



City of Boyne City
Founded 1856

319 N. Lake Street

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AGENDA
BOYNE CITY PLANNING COMMISSION
SPECIAL MEETING

Monday, March 9, 2015, 5:00 p.m.
Boyne City Hall



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agenda packets & minutes for each board

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

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

Approval of minutes from February 16, 2015 Boyne City Planning Commission meeting.

4. Hearing Citizens Present (*Non-Agenda Items*)
5. Reports of Officers, Boards, Standing Committees
6. Unfinished Business
7. New Business
 - A. Master Plan Work Session.
8. Staff Report
9. Good of the Order
10. Adjournment – Next Meeting March 16, 2015

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Approved: _____

**Meeting of
February 16, 2015**

Record of the proceedings of the Boyne City Planning Commission meeting held at Boyne City Hall, 319 North Lake Street, on Monday, February 16, 2015 at 5:00 pm.

Call to Order

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

Roll Call

Present: Jason Biskner (arrived at 5:01 pm) George Ellwanger, Jim Kozlowski, Jane MacKenzie, Tom Neidhamer, Aaron Place and Joe St. Dennis
Absent: Chris Frasz and Lori Meeder

**Excused Absence(s)
MOTION

2015-2-16-02
Neidhamer moved, St. Dennis seconded, PASSED UNANIMOUSLY, a motion to excuse the absence of Chris Frasz and Lori Meeder

Meeting Attendance

City Officials/Staff: Planning Director Scott McPherson, City Manager Michael Cain, Mayor Ron Grunch and Recording Secretary Pat Haver
Public Present: Fourteen

**Consent Agenda
MOTION

2015-2-16-03
Ellwanger moved, Place seconded, PASSED UNANIMOUSLY, a motion to approve the consent agenda; approval of the Planning Commission minutes from January 19, 2015 as presented.

**Citizen comments on
Non-Agenda Items**

John McClorey asked the board for an addition to the agenda to discuss a pre application review for plans on his property at 114 State St. Chair MacKenzie added to the agenda as item 7E

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

The city was recently awarded a Placeplan grant to look at ways to connect city parks to one another and a group held the initial meeting today and will be organizing a steering committee. If anyone is interested in serving on this committee, let city staff know.

Unfinished Business

None

New Business

**Public Hearing for Catt
Development for
Conditional Rezoning and
Conditional Use permit
for SoBo Redevelopment
Plan for 1 Water Street
and 202 Lake Street and
210 Front Street**

Planning Director McPherson reviewed the reasons for the public hearing. There will be a couple different aspects to be reviewed and discussed tonight. The first is a conditional rezoning request for One Water Street; changes in the previously approved site plan to eliminate 4 of the resort interior cottages and replace with parking. A conditional use public hearing for the drive thru bank proposed on the Lake Street property. That language is still in the adoption process, which is going to the City Commission for the second reading next week, so this board can only review without taking formal action, and last the review of the development plan for the entire site.

Doug Mansfield: Mansfield Land Use Consultants - In the agenda packet is the application for the SoBo Redevelopment site plan which includes the One Water Street project and the Lake/Front Street project. Mansfield went through this document with the board and the audience by the way of slides discussing the many aspects of the combined project. Some of the requested changes to the One Water Street project are to remove 4 of the interior cottages and replace with expanded parking, change the most southern end unit from a duplex to free standing units. This will move the southern most point back about three feet. The view corridor

would be impacted slightly, however, with the removal of the four interior cottages; the most eastern portion opens up. Some of the items for the Lake/Front Street project will be the old bus garage will remain as one level due to being on the historic register. This means that architectural features the building current has must remain and will be built upon. The remaining three story structure will house the 7 Monk tap room on one end, a bank with the drive thru on the other end, available retail space in the middle, along with the entrance and storage for the residences on the second and third floors. A roof top deck is being proposed for all of the tenants to use, and all of the mechanical features will be secured. With the changes to the One Water Street project and the increase in the parking which will partially be used for tenants of the new structure, and with all of the available parking being built into the new project, they will be 16 – 17 parking spaces short of the requirements, however, are hoping to take advantage of the shared parking and will be formally requesting the 20% reduction in required spaces as “shared” spaces. The board had questions about the view corridor, and was directed to the staff report that shows the current and proposed corridor which will increase slightly. Questions were raised about a public sidewalk along the water on the One Water project, and were reminded that when the project was originally approved, the stipulation agreed upon by the city and Catt Development was that the dock all the way to the end would remain open to the public and there would not be a public sidewalk along the lake front.

