City of Boyne City

Founded 1856

319 N Lake Street Boyne City, Michigan 49712 Phone 231-582-6597
www.cityofboynecity.com Fax 231-582-6506

AGENDA
BOYNE CITY PLANNING COMMISSION
Monday March 19, 2018 5:00 p.m.
Boyne City Hall

Scan QR code or go to
www.cityofboynecity.com
click on Boards & Commissions for complete agenda packets & minutes for each board

1. Call to Order

2. Roll Call - Excused Absences

3. Consent Agenda

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

Approval of minutes from the February 19, 2018 Boyne City Planning Commission meetings.

4. Hearing Citizens Present *(Non-Agenda Items)*

5. Reports of Officers, Boards, Standing Committees

6. Unfinished Business

7. New Business
- A. Sketch Plan Review 970 E Division
- B. Adoption of the M-75 corridor plan, review proposed ordinance amendment recommendations.

8. Staff Report

9. Good of the Order

10. Adjournment – Next Meeting April 16, 2018

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

Approved: _____

Meeting of February 19, 2018

Record of the proceedings of the Boyne City Planning Commission regular meeting held at Boyne City Hall, 319 North Lake Street, on Monday February 19, 2018 at 5:00 pm.

Call to Order

Vice Chair Place called the meeting to order at 5:00 p.m.

Roll Call

Present: Jason Biskner, George Ellwanger, Tom Neidhamer, Aaron Place, Jeff Ross and Joe St. Dennis
Absent: Ken Allen, Chris Frasz and Jim Kozlowski

Excused Absences
****Motion**

2018-02-19-02
St. Dennis moved, Biskner seconded, PASSED UNANIMOUSLY, a motion to excuse the absence of Allen, Frasz and Kozlowski.

Meeting Attendance

City Officials/Staff: Planning and Zoning Administrator Scott McPherson and Recording Secretary Pat Haver

Public Present: 2

Consent Agenda
****Motion**

2018-02-19-03
Ross moved, Neidhamer seconded, PASSED UNANIMOUSLY, a motion to approve the Planning Commission minutes from January 15, 2018 as presented.

Citizen comments on Non-Agenda Items

None

Reports of Officers, Boards and Standing Committees
2017 Planning Report

The 2017 annual planning report was included in the agenda packet; this report is mandated by the Planning Enabling Act and is presented to you for your review and input.

Unfinished Business
Comments on M – 75 Corridor Plan

The purpose of the joint meeting last month was to discuss the draft M-75 corridor improvement plan with the officials from Wilson and Boyne Valley Townships. After the meeting, Wilson Township had a couple suggestions they would like to see incorporated into the plan. They would like a third lane implemented for turning and they were not in favor of the concept of the access/service drive; maybe shared parking would be a better way to handle. A suggestion from this board included carrying the City's downtown character out to the city limits. At the city's recent Joint Boards and Commission meeting, possibly looking at preferred entrance and exits for truck traffic at the Business Park entrances. Planning Director McPherson will make sure the suggestions are forwarded to the meetings facilitators from MEDC.

New Business

Public Hearing
Amendments to Article II, Article III, Article IV, Article V and Article XX of the

Planning Director McPherson reviewed his staff report that was included in the agenda packet. At the January meeting staff was directed to develop some draft amendment language to address the issue of minimum dwelling sizes, amendments to the definition of a dwelling, the schedule of regulations and therefore, additional and/or amended language to the TRD, WRD, RED and MFRD districts is being proposed. In the staff report, proposed items to be removed have been ~~stricken through~~; items to be added are in *italics*.

A public hearing was scheduled for tonight and opened at 5:15 pm.

Boyne City Zoning Ordinance

Ted Macksey - Jefferson Street Developer – In the MFRD is the 100 ft. lot size going to revert to the TRD zoning, which is 50 foot lot width?
McPherson – For a single family dwelling which is now allowed, minimum lot size will not change, however, can reduce the width of the building to accommodate for smaller houses.
Macksey – At our last meeting I thought we discussed density and allowing single family homes; a 100 ft. lot will reduce density. In trying to keep costs down, building narrow houses for single family on a smaller envelope, would give us the ability for higher density with a 50 ft. lot size.
McPherson – Currently can put up to 10 units per acre, coverage was reduced further due to the conditional zoning granted on the Macksey property. Lot coverage and density are two different things. The board also had discussions about higher density and the way to accomplish it. If you shrink the width and square footage, logically you would reduce the lot coverage, right?
McPherson – We can strike the proposed word ~~*lot*~~ in Section 20.30 item g keeping words *height and setback standards* to allow for the smaller width residences. This would apply to any lots in MFRD that would be available for development or re-development.

With no further comments the Public Hearing closed at 5:33 pm

2018-2-19-7A
After additional board discussion, **motion by Ellwanger, seconded by Ross, PASSED UNANIMOUSLY** to recommend approval to the City Commission the proposed amendment language to Article II, III, IV, V and XX; as proposed with discussed modifications to 20.30 item g.

Review Capital Improvement Plan 2018 - 2023

****Motion**

Planning Director McPherson reviewed the 2018 – 2023 CIP Plan that was included in the agenda packet. The 6 year layout is being shown as projections for 2018 through 2023 with 2017 information included for comparison. The board reviewed this plan and indicated that it was well put together. After board discussion, **motion by Ellwanger seconded by Neidhamer, PASSED UNANIMOUSLY**, to recommend to the City Commission acceptance of the CIP as presented.

Staff Report

- St. Dennis inquired about bike racks for the front of the building; are there any plans and if so, when will they be put in. Neidhamer said 24 racks have been ordered at a cost of $10,000 so will be installed this spring.

Good of the Order

The next regular meeting of the Boyne City Planning Commission is scheduled for Monday, March 19, 2018 at 5:00 p.m.

Adjournment
****Motion**

2018-02-19-10
St. Dennis moved Biskner seconded, PASSED UNANIMOUSLY a motion to adjourn the February 19, 2018 meeting at 5:51 p.m.

_____ _____

Vice Chair Aaron Place Recording Secretary Pat Haver

CITY OF BOYNE CITY

To: Chair Chris Frasz, and fellow Planning Commissioners

From: Scott McPherson, Planning Director

Date: March 19, 2018

Subject: 970 E Division

Background Information

The property located at 970 E Division is owned by Van Dam Marine. The property is in the RC/IND zoning district and is approximately 11 Acres. A 25'x 80' shop addition and 34' x 80' two story office addition to replace the existing office structure is being proposed.

Discussion

The proposed shop addition will extend the existing shop building and will match the size, character and color of the existing structure. To complete the office addition the existing office structure will be removed and the new office addition will be added onto the north end of the proposed shop addition. Elevations and color renderings of the proposed addition have been submitted for review.

PROCESS

The application requires sketch plan review as per article 19 Development Plan Requirements, and a checklist of the requirements has been attached for your review and consideration.

RECOMMENDATION

The Planning Commission should then review the applicable development plan requirements and make a determination based on the relevant facts if the standard is met, not met or met with conditions. If approved with conditions the conditions must be listed, if denied the reasons for denial must be stated.

City of Boyne City
319 N. Lake Street
Boyne City, MI 49712
Phone: (231) 582-6597
Fax: (231) 582-6506
www.cityofboynecity.com

DEVELOPMENT PLAN REVIEW APPLICATION

Applicant Name: VAN DAM MARINE CO.
Street Address: 970 DIVISION ST.
City: BOYNE CITY State: MI Zip-Code: 49712
Phone Number (s): _____ E-mail: _____

Property Owner's Name: SAME
Street Address: _____
City: _____ State: _____ Zip-Code: _____
Phone Number (s):

Project Location: Street Address: SAME
Property ID Number: 15-051-

I / We request: ZONING PERMIT FOR SHOP + OFFICE ADDITION TO EXISTING SHOP BUILDING

*As an illustration of this request, I/we have attached a site plan(s) of the premise drawn to scale showing the location of **all** existing and proposed structures, improvements, and uses on the property as well as any information required by ordinance.*

I/we understand and agree, upon execution and submission of this application, that I/we agree to abide by all provisions of the City of Boyne City Zoning Ordinance as well as all procedures and policies of the City of Boyne City Planning Commission as those provisions, procedures, and policies relate to the handling and disposition of this application; that the above information is true and accurate to the best of my/our knowledge; and that a filing fee is due with this application.

Stephen Van Dam, President — 3/12/18
Applicant *(Printed Name)* — *Signature* — *Date*

SAME
Property Owner *(Printed Name)* — *Signature* — *Date*

Application and filing fee received 3-13-18
Receipt Number 96503
Received by AM

Review Required: Administrative Review (Sketch Plan Review) Full Plan Review

SKETCH PLAN REVIEW STANDARDS
FINDINGS OF FACT
970 E Division

Section 19.40 Development Plan Approval Criteria.
In order that buildings, open space and landscaping will be in harmony with other structures and improvements in the area, and to ensure that no undesirable health, safety, noise and traffic conditions will result from the development, the Planning Commission shall determine whether or not the development plan meets the following criteria, unless the Planning Commission determines that one or more of such criteria are inapplicable:

ORDINANCE REQUIREMENT	STATUS	FINDINGS
A. General. All elements of the development plan shall be designed to take into account the site's topography, the size and type of plot, the character of adjoining property, and the traffic operations of adjacent streets. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this Ordinance. The development plan shall conform with all requirements of this Ordinance, including those of the applicable zoning district(s).	The subject parcel is located at 970 E Division and is the current location of Van Dam Marine Co. The parcel is zoned RC/IND and is approximately 11 Acres. Site is flat and clear with no significant vegetation or topography. The proposal conforms to all dimensional and use requirements of the zoning district.	
B. Building Design. The building design shall relate to the surrounding environment in regard to texture, scale, mass, proportion, and color. High standards of construction and quality materials will be incorporated into the new development. In addition to following design guidelines adopted in specific district or sub-area plans, the building design shall meet the architectural and building material requirements of this Ordinance.	The proposed building addition matches the size and character of the existing adjacent structures on the site.	
C. Preservation of Significant Natural Features. Judicious effort shall be used to preserve the integrity of the land, existing topography, and natural, historical, and architectural features as defined in this Ordinance, in particular wetlands designated /regulated by the Michigan Department of Environmental Quality, and, to a lesser extent, wetlands which are not regulated by the Department.	The proposal does not impact any significant natural features	
D. Streets. All streets shall be developed in accordance with the City of Boyne City Subdivision Control Ordinance and City Municipal Standards, unless developed as a private road in accordance with the requirements of the City.	Not Applicable	

SKETCH PLAN REVIEW STANDARDS
FINDINGS OF FACT
970 E Division

E. Access, Driveways and Circulation. Safe, convenient, uncongested, and well defined vehicular and pedestrian circulation within and to the site shall be provided. Drives, streets, parking and other elements shall be designed to discourage through traffic, while promoting safe and efficient traffic operations within the site and at its access points. All driveways shall meet the design and construction standards of the City. Access to the site shall be designed to minimize conflicts with traffic on adjacent streets, particularly left turns into and from the site. For uses having frontage and/or access on a major traffic route, as defined in the City of Boyne City Comprehensive Plan, the number, design, and location of access driveways and other provisions for vehicular circulation shall comply with the access management provisions of this Ordinance.	Existing driveway and circulation will be used.	
F. Emergency Vehicle Access. All buildings or groups of buildings shall be arranged so as to permit necessary emergency vehicle access as required by the Fire Department, Ambulance Department and Police Department.	Emergency vehicle access is provided.	
G. Sidewalks, Pedestrian and Bicycle Circulation. The arrangement of public or common ways for vehicular and pedestrian circulation shall be connected to existing or planned streets and sidewalks/pedestrian or bicycle pathways in the area. There shall be provided a pedestrian circulation system which is separated from the vehicular circulation system. In order to ensure public safety, special pedestrian measures, such as crosswalks, crossing signals and other such facilities may be required in the vicinity of primary and secondary schools, playgrounds, local shopping areas, fast food/service restaurants and other uses which generate a considerable amount of pedestrian or bicycle traffic.	No Applicable	
H. Barrier-Free Access. The site has been designed to provide barrier-free parking and pedestrian circulation.	Not Applicable	

