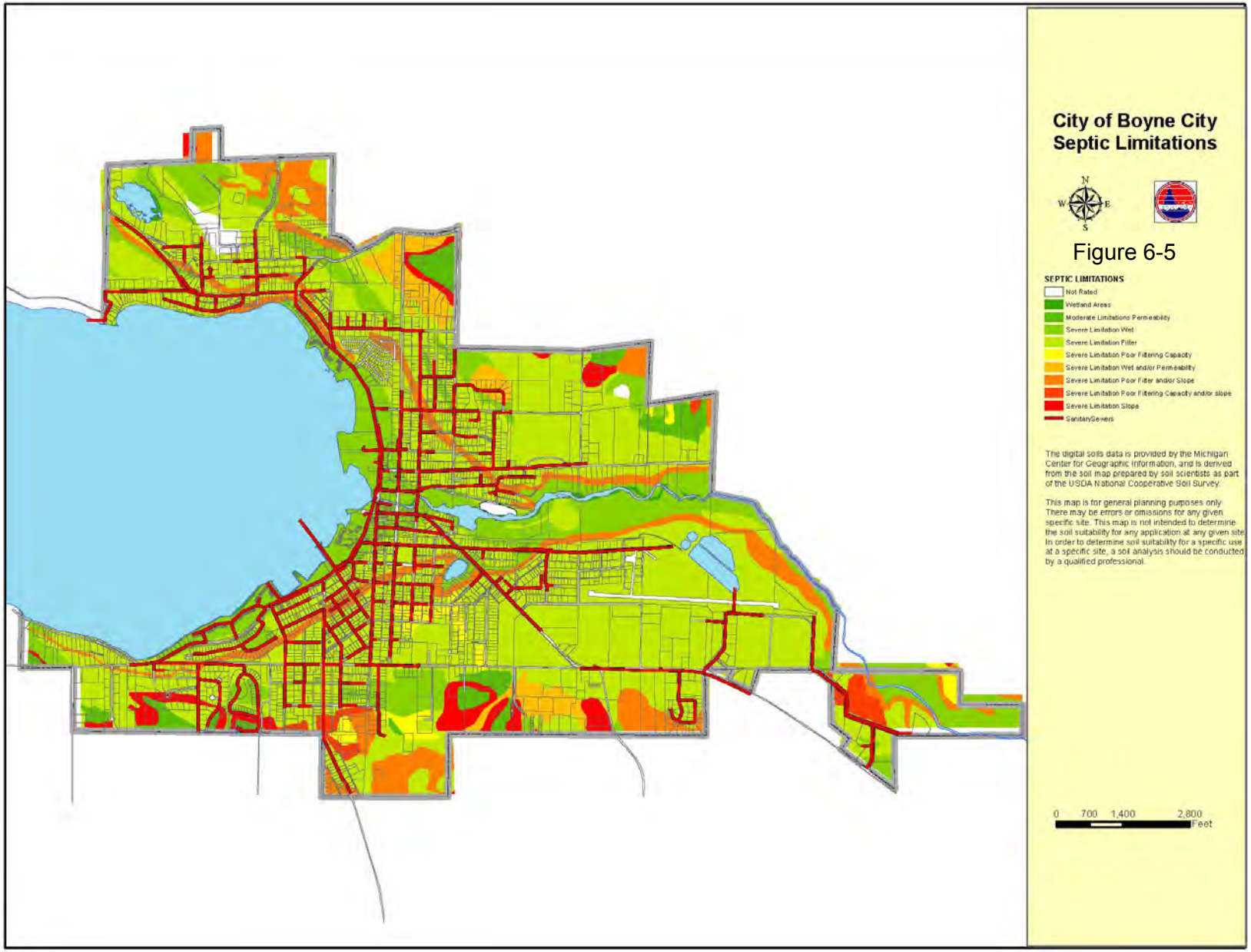

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
MICHIGAN AGRICULTURAL EXPERIMENT STATION
GENERAL SOIL MAP
CHARLEVOIX COUNTY, MICHIGAN
Scale 1:253,440
1 0 1 2 3 4 Miles
N
Squaw Island
Whiskey Island
Trout Island
GARDEN ISLAND
ST JAMES
HOG ISLAND
Hat Island
Indian Point
HIGH ISLAND
GULL ISLAND
LAKE MICHIGAN
PEAINE
BEAVER ISLAND
Big Rock Point
Bayshore
CHARLEVOIX
HAYES
BAY
Horton Bay
EMMET
COUNTY
CHEBOYGAN CO
NORWOOD
MARION
EVELINE
EVANGELINE
MELROSE
CHANDLER
Boyne City
Boyne Falls
BOYNE VALLEY
HUDSON
WILSON
SOUTH ARM
East Jordan
ANTRIM CO
ANTRIM COUNTY
OTSEGO COUNTY
LAKE CHARLEVOIX
WALLOON LAKE
T. 40 N.
T. 39 N.
T. 38 N.
T. 37 N.
T. 34 N.
T. 33 N.
T. 32 N.
R. 9 W.
R. 8 W.
R. 7 W.
R. 6 W.
R. 5 W.
R. 4 W.
R. 11 W.
R. 10 W.
85°10'
85°20'
85°30'
85°40'
85°50'
85°00'
84°50'
45°50'
45°40'
45°20'
45°10'
This map is for general planning. It shows only the major soils and does not contain sufficient detail for operational planning.
SOIL ASSOCIATIONS *
1 Kalkaska-Leelanau association: Well-drained, mainly sloping to very steep sandy soils on moraines
2 Emmet-Leelanau association: Well-drained, nearly level to very steep loamy and sandy soils on moraines
3 Emmet-Onaway association: Well-drained, nearly level to very steep loamy soils on drumlins and moraines
4 Nester-Emmet association: Well drained or moderately well drained, nearly level to very steep loamy soils on till plains and moraines
5 Emmet-Barker association: Well drained or moderately well drained, gently sloping to steep loamy soils on moraines
6 Kalkaska-Mancelona association: Well drained or moderately well drained, nearly level to gently sloping sandy soils on lake plains and valley trains
7 Alpena-Kiva-East Lake association: Well-drained, nearly level to gently sloping loamy and sandy soils that are gravelly in places; on beach ridges, lake terraces, and lake plains
8 Deer Park-Dune land-Eastport association: Well-drained, nearly level to very steep sandy soils on beach ridges and dunes
9 Detour-Kiva association: Somewhat poorly drained and well-drained, nearly level to gently sloping loamy and sandy soils that are cobbly or gravelly; on lake plains
10 Roscommon-Charlevoix-Mackinac association: Poorly drained and somewhat poorly drained, nearly level to gently sloping sandy and loamy soils on lake plains
11 Carbondale-Lupton-Tawas association: Very poorly drained, nearly level to gently sloping organic soils in depressional areas on till plains, outwash plains, and lake plains
* Texture in the descriptive name refers to the surface layer of the major soils in each association
Compiled 1971

Figure 6-1


City of Boyne City
Aquifer Vulnerability
Figure 6-2
N
W
E
S
0 750 1,500 3,000
Feet
AQUIFER VULNERABILITY
Moderately Vulnerable
Highly Vulnerable
Wet Area - Highly Vulnerable
The digital soils data is provided by the Michigan Center for Geographic Information, and is derived from the soil map prepared by soil scientists as part of the USDA National Cooperative Soil Survey.
This map is for general planning purposes only. There may be errors or omissions for any given specific site. This map is not intended to determine the soil suitability for any application at any given site. In order to determine soil suitability for a specific use at a specific site, a soil analysis should be conducted by a qualified professional.
Map produced by the City of Boyne City Planning Department November 29, 2004
GLENWOOD
HI LIFE
DAY
LEROY
ANDERSON
FOREST
BERSAND
PLEASANT VALLEY
BOYNE CITY EAST JORDAN
MAGNET
ADDIS
WHITE
OLD FIELD
WILDWOOD HARBOR
WILDWOOD RIDGE
M-75


City of Boyne City
Hydric Soils
Figure 6-3
N
W
E
S
0 750 1,500 3,000
Feet
HYDRIC SOILS
Hydric Soils
Soils with areas of Hydric Inclusions
The digital soils data is provided by the Michigan Center for Geographic Information, and is derived from the soil map prepared by soil scientists as part of the USDA National Cooperative Soil Survey.
This map is for general planning purposes only. There may be errors or omissions for any given specific site. This map is not intended to determine the soil suitability for any application at any given site. In order to determine soil suitability for a specific use at a specific site, a soil analysis should be conducted by a qualified professional.
Map produced by the City of Boyne City Planning Department November 29, 2004


City of Boyne City
Percent Slope
Figure 6-4
N
W
E
S
0 750 1,500 3,000
Feet
PERCENT SLOPE
0 to 6%
6 - 18 %
12 - 18%
18% +
The digital soils data is provided by the Michigan Center for Geographic Information, and is derived from the soil map prepared by soil scientists as part of the USDA National Cooperative Soil Survey.
This map is for general planning purposes only. There may be errors or omissions for any given specific site. This map is not intended to determine the soil suitability for any application at any given site. In order to determine soil suitability for a specific use at a specific site, a soil analysis should be conducted by a qualified professional.
Map produced by the City of Boyne City Planning Department November 29, 2004
GLENWOOD DR
HI LIFE LN
DAY RD
BERSANDOR
BROADWAY ST
ADDISON
WHITE RD
MAGNET DR
LEROY ST
ANDERSON RD
BOYNE CITY RD
GRIFFIN RD
WILDWOOD RIDGE TR
WILDWOOD HEIGHTS DR
WILDWOOD HARBOR RD
M-75 N
M-75 S
DITCH RD N


City of Boyne City
Septic Limitations
N
W
E
S
Figure 6-5
SEPTIC LIMITATIONS
Not Rated
Wetland Areas
Moderate Limitations Permeability
Severe Limitation Wet
Severe Limitation Filter
Severe Limitation Poor Filtering Capacity
Severe Limitation Wet and/or Permeability
Severe Limitation Poor Filter and/or Slope
Severe Limitation Poor Filtering Capacity and/or slope
Severe Limitation Slope
SanitarySewers
The digital soils data is provided by the Michigan Center for Geographic Information, and is derived from the soil map prepared by soil scientists as part of the USDA National Cooperative Soil Survey.
This map is for general planning purposes only. There may be errors or omissions for any given specific site. This map is not intended to determine the soil suitability for any application at any given site. In order to determine soil suitability for a specific use at a specific site, a soil analysis should be conducted by a qualified professional.
0 700 1,400 2,800
Feet