Public Hearing opened at 5:30 pm

Hugh Conklin: Resident - What an overwhelming good thing for the community, as I have not been able to think of what could be done with the Lake Front mall when I was working with the Main Street. Flexibility in parking between the two projects could be important to the community with the possibility of further commercial development in the area. I appreciate the effort being made to save the old school bus garage historically, and can't thank the development team enough for the work that has been done and continues to be done.

Jeff Wellman: Re/Max - Working across from this building and seeing it struggle for the past 20 years, this project is refreshing and as the SoBo area has also struggled in getting people down into the area, this project will get them there.

Ward Collins: Citizen and Boyne Arts Collective board member - This project is a phenomenal improvement to the community and is a great addition to this area, which will bring life back to this area of the city.

Jim Baumann: 1119 West St. - I agree with what others have said that end of town has suffered badly; and we do have a parking problem in this area, we have a lot of open spaces, because no one goes to that area. The caliber of the businesses that will be added and having affordable housing downtown is something that we have tried to get for a long time.

Board Discussion

The board had questions about the materials to be used in the building. These items will be going to the Main Street Design committee for review and recommendations also. At an earlier meeting, balconies were discussed for the individual apartments, these will not be built, however, a roof top deck is being proposed that all of the tenants will be able to use. This facility will have a building manager who would be responsible for keeping a schedule of use. The bricks will match as much as possible, and the false window in the drive thru is a design element, because it must remain as open as possible for ventilation. There will not be a loading dock for the tap room, and the dumpsters will be placed so they will

have parking spaces in front so deliveries and emptying the dumpster should be coordinated in the mornings. The curb cut and sidewalks will need to be beefed up in this area, and signs placed for no parking between 5 and 7 am. The pedestrian walkways will have a different finish to them, so that people will know that is the area to be used. The residential structure will have entrances on both sides, a main hallway down the middle which has storage planned on the main floor after earlier suggestions for bikes, kayaks and other items. Between both plans, assigned/dedicated parking spaces were identified for the new development. Planning Director McPherson was asked while prepping the staff report if any "red flags" were noted in response to height and setback of the buildings. Nothing was noted. The requested split of the duplex into (2) separate units would shift the southern most building slightly into the view corridor, but with the elimination of the interior units, the eastern side would have expanded frontage and would be a wash, as it doesn't affect the view shed outcome. Drive thru aspect will be looked at later; the Street Superintendent did have a couple of comments with respect to materials, those to be reviewed at the final plan review. 39 new parking spaces have been created, 20 of those will be dedicated to the new apartment structures.

Planning Director McPherson began his presentation of the staff report for One Water Street project. There is no change in use; just eliminating 4 interior cottages. Parking uses removed for the cottages, but will be added for the Lake/Front Street development project.

As the proposed request is for a change in a mapped district the Planning Commission should review the criteria of section 2.50(C) and use it as a guide to make its recommendation.

- C. For amendment requests to change, create, extend or reduce a mapped zoning district, the Planning Commission and City Commission shall use the following as a guide:
1. The proposed zoning district is more appropriate than any other zoning district, or more appropriate than adding the desired use as a conditional land use in the existing zoning district. **N/A**
 2. The property cannot be reasonably used as zoned, and the applicant cannot receive a reasonable return on investment through developing the property with one (1) of the uses permitted under current zoning at the time of purchase or at the time of securing legal control of the property. **Applies**
 3. The proposed zone change is supported by and consistent with the goals, policies and future land use map of the adopted City Comprehensive Plan, including any sub-area or corridor studies. If conditions have changed since the Comprehensive Plan was adopted, as determined by the Planning Commission, the consistency with recent development trends in the area shall be considered. **SoBo Redevelopment Plan adopted after the Comprehensive Plan and is consistent with planning efforts in the area.**
 4. The proposed zone change is compatible with the established land use pattern, surrounding uses, and surrounding zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values, and is consistent with the needs of the community. **Applies**
 5. All the potential uses allowed in the proposed zoning district are compatible with the site's physical, geological, hydrological and other environmental features. **Yes**
 6. The change would not severely impact traffic, public facilities, utilities, and the natural characteristics of the area, or significantly change population density, and would not compromise the health, safety, and welfare of the