SKETCH PLAN REVIEW STANDARDS
FINDINGS OF FACT
970 E Division

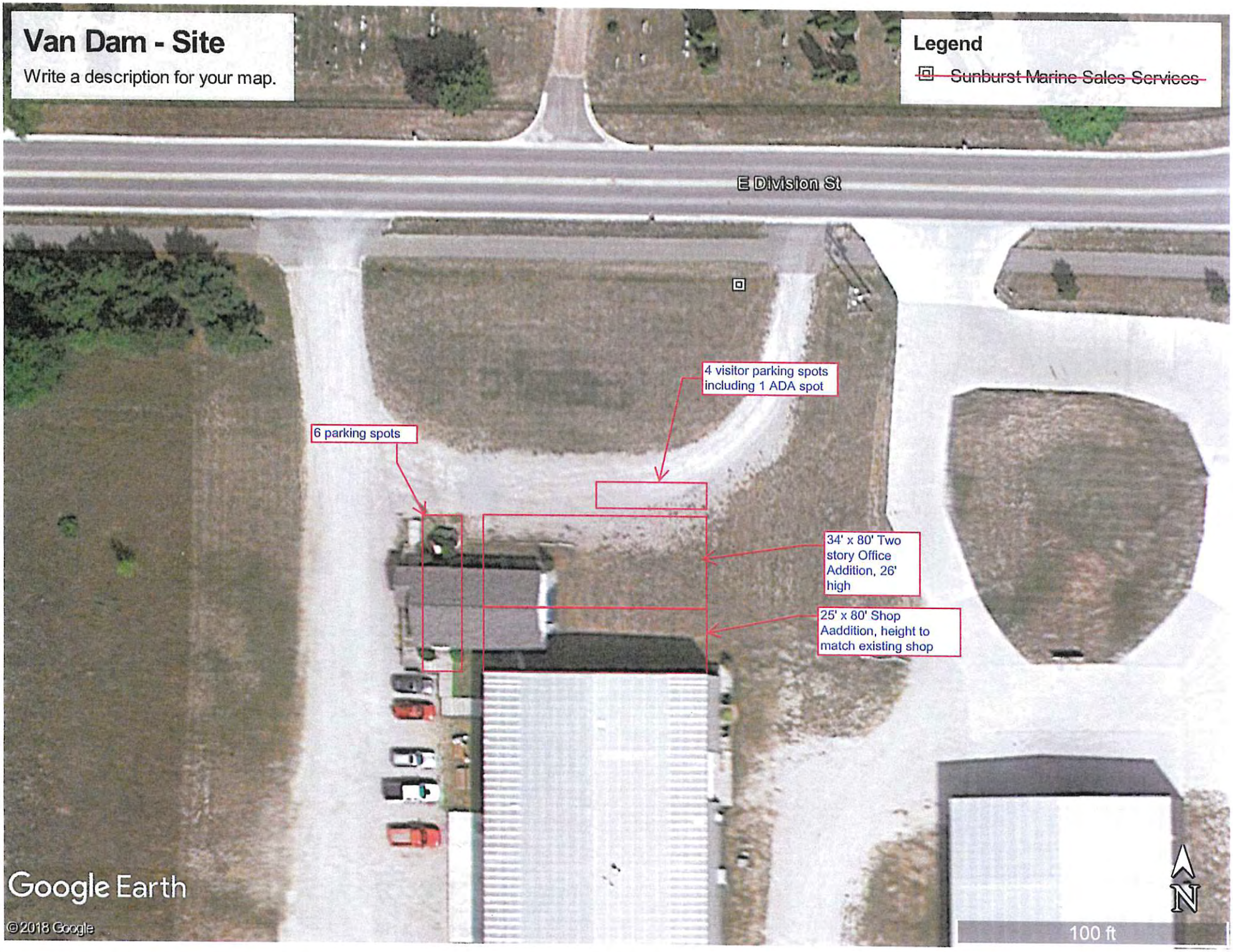
L. Parking. The number and dimensions of off-street parking [spaces] shall be sufficient to meet the minimum required by this Ordinance. However, where warranted by overlapping or shared parking arrangements, the Planning Commission may reduce the required number of parking spaces, as provided in this Ordinance.	The proposed use additional manufacturing area and new office space	
J. Loading. All loading and unloading areas and outside storage areas, including refuse storage stations, shall be screened in accordance with this Ordinance.	Not applicable	
K. Landscaping, Screening, and Open Space. The landscape shall be preserved in its natural state, insofar as practical, by removing only those areas of vegetation or making those alterations to the topography which are reasonably necessary to develop the site in accordance with the requirements of this Ordinance. Landscaping shall be preserved and/or provided to ensure that proposed uses will be adequately buffered from one another and from surrounding public and private property. Landscaping, landscape buffers, greenbelts, fencing, walls and other protective barriers shall be provided and designed in accordance with the landscaping provisions of this Ordinance. Recreation and open space areas shall be provided in all multiple-family residential and educational developments.	Landscaping proposed in front of new office addition	
L. Soil Erosion Control. The site shall have adequate lateral support so as to ensure that there will be no erosion of soil or other material. The final determination as to adequacy of, or need for, lateral support shall be made by the Planning Director or City Engineer, and have a valid Charlevoix County Soil Erosion permit.	Obtain soil erosion permit from Charlevoix County if required.	

SKETCH PLAN REVIEW STANDARDS
FINDINGS OF FACT
970 E Division

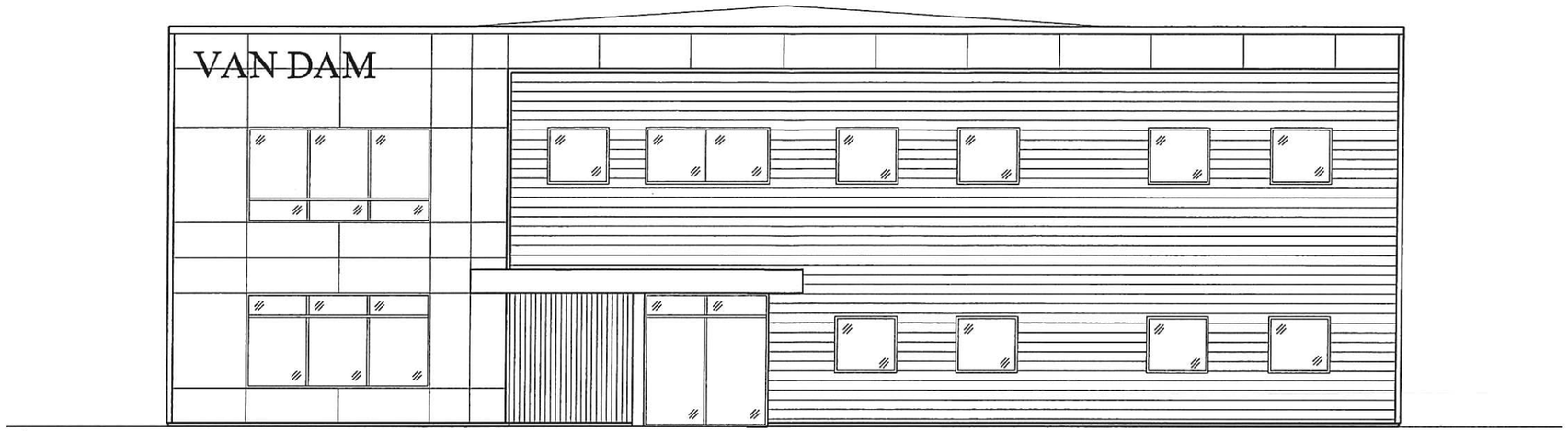
M. Stormwater Management. Appropriate measures shall be taken to ensure that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Provisions shall be made to accommodate stormwater which complements the natural drainage patterns and wetlands, prevent erosion and the formation of dust. Sharing of stormwater facilities with adjacent properties shall be encouraged. The use of detention/retention ponds may be required. Surface water on all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic or create standing water. All such measures shall comply with the Charlevoix County Stormwater Ordinance.	Existing stormwater retention areas to be used to collect stormwater.	
O. Lighting. Exterior lighting shall be arranged so that it is directed preferably downward onto the subject site and deflected away from adjacent properties. Lighting shall not impede the vision of traffic along adjacent streets. Flashing or intermittent lights shall not be permitted.	Additional lighting not shown on provided plan.	
P. Noise. The site has been designed, buildings so arranged, and activities/equipment programmed to minimize the emission of noise, particularly for sites adjacent to residential districts.	Use similar to existing and not anticipated to	
Q. Mechanical Equipment. Mechanical equipment, both roof and ground mounted, shall be screened in accordance with the requirements of this Ordinance.	No exterior mechanical equipment proposed	
R. Signs. The standards of the City of Boyne City's Sign Ordinance are met.	No additional signage proposed.	

SKETCH PLAN REVIEW STANDARDS
FINDINGS OF FACT
970 E Division

S Hazardous Materials or Waste. For businesses utilizing, storing or handling hazardous material such as automobile service and automobile repair stations, dry cleaning plants, metal plating industries, and other industrial uses, documentation of compliance with state and federal requirements shall be provided.	No hazardous materials or waste	
T. Other Agency Reviews. The applicant has provided documentation of compliance with other appropriate agency review standards, including, but not limited to, the Michigan Department of Natural Resources, Michigan Department of Environmental Quality, Michigan Department of Transportation, Charlevoix County Drain Commissioner, Northwest Michigan Community Health Agency, Charlevoix County Building Department, and other federal and state agencies, as applicable.	Other agency reviews as required	
U. Approval Process. The development plan shall be reviewed by the Planning Commission. If disapproval is recommended, the Planning Commission shall cite reasons for such disapproval. If the Planning Commission finds a development plan not in conformity with this section, it may, at its discretion, return the development plan to the applicant with a written statement of the modifications necessary to obtain approval. Upon resubmission of the modified development plan, the Planning Commission shall review the plan. The Commission may approve, disapprove or approve subject to compliance with such modifications and conditions as may be deemed necessary to carry out the purpose of this Ordinance and other ordinances and resolutions of the City. If disapproved, the Planning Commission shall cite reasons for such disapproval.		


Van Dam - Site
Write a description for your map.
Legend
Sunburst Marine Sales Services
E Division St
4 visitor parking spots including 1 ADA spot
6 parking spots
34' x 80' Two story Office Addition, 26' high
25' x 80' Shop Aaddition, height to match existing shop
Google Earth
©2018 Google
N
100 ft


VAN DAM



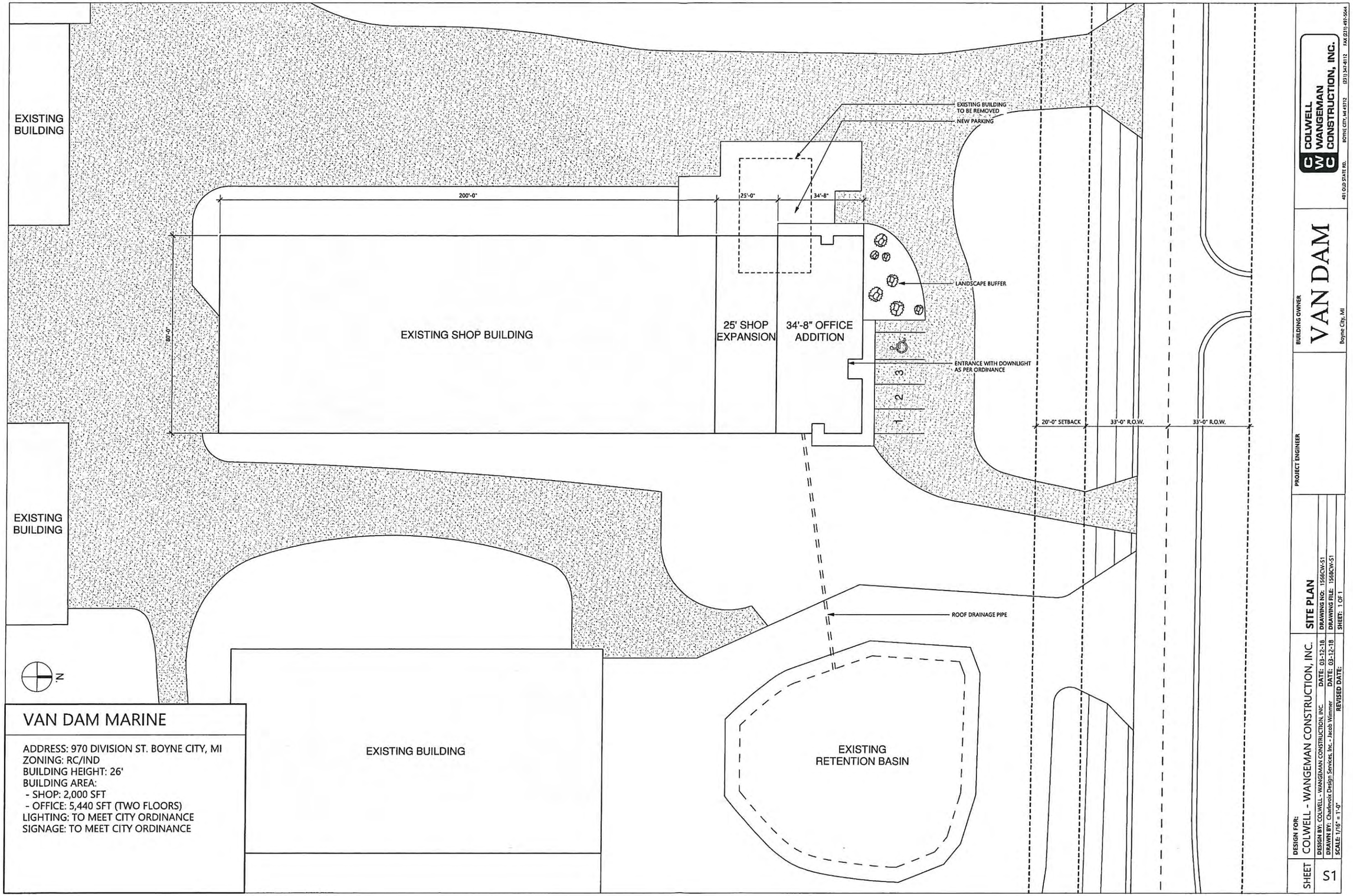
NORTH ELEVATION

EAST ELEVATION

WEST ELEVATION

3-12-18

SCALE: 1/48 1/4"=1'-0"



VAN DAM MARINE

ADDRESS: 970 DIVISION ST. BOYNE CITY, MI
ZONING: RC/IND
BUILDING HEIGHT: 26'
BUILDING AREA:
- SHOP: 2,000 SFT
- OFFICE: 5,440 SFT (TWO FLOORS)

LIGHTING: TO MEET CITY ORDINANCE
SIGNAGE: TO MEET CITY ORDINANCE

COLWELL WANGEMAN CONSTRUCTION, INC.
401 OLD STATE RD. BOYNE CITY, MI 49712 (231) 347-4112 FAX (231) 497-5044

BUILDING OWNER
VAN DAM
Boyne City, MI

PROJECT ENGINEER

SITE PLAN

DESIGN FOR: COLWELL - WANGEMAN CONSTRUCTION, INC.
DESIGN BY: COLWELL - WANGEMAN CONSTRUCTION, INC. DATE: 03-12-18
DRAWN BY: Charlevoix Design Services, Inc. - Jacob Wimmer DATE: 03-12-18
SCALE: 1/16" = 1'-0" REVISED DATE:
DRAWING NO.: 1566CV-S1
DRAWING FILE: 1566CV-S1
SHEET: 1 OF 1

SHEET S1

What Is Access Management?