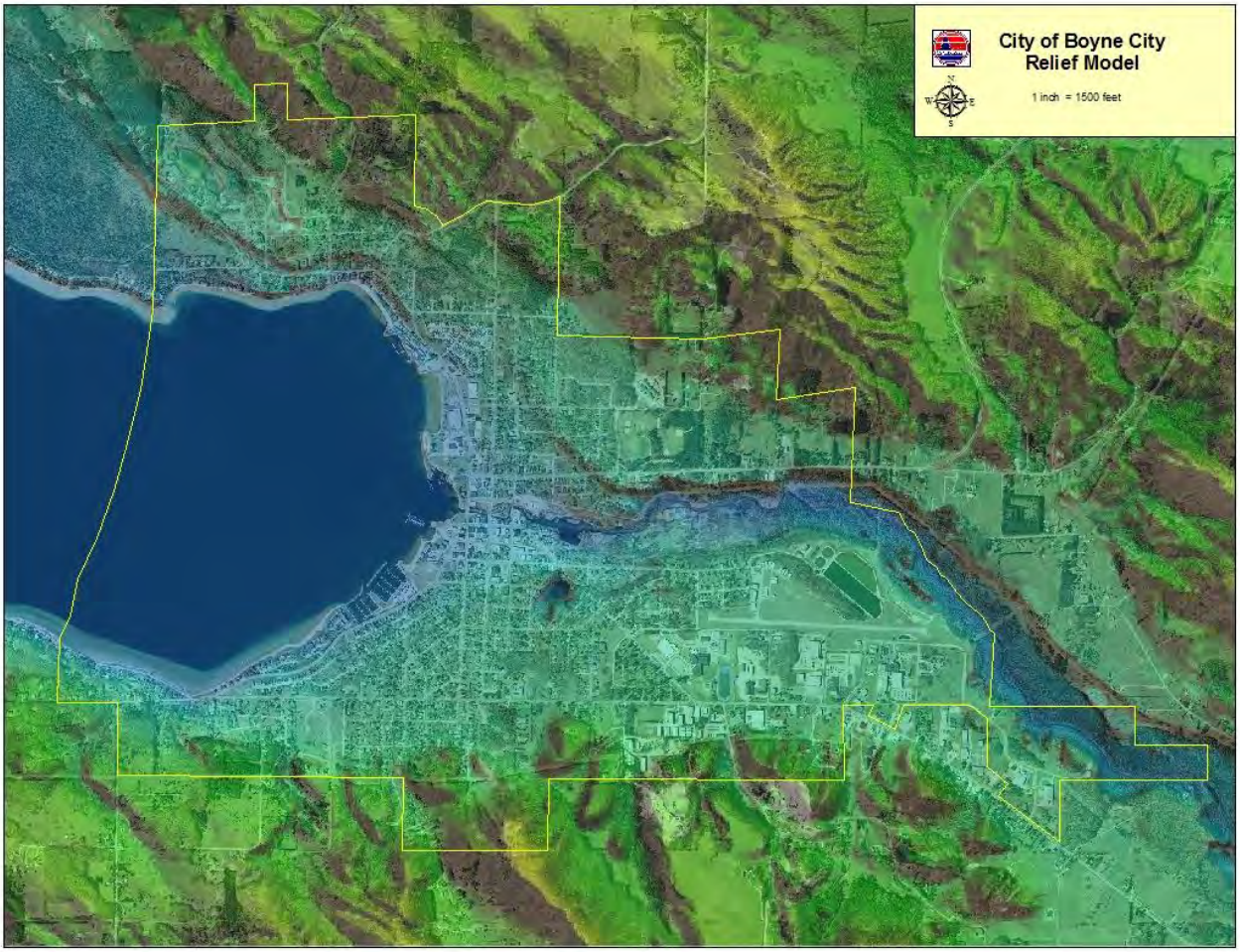
Geology

The basic structure and texture of the land found in northwest Michigan are products of geological forces occurring centuries ago. The foundation upon which northwest Michigan rests is the result of glacial advance and retreat that shaped northern Michigan's landscape. Depending on their proximity to the surface, the bedrock formations deposited during these glacial activities have a direct bearing on where certain types of development can occur. Fortunately, these formations are not a constraint in Boyne City, although outcroppings of bedrock are found in other areas of Charlevoix County.

One of the most notable features of Boyne City's landscape is ground moraines. Moraines are accumulations of sand and gravel that were carried by a glacier and then deposited when the glacier melted. Moraines form the northern and southern boundaries of the City and provide topographic relief as well as scenic beauty. Avalanche is a prime example.

Large sections of Boyne City rest in a lake plain that is sandwiched between glacial ground moraines. The relative flatness of the center of the City near Lake Charlevoix and the Boyne River is characteristic of this lake plain area. From a geological standpoint, development constraints associated with this area are essentially nil.

Figure 6-6



Topography

An evaluation of the community's topography provides insight into site construction limitations, potential erosion problems and concerns regarding drainage. The hills within Boyne City obviously provide visual relief and aesthetic beauty for community residents. However, they must be carefully managed if the problems just mentioned are to be avoided.

Boyne City's terrain is characterized by a lake plain where the business district is located and gently rolling hills within the community's residential neighborhoods. These features stand in sharp contrast to the City's steeply sloping northern and southern boundaries which can be clearly seen in **Figure 6-6** Boyne City Relief Map. In terms of topographic relief, areas in the City range from an elevation of just under 586 feet above sea level along Lake Charlevoix to more than 984 feet at Avalanche.

Water Resources

Boyne City's water resources can be classified into two major types: ground water and surface water. Groundwater is significant to the community as its quality and quantity determine how well the resource can satisfy the demand for water by City residents. In the City ground water resources are abundant and supply far exceeds demand and water is provided to most of the developed areas of City though the City's public water system. For areas not serviced by the public water system private wells are used by many residents.

Although not used for domestic water purposes, the community's surface water areas are extremely important natural resources. The surface waters help recharge the community's groundwater, create a distinctive natural landscape, attract and provide natural habitats for wildlife and have immeasurable recreational and aesthetic value.

Lake Charlevoix and the Boyne River are two of the region's most valued resources. There has been considerable interest in managing the City's water resources and over the years multiple planning efforts have been undertaken with the purpose to protect, preserve and enhance the resource. The recent and comprehensive planning efforts continue to include these resources as a major focus, including Boyne City Waterfront Master Plan and this updated Master Plan 2015.

These valued water resources also pose a potential threat to the flood risk associated with each. To help protect residents from flooding the City participates in the National Flood Insurance Program (NFIP). As of 2015, the Federal Emergency Management Agency (FEMA) is in the process of updating the existing 1982 Flood Insurance Rate Map (FIRM). It is vitally important to keep apprised of the status of this program as communities that are enrolled in the NFIP need to take specific steps to adopt the maps before the new maps become effective or the community will be suspended from the NFIP. In the City of Boyne City there are 33 NFIP policies that total $2,335,000 in flood insurance coverage. The Flood Insurance Rate Map and the 100 and 500 year flood levels suggest construction within the flood plain must observe certain development guidelines. Also poor soils and sensitive forms of vegetation impose some limitations on development in this area. In several cases, however, development already has occurred within the flood plain.

Wetlands

Michigan's wetland statute, Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, defines a wetland as "land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support, wetland vegetation or aquatic life, and is commonly referred to as a bog, swamp, or marsh." The definition applies to public and private lands regardless of zoning or ownership.

Most people are familiar with the cattail or lily pad wetland found in areas with standing water, but wetlands can also be grassy meadows, shrubby fields, or mature forests. Many wetland areas have only a high ground water table and standing water may not be visible. Types of wetlands include deciduous swamps, wet meadows, emergent marshes, conifer swamps, wet prairies, shrub-scrub swamps, fens, and bogs.

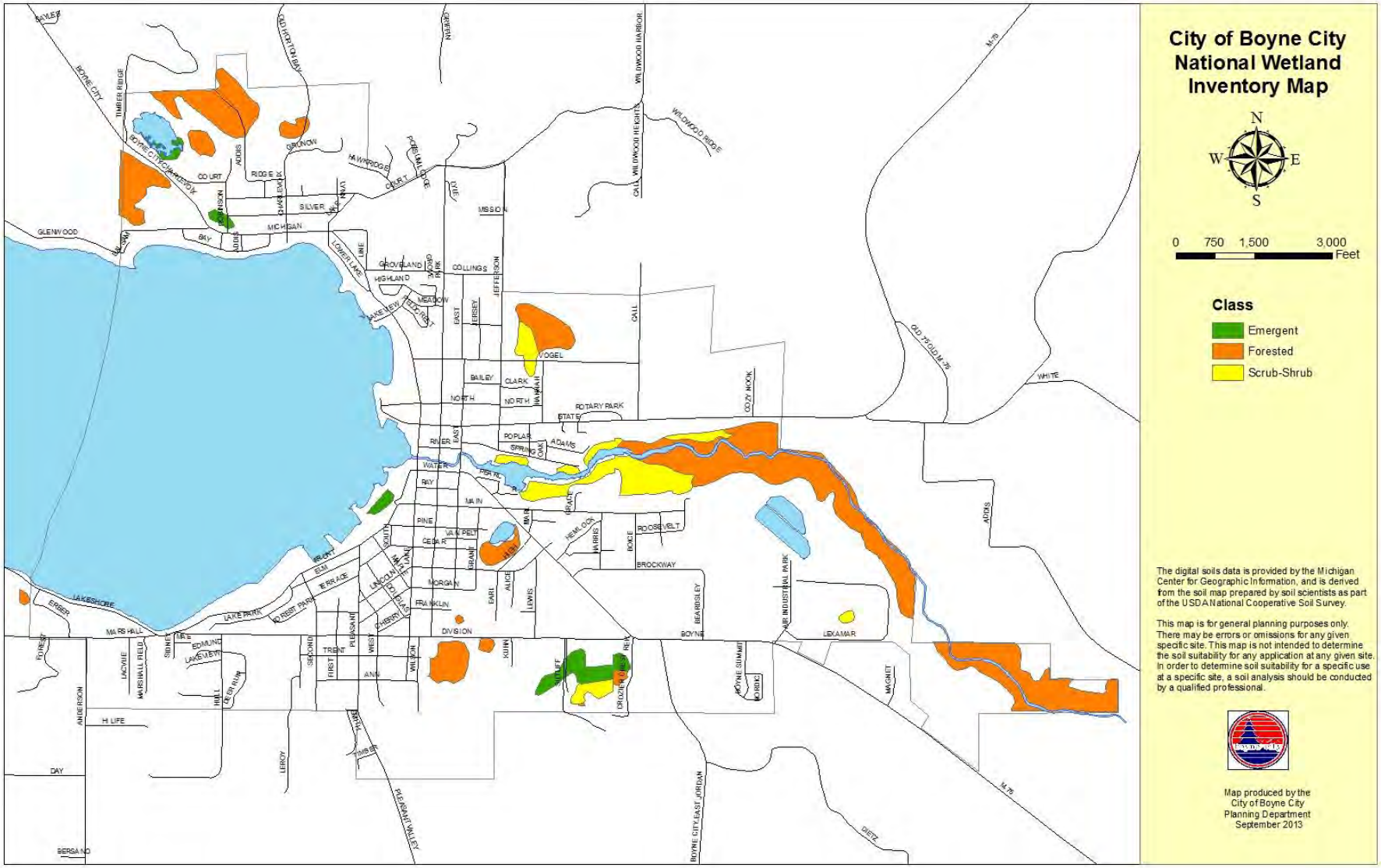
Wetlands are a significant factor in the health and existence of other natural resources of the state, such as inland lakes, ground water, fisheries, wildlife, and the Great Lakes. Michigan's wetland statute recognizes the following benefits provided by wetlands:

- Flood and storm control by the hydrologic absorption and storage capacity of wetlands.
- Wildlife habitat by providing breeding, nesting, and feeding grounds and cover for many forms of wildlife, waterfowl, including migratory waterfowl, and rare, threatened, or endangered wildlife species.
- Protection of subsurface water resources and provision of valuable watersheds and recharging ground water supplies.
- Pollution treatment by serving as a biological and chemical oxidation basin.
- Erosion control by serving as a sedimentation area and filtering basin, absorbing silt and organic matter.
- Sources of nutrients in water food cycles and nursery grounds and sanctuaries for fish.