City. The Planning Commission may require a general impact assessment in accordance with the requirements of this Ordinance if it determines the proposed zoning change could have a negative impact upon traffic, public facilities, utilities, natural characteristics, populations density, or other concerns. A traffic impact study in accordance with the requirements of this Ordinance shall be required if the proposed rezoning district permits uses that could generate one hundred (100) or more directional trips during the peak hour, or at least one thousand (1,000) trips per day more than the majority of the uses that could be developed under current zoning. *N/A*

7. The rezoning would constitute and create an isolated and unplanned "spot zone" granting a special privilege to one landowner not available to others. *N/A*
8. The change of present district boundaries is consistent in relation to existing uses, and construction on the site will be able to meet the dimensional regulations for the proposed zoning district listed in the Schedule of Regulations. *N/A Boundaries will not change*
9. There has been a change of conditions in the area supporting the proposed rezoning. *True*
10. Adequate sites are neither properly zoned nor available elsewhere to accommodate the proposed uses permitted in the requested zoning district. *N/A*
11. There was a mistake in the original zoning classification. *No*
12. The request has not previously been submitted within the past one (1) year, unless conditions have changed or new information has been provided. *No*

Based on the board discussion and findings of fact under 2.50 (C) **motion by Ellwanger, seconded by Place** to recommend the conditional re-zoning change request based on items 2, 3, 4, 5, 8, & 9 to be submitted to the City Commission for a first reading at their next available meeting.

****MOTION**

2015-2-16-7A.1

Roll Call:

Aye: Biskner, Ellwanger, Kozlowski, MacKenzie, Neidhamer, Place, and St. Dennis

Nay: None

Absent: Frasz and Meeder

Motion Carries

Drive Thru conditional use

The board now directed their attention to the conditional use findings for the SoBo Redevelopment Bank Drive Through; 2.70 Standards of Approval. This will be for the use only and not design. Their findings for this section are attached as Appendix A. After board discussion **motion by St. Dennis, seconded by Ellwanger** the recommendation if the ordinance amendment is approved by the City Commission; the preliminary approval of this drive thru plan. Upon the final effective date of the ordinance; the final approval of the Conditional use and Development plan proposed drive though is required by this commission.

****MOTION**

2015-2-16-7A. 2

Roll Call:

Aye: Biskner, Ellwanger, Kozlowski, MacKenzie, Neidhamer, Place, and St. Dennis

Nay: None

Absent: Frasz and Meeder

Motion Carries

The board now began their review of Article 19 – Development Requirements, specifically looking at Section 19.40 Development Plan Approval Criteria. Per staff, instead of duplicating documents, as the applicant did an excellent job in putting this together, the board was directed to the SoBo Redevelopment Site Plan Review document, beginning with page 1 and going through 12. Their findings will be included in this document.

- A. General - requirement met
- B. Building design – Consistent with standard requirements. Recommend to go to the Main Street design committee for review and comment. Limited to what can be done with the bus garage due to being on the Historic Register. No awnings are being proposed or even considered.
- C. Preservation of significant natural features – Significant attention to historic details are being observed.
- D. Streets – Minor alterations will be done, rebuilding of one of the existing S. Lake street bump outs. Handicapped parking spots were discussed and identified to be moved down by the new bump out.
- E. Access, driveways and circulation – Curb cut suggestions and changing the existing driveway to an entrance to a parking lot. Crossings existing on Front and Lake Streets will remain.
- F. Emergency vehicle access – Had no comments from the Police Chief or the Fire Chief; they saw no access issues.
- G. Sidewalks, pedestrian and bicycle circulation – The existing systems will be enhanced.
- H. Barrier-free access – They are proposing 4 – 6 barrier free parking sites on the One Water Street site, and 1 public site for the Lake/Front Streets project.
- I. Parking – With the combined proposed projects they are 16 parking spaces short. They were able to establish 39 parking sites for the new project. With dual function of the parking areas, and surrounding areas of public parking they are asking for a 20% reduction based on the dual uses of both projects.

****MOTION**

After board discussion, **motion by Neidhamer seconded by St. Dennis** to recommend and support a 20% reduction in parking based on the proposed dual uses of the project.