Access management involves maximizing the existing street capacity and reducing potential for crashes through limiting the number of access points, carefully placing and spacing access points (side streets, commercial driveways and median crossovers), ensuring driveway design meets standards, properly spacing traffic signals and other enhancements.

Why is it Important?

SAFETY: *Studies show a direct relationship between the number of driveways along a corridor and the number of crashes. Successful access management reduces the number of driveways.*

CAPACITY: *Maintains capacity and traffic flow without costly widening or reconstruction.*

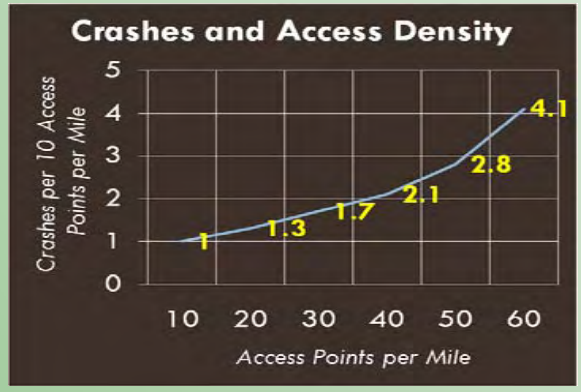
COMMUNITY: *Sustains vibrant business districts and makes roads more walkable, bikeable and livable.*

What is the Purpose of the Plan?

The M-75 Corridor Plan was developed to maximize existing street capacity and reduce potential for crashes by controlling the configuration of access points, carefully placing and spacing access points (side streets, commercial driveways and median crossovers), regulating driveway design, properly spacing traffic signals and providing road enhancements. The evaluation and study conducted for this project will also provide the basis for future thoroughfare planning in the county.

How was the Plan prepared?

Boyne City sought input from Boyne Valley and Wilson Townships, and MDOT. A joint Planning Commission meeting between Boyne City and Wilson Township provided a forum in which to learn about the benefits of the project and discuss how the new plan would meet the area's needs.



Want more information?

Website

www.cityofboynecity.com

Key Contacts:

Scott McPherson
Planning/Zoning Administrator
Boyne City and Wilson Township
Email address
(231) 582 0343

Consulting Team:

- **Brad Strader, MKSK**
  Senior Transportation Planner
- **Kathleen Duffy, SmithGroupJJR**
  Associate, Planner

IMPROVING TRAFFIC ALONG THE M-75 CORRIDOR

February 2018

Dear Interested Citizen:

Boyne City, Boyne Valley Township, and Wilson Township have come together to develop and adopt a Corridor Plan to regulate access (i.e. driveways) along the M-75 corridor. This brochure is intended to provide an overview of access management, why it is important, how to implement it, what types of projects require review by the jurisdictions, county and MDOT, and where to go for more information! State and national studies show a direct correlation between traffic crashes and the number of driveways along a corridor.

The Corridor Plan helps plan for utilization of our roads, and ensures they will be safe and efficient for years to come. It includes:

- *Standards for the number, location and design of access points*
- *New standards for center turn lanes, turn lanes, and pedestrian refuge islands*
- *Site and building design recommendations*

For more information, please refer to the M-75 Corridor Plan or our website:

www.cityofboynecity.com

APPLYING ACCESS MANAGEMENT ALONG THE M-75 CORRIDOR

Who Applies Access Management?

- ✓ **Boyne City and Wilson Township** *now have regulations for access along their roads to apply to developments during the site plan and driveway permitting process. The access standards may also be applied as part of road construction projects.*

What the Plan Contains?

- *Access placement standards*
- *Driveway geometric standards*
- *Turn lane criteria*
- *Sight distance*
- *Cross access standards*
- *Traffic signal policies*
- *Wayfinding and signage policies*
- *Traffic impact study guidelines*
- *A process to help ensure coordinated review with the township's administrative procedures*

When Are Concepts and Standards Applied?

- ✓ **With new development** *(during site plan/permit review process)*
- ✓ **At times of redevelopment/re-use or expansion** *(Retro-fit access during site plan/permit review processes)*
- ✓ **During road reconstruction projects,** *the county and community may work with property owners to close or redesign access points as part of a road improvement project.*

How Is Access Management Implemented?

Access Placement:

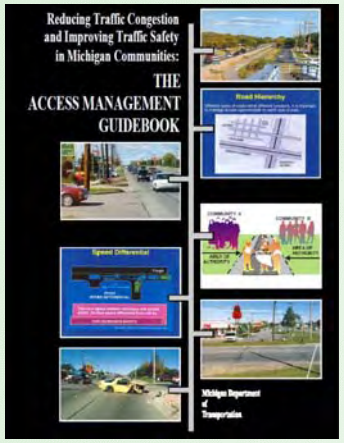
- ✓ *Separate driveways from intersections, especially signalized ones, as far as practical*
- ✓ *Spacing between access points*
- ✓ *Offset driveways from access points across the street and/or median crossovers*
- ✓ *Consolidate closely spaced drives to improve flow & reduce crash potential*

Access Design:

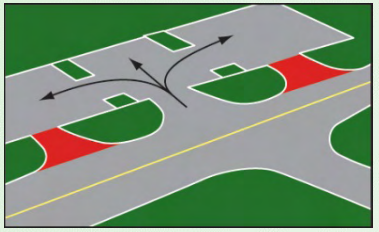
- ✓ *Promote service drives or shared/cross-access between parking lots*
- ✓ *Restrict turning movements (e.g. right-in/right-out only)*
- ✓ *Require proper driveway radius & ample throat depth*

Roadway Design:

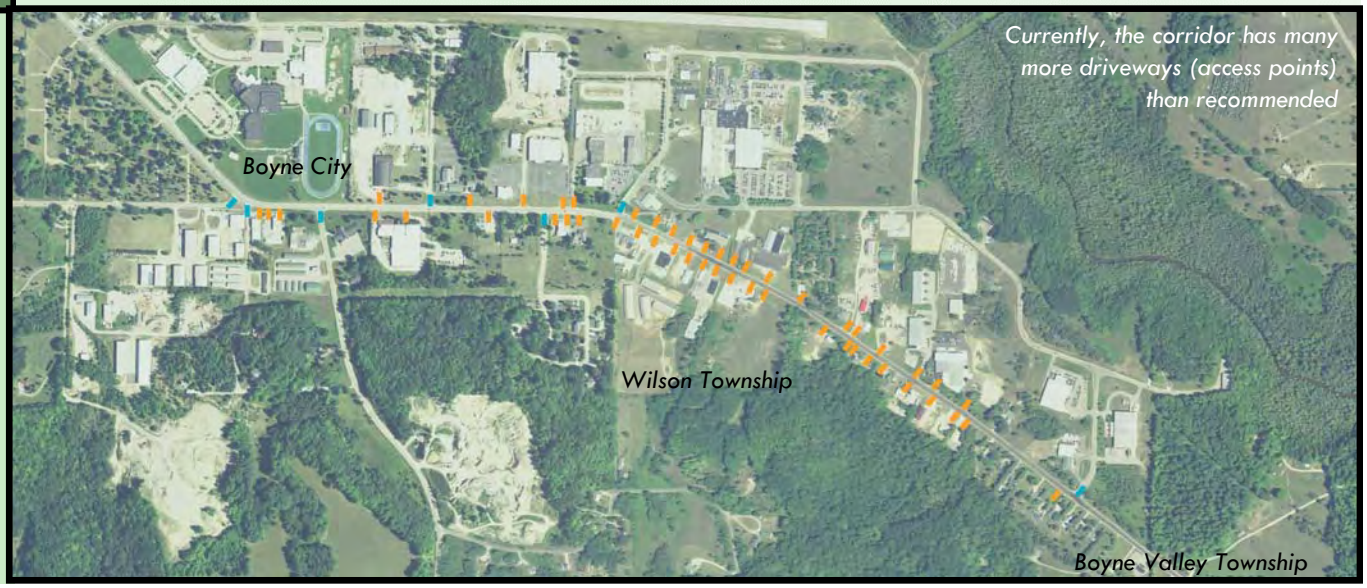
- ✓ *Turn lanes*
- ✓ *Proper traffic signal spacing & coordination*
- ✓ *Medians*



Michigan Department of Transportation Access Management Guidebook



Connect adjacent parking areas to allow shared use of one optimal driveway.



Currently, the corridor has many more driveways (access points) than recommended

M-75 Corridor Improvement Plan

February~~January~~ 2018 Draft

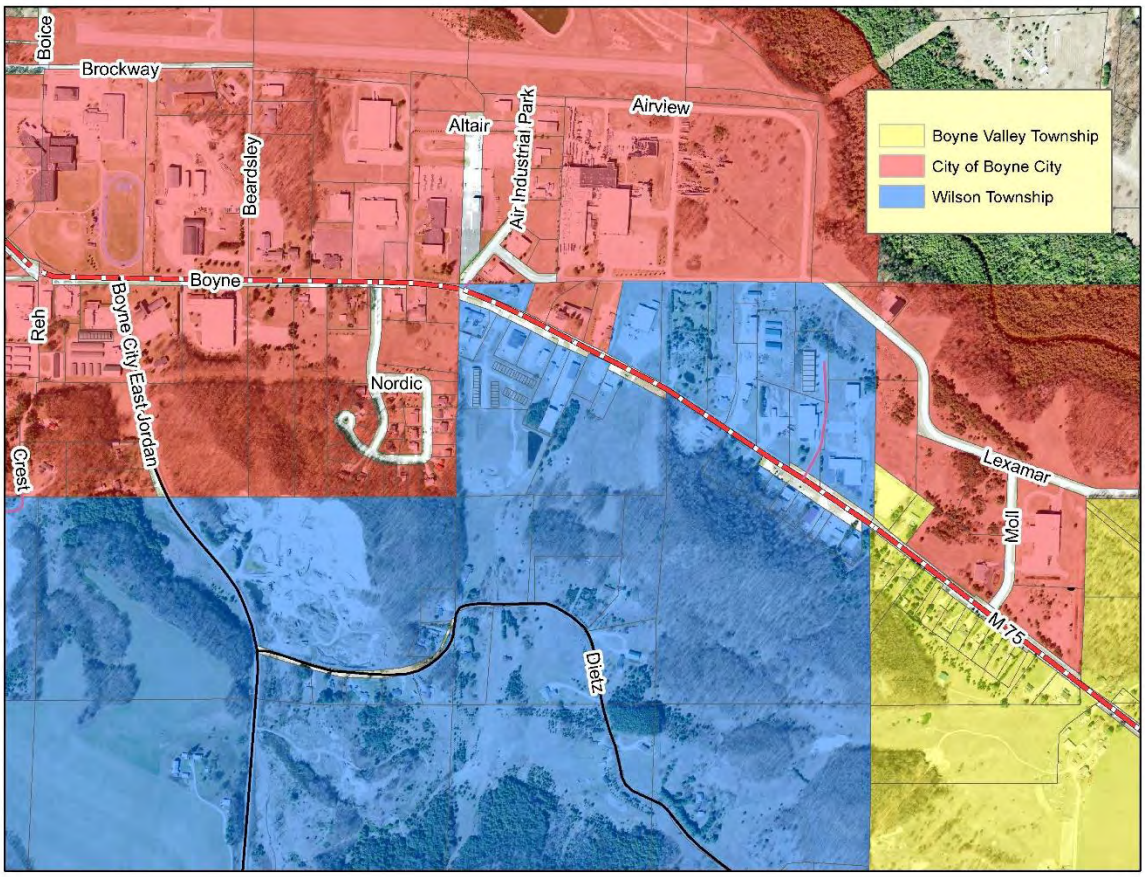
Table of Contents

Chapter 1: Introduction

As a Redevelopment Ready certified community, Boyne City continually seeks opportunities to put its best foot forward and project a positive place to live, visit, and do business. In order to ensure one of its "front doors" matches the quality design exemplified elsewhere in the city, especially its downtown, Boyne City sought the cooperation of Wilson and Boyne Valley Townships for an M-75 Corridor plan through the support of the Redevelopment Ready Communities (RRC) technical assistance program. This document summarizes their common goals and recommendations to ensure the M-75 gateway is safe, attractive, and welcoming.

A. M-75 Corridor Vision and Goals

The following vision and goals were drafted for the entire M-75 corridor as part of the Partnerships for Change effort led by LIAA. They generally apply to the one-mile segment of the corridor that is the focus of this plan – from the High School on the west to the Boyne City limits on the east – serving more as a transition from rural to urban than the remainder of the corridor, which is predominantly rural.



"M-75 is a beautiful, safe, prosperous, and environmentally-friendly corridor that respects the rural character of our community."

Beautification

- Improve wayfinding, jurisdictional, and traffic signage
- Install gateway landscaping and signage at jurisdictional boundaries
- Work with property owners to improve and maintain properties

Safety

- Improve traffic safety along the corridor and reduce access-related crashes
- Limit the number of access points along the corridor to improve travel efficiency
- Develop a safer travel environment for non-motorized users

Prosperity

- Actively recruit new businesses that fit with the vision of the corridor and install the necessary infrastructure, such as broadband, that will support these businesses
- Pursue a variety of funding options to implement the vision of the corridor
- Develop a plan to recruit higher paying jobs

Environmental

- Explore and implement various storm water management techniques
- Explore and implement standards that reduce energy use, water use, and encourage the use of renewable or recycled materials for new developments
- Direct growth in a way that will protect and preserve the environmental resources of the Boyne River
- Concentrate growth to preserve rural areas of corridor

B. Corridor Planning to Date

Preceding this plan, Boyne City took a number of steps to facilitate cooperation and promote safety along M-75:

Partnerships for Change

Boyne City, Wilson Township, and Boyne Valley Township agreed upon the common vision and strategies for the M-75 corridor during a process coordinated by Land Information Access Association (LIAA).