These benefits, often referred to as wetland functions and values, often play a vital role in recreation, tourism, and the economy in Michigan. According to a 1991 United States Fish and Wildlife Service Wetland Status and Trends report, over 50% of Michigan's original wetlands have been drained or filled, thereby making the protection of remaining wetlands that much more important

The following wetland inventory map as shown in **Figure 6-7** was drafted pursuant to Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended. The wetland inventory map shows potential and approximate locations of wetlands and wetland conditions. It is intended that the inventories be used in planning for development, open space designations, etc. as a way to protect wetland resources. The maps are **not** intended to be used to determine the specific locations and jurisdictional boundaries of wetlands for regulatory purposes. Only an on-site evaluation performed by the DEQ in accordance with Part 303 can be used for jurisdictional determinations. The DEQ has a Wetland Identification Program to assist property owners with identifying the location of any wetlands on their property and whether the wetlands are regulated.

Figure 6-7

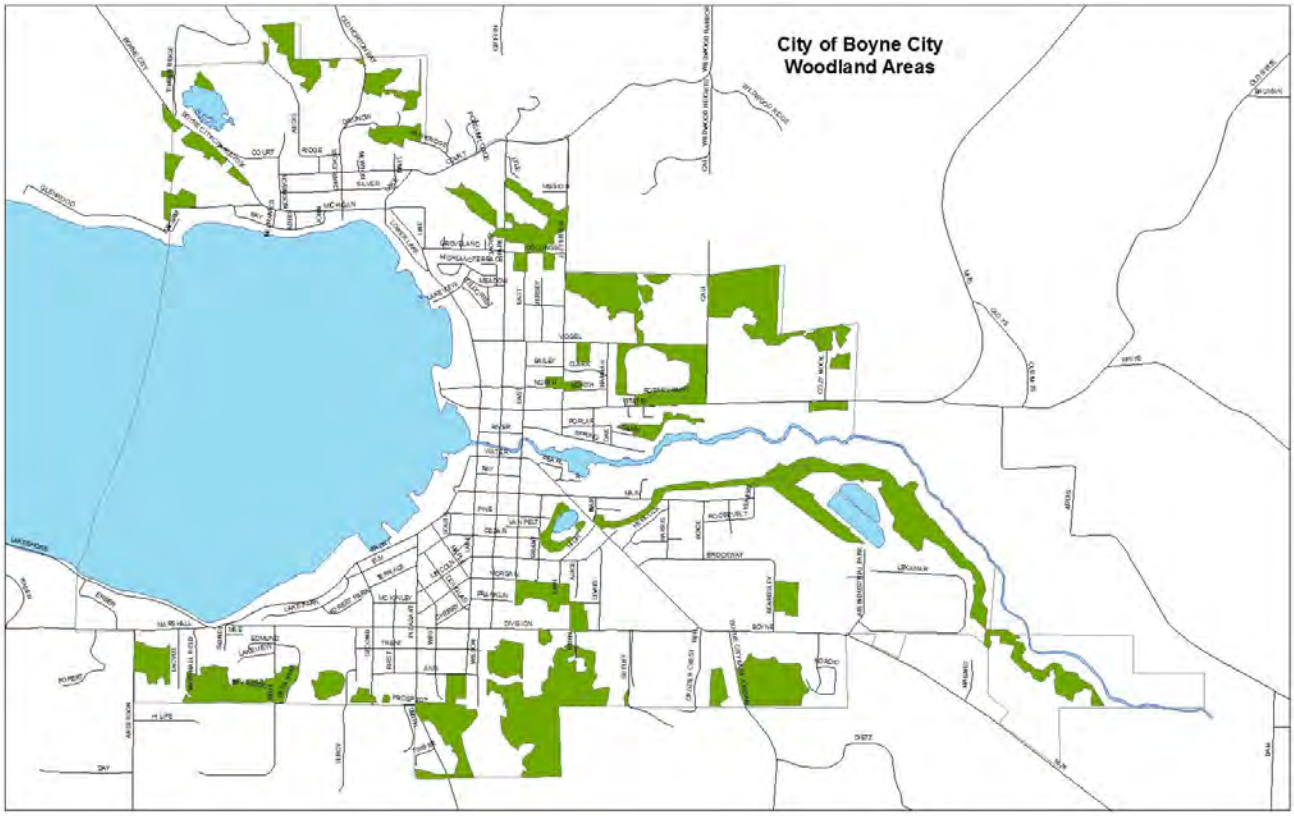

City of Boyne City
National Wetland
Inventory Map
N
W
E
S
0 750 1,500 3,000
Feet
Class
Emergent
Forested
Scrub-Shrub
The digital soils data is provided by the Michigan Center for Geographic Information, and is derived from the soil map prepared by soil scientists as part of the USDA National Cooperative Soil Survey.
This map is for general planning purposes only. There may be errors or omissions for any given specific site. This map is not intended to determine the soil suitability for any application at any given site. In order to determine soil suitability for a specific use at a specific site, a soil analysis should be conducted by a qualified professional.
Map produced by the City of Boyne City Planning Department September 2013

Woodlands

As shown on Figure 6-8, the United States Geological Survey data for the City of Boyne City shows the existence of several woodlands located primarily in undeveloped portions of the City. These woodlands are valuable as wildlife habitat and for aesthetic enjoyment. Woodlands moderate certain climate conditions such as flooding and high winds and protect watersheds from siltation an soil erosion caused by storm water runoff and wind.

Woodlands also can improve air quality by absorbing certain air pollutants as well serve as buffers between property uses. Future development projects should be laid out and designed so as to incorporate existing woodlands to maximum feasible extent.

Figure 6-8



Lake Charlevoix Watershed

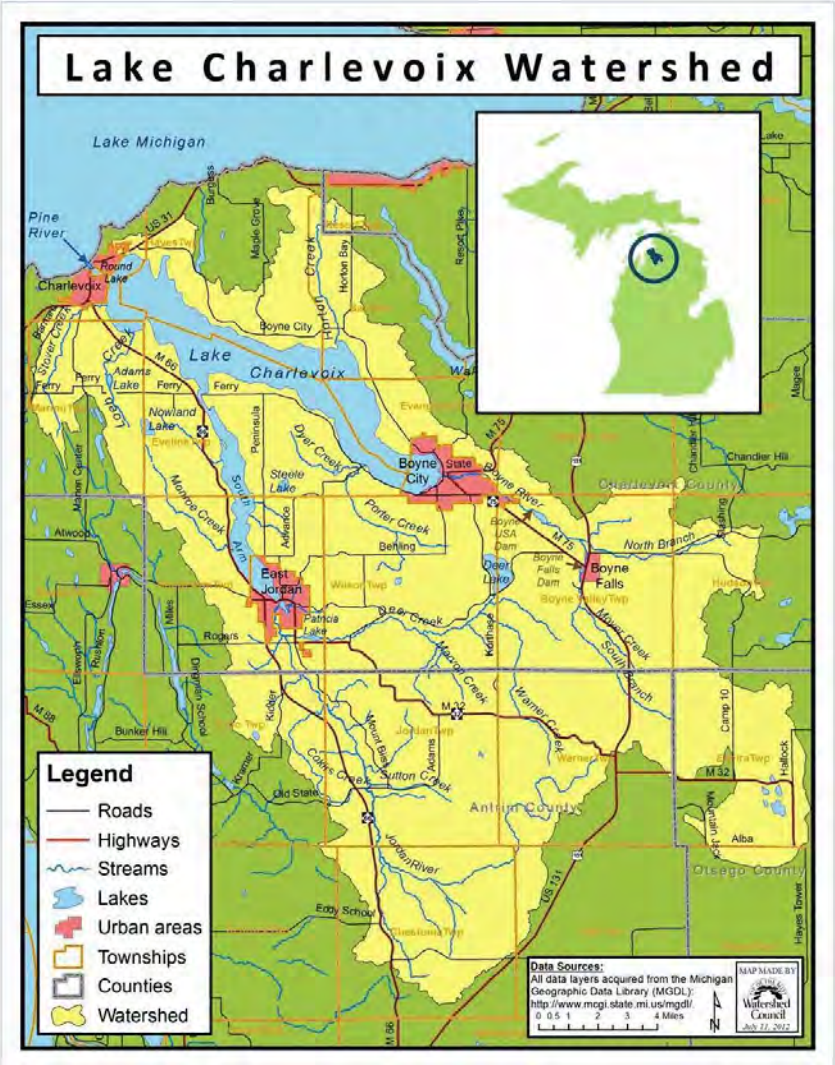
A watershed is the area of the land's surface that drains to a particular water body. Boundaries are generally based on high elevations. For instance, the continental divide is North America's most famous watershed boundary. On the east side of the continental divide, the rivers and other water bodies all drain to the Atlantic Ocean. On the west side of the continental divide, all of the waters drain to the Pacific Ocean.

The City of Boyne City is located entirely within the Lake Charlevoix Watershed which collects water from a 214,400-acre area. The Lake Charlevoix Watershed is predominantly forested. Lake Charlevoix Watershed includes: Lake Charlevoix, the Jordan River, Boyne River, Stover Creek, Horton Creek, Loeb Creek, Deer Creek, Porter Creek, and Monroe Creek. Beech/maple, white

pine, and other upland forest account for just over 50% of the land in the Watershed. Wetlands are estimated to account for 22% of land use. Agricultural uses occupy approximately 15% of the land. The urban areas of Boyne City, Boyne Falls, Charlevoix, and East Jordan account for approximately 4% of the land use in the Watershed. The remaining 9% consists of water and other miscellaneous uses. Although this Watershed is still predominantly forested, development is occurring at a rapid pace reducing the amount of forests, agricultural lands, and wetlands.

The Lake Charlevoix Watershed Management Plan was written to address threats to the watershed, primarily from non-point source pollution. The Lake Charlevoix Watershed Advisory Committee was created to implement management plan steps, and in the past decade has been one of the most active watershed groups in the state. The Advisory Committee is a partnership between the Lake Charlevoix Association, Charlevoix Conservation District, Charlevoix County, Little Traverse Conservancy, Grand Traverse Regional Land Conservancy, Little Traverse Bay Bands of Odawa Indians, local township governments, friends groups, interested citizens, and Tip of the Mitt Watershed Council. The goal of the Advisory Committee is "to protect the water quality and high quality uses of the water resources of Lake Charlevoix and its tributaries by reducing the amount of non-point source pollution and preventing future contributions." The Lake Charlevoix Watershed Advisory Committee seeks to educate and involve the community in watershed management issues, and has had many successes.

Representatives from four townships and two cities in Charlevoix met on four occasions to discuss shoreline zoning issues, and opportunities for coordination and consistency between communities. The sessions were facilitated by MSU Extension staff. The products were reports detailing study group recommendations and specific language that each community could use to implement the recommendations. The reports are available for review and download at Tipp of The Mitt Website at http://www.watershedcouncil.org. One of the significant issue that emerged is the fact that approaches and challenges to shoreline protection varied widely between the cities, as a group, and the townships.



Chapter 7 Infrastructure and Facilities

The City of Boyne City takes a proactive approach to provide and maintain adequate infrastructure and facilities to serve the current and anticipated needs of residents, visitors, businesses and local industry. To facilitate this process, the City maintains an up-to-date Capital Improvement Plan which identifies and prioritizes infrastructure and facilities improvement projects with associated budget estimates. This chapter details the existing infrastructures and facilities including recent improvements and current projects that are in process.

