

Chapter 3 Future Land Use

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

Future Land Use Categories

RESIDENTIAL

Large Lot Residential—The principal purpose of the Large Lot Residential category is to provide land in the community for a rural residential type of lifestyle yet still be in the City. This lifestyle is one of a full range of lifestyles offered in Boyne City. In addition to single-family houses, this category also provides for parks, day care, civic and institutional uses, such as churches. This designation would also encourage open space zoning or rural clustering option that encourages grouping homes in those areas of a development site that are best suited for development. Large parts of a site would be permanently protected open space, protected by a restrictive covenant or deeded to a nonprofit land trust or the City.

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

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

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

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

Manufactured Housing Development —The Manufactured Housing Development category recognizes the importance of the manufactured housing developments as a community asset which provides a desired housing option. This future land use plan encourages the continuation of the manufactured housing developments in current and new locations that have access to City infrastructure and services suitable to serve the needs of the development.

COMMERCIAL

Mixed Use — This district is a mix of residential homes and small commercial uses that provide onsite services to small numbers of customers. The nonresidential uses should consist of administrative and professional offices and are compatible with surrounding uses. Commercial buildings should be built to the same bulk, scale and outward appearance to insure compatibility with adjacent uses and should be designed to have the ability to transition between commercial and residential uses. These areas are intended to serve as a buffer between residential and commercial districts in the City.

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

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

INDUSTRIAL

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

PUBLIC SERVICES AND FACILITIES

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

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

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

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