Safe Routes to School

Recently, Boyne City secured a Michigan Safe Routes to School grant to study the area surrounding the school complex. Sidewalks were added to connect the south side of M-75 to Beardsley St., Brockway St., and the elementary school. Continued safety for students is a priority for Boyne City.

Existing Access Management Regulations

Boyne City already has a robust section on access management principles in its zoning ordinance. Recently, Wilson Township adopted a version of those standards. This plan provides recommendations to improve the Boyne City standards, which can then be adopted by the Townships.

425 Agreements

In the past, the City and Townships have coordinated new development and access to utilities through 425 agreements where the sites in the Township utilize the City's utilities and zoning and agree upon sharing of future tax revenue for a period of time. As sites along M-75 redevelop and may enter into 425 agreements, it will be critical that the zoning for both the City and Townships complement one another.

C. Why this Plan was Prepared

This access management plan was undertaken by Boyne City, Wilson Township, and Boyne Valley Township to coordinate access management improvements along the M-75 corridor by building upon previous and ongoing planning processes along the corridor and developing a mutually agreed upon process of coordination for future improvements to achieve the goals and vision for M-75 described above. The following sections of the plan give recommendations for site design (Chapter 2), street and access design (Chapter 3), a roadmap for implementation (Chapter 4), and a revised access management zoning ordinance article, specific to the needs of the corridor, that can be adopted by the three communities (Chapter 5). This would be amendments to Boyne City Zoning Ordinance, Article XXIV, Section 24.90 language for the two townships.

Chapter 2: Site Design

A. Physical Assessment

Overall, the district lacks cohesion and is home to a variety of ages and quality of buildings and inconsistent site design. Many of the buildings are dated and do not project the ~~high~~ high-quality design desired by the communities. Often, the relationship between where the public realm ends and the private realm starts is ill-defined, with wide driveways, lack of sidewalks or pathways, and large parking lots that dominate front yards.

Landscaping, sidewalks, crosswalk, and ground sign make this frontage one of the more successful along the corridor

Many sites have front yard parking that blends into the front greenbelt and driveway

B. Design Opportunities

Many sites can be redeveloped with better design to maximize their potential for new businesses, circulation, and site design. In order to promote the best possible corridor aesthetics, the following site design principles are suggested:

Parking and Access

- 5-foot sidewalks are typical for an urban or residential area. Along this corridor, shifting to a shared pathway with a minimum of 7 feet or preferred 10 feet would allow for safe facilities for both bikes and pedestrians.
- The sidewalk environment should accommodate ample space for pedestrians, street furniture, prominent storefronts, and outdoor dining where feasible. Street trees and other elements that create a comfortable separation between parking and drive lanes and the pedestrian areas should also be included.
- Require direct connections to the public sidewalk from building entrances. Internal pedestrian walkways should be included from parking areas, clearly separated from vehicle aisles and parking spaces.
- Off-street parking should be located in the side and rear yards. Parking lots should be screened with a knee wall coupled with landscaping. There should be a maximum of one row of front-yard parking with an appropriate buffer from the sidewalk.
- Parking lot landscaping is especially important in minimizing the appearance of large parking lots. Parking lot islands can incorporate pedestrian access to building entrances.
- Bike racks should be provided near entrances to buildings.
- Service areas should be well screened: waste receptacles, delivery areas, mechanical equipment, and utilities. Loading and unloading areas should be located where they can be effectively screened from view.

Landscape and Streetscape

- Streetscape treatments should be used to signify an entrance and contribute to a sense of place.
- Where required, detention areas should be designed to mimic natural environments with native species, and steep basins requiring safety fencing should be discouraged.

- Receptacles, planters, benches, pedestrian-scale lighting, and other such amenities should be strategically placed throughout the district.
- Development abutting single-family residential should be screened with a mixture of treatments such as landscaping, walls, and fences.
- Low-impact design: Bioretention (Rain Gardens) & bioswales manage stormwater runoff locally, providing natural filtration to protect lake water quality. Low-impact design can be applied on private sites and in the right-of-way and should be considered in areas between the new or existing sidewalk where driveways are removed and in areas where a road median is installed. Plant species should be salt tolerant, provide aesthetic benefits and be low maintenance. Sidewalks should be designed to direct runoff into these areas, and maintenance agreements should be included as part of any approval.
- Boyne City should adopt stormwater regulations that more appropriately fit the city's urban character than those adopted by the townships.
- Evaluate the possibility of extending storm sewers east along the corridor.

Lighting and Signage

- Lower-level ground signs are preferred over taller pole signs.
- Signs should be constructed of materials compatible with the architecture of the building.
- Site lighting should be regulated so it does not spill into non-commercial areas or the public road, except where needed to illuminate driveways.
- Fixtures should be chosen that shield light from projecting upward, thereby reducing light pollution into the night sky.
- Light poles should be located so they do not obstruct pedestrian movement.
- Fixtures may be outfitted with decorative banners that, in some cases highlight civic events and activities of community-wide appeal.

Architecture

- Welcoming storefronts should include active window displays, outdoor seating, and awnings to attract customers and contribute to a sense of place.
- Long or expansive building walls should include variations in the building wall, varied roof lines, archways, or other architectural features.

- Rear elevations visible from roadways (both public and internal drives) and/or residential areas should have a finished quality compatible with the front elevation of the building.

Right-of-Way Design

- Work with MDOT to evaluate the possibility of redesign of the corridor.
    - Center turn lane
    - Limited crosswalks with refuge islands
    - Curbs and gutters

Recommended Site and Right-of-Way Design: three-lane road with center turn lane, curb, and gutter. The center turn lane with assist with easing traffic flow and turning movements along the corridor where there are many adjacent commercial driveways. In areas where a center turn lane is not needed, a green median can instead be used.

C. Zoning Amendments

Suggested changes to Boyne City's existing zoning ordinance are being provided to city staff for further evaluation by the planning commission based on the recommendations provided above.

Chapter 3: Street and Access Design

A. Principles of Access Management

Factors that influence the "front door" or gateway impression of entering a city include building and architectural design, landscaping, signage, and the travel experience, including traffic flows and ease of access. Traffic flow and ease of access are directly impacted by the number and location of driveways along a corridor. This section describes the principles of access management, a set of proven and beneficial techniques to manage the location, design, and type of access to property.

- *Design for efficient access.* Identify driveway design criteria that promote safe and efficient ingress and egress at driveways, while considering the interaction with pedestrians and bicyclists.
- *Separate the conflict areas.* Reduce the number of driveways, increase the spacing between driveways and between driveways and intersections, and reduce the number of poorly aligned "cross street" driveways.
- *Remove turning vehicles or queues from the through lanes.* Reduce both the frequency and severity of conflicts by providing separate paths and storage areas for turning vehicles and queues.
- *Limit the types of conflicts.* Reduce the frequency of conflicts or reduce the area of conflict at some or all driveways by limiting or preventing certain kinds of maneuvers.
- *Provide reasonable access.* Recognize that property owners have an inherent right to access public roadways, although reasonable access may be indirect in some instances.

B. Benefits of Access Management

Access management practices provide multifold benefits to communities, motorists, businesses, land owners, developers, pedestrians, bicyclists, and the public. Based on research and studies on similar corridors, some of these benefits are as follows:

- Improved roadway safety for motorists, pedestrians, and bicyclists through reducing situations that contribute to crash potential;
- Decreased congestion through preservation of the capacity and useful life of M-75;
- Better access to, and among properties, which expands economic development potential and increases land values;

- More streamlined coordination between the three communities and MDOT.

Optimum driveway spacing simplifies driving by reducing the amount of information to which a driver must process and react. Adequate spacing between driveways and un-signalized roadways (or other driveways) can reduce confusion that otherwise requires drivers to watch for ingress and egress traffic at several points simultaneously while controlling their vehicle and monitoring other traffic ahead and behind them. Reducing the amount of information related to selecting an access point and avoiding conflicting turns and traffic provides greater opportunity to see and safely react to automobiles in the street and pedestrians and bicyclists on pathways and sidewalks.

C. Existing Transportation-related Conditions

Within this section, discussion of existing conditions is broken down into three sections focused on Traffic and Roadway Characteristics, Pedestrian and Non-Motorized Transportation, Existing and Future Land Use, and Current Access Characteristics along the corridor.

Traffic & Roadway Characteristics

The corridor addressed in this plan is an approximately 1-mile stretch of M-75 that extends from the eastern part of Boyne City, Wilson, and Boyne Valley Townships (See map). M-75 is a two-lane undivided highway without curbs for the majority of the corridor. The most recent available data from MDOT is that traffic volumes average 3600 ADT along the corridor, which is about 1/3 of the capacity. However, seasonal volumes can be much higher on peak summer days. No plans by MDOT to widen M-75 within the study corridor have been announced.

Pedestrian & Non-motorized Transportation

Transportation use along M-75 is primarily vehicular. There are no sidewalks along the majority of the corridor. One exception is a sidewalk within the study corridor added to the south side of M-75 to connect the south side of M-75 to Beardsley St., Brockway St., and the elementary school. This sidewalk was completed by Boyne City through a Safe Routes to School grant. Under current conditions with no sidewalks, limited curbs, and no designated bicycle infrastructure, experienced bicyclists may feel comfortable riding along the shoulder of the road, but less experienced riders may feel less comfortable riding along the corridor.

Existing & Future Land Use

Land use along the corridor is a mixture of commercial, service, retail, residential, and light industrial uses typical to a rural northern Michigan community corridor.

Current Access Characteristics

Currently, there are 50 commercial access driveways along the 1-mile corridor. The eastern portion of the corridor has a posted speed limit of 55 MPH, while the western half of the corridor has a posted speed limit of 45 MPH. Seventeen of the commercial drives fall into the 55 MPH zone, with the remaining 33 commercial drives located in the 45 MPH stretch nearing downtown Boyne City. The drives exhibit a variety of geometries with some paved and some not. Few have curbs, but most do not so the access is not well defined. Many commercial businesses along the corridor have multiple driveways within close proximity to one another. Many are not well spaced from driveways across the street.

D. Access Management Standards

Access management is a shared responsibility of MDOT and the municipalities. MDOT has standards that must be met for a permit to be issued, mostly related to access design and safety. MDOT does have does have guidelines for the number and spacing of driveways~~,~~ but looks to the municipalities to help regulate those through the zoning ordinance and site plan review. Boyne City has a robust section on access management principles in its zoning ordinance. Recently, Wilson Township adopted a version of those standards. This plan provides recommendations to improve the Boyne City and Wilson Township standards by bringing them closer to MDOT recommendations, which can then be adopted by the City and Townships.

Figure 2.1: Boyne City & MDOT Access Management Standards, Minimum Spacing between Driveways

Posted Speed Limit (mph)	Boyne City Minimum Driveway Spacing	MDOT Preferred Minimum Driveway Spacing
35 mph	75 feet	245 feet
40 mph	75 feet	300 feet
45 mph	100 feet	350 feet
50 mph	125 feet	455 feet
55 mph	150 feet	455+ feet

Current commercial driveway spacing along the M-75 corridor compared with MDOT's preferred standard for un-signalized driveways is summarized in the table below. These standards apply to commercial driveways and not existing single-family residential drives along the corridor. However,

formerly residential properties that have been converted to commercial business uses may be regulated by the access management standards.

Figure 2.2: Corridor Analysis based on Boyne City & MDOT Driveway Spacing Standards

Segment	Approx. Length (ft)	Speed Limit (mph)	Boyne City Spacing Standard (ft)	MDOT Spacing Standard (ft)	Existing Commercial Driveways	Average Existing Spacing (ft)	Max Driveways per Boyne City Standard	Max Driveways per MDOT Standard	Closures to meet MDOT Standard
East Segment	2450	55	150	455	17	155	16	5	12
West Segment	4150	45	100	350	33	80	41	12	21

If this corridor were developed today, under current MDOT access management standards, there would be over 30 fewer driveways. Given existing lot sizes, topography, and the development on many of the sites, full compliance with those standards as new development or redevelopment occurs is not practical. The goal then is to try to strike a balance to gradually move closer to the MDOT spacing standards. In particular, to:

- Remove or relocate driveways that are poorly offset across the street;
- Close the driveways that are less than 200 feet apart;
- Consolidate to have one driveway for most businesses;
- Develop a shared access system.

E. Access Management Recommendations

The M-75 Access Management Plan was developed based on the analysis of existing conditions and constraints, and consideration of MDOT access guidelines, and review of the city's current zoning code.

Much of the corridor is already developed, so application of preferred standards for driveway spacing and design will be gradual as sites develop. Strict adherence to MDOT standards will often be impractical. Even in cases of larger scale development and redevelopment, the site and area transportation conditions may require flexibility in the application of standards, so they are effective and equitable while meeting the intent of this plan. The following section discusses the key access design criteria that were used during the analysis of the M-75 Access Management Plan area.

- *Minimize the Number of Access Points:* The number of access points to a development should generally be limited to one per property. Additional access may be acceptable for sites with wide

frontage that allows spacing and other standards to be met. Where practical, access should be shared, off side streets, or via service drives/frontage roads.