Streets and Sidewalks

Streets

Boyne City residents are in close proximity to US-131 and M-32, and have relatively easy 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. State trunkline, M-75, loops through the City to connect to US-131 at the Village of Boyne Falls on the south and the unicorporated Village of Walloon Lake seven miles to the north. Locally, the connections between Boyne City and the neighboring communities of East Jordan, Boyne Falls and Charlevoix 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 designated and enforced a truck route that diverts through truck traffic around the core downtown.

Within the City there are approximately a total of 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 7-1** 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 Road 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 rating is based on observations of the condition of the road surface using the Pavement Surface Evaluation and Rating (PASER) system. 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 7-2** shows a sample area of recent PASER 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

Figure 7-1

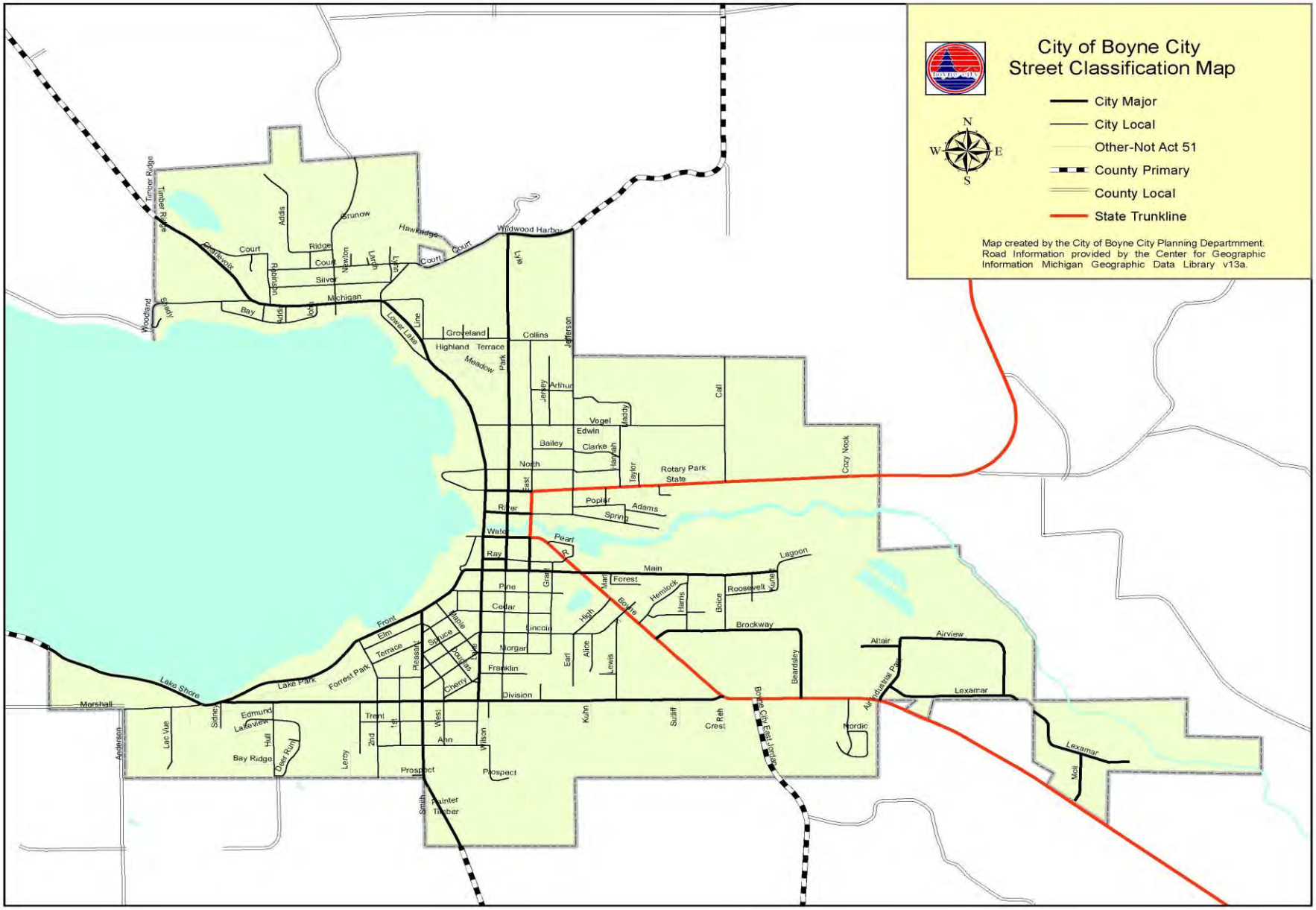

City of Boyne City
Street Classification Map
City Major
City Local
Other-Not Act 51
County Primary
County Local
State Trunkline
Map created by the City of Boyne City Planning Departmment.
Road Information provided by the Center for Geographic Information Michigan Geographic Data Library v13a.
N
S
E
W
Timber Ridge
Addis
Brunow
Hawkridge
Wildwood Harbor
Lyle
Court
Ridge
Newton
Layton
Silver
Michigan
Bay
Woodland
Shady
Lower Lake
Line
Groveland
Highland Terrace
Meadow
Park
Collins
Jefferson
Jersey
Arthur
Call
Vogel
Edwin
Madoy
Bailey
Clarke
Harvah
Taylor
Rotary Park
State
Cozy Nook
North
East
River
Poplar
Adams
Spring
Water
Pearl
Ray
Main
Lagoon
Forest
Pine
Grant
Mart
Hemlock
Harris
Boice
Roosevelt
Kunert
Cedar
High
Boyne
Brockway
Front
Elm
Maple
Lincoln
Morgan
Terrace
Spruce
Pleasant
Douglas
Cherry
Franklin
Earl
Alice
Lewis
Beardsley
Altair
Airview
Lexamar
Lake Shore
Lake Park
Forest Park
Division
Marshall
Sidney
Edmund
Lakeview
Trent
1st
West
Ann
Wilson
Kuhn
Sutliff
Reh
Crest
Boyne City East Jordan
Nordic
Lac Vue
Anderson
Hull
Bay Ridge
Deer Run
Leroy
2nd
Prospect
Smith
Painter
Timber
Moll

Figure 7-2

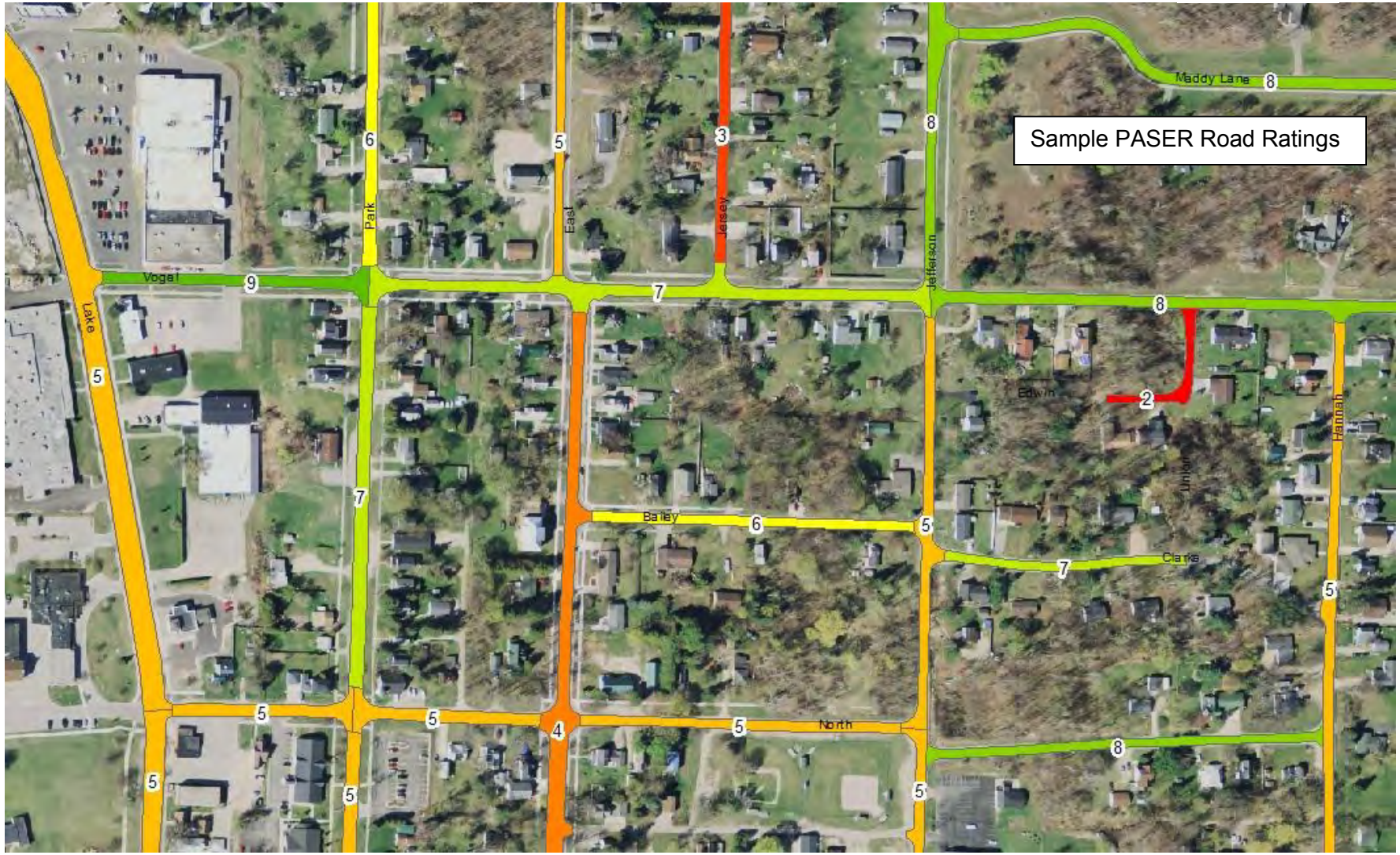

Sample PASER Road Ratings
Maddy Lane
Vogel
Park
East
Jersey
Jefferson
Lake
Edwin
Union
Hannah
Bailey
Clarke
North

Figure 7-3

City of Boyne City
Street and
Parking Lot
Improvements
1998-2013
Year Paved
2013
2012
2010
2009
2007
2006
2005
2004
2003
2002
2001
2000
1999
1998
0
500
1,000
2,000
Feet
N
W
E
S

and assigns a rating of 1 through 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.

While the City's main emphasis is on maintaining existing assets, the City does reconstruct some 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 are typically coordinated with the installation, extension or replacement of underground infrastructure to minimize disruptions and reduce the construction mobilization costs. **Figure 7-3** Illustrates which roads have been improved over a 16 year time span.

Crash Data

According to the City of Boyne City crash data there were 775 on-street accidents reported within the City from 2005 through 2015. During this period the highest number of vehicle accidents happened in January with 80 accidents (10.3%) occurring during the month and the least amount were in April with 35 (4.5%). Not surprisingly, winter weather appears to impact the number of accidents that occur in the City. The crash data shows that three of the four highest monthly accident totals occur in months of November through February accounting for almost 37% of the total accidents over the 10 year period. The next highest accident totals occur in July and August with 71 (9.2%) and 76 (9.8%) 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 151 (19.5%) of the reported accidents occurring in this 2 block area. The most common cause of accidents in this area was attributed to improper backing movements which accounted for 50 (33%) of the accidents in this area over the 10 year period.