- *Driveway Alignment or Offset with Other Driveways Across the Road:* Generally, driveways should be aligned with those across the road or offset a sufficient distance to prevent left turning movement conflicts, commonly referred to as "left-turn lock ups." If alignment is not possible, minimum offsets on the corridor should be determined by posted speeds and range from 630 feet for a 45-mile per hour zone to 750 feet in a 50+ mile per hour zone.
- *Shared Driveways:* Sharing or joint use of a driveway by two or more property owners should be encouraged. This will require a written easement from all affected property owners before or during the site plan approval process. Where a future shared access is desired, the developer should initiate an easement that will be completed to future adjacent uses~~,~~ and construct a physical connection up to the property line to facilitate an easy completion when opportunities arise on the adjacent property.
- *Driveway Spacing from Intersections:* Driveways need to be spaced far enough from intersections to ensure that traffic entering or exiting a driveway does not conflict with intersection traffic. This is especially true for intersections that have traffic signals or may in the future. Typical standards consider the type of roadways involved (trunk line, arterial, etc.), type of intersection control, and type of access requested. For a state trunk line roadway such as this corridor that has speed limits of 45 to 55 miles an hour, full movement driveways should typically be at least 460 feet away from a signalized intersection and 230 to 460 feet away from un-signalized intersections.
- *Driveway Spacing from Other Driveways:* Driveways also need to provide adequate spacing from other driveways to ensure that turning movement conflicts are minimized. Generally, the greater the speed along the roadway the greater the driveway spacing should be. The posted speed limits for the corridor are illustrated on the recommendations maps.
- *Design of Access Points:* The geometric design of access points, including the width, throat, radius, and pavement type, should meet current MDOT standards. Municipal review procedures should include alerting MDOT any time a use changes, so that MDOT can determine if a new access permit is needed, and if so, if changes or updates to the driveway design are required.
- ~~*Service Drives*~~*Frontage Roads:* There are several segments where there are many tightly spaced driveways where a frontage road c~~sh~~ould be pursued. Frontage drives can minimize the number of

driveways, while preserving the property owner's right to reasonable access. Such facilities provide customers with access to multiple shopping/commercial sites without re-entering the main roadway and experiencing conflicts and higher speeds.

In areas where ~~service drives~~frontage roads are desired, implementation may be gradual as individual sites develop or redevelop. When adjacent properties have not yet developed, the site should be designed to accommodate a future ~~service drive~~frontage drive, with access easements provided. The Townships, City, or MDOT may temporarily grant individual properties a direct connection until the frontage road ~~or service drive~~ is constructed. The direct access point to the main roadway should be closed when the frontage road ~~or service drive~~ is constructed.

~~Service drives~~Frontage roads are usually constructed and maintained by the property owner or an association of adjacent owners. The ~~service drive~~frontage road itself should be constructed to public roadway standards regarding cross section, materials, design, and alignment. Development of frontage roads is most easily pursued when properties are vacant and when topographic changes from lot-to-lot are minimal.

- *Connected Parking Lots:* ***Frontage roads as described above may be ideal but are difficult to construct along a segment with narrow lots and significant existing development. Given the limited space to construct frontage roads, an alternative would be to connect parking lots. This can be accomplished on a site-by-site basis. When a new development or major change to an existing one is proposed, the community can work with the developer to provide a connection between parking lots. This design approach can also support the development of shared driveways.***
- *Internal Sidewalk Connections to Public System:* Where a public sidewalk exists or will be constructed in the future, sites should be designed to include internal sidewalks that are clearly marked and located at a prominent location to encourage use, but clearly separated or otherwise protected from driveway and internal circulation lanes.

Chapter 4: Implementation

A. How to Use the Access Management Plan

The preceding chapters and accompanying figures outline how the recommended access management recommendations are applied within the overall plan area. The average speed of traffic along a given corridor is one of several design parameters used to develop driveway spacing standards; others include sight distance (the ability to see traffic approaching from the east and west) that is affected by physical conditions such as road curves, topography, and poles or signs that may inhibit views.

While some of the recommendations can be directly implemented, many are long-term initiatives that will require an ongoing partnership and commitment between MDOT and Boyne City, Boyne Valley Township, and Wilson Township. This requires the township planning commissions, boards, and zoning boards of appeals to be aware of the benefits of access management and their role in the Plan's implementation.

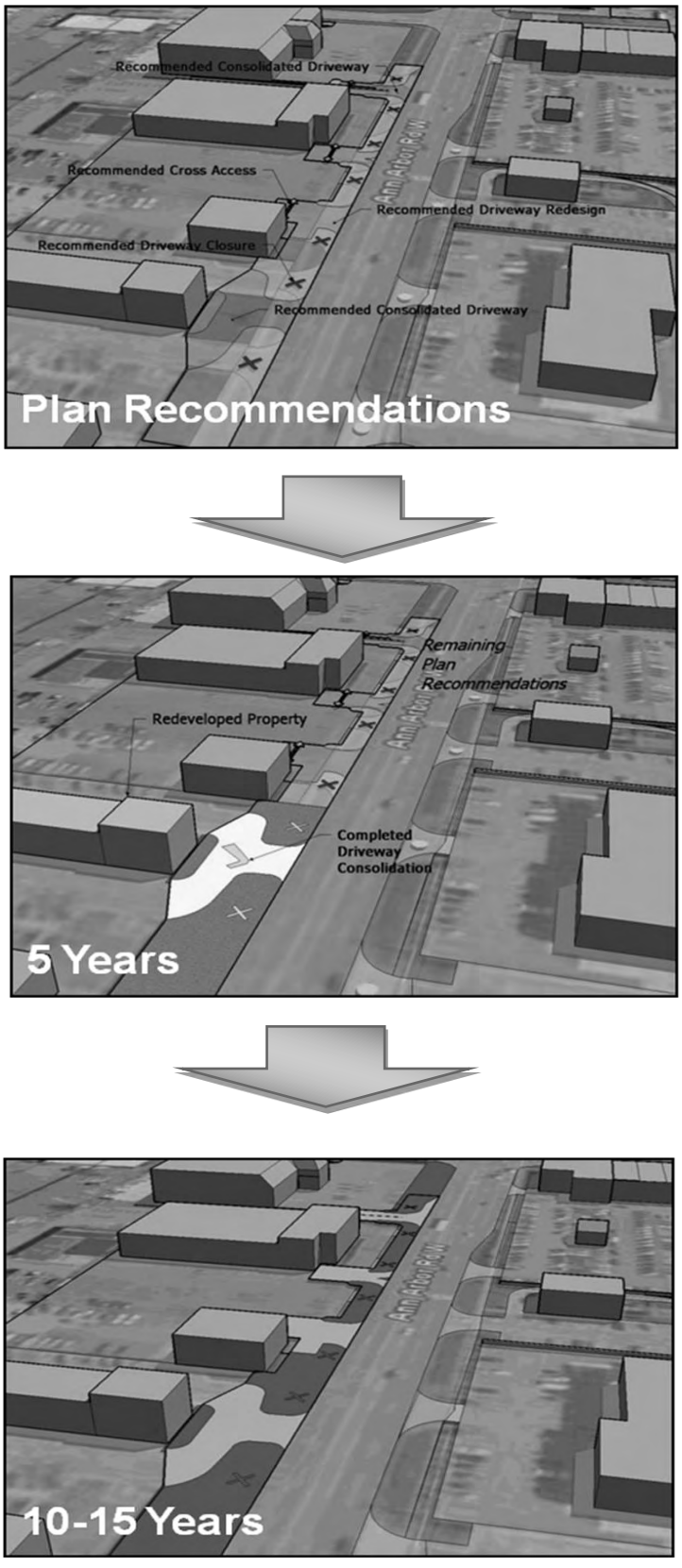
Benefits also need to be explained to property owners, so they can understand the important public purpose behind the regulations, and that they are assured reasonable access. This collaborative approach has been successful in many other northern Michigan communities.

B. Implementation of the Plan Standards and Recommendations

One technique to help implement the Plan is to amend the local zoning ordinance to acknowledge the special standards and review procedures for the corridor. Amendments to the communities' zoning ordinance access management articles were prepared and revised to meet the needs of the communities and support MDOT's roadway goals.

As noted at the beginning of this document, access management is a set of proven techniques that can help reduce traffic congestion, preserve the flow of traffic, improve traffic safety, minimize crash frequencies, preserve existing roadway capacity and preserve investment in roads by managing the location, design and type of access to property. More than one technique is usually required to effectively address existing or anticipated traffic problems.

Incremental Implementation



The adopted zoning ordinance amendment is included in Chapter 5. As many of the existing sites along the corridor will not be able to meet the access management standards, the ordinances provide the authority to modify the standards on a case-by-case basis, with the guidance of the plan recommendations where applicable. Section B of the ordinance, "Access Management Hierarchy," offers guidance on how to prioritize access management improvements along the M-75 corridor, where much of the surrounding land is already developed. The ordinance provides the City and Township Planning Commissions with the authority to modify the standards and plan recommendations during site plan review, based on input from MDOT staff prior to the communities' approval of the site plan.

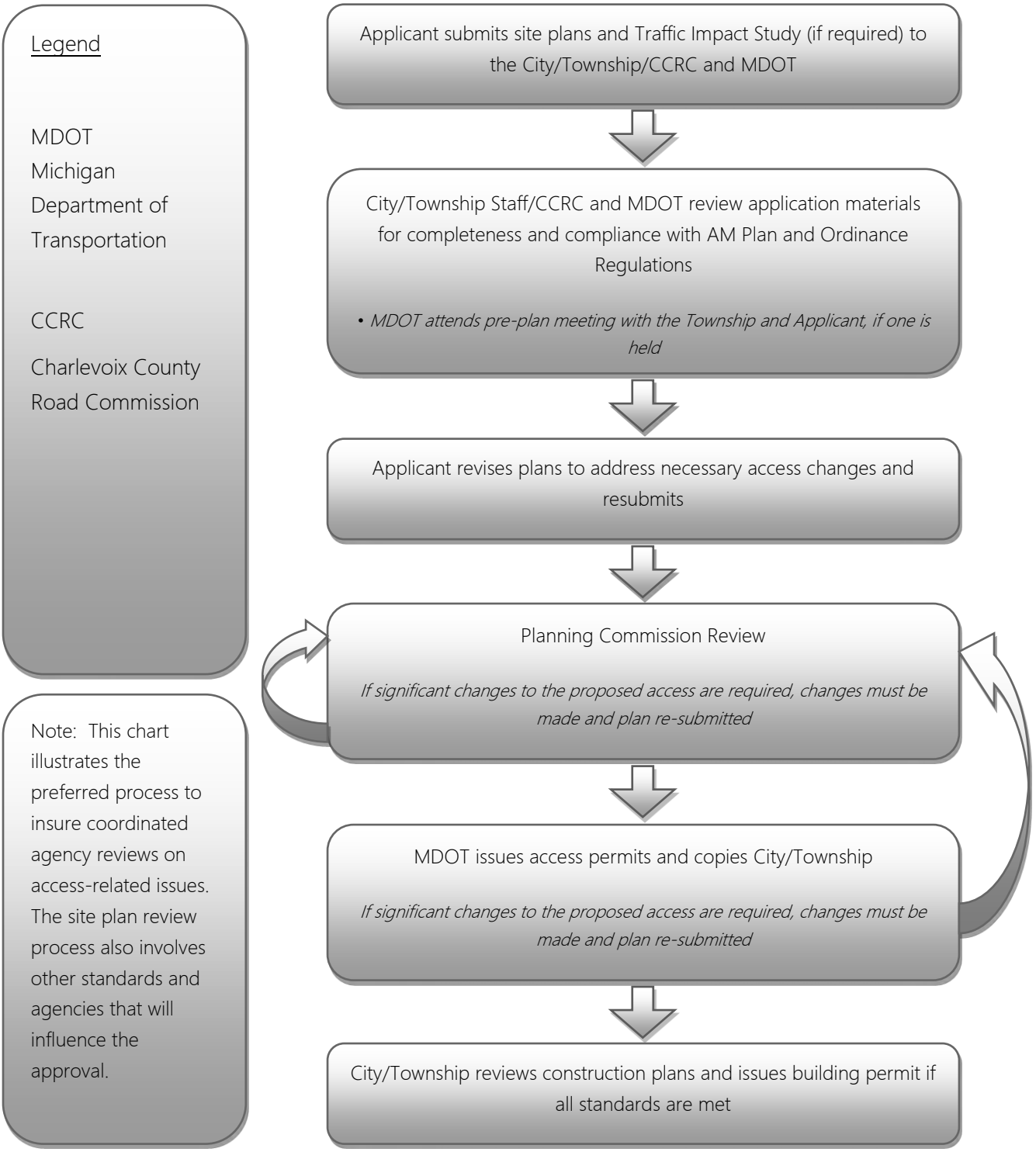
A coordinated and comprehensive access management approach is essential if future development and redevelopment in the plan area is to be accommodated and traffic safety and flow in the area is to be improved. Development decisions along the plan corridor are under the purview of several agencies.

The City and Townships have jurisdiction over land use planning, zoning, site plan and subdivision review outside of the M-75 corridor right-of-way. The Charlevoix County Road Commission has jurisdiction over all the public roads, except MDOT has control over improvements within the M-75 right-of-way. The existence of multiple governing agencies makes a formal, mutually agreed upon approval process an essential element to the future success and implementation of this plan. The following section establishes a formal access review procedure.

C. Access Review and Approval Procedure

The flow chart illustrated below outlines the process to be followed in reviewing any development proposal or any project or situation that triggers access review along the plan corridor. It provides for a coordinated review by the City, Townships, and MDOT. The intent of the process is to ensure that the City's and Townships' review of the access design and the Charlevoix County Road Commission and/or MDOT's access permit processes are coordinated to implement the recommendations of this plan. The process provides feedback loops between the planning commissions and MDOT as modifications are made to access and circulation.

Access Review/Approval Procedure Flow Chart



D. Implementation Opportunities

To continue the implementation of the M-75 Access Management Plan, a Steering Committee should continue to meet on a regular basis; this plan recommends a quarterly or bi-annual meeting. These meetings will provide a forum to discuss and coordinate major development proposals, traffic impact studies, right-of-way preservation and roadway cross-section designs, rezoning proposals, ordinance text amendments, master plan updates, roadway improvements or reconstruction, non-motorized transportation, streetscape enhancement, and other issues along the corridor.

There are several situations that may arise that each offer opportunities to implement recommendations of this plan, including:

- Road reconstruction (including resurfacing);
- Any intersection improvements or widening;
- New development;
- Redevelopment of a site with a new site plan;
- Changes in use to one that may increase the amount of traffic or trucks to the site, in which case MDOT can review the access permit and may require changes.
- Streetscape enhancement projects.
- Any project that requires a site plan review.

It should be noted that the recommendations outlined in this plan can be used on other roadways or corridors with existing or expected future access management issues. The underlying benefits obtained by maintaining good control of the number and location of commercial access points can be realized on all major roads.

Typical Driveway Closure Costs

Closure Type	Estimated Cost*
Close/Remove Existing Commercial Driveway	$5,750 - $11,500
Close/Remove Two Driveways and Construct a Shared Driveway	$17,250 - $28,750

**Costs typically borne by site owner if/when site redevelops/improves, unless planned MDOT roadway improvement project provides funds and/or local incentives are provided. Costs based on 2017 dollars.*

Funding Possibilities – confirm language with MDOT

Projects that are a partnership between MDOT and two or more cities tend to be prioritized for grants. Planning and Environmental Linkages (PEL) is a process used by MDOT to evaluate transportation conditions along a corridor or in a particular district. Typically MDOT PEL projects are larger scale (recently used on the Division Street project in Traverse City). A PEL might be eligible if the study area were extended further into Boyne City. While PEL is a program to fund study and design, Transportation Alternatives Program (TAP) is an MDOT program to provide funding for design and construction of right-of-way projects to improve safety with an emphasis to improve pedestrian and bicycle conditions.

In order to facilitate streetscape improvements and revitalization, the three communities could pursue a Corridor Improvement Authority (CIA) as a financing tool. A CIA, through a Tax Increment Financing Authority (TIFA), would capture state, county, and local tax increases resulting from the redevelopment of sites within the district. A CIA helps fund qualifying public infrastructure improvements, marketing initiatives, and economic growth projects.

~~Chapter 5: Amendments to the Current Ordinance~~

~~Forthcoming~~

ARTICLE XXIII. - LANDSCAPING STANDARDS

Sec. 23.05. - Intent.

The intent of this article is to establish minimum standards for the design, installation, and maintenance of landscaping along public streets, as buffer areas between uses, on the interior of a site, within parking lots, and adjacent to buildings. Landscaping is viewed as a critical element contributing to the aesthetics, development quality, stability of property values and the overall character in the city. The standards of this article are also intended to provide incentives to preserve quality mature trees, screen headlights to reduce glare, integrate various elements of a site, help ensure compatibility between land uses, assist in directing safe and efficient traffic flow at driveways and within parking lots, and minimize negative impacts of stormwater runoff and salt spray.

The landscape standards of this article are considered the minimum necessary to achieve the intent. In several instances, the standards are intentionally flexible to encourage flexibility and creative design. Applicants are encouraged to provide additional landscaping to improve the function, appearance and value of their property.

Sec. 23.10. - Requirements and timing of landscaping.

A. Plan required. Landscaping shall be included with any development plan or plot plan application reviewed by the city. A separate landscape plan shall be submitted at a minimum scale of one inch equals 40 feet. The landscape plan shall clearly describe the location, type, size, and spacing of all plant materials. It shall also include planting details and specifications clearly describing planting technique, material installation, planting mixtures, mulch, material depth, seed blends, and other necessary information.

B. Installation and inspection. Wherever this ordinance requires landscaping or plant materials, it shall be planted within six months from the date of issuance of a certificate of occupancy and shall thereafter be reasonably maintained with permanent plant materials which may be supplemented with other plantings. The planning commission may require a performance guarantee to cover the cost of landscaping prior to issuing a certificate of occupancy.

Landscaping shall be installed in a sound manner according to generally accepted planting procedures with the quality of plant materials as hereinafter described. Landscaped areas shall be protected from vehicular encroachment by use of curbing. Landscaped areas shall be elevated above the pavement to a minimum height of eight inches to protect plant materials from snow removal operations, salt, and other hazards. If building or paving construction is completed in an off-planting season, a temporary certificate of occupancy may be issued only after the owner provides a performance bond to ensure installation of required landscaping in the next planting season.

An inspection of plant materials will be conducted by the planning director within three months of written notification of installation to release the performance guarantee.

C. Plant material standards. It is the intent of this article that an interesting and thoughtful mixture of plantings shall be provided. Therefore, all required landscaping shall comply with the following minimum plant material standards, unless otherwise specified within this article. These standards may be varied by the planning commission when these established minimums will not serve the purpose and intent of this article.

    1. Plant quality. Plant materials permitted in required landscaped areas shall be nursery grown, hardy to the climate of northern Michigan, long-lived, resistant to disease and insect attack, and shall have orderly growth characteristics.

    2. Plant size specifications.

a. Trees. Required trees shall be of the following sizes at the time of planting, unless otherwise stated in this article.

   1) Deciduous trees. Two and a half inch caliper minimum trunk measurement at four feet off the ground, with a minimum eight feet in height above grade when planted.

   2) Evergreen trees. Eight feet in height, with a minimum spread of three feet and the size of the burlapped root ball shall be at least ten times the caliper of the tree measured six inches above grade.

   3) Deciduous ornamental trees. One-inch caliper minimum at three feet off the ground, with a minimum height of six feet above grade when planted.

b. Shrubs. Minimum 24 inches in height above planting grade.

c. Hedges. Planted in such a manner as to form a continuous unbroken visual screen within two years after planting.

d. Vines. Minimum of 30 inches in length after one growing season.

e. Ground cover. Planted in such a manner as to present a finished appearance and reasonably complete coverage after one complete growing season.

f. Grass. Planted in species normally grown as permanent lawns in Charlevoix County. Grass may be plugged, sprigged, seeded, or sodded, except that rolled sod, erosion reducing net, or suitable mulch shall be used in swales or other areas subject to erosion. Grass, sod, and seed shall be clean and free of weeds, noxious pests, and disease.

g. Mulch material. Minimum of six inches deep for planted trees, shrubs, and vines, and shall be installed in a manner as to present a finished appearance.

3. Approved plant species. Unless otherwise provided herein, or specifically permitted by the planning commission, all required plant materials shall be of the following species:

   a. Deciduous trees. Hard Maple, Oak, Beech, Gingko (male only), Bradford Pear, Linden, Honeylocusts (thornless only).

   b. Evergreen trees. Fir, Spruce, Pine, Hemlock.

   c. Deciduous ornamental trees. Amur Maple, Dogwood, Redbud, Magnolia, Hicks Yew, Pfitzer Juniper, Ornamental Cherry, Viburnum, Flowering Crabapple.

   d. Shrubs. Lilac, Cotoneaster, Forsythia, Euonymus, Hydrangea, Privet, Alpine Currant, , Flowering Quince, Spreading Yews, Juniper, Burning Bush, Spiraea, Mugo Pine, Bayberry.

   e. Ground cover. Pachysandra, Spreading Juniper, Wintercreeper, Periwinkle, English Ivy.

4. Prohibited plant materials. The following plant materials shall not be used for landscaping purposes under any circumstances because of susceptibility to storm damage, disease, or other undesirable characteristics:

Common Name	**Scientific Name**
Box Elder	Acer negundo
Silver Maple	Acer saccharinum
Horse Chestnut	Aesculus hippocastanum
Ailanthus	Ailanthus altissima
Aspen	Aspen
Japanese barberry	Berberis thunbergii
European barberry	Berberis vulgaris L.

Catalpa	Catalpa
American ash	Fraxinus americana
Tatarica honeysuckle	Lonicera tatarica
Morrow's honeysuckle	Lonicera morrowii
Bell's honeysuckle	Lonicera x bella
Amur honeysuckle	Lonicera maackii
Lombardy poplar	Populus nigra
Callery pear	Pyrus calleryana
Black locust	Robinia pseudoacacia
American elm	Ulmus Americana

In addition, all plant species listed in the Prohibited and Restricted Weeds of the Michigan Natural Resources and Environmental Protection Act (Act 451 of 1994, as amended) shall not be used in landscaping under any circumstances because of detriment to agriculture and environment.

Sec. 23.15. - Special provisions for existing sites.

Special provision is made for applying these standards to developed sites which existed prior to the city adopting landscaping requirements. Therefore, when an existing site is undergoing improvement, a change in use, or expansion, the objective of these standards is to gradually bring the existing site into compliance with the minimum standards of this article in relation to the extent of expansion or change on a site.

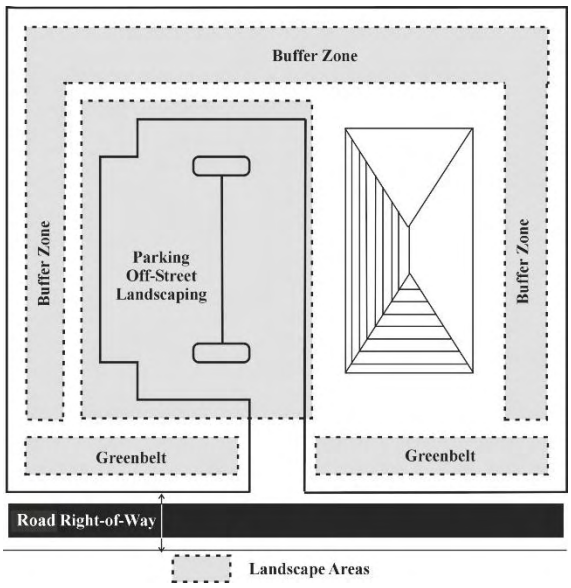
When reviewing plans for a change in use or expansion which requires development plan review, the planning director or body reviewing the plan shall require an upgrade in landscaping, using the following as guidelines:

A. Each building expansion of one percent of gross floor area should include at least two percent of the landscaping required for new developments, or a minimum of 30 percent of the landscaping required for new developments, whichever is greater; [and]

B. Landscaping along the street and as a buffer between adjacent land uses should take priority over parking lot and site landscaping. Where parking lot landscaping cannot be provided, additional landscaping along the street or in the buffer areas should be considered.

Sec. 23.20. - Required greenbelts and buffer zones.

The following section is intended to establish minimum standards for the design installation and maintenance of greenbelts and buffer zones. Greenbelts and buffer zones are necessary for the continued protection and enhancement of all land uses.



A. Greenbelt.

1. Intent. Greenbelts enhance the visual image of the City through consistent streetscape to provide shade for pedestrians and bicyclists; improve aesthetic quality; alleviate the impact of noise, traffic, and visual distraction; and reinforce the connection between Boyne City and the natural features of the area.
2. Applicability. Greenbelts are required along commercial corridors' street frontage.
3. Standards.
    a. Minimum width of ten feet. The planning commission may permit the width of the greenbelt to be reduced in cases where existing conditions do not permit a ten-foot width and in the central business district (CBD), or transitional commercial district (TCD), where it is desirable to maintain a shallow front setback in keeping with the character of the CBD. In such cases, the greenbelt requirement may be met through the provision of street trees at the curb, or the provision of landscaping as required below;
    b. At least one deciduous tree (minimum 2½ inch caliper) and four minimum 24-inch high shrubs per each 40 lineal feet of street frontage. Location of the trees and shrubbery is discretionary (refer to section 23.45, general layout and design standards). In the CBD, additional canopy trees may be provided in lieu of the requirement for shrubs at the rate of one additional canopy tree for every four required shrubs;
    c. The greenbelt area shall contain grass, vegetation ground cover, four-inch shredded bark mulch, or six-inch-deep crushed stone on a weed barrier, excluding marble chips or lava rock, and curbed or edged as necessary. Steel, aluminum, or black plastic edging shall be used for any planting beds; [and]
    d. Where headlights from parked vehicles will shine into the roadway, the planning commission may require use of a totally obscuring hedge with a minimum height of 24 inches and a maximum height of 36 inches.

B. Buffer zone.

1. Intent. To provide attractive visual screening between more intense commercial and industrial uses and less intense residential uses. Buffer zones protect less intense uses from the noise, light, traffic, litter and other impacts.
2. Applicability. The following buffer zones shall be required where a proposed use shares a common lot line with an adjacent use as required in the following table 23.20.A and landscaped in accordance with table 23.20.B:

Table 23.20.A Buffer Zone Requirements				
PROPOSED USE:	**Adjacent to SF Residential District**	**Adjacent to MF Residential or MHP District**	**Adjacent to Office or Commercial District**	**Adjacent to Mixed-Use**
Agricultural	None	None	None	None
Single-Family Residential	None	None	None	None
Two-Family Residential	None	None	None	None
Multiple-Family Residential	C	None	C	None
Manufactured Housing Park	B	B	C	None
Mixed-Use	C	C	None	None
Neighborhood Service	B	B	C	C
Office	B	C	None	None
General/Regional Commercial	B	B	C	C
Industrial	A	A	B	A
Public/recreational Facilities	None	None	None	None

3. Standards.

Table 23.20.A Description of Required Buffer Zones			
BUFFER ZONE	**Minimum Width**	**Wall/Berm**	**Minimum Plant Materials**
A	20 feet	6-foot-high continuous wall or 3-foot-high berm	1 canopy tree, 1 evergreen tree and 4 shrubs per each twenty (20) linear feet along the property line, rounded upward
B	10 feet	6-foot-high screen wall or fence	1 canopy or evergreen tree or 4 shrubs per each twenty (20) linear feet along the property line, rounded upward
C	8 feet	May be reduced to 5 feet with a 3-foot masonry knee wall	1 canopy or evergreen tree or 4 shrubs per each twenty (20) linear feet along the property line, rounded upward
Note: The Planning Commission may waive or reduce the above requirement for if equivalent screening is provided by existing or planned parks, parkways, recreation areas, or by existing woodlands on the lot, and topographic or other natural conditions.			

a. Evergreens shall be a minimum eight feet high at planting.

b. Canopy trees shall have a minimum caliper of 2.5 inches at time of planting.

c. At least 50% of the shrubs shall be 24 inches tall at planting, with the remainder over 18 inches.

d. The buffer planting area shall contain grass, vegetation ground cover, four-inch shredded bark mulch, or six-inch deep crushed stone on a weed barrier, excluding marble chips or lava rock, and curbed or edged as necessary. Steel, aluminum, or black plastic edging shall be used for any planting beds.

e. Berm Standards:

i. Minimum height of two feet with a crest at least three feet in width. The height of the berm may meander if the intent of this article is met and an appropriate screen is provided;

ii. The exterior face of the berm shall be constructed as an earthen slope, with a slope not to exceed one foot of vertical rise to three feet of horizontal distance (1:3). The interior face of the berm may be constructed as an earthen slope or retained by means of a wall, terrace, or other means acceptable to the planning director;

iii. At least one deciduous tree (minimum 2½ inch caliper) shall be provided for each 30 feet of lineal street berm length;

iv. At least one minimum 24-inch high shrub shall be provided for each 100 square feet of berm surface area (calculated from a plan view);

v. Berm slopes shall be protected from erosion by sodding or seeding. If slopes are seeded, they shall be protected until the seed germinates and a permanent lawn is established by a straw mulch, hydro-mulching of netting specifically designed to control erosion; [and]

vi. The base of any signs placed within the berm shall be at, or below, the average grade along the berm.

f. The following species and planting spacings are recommended:

Common Name	Scientific Name	(Feet on Center)
"Burki" Red Cedar	Juniperus Virginiana "Burki"	4
Mugo Pine	Pinus Mugo	5
Dark Green Arborvitae	Thuja Nigra	3
Canadian Hemlock	Tsuga Canadensis	12
Serbian Spruce	Picea Omorica	10
Irish Juniper	Juniperus Communis	3
White Fir	Abies Concolor	10
White Pine	Pinus Strobus	10
Ketleeri Juniper	Juniperus Chinensis "Ketleeri"	5

Sec. 23.25. - Interior landscaping.