The crash data shows that there have been 3 vehicle accidents involving pedestrians and 7 involving bicyclist from 2005-2014. The majority of these accidents occurred at intersections in the downtown area. The data also shows that the cause of the accidents was equally divided between the vehicle drivers and pedestrians or bicyclist. Four of the accidents were caused by the hazardous actions of the vehicle operators and four were caused by pedestrian or bicyclist, two of the accidents did not have a hazardous action noted. Failure to yield was the most common cause of an accident for each group.

Car-deer accidents are relatively common with a total 131 accidents accounting for 17% of all vehicle accidents from 2005-2015. 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.

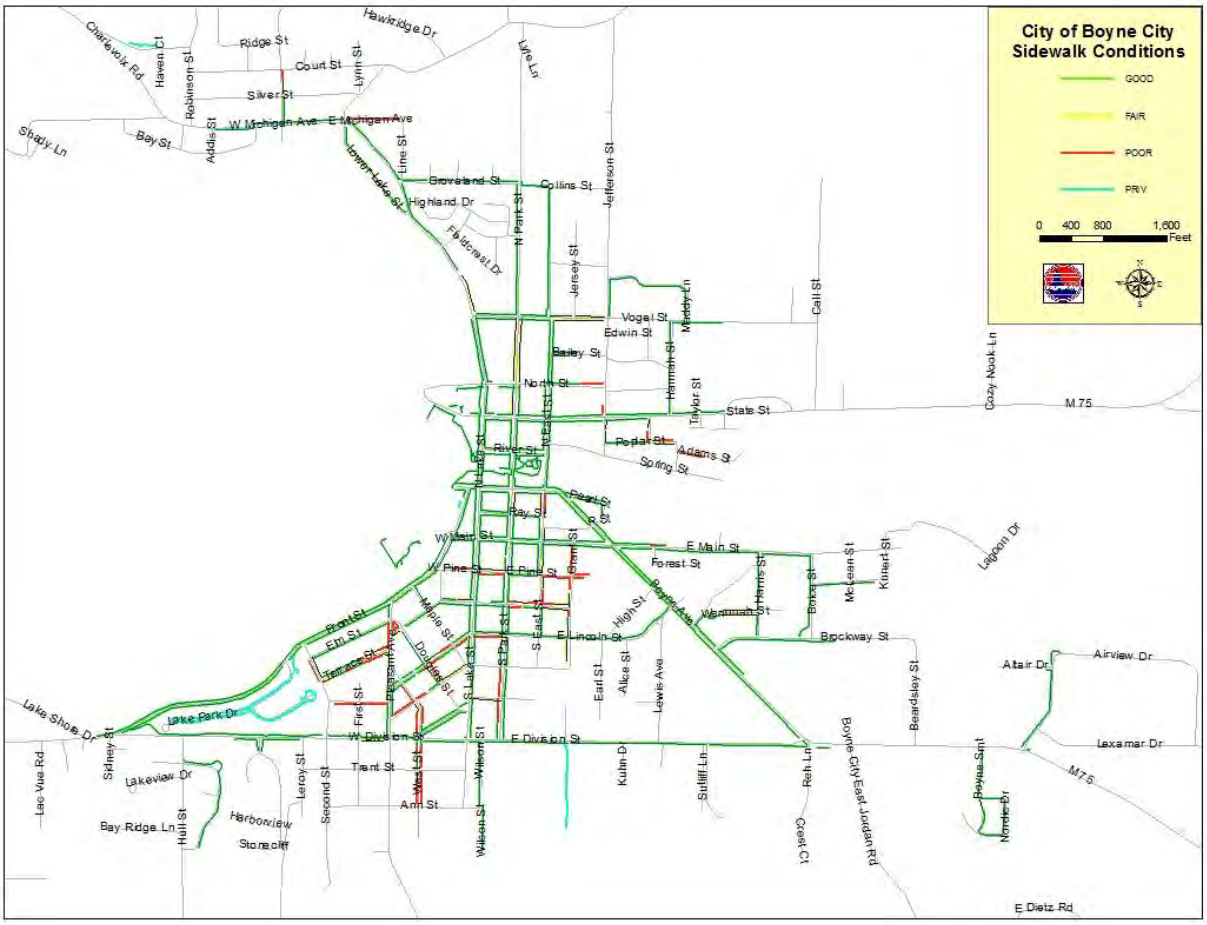
Sidewalks
The City has over 25 miles of concrete sidewalks that provide a good pedestrian connection throughout the City. While pedestrians can safely and easily walk to most locations in the City there are gaps in the system and the City is proactive in the development of sidewalks and continues to 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 7-4** shows the location and condition of all the sidewalks in the City.

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. 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, six-inch and eight inch diameter force mains (**Figure 7-5**). 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 2025, 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 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 meets all state and federal requirements and is cleaner than the lake water.

Figure 7-4



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 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.

Figure 7-5

City of Boyne City
Sanitary Sewer System
Sanitary Sewer Man Holes
Sanitary Sewer
0 465 910 1,820
Feet
N
W
E
S
Addis St
Charlevoix Rd
Hawkridge Dr
N Park Dr
N Wildwood Harbor Rd
Lyre Ln
Court St
Silver St
W Michigan Ave
Bay St
Shady Ln
Lewis St
Lime St
Cleveland St
Collins St
Jefferson St
Lakeview Dr
Medic Ln
Vogel St
Bailey St
Call St
Cozy Nook Ln
M-75
Old State Rd
N Addis Rd
State St
Adams St
Spring St
Pearl St
Ray St
E Main St
Forest St
Lagoon Dr
Boke St
McLean St
Kuhn St
Brockway St
E Lincoln St
Airview Dr
Altair Dr
Beardsley St
Lake Shore Dr
W Division St
E Division St
Edmund St
Lac Vue Rd
Leroy St
Second St
First St
Trent St
Ann St
Grant St
Earl St
Lewis Ave
Sutliff Ln
Crest Ct
Timber Ln
E Dietz Rd

Figure 7-6

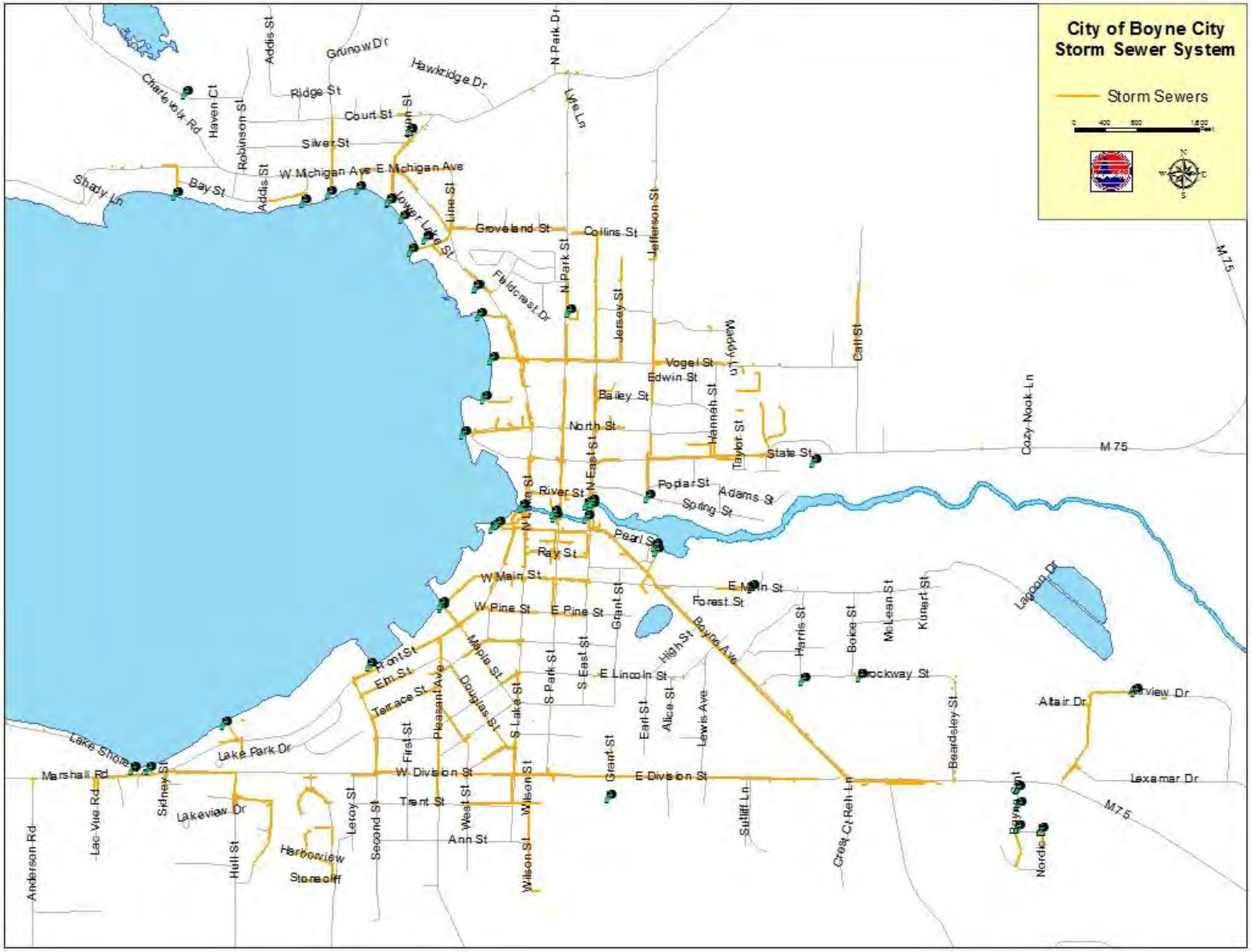
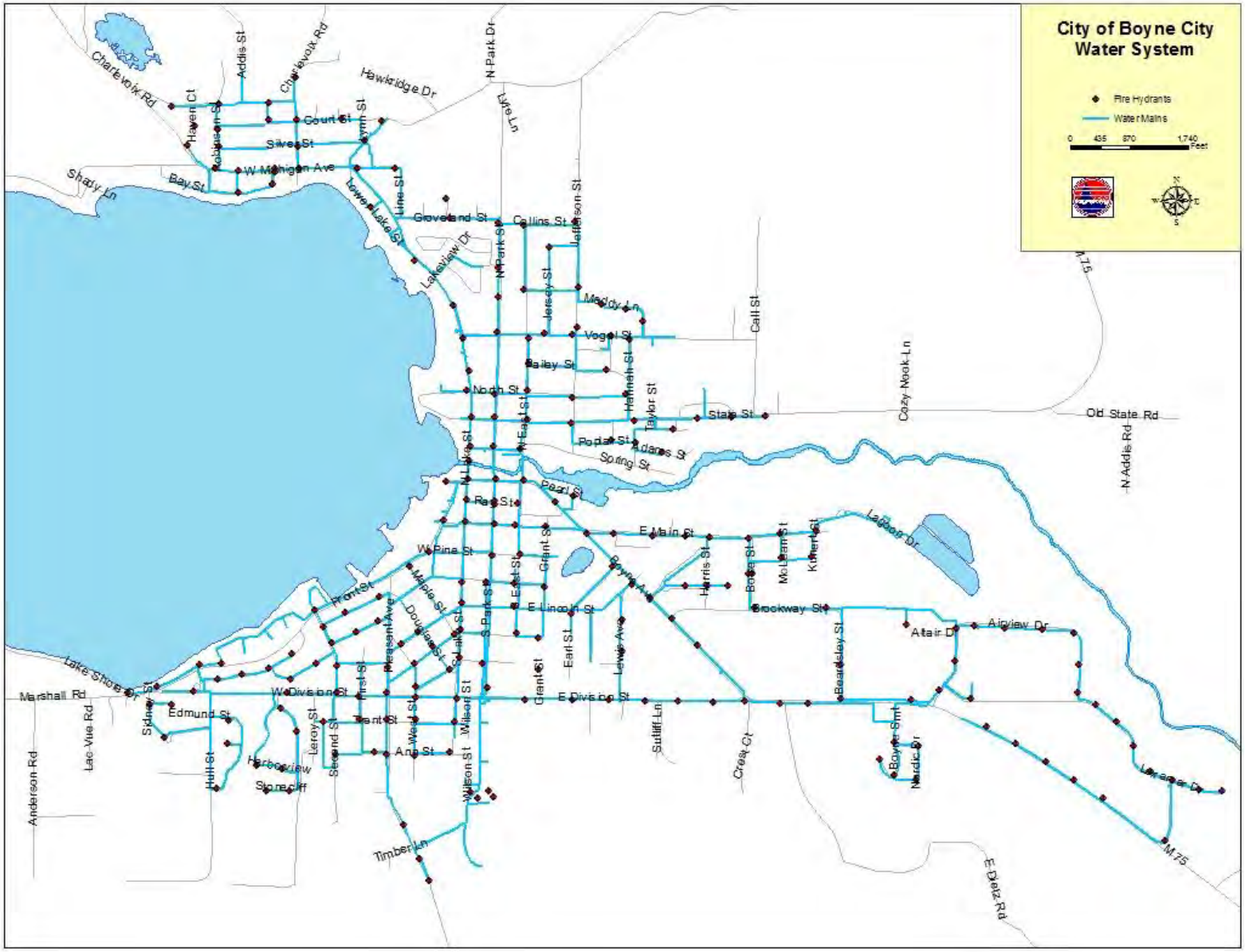