For every new development, except in the rural estate district (RED), traditional residential district (TRD), waterfront residential district (WRD), manufactured housing park district (MHPD), central business district (CBD), there shall be interior landscaping areas exclusive of any other required landscaping consisting of at least ten percent of the total lot area. This landscaped area should be grouped near building entrances, along building foundations, along pedestrian walkways, and along service areas. All interior landscaping shall conform to the following:

A. One deciduous (minimum 2½ inch caliper) or ornamental tree (minimum two-inch caliper) or evergreen tree (minimum five-foot height) shall be provided for every 400 square feet of required interior landscaping area;

B. One 24-inch high shrub shall be provided for every 250 square feet of required interior landscaping area; [and]

C. The interior landscaping area shall contain grass, vegetation ground cover, six-inch shredded bark mulch, or six-inch deep crushed stone on a weed barrier, excluding marble chips or lava rock, and curbed or edged as necessary. Steel, aluminum, or black plastic edging shall be used for any planting beds.

Sec. 23.30. - Parking lot landscaping.

Within every parking area containing ten or more proposed spaces, at least one deciduous tree (2½ inch minimum caliper) and ornamental tree (minimum two-inch caliper if tree form, six-foot minimum height if clump form) with at least 100 square feet of planting area shall be used for every ten parking spaces, in addition to any other landscaping requirements. This landscaping shall meet the following standards:

A. Landscaping shall be dispersed throughout the parking lot in order to break up large expanses of pavement and help direct smooth traffic flow within the lot;

B. Landscaping shall be planned and installed such that, when mature, it does not obscure traffic signs or lighting, obstruct access to fire hydrants nor interfere with adequate motorist sight distance; [and]

C. All landscaped areas, when adjacent to streets, driveway aisles, or parking areas, shall be curbed. Dimensions of separate landscaped areas within the interior of or adjacent to parking areas shall be shown on the development plan. Minimum width of such areas shall be ten feet; minimum radii shall be ten feet at ends facing main aisles and a minimum one foot for radii not adjacent to main circulation aisles. The length of these areas shall be two feet shorter than adjacent parking space to improve maneuvering. A parking space overhang of two feet may be used to widen a landscaped area and reduce the length of a parking space by two feet less than required by this ordinance.

Sec. 23.35. - Waste receptacle and mechanical equipment screening.

Waste receptacles shall be located and screened in accordance with the standards of this or other city ordinances. Ground mounted mechanical equipment shall be screened with plant materials or a wall, when deemed necessary by the planning commission.

Sec. 23.40. - Plant materials and minimum spacing.

All plant material shall be hardy to the area, free of disease and insects, and conform to the American Standard for Nursery Stock of the American Association of Nurserymen. The overall landscape plan shall not contain more than 33 percent of any one plant species. The use of trees native to the area and northern Michigan, and mixture of trees from the same species association, is encouraged.

A. Trees and shrubs for parking areas (or comparable species reviewed by the planning commission).

Common Name	**Scientific Name**
Hawthorns	Crataegus
Thornless honeylocust	Gleditsia triacanthos inermis
Junipers (spreading)	Juniperus spp.
Sweetgum	Liquidambar styraciflua
Snowdrift crabapple	Malus 'Snowdrift'
London Plane Tree	Platanus × acerifolia

Spiraea	Spiraea
Linden Tree	Tilia americana
Zelkova	Zelkova serrata

B. Trees and shrubs for greenbelt and interior landscape areas (or comparable species reviewed by the planning commission):

Common Name	**Scientific Name**
Hedge maple	Acer campestre
Red maple	Acer rubrum
Sugar maple	Acer saccharum
Hornbeam	Carpinus caroliniana
Cotoneaster	Cotoneaster
Hawthorns	Crataegus
Euonymus	Euonymus
Gingko	Gingko biloba
Thornless honeylocust	Gleditsia triacanthos inermis
Junipers (spreading)	Juniperus spp.
Border privet	Ligustrum obtusifolium
Sweetgum	Liquidambar styraciflua
Snowdrift crabapple	Malus 'Snowdrift'
Bayberry	Myrica cerifera
Mockorange	Philadelphus lewisii
Mugo pine	Pinus mugo
London Plane Tree	Platanus × acerifolia
Scarlet oak	Quercus coccinea
Pin oak	Quercus ellipsoidalis
Spiraea	Spiraea
Dense Yew	Taxus x media 'Densiformis'
Hicks Yew	Taxus media ‘Hicksii’
American Linden	Tilia americana
Little leaf linden	Tilia cordata
Viburnum	Viburnum
Zelkova	Zelkova serrata

Salt resistant trees and shrubs (or comparable species reviewed by the planning commission):

Common Name	Scientific Name
Thornless honey locust	Gleditsia triacanthos inermis
Juniper	Juniperus spp.
Sweetgum	Liquidambar styraciflua
Bayberry	Myrica cerifera
Black pine	Pinus nigra

Trees and shrubs for shady areas (or comparable species reviewed by the planning commission):

Common Name	Scientific Name
Arborvitae	Thuja
Serviceberry	Amelanchier
Dogwood	Cornus
Cotoneasters	Cotoneasters
Euonymus	Euonymus
Thornless honey locust	Gleditsia triacanthos inermis
Mountain laurel	Kalmia latifolia
Alpine currant	Ribes alpinum
Viburnum	Viburnum

E. Trees not permitted (except where they are considered appropriate for the ecosystem, such as in a wetland environment not in proximity to any existing or proposed buildings or structures):

Common Name	Scientific Name
Box elder	Acer negundo
Soft maples (Silver)	Acer saccharinum
Horse chestnut	Aesculus hippocastanum
Tree of Heaven	Ailanthus altissima
European alder	Alnus glutinosa
Catalpa	Catalpa
Glossy buckthorn	Frangula alnus
Poplars	Populus
Common buckthorn	Rhamnus cathartica
Willows	Salix
Elms	Ulmus
Viburnum	Viburnum

F. Plant material spacing: Plant materials used together in informal groupings shall meet the following on-center spacing requirements:

Plant Material Types	Evergreen	Narrow Evergreen Trees	Large Deciduous Trees	Small Deciduous Trees	Large Shrubs	Small Shrubs
Evergreen Trees	Min. 10'	Min. 12'	Min. 20'	Min. 12'	Min. 6'	Min. 5'
	Max. 20'					
Narrow Evergreen Trees	Min. 12'	Min. 5'	Min. 15'	Min. 10'	Min. 5'	Min. 4'
		Max. 10'				
Large Deciduous Trees	Min. 20'	Min. 15'	Min. 20'	Min. 15'	Min. 5'	Min. 3'
			Max. 30'			

Small Deciduous Trees	Min. 12'	Min. 10'	Min. 15'	Min. 8'	Min. 6'	Min. 3'
				Max. 15'		
Large Shrubs	Min. 6'	Min. 5'	Min. 5'	Min. 6'	Min. 4'	Min. 5'
					Max. 6'	
Small Shrubs	Min. 5'	Min. 4'	Min. 3'	Min. 3'	Min. 5'	Min. 3'
						Max. 4'

———

Sec. 23.45. - General layout and design standards.

A. Landscaped areas and plant materials required by this ordinance shall be kept free from refuse and debris. Plant materials, including lawn, shall be maintained in a healthy growing condition, neat and orderly in appearance. If any plant material required by this ordinance dies or becomes diseased, they shall be replaced within 30 days of written notice from the planning director or within an extended time period as specified in said notice.

B. Tree stakes, guy wires and tree wrap are to be removed after one year.

C. All landscaped areas shall be provided with a readily available and acceptable water supply, or with at least one outlet located within 100 feet of all planted material to be maintained. Frontage landscaping, boulevard medians, interior parking lot landscaped areas, and other curbed landscaped areas shall be irrigated via an underground sprinkler system.

D. Landscaping materials and arrangement shall ensure adequate sight visibility for motorists, adequate clearance for pedestrians and vehicles, and accessibility to fire hydrants, and shall not interfere with or obstruct the view of public viewsheds and sight lines from rights-of-way and public property to streams, lakes, and other waterways.

E. Cul-de-sacs, site entrances and boulevard medians shall be landscaped with species tolerant of roadside conditions in northern Michigan.

F. Landscaping within the site shall be approved in consideration of sight distance, size of planting area, location of sidewalks, maintenance of adequate overhead clearance, accessibility to fire hydrants, visibility to approved signs of adjacent uses, compatibility with the visual character of the surrounding area, maintenance-performance guarantee, and curbing around landscape areas.

G. Plantings within 15 feet of a fire hydrant shall be no taller than six inches at maturity.

Sec. 23.50. - Incentives to preserve existing trees.

The city encourages the preservation of quality and mature trees by providing credits toward the required trees for greenbelts, buffer strips, interior landscaping, and within parking lots. Trees intended to be preserved shall be indicated with a special symbol on the development plan and be protected during construction through use of a fence around the drip line. Tree species, location, and caliper must be shown on the landscape plan. Tree protection measures must be shown and noted on the landscape plan. To obtain credit, the preserved trees shall be of a high quality and at least 2½ inches caliper. Trees to be preserved shall be counted for credit only if they are located on the developed portion of the site as determined by the planning commission. Trees over 12 inches in caliper to be removed shall be noted on the landscape plan.

The credit for preserved trees shall be as follows. Any preserved trees receiving credit which are lost within two years after construction shall replaced by the landowner with trees otherwise required.

Caliper of Preserved Tree (in inches)	**Numbers of Trees Credited**
Over 12	3
8 to 12	2
2½ to 8	1

Note: Caliper measurement for existing trees is the diameter at a height of 4.5 feet above the natural grade. (Diameter at Breast Height, D.B.H.)

The following trees are not eligible for preservation credits:

Common Name	**Scientific Name**
Box elder	Acer negundo
Norway maple	Acer platanoides
Soft maples (Silver)	Acer saccharinum
European alder	Alnus glutinosa
Hackberry	Celtis occidentalis
Hawthorns	Crataegus
Autumn olive	Elaeagnus umbellata
Glossy buckthorn	Frangula alnus
Honey locust	Gleditsia triacanthos
Apple	Malus (spp.)
Red pine	Pinus resinosa
Scotch pine	Pinus sylvestris
Poplars	Populus
Common buckthorn	Rhamnus cathartica

Black lcoust	Robinia pseudoacacia
Willows	Salix
Elms	Ulmus

Sec. 23.55. - Walls and buffer strips between land uses.

In those instances where the following conditions occur, the need for the wall or berm or similar type of landscaped buffer strip shall be determined by the planning commission.

A. For those use districts and uses listed below, there shall be provided and maintained on those sides abutting or adjacent to a residential district an obscuring wall as required below (except as otherwise required).

Use	**Requirements**
1. Off-street parking area	Six-foot high wall
2. POD, WMD, or GCD	
3. RC/ID and ID (open storage areas, loading or unloading areas, service areas)	Six to eight-foot high wall plus buffer strip
4. Automobile washes, drive-in or drive-through restaurants	Six-foot high wall
5. Hospitals (ambulance and delivery areas)	Six-foot high wall
6. Utility buildings, stations and/or substations	Six-foot high wall

B. Required walls shall be located on the lot line except where underground utilities interfere or where there is a desire to install landscaping in order to break up the wall. In instances where this ordinance requires conformance with front yard setback lines in abutting residential districts where there is an established wall height and material acceptable to the city, the wall shall be continued on the subject site.

C. Such walls and screening barrier shall have no openings for vehicular traffic or other purposes, except as otherwise provided in this ordinance and except such openings as may be approved by the planning director. All walls herein required shall be constructed of materials approved by the planning director to be durable, weather resistant, rustproof and easily maintained; and, wood or wood products shall be specifically excluded. Materials shall be compatible with surrounding building materials, including but not limited to brick or stone.

Masonry walls may be constructed with openings which do not in any square section (height and width) exceed 20 percent of the surface. Where walls are so pierced, the openings shall be so spaced as to maintain the obscuring character required, and shall not reduce the minimum height

requirement. The arrangement of the openings shall be reviewed and approved by the planning director.

D. The city may approve a three to four-foot high heavily landscaped berm (as determined by the planning commission) as an alternative to a wall upon finding the landscaped berm will provide a similar screening effect.

Sec. 23.60. - Waiver or modification of standards for special situations.

The planning commission may determine existing landscaping or screening intended to be preserved, or a different landscape design, would provide all or part of the required landscaping and screening. In making such a determination to waive or reduce the landscape and screening requirements of this article, the following may be considered:

A. [The] extent that existing natural vegetation provides desired screening;

B. There is a steep change in topography which would limit the benefits of required landscaping;

C. The presence of existing wetlands;

D. Existing and proposed building placement;

E. The abutting or adjacent land is developed or planned by the city for a use other than residential;

F. Building heights and views;

G. The adjacent residential district is over 200 feet away from the subject site; [and]

H. Similar conditions to the above exist such that no good purpose would be served by providing the landscaping or screening required.

Sec. 24.90. - Access management requirements.

A. Statement of purpose. The purpose of this section is to provide access standards which will facilitate through-traffic operations, improve public safety along roadways, including for pedestrians and bicyclists, ensure efficient access by emergency vehicles, and protect the public investment in the street system, while providing property owners with reasonable, though not always direct, access. The standards are specifically designed for streets whose primary function is the movement of through traffic, as opposed to local streets whose primary function is access to adjacent properties. The Charlevoix County Road Commission and the Michigan Department of Transportation have jurisdiction within the M-75 right-of-way while Boyne City, Boyne Valley Township and Wilson Township have authority for land use and site plan decisions within individual parcels along the highway that fall within their jurisdictions. The standards of this section and the M-75 Corridor Plan were created to help ensure a collaborative process between MDOT, the County, Townships, and Boyne City on access decisions.

B. Access Management Hierarchy. The ordinance includes a number of spacing standards including for sight distance, offsets from other driveways, and distances from signalized and unsignalized intersections. Because of existing conditions and development along the M-75 corridor, the application of some of these standards may not be practical or desirable. The following is a hierarchy of the importance of these standards that should be used as a guide in determining the priority of their application:

1. Adequate sight distance;
2. Driveway is aligned with an adequately offset spacing from intersections across the street;
3. Driveway spacing from signalized or potentially signalized intersections;
4. Driveway spacing from other high-volume driveways on the same side of the street;
5. Driveway spacing from low-volume driveways on the same side of the street.

The above hierarchy is a general guideline and the City and Townships should seek input from MDOT permitting staff to determine preferred driveway placement.

C. Application of standards.

1. The standards of this section shall be applied to the following major traffic routes (arterials) identified in the City of Boyne City Comprehensive Plan: Lake Street, Lakeshore; Division; Front; West Michigan; Boyne City/Charlevoix; Pleasant; Park; M-75, Boyne City/East Jordan, Boyne Avenue/State Street.
2. The access standards contained herein shall support, with their input, the requirements of the Michigan Department of Transportation and/or Charlevoix County.
3. The standards contained in this section shall apply to all uses, except permitted single-family and two-family dwelling units. However, the standards shall apply to such residential situations if used for a home business or other commercial business use.
4. For expansion and/or redevelopment of existing sites where the planning commission determines that compliance with all the standards of this section is unreasonable, the standards shall be applied to the maximum extent possible. In such situations, suitable alternatives which substantially achieve the purpose of this section may be accepted by the planning commission, provided that the applicant demonstrates all of the following apply:
    a. The size of the parcel is insufficient to meet the dimensional standards;
    b. The spacing of existing, adjacent driveways or environmental constraints prohibit adherence to the access standards at a reasonable cost;

c. The use will generate less than 500 total vehicle trips per day or less than 75 total vehicle trips in the peak hour of travel on the adjacent street, based on rates developed by the institute of transportation engineers (ITE); [and]

d. The access location is consistent with the hierarchy listed in Section B.

e. For sites along M-75, acceptance by MDOT.

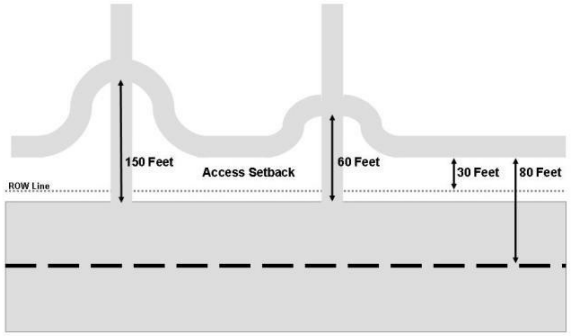
f.. There is no other reasonable means of access.

D. Number of driveways.

1. Access to a parcel shall consist of a single two-way driveway where practical, shared or placed to permit shared use in the future. A pair of one-way driveways may be allowed but only if one driveway is designed and appropriately signed to accommodate ingress movements and the other egress movements, and both must meet the offset standards of Section H.

2. Where parcel frontage is insufficient to provide a driveway meeting the minimum driveway width and radii, a shared driveway or other means of access may be required.

3. Where the parcel is situated on a corner lot, one access point on the side street is preferred. One access along each street frontage may be permitted, provided there is a minimum of 100 feet of frontage per side and the driveway along M-75 is placed on the farthest side of the parcel from the intersection. No more than one access point shall be permitted per side for parcels located on corner lots unless otherwise provided for within this ordinance.



Frontage Road Minimum Setbacks

4. Where the property has continuous frontage of over 300 feet and the applicant can demonstrate, using the Institute of Transportation Engineer's Trip Generation Manual or another accepted reference, that a second access is warranted, the planning commission may allow an additional access point. Where possible, this access should be spaced accordingly to the standards contained herein, located on a side street, shared with an adjacent property, and/or be designed to restrict one or both left turn movements.

5. Where the property has continuous frontage of over 600 feet, a maximum of three driveways may be allowed, with at least one such driveway being designed, constructed, and signed for right-turns-in and right-turns-out only.

E. Shared access, joint driveways, parking lot connections and rear service drives.

1. Shared use of access between two or more property owners should be encouraged through use of driveways constructed along property lines, connecting parking lots, frontage roads, and rear service drives, particularly for the following:

a) A series of sites with less than 300 feet of frontage;

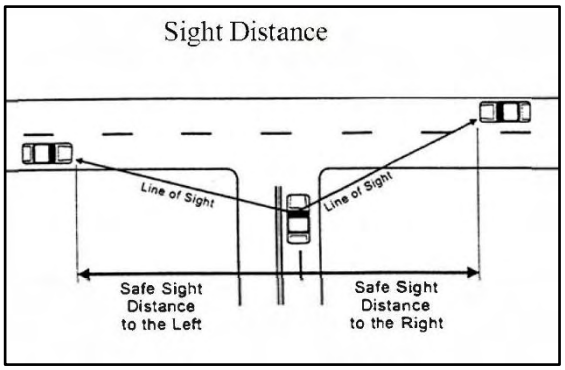
b) Locations with sight distance problems; and/or

c) Along roadway segments experiencing congestion or where there are many poorly spaced driveways on the opposite side.

In such cases, shared access of some type may be the only access design allowed.

2. In cases where a site is adjacent to a parking lot of a compatible use, a connection to the adjacent parking lot may be required by the planning commission.

3. In cases where a site is adjacent to undeveloped property, the site must be designed and constructed to accommodate a future parking lot connection, rear service drive, frontage road or other means of shared access as determined by the planning commission.

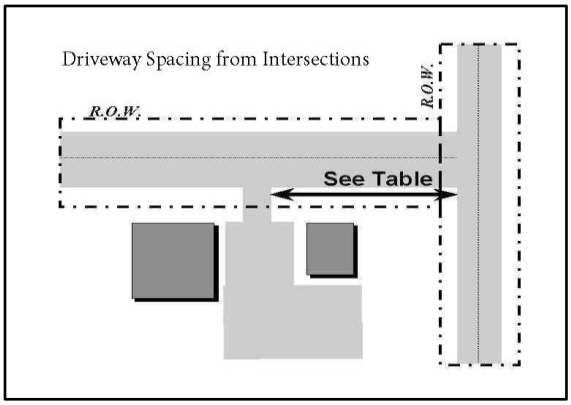


4. The applicant shall provide Boyne City with letters of agreement or access easements from all affected property owners.

F. Adequate sight distance.

1. Requirements for minimum intersection or corner sight distance for driveways shall be in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines defined in chapter 9 of "A Policy on Geometric Design of Highways and Streets, 1984," or its latest edition.

2. The planning commission may adjust driveway location where there is a concern regarding adequate sight distance. A report from the city engineer of MDOT permit engineer may be required.



G. Driveway spacing from intersections.

1. Driveway spacing from intersections shall be measured from the centerline of the driveway to the extended edge of the intersecting street's right-of-way line.

2. In order to preserve intersection operations and safety, the minimum distance between a driveway and an intersecting street right-of-way shall be based on the following:

   a. For locations in the vicinity of intersections experiencing congestion (peak hour operations below level of service "C" for one or more movements) and/or a significant number of crashes (five or more annually), the planning commission may require that access be constructed along the property line furthest from the intersection; [and]

   b. Driveways shall be placed at a preferred distance of 230 feet from signalized intersections Where this spacing cannot be achieved, a minimum distance of 100 feet is acceptable.

   c. Driveways shall be placed a preferred distance of 115 feet from unsignalized intersections. Where this spacing cannot be achieved, a minimum distance of 85 feet is acceptable.

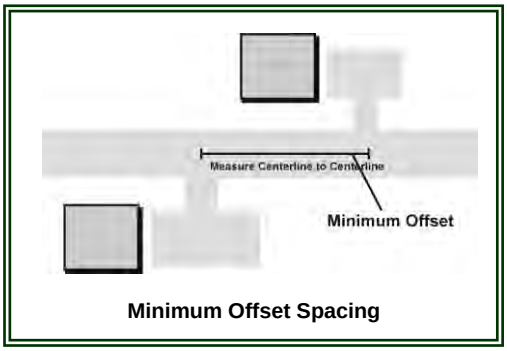
H. Driveway spacing from other driveways.

1. Driveway spacing from other driveways shall be measured from the centerline of each driveway at the point where it crosses the street right-of-way line.

2. Minimum driveway spacing from other driveways along the same side of the street shall be determined based on posted speed limits along the parcel for each particular frontage, as follows:

Posted Speed Limit (mph)	Minimum Driveway Spacing (feet)	M-75 Overlay District	
		Minimum Driveway Spacing (feet)	Preferred Driveway Spacing (feet)
25 mph	50	90	130
30 mph	50	115	185
35 mph	75	160	245
40 mph	75	185	300
45 mph	100	225	350
50 mph	125	290	455
55 mph	150	300	455+

3. Driveways shall be directly aligned with those across the street or, where offset, the minimum driveway spacing from driveways across the street shall be a minimum of 200 feet and preferably 250 feet or greater, excluding when one or both driveways are designed and signed for right-turn-in/right-turn-out only.



Minimum Offset Spacing

I. Driveway design, channelized driveways, deceleration lanes and tapers, bypass lanes.

1. Driveways shall be designed to the standards of MDOT or Charlevoix County as applicable, except where stricter standards are included herein or by the city's driveway construction standards.

2. Driveway width and radii, for non-residential and multiple family developments.

   a. The typical driveway design shall include one ingress and one egress lane, with a combined minimum throat width of 25 feet and a maximum throat width of 35 feet, measured from face to face of curb.

   b. Wherever the planning commission determines that traffic volumes or conditions may cause significant delays for traffic exiting left, two exit lanes may be required.

   c. For one-way paired driveway systems, each driveway shall be 20 feet wide, measured perpendicularly.

d. In areas with pedestrian traffic, the exit and enter lanes may be separated by a median with a maximum width of ten feet. Concrete sidewalks shall be continued and/or maintained across driveways.

e. Driveways shall be designed with a 25-foot radii; 30-foot radii shall be required where daily truck traffic is expected.

3. Directional driveways, divided driveways and deceleration tapers. Directional driveways, divided driveways, and deceleration tapers and/or by-pass lanes may be required by the planning commission where they will reduce congestion and accident potential for vehicles accessing the proposed use or site. Right-turn tapers shall be a minimum of 75 feet in length and at least 11 feet wide.

Sec. 24.95. - Private road standards.

A. The city discourages the use of private roads, but may allow private roads as a special land use when meeting the standards of this section. The regulations for private roads contained herein shall not apply to approved private roads within platted subdivisions regulated by this ordinance or the city's Code of Ordinances, or internal access drives to parking within approved site plans for multiple-family developments.

B. The use of private roads must be supported by documentation accepted by the planning commission that the property possesses unusual configuration and/or topography which would render construction of streets under city standards for grades, radii, width and/or materials impractical.

C. An easement shall be provided of not less than 50 feet in width for roads and utilities. This easement shall be recorded with the register of deeds office and a copy of the recorded easement provided to the city clerk.

D. Any lot accessed via a private road shall have frontage on the private road which is at least equal to the minimum lot frontage required herein for the zoning district in which the lot is located. The frontage for the lot shall be measured at the point of the beginning of the lot line designated by the city as the side lot line.

E. Any lot created on a private road, along with accompanying buildings, shall comply with all site development standards applicable to the zoning district in which it is located.

F. The maximum length of any private road cul-de-sac shall not exceed the city standard for public roads.

G. The surface and base material of any private road shall be approved by the city as being sufficient to accommodate emergency vehicles.

H. Issuance of a zoning permit for the placement of buildings/structures on lots and/or parcels on a private road shall not be considered a guarantee or warranty that adequate access exists to the lot for emergency vehicles. The city assumes no responsibility for the maintenance of or improvements to private roads.

I. The applicant shall submit a joint maintenance agreement or master deed in recordable form that runs with the land, binds benefiting parcels, and allows the city to make any repairs or conduct any maintenance it deems necessary, and charge the property owners or homeowners association served by the private road for such service.

J. The applicant shall provide a recorded statement running with the land informing purchasers that the access road is private.