City of Boyne City
Storm Sewer System
Storm Sewers
Charlevoix Rd
Haven Ct
Addis St
Grunow Dr
Hawkridge Dr
N Park Dr
Ridge St
Court St
Silver St
Lyle Ln
W Michigan Ave
E Michigan Ave
Shady Ln
Bay St
Line St
Groveland St
Collins St
Jefferson St
Fieldcrest Dr
N Park St
Jersey St
Vogel St
Edwin St
Bailey St
North St
Hannah St
Taylor St
State St
Call St
Cozy Nook Ln
M 75
Poplar St
Adams St
Spring St
River St
N East St
Pearl St
Ray St
W Main St
E Main St
Forest St
W Pine St
E Pine St
Grant St
High St
Boyne Ave
Harris St
Boice St
McLean St
Kinnert St
Lagoon Dr
Front St
Elm St
Terrace St
Pleasant Ave
Maple St
Douglas St
S Park St
S East St
E Lincoln St
Brockway St
Altair Dr
Airview Dr
Lake Shore
Lake Park Dr
First St
S Lake St
Earl St
Alice St
Lewis Ave
Beardsley St
Marshall Rd
Sidney St
W Division St
E Division St
Lexamar Dr
Lakeview Dr
Trent St
West St
Wilson St
Sutliff Ln
Crest Ct
Reh Ln
Anderson Rd
Lac Vue Rd
Hill St
Leroy St
Second St
Ann St
Harborview
Stoneclift
Nordic Dr

Figure 7-7

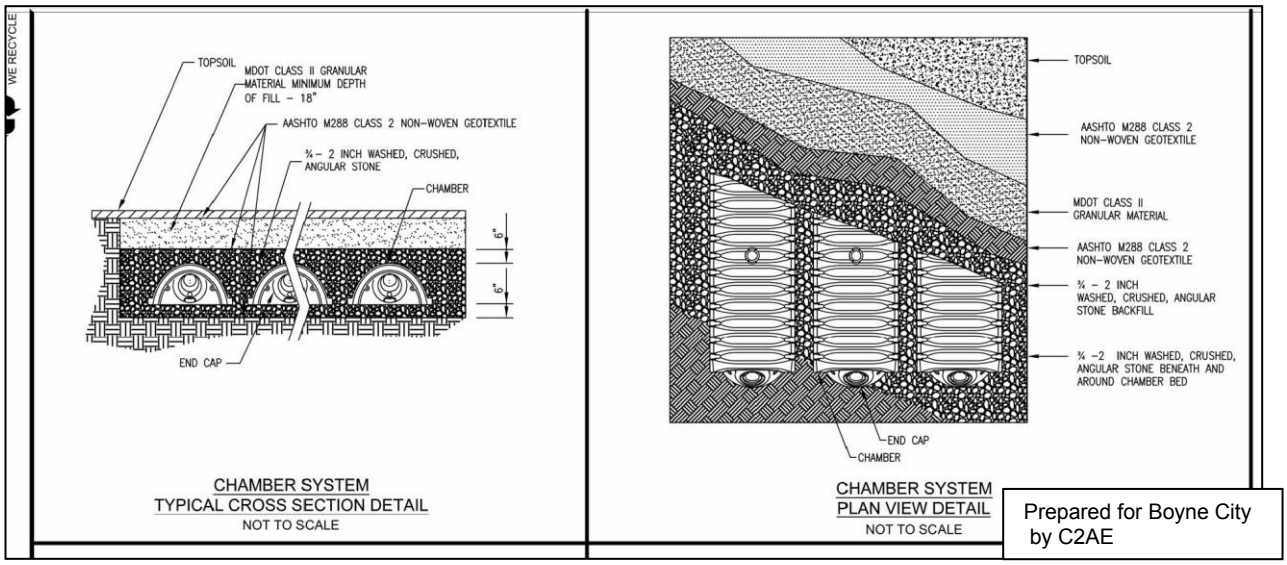

City of Boyne City
Water System
Fire Hydrants
Water Mains
0 435 870 1,740
Feet
Charlevoix Rd
Addis St
Hawkridge Dr
N Park Dr
Lyle Ln
Haven Ct
Court St
Silver St
W Michigan Ave
Bay St
Shady Ln
Lake St
Line St
Cleveland St
Collins St
Jefferson St
Lakeview Dr
Jersey St
Medley Ln
Vogel St
Bailey St
North St
Hannah St
Taylor St
State St
Call St
Cozy Nook Ln
Old State Rd
N Addis Rd
M 75
Poplar St
Adams St
Spring St
Pearl St
Ray St
E Main St
W Pine St
Grant St
E East St
Harris St
Bode St
McLean St
Kilbert St
LaBoon Dr
Brookway St
Altair Dr
Airview Dr
Beardsley St
Lake Shore Dr
Marshall Rd
Lac Vue Rd
Anderson Rd
Sidney
Edmund St
Hull St
Harbor View
Stonecliff
Leroy St
Second St
First St
Pleasant Ave
Douglas St
Maple St
Front St
W Division St
Tant St
Ann St
Wilson St
S Park St
E Lincoln St
Earl St
Lewis Ave
E Division St
Sutliff Ln
Crest Ct
Boyne Smt
Nordic Dr
Lakeside Dr
Timber Ln
E Deitz Rd

The system today (**Figure 7-6)** consists of pipes varying from six inches to 36 inches in diameter, and open ditches to carry storm water 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) is not available, stormwater 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. Bio-retention systems designed to contain and hold normal rainfall events are preferred. These systems 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 systems overflow to the stormwater system. Given the practical impact of increased runoff created by new construction, the City frequently requires that such stormwater be retained or detained on-site.

Figure 7-8



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 7-8). This system collects and treats storm water collected from the Front and Lake Street area of downtown. Nearly $250,000 has been earmarked for storm drainage projects relative to street infrastructure improvements within the City's six-year Capital Improvement Plan (fiscal years ending 2015 through 2020).

Water

Boyne City's public water system consists of five production wells and 23 miles of distribution mains. As shown on **Figure 7-7**, most of the developed areas in the City are served by the water system.

The five production wells (two on the south side of Boyne City near Avalanche Preserve and three on the north side near the City limits) have a combined pumping capacity of 3,380 gallons per minute. Constant pressure is maintained by a 250,000 gallon in-ground reservoir located two-thirds of the way up Avalanche hill, and a new 500,000 gallon reservoir 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 2025, 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 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 7-9**.

Boyne City Airport

Boyne City Airport is one of four public airports in the County. The others are located in East Jordan, the City of Charlevoix and on Beaver Island. A fifth 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 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 additional hangers. The unattended terminal building contains a pilots lounge, WiFi, flight planning computer, telephone, and restroom facilities. Fuel is available on a self-service basis. A courtesy vehicle is also available at the airport.

Presently, there are about 12 aircraft based at the airport in Boyne City. Given current trends in the number of pilot licenses being issued, the likelihood of that number increasing is i uncertain; however, future growth could easily be accommodated. 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. The 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 7-10** 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, provided in Appendix A.

Figure 7-10

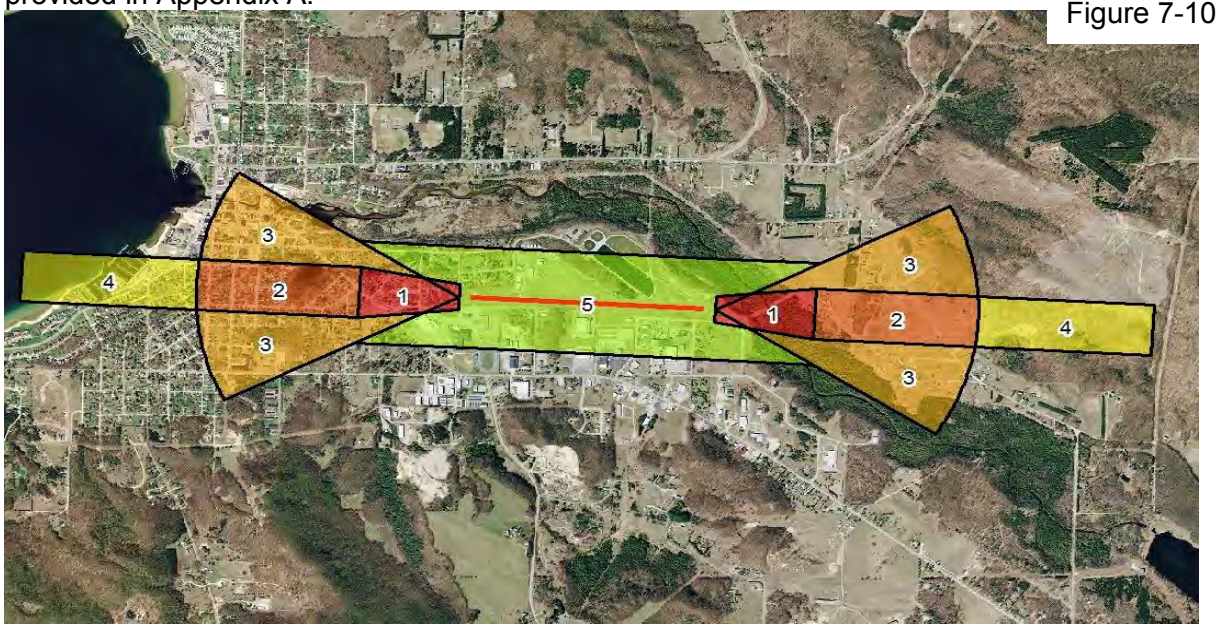
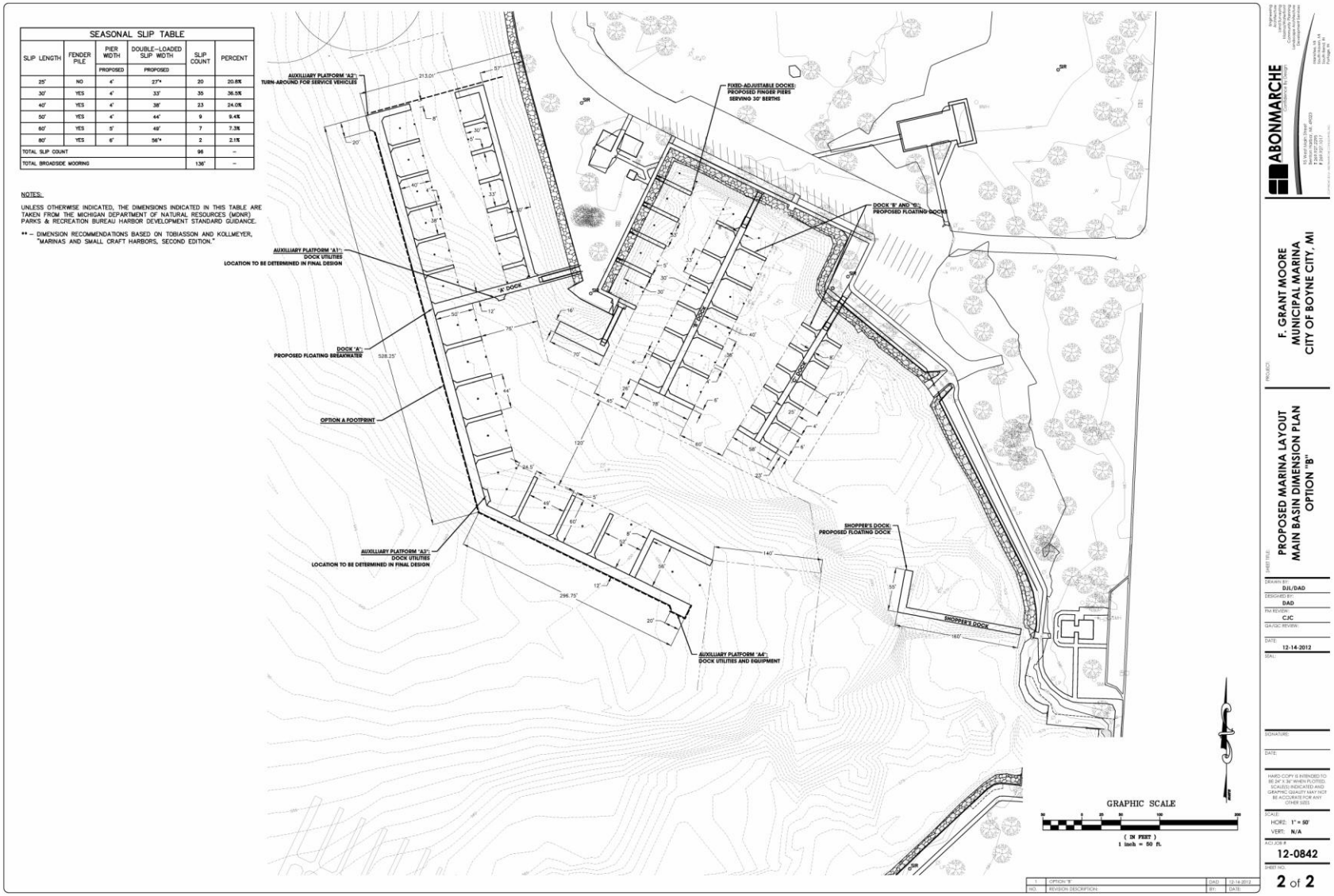


Figure 7-9


SEASONAL SLIP TABLE
SLIP LENGTH | FENDER PILE | PIER WIDTH PROPOSED | DOUBLE-LOADED SLIP WIDTH PROPOSED | SLIP COUNT | PERCENT
25' | NO | 4' | 27'* | 20 | 20.8%
30' | YES | 4' | 33' | 35 | 36.5%
40' | YES | 4' | 38' | 23 | 24.0%
50' | YES | 4' | 44' | 9 | 9.4%
60' | YES | 5' | 49' | 7 | 7.3%
80' | YES | 6' | 56'* | 2 | 2.1%
TOTAL SLIP COUNT | 96 | –
TOTAL BROADSIDE MOORING | 136' | –
NOTES:
UNLESS OTHERWISE INDICATED, THE DIMENSIONS INDICATED IN THIS TABLE ARE TAKEN FROM THE MICHIGAN DEPARTMENT OF NATURAL RESOURCES (MDNR) PARKS & RECREATION BUREAU HARBOR DEVELOPMENT STANDARD GUIDANCE.
** – DIMENSION RECOMMENDATIONS BASED ON TOBIASSON AND KOLLMEYER, "MARINAS AND SMALL CRAFT HARBORS, SECOND EDITION."
AUXILLIARY PLATFORM "A2": TURN-AROUND FOR SERVICE VEHICLES
FIXED-ADJUSTABLE DOCKS: PROPOSED FINGER PIERS SERVING 30' BERTHS
DOCK "B" AND "C": PROPOSED FLOATING DOCKS
AUXILLIARY PLATFORM "A1": DOCK UTILITIES LOCATION TO BE DETERMINED IN FINAL DESIGN
"A" DOCK
DOCK "A": PROPOSED FLOATING BREAKWATER
OPTION A FOOTPRINT
AUXILLIARY PLATFORM "A3": DOCK UTILITIES LOCATION TO BE DETERMINED IN FINAL DESIGN
SHOPPER'S DOCK: PROPOSED FLOATING DOCK
SHOPPER'S DOCK
AUXILLIARY PLATFORM "A4": DOCK UTILITIES AND EQUIPMENT
GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
ABONMARCHE
F. GRANT MOORE MUNICIPAL MARINA
CITY OF BOYNE CITY, MI
PROPOSED MARINA LAYOUT
MAIN BASIN DIMENSION PLAN
OPTION "B"
DRAWN BY: DJL/DAD
DESIGNED BY: DAD
PM REVIEW: CJC
DATE: 12-14-2012
SCALE: HORIZ: 1" = 50' VERT: N/A
12-0842
2 of 2

City Hall

On the shore of Lake Charlevoix in the downtown of Boyne City, Boyne City's 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.

Plans for a new City Hall and Emergency Services facility are in the works, based on a millage approved by the Boyne City voters in May 2015. The facility would be built on the existing City Hall property. It is anticipated that construction will begin in the spring of 2016. The rendering below is a conceptual drawing of the new facilities.

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 in need of significant remodeling/repair.

By Fall 2015, it is anticipated that all the DPW facilities will be consolidated and relocated to a new facility being constructed on the North Boyne Property.
The rendering is a conceptual representation of the new DPW facilities.

North Boyne

North Boyne is a formerly mostly 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 are used for yard waste and composting piles and approximately 6 acres are 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. By the end of 2015, the DPW offices and facilities will be relocated to a newly constructed facility located at the North Boyne property.

Chapter 8 Existing Land Use Profile

The Existing Land Use Profile details the location, type, and extent of land development in the community. Knowledge of existing land development patterns is an essential component of the comprehensive planning process. Without a clear understanding of current land development patterns and issues, it is impossible to prepare a sensible plan for future land development.

The information contained in this profile will also serve as useful reference on land development as Boyne City officials consider future land development proposals as well as the need for public facility and infrastructure improvements in the context of the adopted Comprehensive Plan.

Survey Methodology

As part of the 1997 Boyne City Comprehensive plan a field survey of existing land uses was completed in May 1996. Each parcel of property in Boyne City was inspected and the current use recorded on a property line base map. To update the map Aerial photos from 2012 were reviewed and field inspections were completed in summer of 2013. The use of each parcel was in turn categorized in accordance with a predetermined land use classification system, which is compatible with the Michigan Land Cover/Use Classification System (see **Table 8.1**) developed by the Michigan Department of Natural Resources (MDNR) and used by the Michigan Resource Information System (MIRIS). The field data was then entered into a computer mapping file as an overlay to the City's property line base map. Finally, the land coverage for each land use category was calculated.

Existing Land Use Inventory

As shown on Map 8-1, land use in Boyne City has been classified into nine major categories: single-family residential; two-family residential; multiple-family residential; mobile home parks; downtown core; commercial; industrial; public/semi-public; and vacant, other land, and rights-of-way. The following table summarizes the classification system used to categorize existing land uses in Boyne City. The numbers in parenthesis refer to the corresponding use-coding system used by MIRIS.

General points that can be made regarding Boyne City's existing land use include the following:

- Undeveloped land accounts for roughly 60 percent of all property within the City limits.
- Of the developed land uses found in Boyne City, the dominant form of development is single-family residential, accounting for approximately 33 percent of the City's total developed acreage.
- In addition to the redevelopment of existing underutilized sites, there is opportunity for new development due to the amount of available undeveloped land. Demand for additional housing, more commercial space, and limited industrial development can be accommodated within these areas.
- The hub of activity in Boyne City is the downtown core. As a general rule, the further from this core the structures and population tend to be less dense.

Table 8.1

Land Use Classification System
City of Boyne City

Single-Family Residential	Land occupied by single-family detached dwelling units, seasonal dwellings, manufactured homes outside of designated mobile home parks, and their related accessory buildings such as garages.
Two-Family Residential	Land occupied by two-family dwelling units and their related accessory buildings such as garages. These units may have been specifically constructed as a duplex unit or may be a converted single-family structure.
Multiple-Family Residential	Land occupied by multiple-family dwelling units (structures which contain 3 or more dwelling units) such as apartments, townhouses, and the like, and accessory uses such as parking lots and small recreational facilities such tennis courts and swimming pools.
Mobile Home Park	Land occupied by manufactured dwelling units sited in a planned community and their related accessory service structures and recreational spaces.
Downtown Core	Land occupied in this area has the highest concentration of commercial uses. A prime characteristic of the area is the offering of goods and services primarily directed at the pedestrian shopper. A wide variety of uses are found in the district including retail, service, professional office, restaurants, and limited residential uses.
Commercial	Land that is predominantly occupied for the retail sale and\or service of products such as retail establishments, personal and business service uses, and repair service facilities.
Industrial	Land occupied by manufacturing industries, processing facilities, warehouses, and nonmanufacturing uses which are primarily industrial in nature. Lands so classified may include areas with or without buildings where raw or semi-finished materials are fabricated or those using or storing raw materials for primary production or extractive operations such as mining sites.
Public/Semi-Public	Public uses are land and facilities that are publicly operated and available for use by the public. Examples include schools, government buildings, parks, sewer and water utilities, correctional facilities, hospitals, airports, and marinas. Semi-public uses are land and facilities which may be privately owned or operated but used by the public or a limited number of persons. Examples include churches, cemeteries, and private clubs.
Vacant and Other Land and Rights-of-Way	Vacant and other land are undeveloped lands which includes forest land, water bodies, wetlands, and barren lands. Also included in this category are utilities and road rights-of-way.

Table 8.2 details the distribution of each land use type by total acres, as well as the percent of total acreage and percent of developed acreage which is occupied by that land use type. A discussion of the existing land use pattern follows.

Table 8.2

Existing Land Use 2014
City of Boyne City

Land Use	Total Acres	Percent of Total Acreage	Percent of Developed Acreage
Single-Family Residential	344	13	33
Two-Family Residential	5	0.2	0.5
Multiple-Family/Group Residential	59	2.2	5.7
Mobile Home Park	19	0.7	1.8
Downtown Core	46	1.8	4.4
Commercial	39	1.5	3.6
Industrial	129	5.0	12.5
Public/Semi-Public/Institutional	293	11.3	28.3
Vacant & Other Land, R.O.W.	1548	60.0	NA
Total	2686	100.0	100.0

Residential Land Use

Single-family dwellings occupy approximately 344 acres of land and account for 33 percent of the total developed land area in the City. In addition to privately owned residences, a government sponsored project of single-family detached units catering to low-income families exists in the vicinity of Wenonah Street. Along with an additional ten units scattered throughout the City, these units are owned by the Boyne City Housing Commission, have been well maintained, and are consistently occupied.

The vast majority of the City's single-family dwellings are constructed on lots platted in the early 1900's. Diversity characterizes these structures in terms of architectural styles and materials, size, number of stories, and structural condition. Additional residences are located outside of platted subdivisions and are usually situated on large lots.

Increased demand for single-family homes during recent years has resulted in infill development throughout the community and new subdivisions of limited size. New homes constructed in older areas have helped to upgrade neighborhoods showing signs of decline. New subdivisions in the City's southwest and southeast sections have served to upgrade the community as a whole.

Two-family dwellings occupy five acres of land within the City. This represents less than one percent of the total developed land area. Two-family dwellings may be originally constructed as such or may occupy a converted single-family structure. Most two-family dwelling units in Boyne City occupy converted structures and are interspersed within the City's single-family residential neighborhoods.

Multiple-family/Group Residential development occupies about 59 acres, 5.7 percent of the City's total developed acreage. This category includes condominiums such as Harborage Condominiums and the Landings and apartment developments such as Park View and Lake View apartments. Many of these multiple-family projects, like the Landings and the Harborage, cater to seasonal residents. and group and elderly housing developments such as Deer Meadows and The Brook.

Lakeview Village is the City's only mobile home park. It is situated on approximately 19 acres on the east side of North Lake Street, just north of the central business district. Lakeview Village contains 152 units. As with condominium developments, the demand for additional manufactured homes is also likely to increase as persons seek housing alternatives that are less expensive than conventional homes.

Downtown Core

Approximately 46 acres of Boyne City is occupied by commercial, office and limited residential uses that make up the Downtown Core. These uses, together, account for almost 13 percent of the developed land area. The Downtown Core, which encompasses areas around Water Street and Lake Street between North Street and Main Street, serves as the community's primary retail service and activity center. Its compactness, central location, and diversity of shops, services and restaurants have helped guarantee the area's long term viability and is the strength of this core area. Convenience, comparison, and specialty shopping goods may be purchased here. High quality and unique restaurants in the Downtown Core have proven to be important economic drivers for the community serving residents and tourists as well as being regional destination for neighboring communities.

Commercial

Outside of the Downtown Core, Commercial uses occupy approximately 39 acres of land and account for about 3.6 percent of the City's total developed land area. Most businesses are found within two locations.

A moderately sized shopping center is located at the northeast corner of North Lake and Vogel Streets. Consisting of a major grocery store and several smaller shops, this facility tends to satisfy neighborhood convenience needs. As evidenced by this shopping center, problems associated with access and on-site circulation can result which create an unsafe situation for motorists and pedestrians as well. Site improvement guidelines pertaining to commercial development can help avoid many of the problems apparent with past development.

Toward the community's southeast corner, along M-75 south, lies the City's other major commercial district. Developed in strip fashion, these businesses are largely highway oriented and do not compete directly with the City's downtown core. Some vacant land is available for expansion or for new developments of a similar type should the need arise.

Industrial Land Use

Industrial uses occupy about 68 acres of land and account for nearly seven percent of the total developed land area. Industrial development within Boyne City is primarily concentrated within two areas of the City. During the early 1900's, industry (like lumbering and tanning) located on the banks of Lake Charlevoix due to their dependence on water. This precedent, plus the fact that large areas of lakefront property were zoned for industry, invited other industries to locate on the Lake as well. The second area of industrial growth has been along the south leg of M-75, near the City limits and the airport.

Land for industrial expansion and development is virtually nonexistent adjacent to the existing industrial facilities located on the waterfront. Although some vacant land is available near the companies located on M-75 south, new sites suitable for industrial development must be identified to help ensure that growth opportunities are not missed in the future.

Public/Semi-Public/Institutional

Public/semi-public land uses occupy almost 360 acres of land and account for 35 percent of the total developed land area in the community. Most of this land is occupied by the school system, airport, cemetery, and recreational facilities. Other uses included in this category are the Boyne City Municipal Building, other City facilities, library, utility stations, settling lagoons, several churches, and some private clubs.

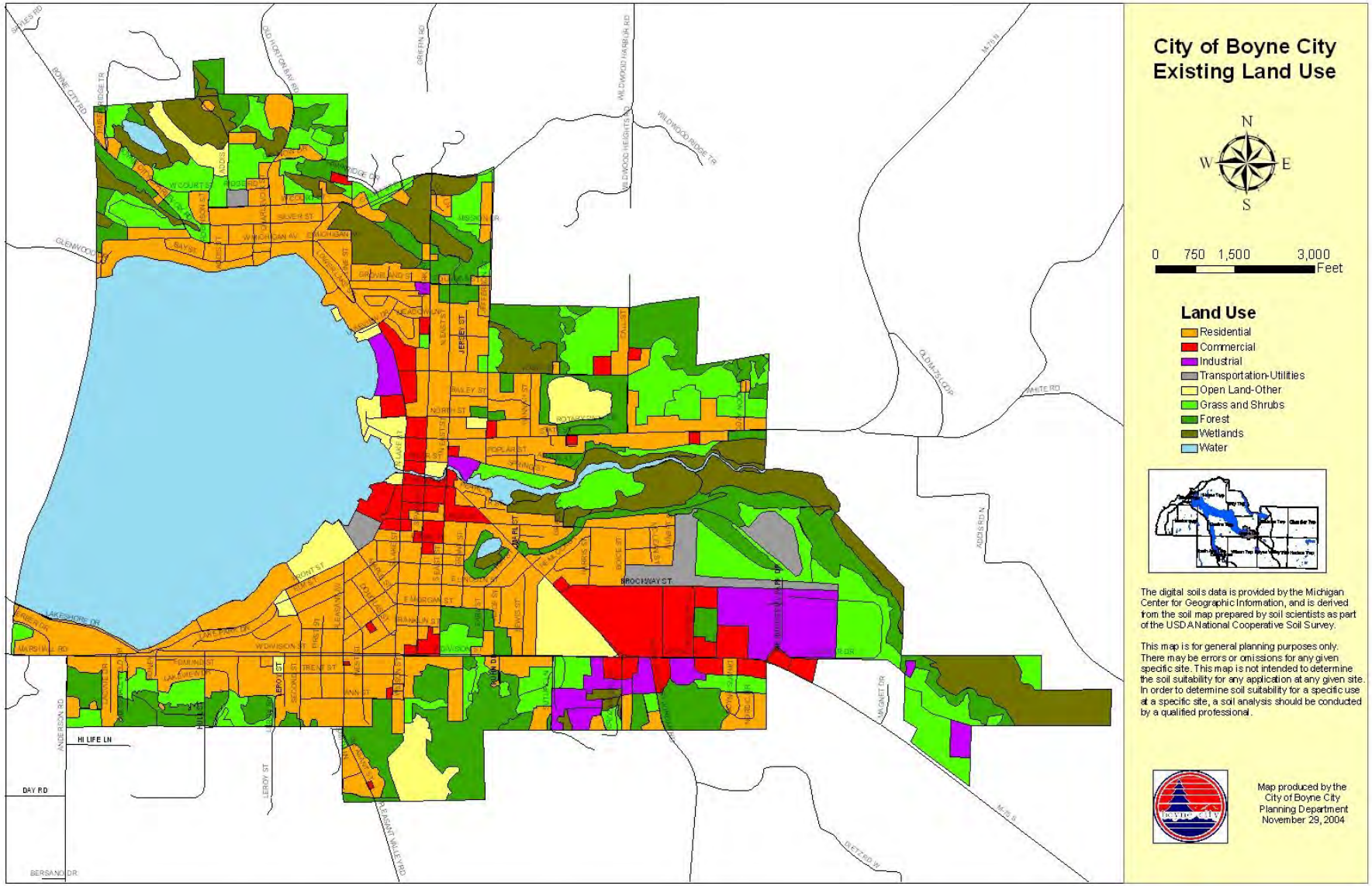
Due to the characteristics and/or locational needs of public/semi-public uses, these uses are often scattered throughout a community. This is true of the public/semi-public uses located in Boyne City. There is, however, a noteworthy concentration of public/semi-public uses in the southeast section of the City. Located within an area generally bordered by Division Street/M-75 and Brockway Street are the Boyne City Airport, the City's sewage facility, Boyne City High School, Boyne City Elementary School, several Charlevoix County agencies, and a cemetery. Other significant public/semi-public landholdings include:

- The marina and associated facilities on the eastern shore of Lake Charlevoix;
- Rotary Park, an active recreation park located on the north side of M-75; and
- Avalanche Preserve, a passive recreation area located in the southern portion of the City.

Vacant, Other Land, and Rights-of-Way

Over 60 percent of Boyne City is undeveloped (vacant or other land) or occupied by road rights-of-way or utilites. Most of the vacant and other land, which is located toward the periphery of the City, is zoned for residential use. To date, these properties have not been developed primarily because:

- Natural features (as indicated on the Natural Features, Soil Types, and Wetlands maps) are too constraining to allow development;
- Utility systems are absent; or
- There has been a lack of demand for land in many of these areas.


City of Boyne City
Existing Land Use
N
W
E
S
0 750 1,500 3,000
Feet
Land Use
Residential
Commercial
Industrial
Transportation-Utilities
Open Land-Other
Grass and Shrubs
Forest
Wetlands
Water
The digital soils data is provided by the Michigan Center for Geographic Information, and is derived from the soil map prepared by soil scientists as part of the USDA National Cooperative Soil Survey.
This map is for general planning purposes only. There may be errors or omissions for any given specific site. This map is not intended to determine the soil suitability for any application at any given site. In order to determine soil suitability for a specific use at a specific site, a soil analysis should be conducted by a qualified professional.
Map produced by the City of Boyne City Planning Department November 29, 2004
BROCHWAY ST
HI LIFE LN
DAY RD
LEROY ST
JERSEY ST
LAKESHORE DR
ANDERSON RD
BERSANO DR
ELEPHANT VALLEY RD
OLD LAZLOP
WHITE RD
ADDIS RD N
M-75 S
BETZER S
WILDWOOD HEIGHTS RD
WILDWOOD RIDGE TR
GREEN RD
OLD HORTON BAY RD
BOYNE CITY RD
GLENWOOD DR
SHELLER RD
MARGARET DR

Appendix A – Airport Overlay Zoning Compatible Land Uses

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

Special Note: Since the dimensions of Zone 1 correspond to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ or otherwise acquire rights to the property for the RPZ..

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

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.	1. < 25 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	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.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain avigation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

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.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain avigation easements. 3. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from ex tended runway centerline. 4. Prohibit mobile home parks. 5. Require downward shading of lighting to reduce glare. 6. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

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