2015-2-16-7A.3

Roll Call:

Aye: Ellwanger, MacKenzie, Neidhamer, Place, and St. Dennis

Nay: Biskner and Kozlowski

Absent: Frasz and Meeder

Motion Carries

- J. Loading – Meets the standards
- K. Landscaping, screening, and open space – Meets the standards
- L. Soil erosion control – No changes
- M. Utilities – City utilities are currently available
- N. Stormwater management – Meets the standards
- O. Lighting – Will use Dark Sky sconces for the building entrances and at the tap room entrance. Spec sheets will be provided to staff
- P. Noise – Uses currently allowed in the district. The board would like to see sound proofing between floors and the walls to lessen the seasonal outdoor & indoor ambient music.
- Q. Mechanical Equipment – Meets all standards

- R. Signs – No signs have been proposed at this point, however, they must meet the Sign Ordinance standards
- S. Hazardous materials or waste – N/A
- T. Other agency reviews – Other agencies have been notified and compliance with appropriate agency review standards has been provided.
- U. Approval process - An agreement for the dumpster location crossing city property must be obtained from the City Commission. After board review and discussion, **motion by Place seconded by Ellwanger** to recommend preliminary site plan review with findings identified to be brought back to the Planning Commission after the Conditional Use is approved by the City Commission.

****MOTION**

2015-2-16-7A. 4

Roll Call:

Aye: Biskner, Ellwanger, Kozlowski, MacKenzie, Neidhamer, Place, and St. Dennis

Nay: None

Absent: Frasz and Meeder

Motion Carries

Public Hearing closed at 7:17 pm

Board took a brief recess at 7:18 pm

Board reconvened the meeting at 7:25 pm

Chair MacKenzie moved agenda item 7E up to this point in the meeting

Pre-application site plan review at 114 State Street - Owner John McClorey

John McClorey is approaching the board for a pre-application site plan review for his property on State Street. The building is in need of major repair, and he is contemplating a different use instead of putting a lot of money into the building. The lot measures 33 x 165 feet and is located in the Central Business District. What he is proposing is seasonal use of the site from April/May through October, for an open air park and event arena with food trucks, a stage, dry bar, fire pit and some smaller kiosks. The entire area will be fenced in with some decorative "see through" fencing to allow for the controlled access of pedestrian flow into the area for any paid events. The only access to the lot currently is through an alley behind the current structure, so is proposing the food trucks to be on the southern area of the lot. The structures that he is looking at are 8 x 20 ft shipping containers placed on the street end, also used for a dry bar and restrooms. The structure will be double stacked building blocks for the entrance. These structures will have electric in them, and water will be accessible to the food trucks and the restrooms. The dumpster will be in the back by the alley for easy access for dumping. They are looking at permeable materials to be used. The board had concerns about the style of the buildings and the lack of parking. In the Central Business District, these structures are not consistent with the design criteria; however, the Planning Commission does have the discretion authority to allow them. McClorey has gone before the Main Street design committee and they have given him the nod to the concept. In order to generate revenue, the dry bar, food trucks and kiosk areas would be rented out, and some events will be held that may require a cover charge. Within walking distance is public parking on River Street, a few spaces across the street, and the old Fochtman lot. Staff has to contemplate the parking numbers for the use of the proposals.

Biskner left at 7:50 pm

There is no access except from the alley, and not enough room on State Street to allow for a curb cut. In this older "industrial" part of town surrounded by banks, telephone switching office, party store, dental office and rehab office, this concept would lend to the uniqueness of the area. Board members and the audience liked the uniqueness of the concept and the eclectic style with new ideas being brought forward, however not sure how the ordinance would address this.

**Capital Improvement
Plan review and
recommendation**

In the agenda packet is the Capital Improvement Plan for the board's review and comment. The 6 year restructured layout is being shown for 2015 through 2020. After board review and discussion **motion by Place, seconded by St. Dennis** to recommend approval to the City Commission the 2015-2020 Capital Improvement Plan as presented.

2015-2-16-7B

Roll Call:

Aye: Ellwanger, Kozlowski, MacKenzie, Neidhamer, Place, and St. Dennis

Nay: None

Absent: Biskner, Frasz and Meeder

Motion Carries

**Schedule a special
meeting for Master Plan
Review**

MC Planning & Design was scheduled to follow up on the Master Plan this meeting, however, due to the length of agenda items was postponed. A special meeting has been scheduled for Monday, March 9, 2015 at 5:00 pm in the auditorium to discuss this only.

**2014 Planning and
Zoning Report**

Also included in the agenda packet was the 2014 Planning and Zoning report for the board review. The Noise Ordinance has been used by the Police Department when noise complaints have been received. The Planning Department will be looking for an Assistant Planning Director. The food truck 90 day moratoriums has expired, and are currently attempting to identify a mediator to work with the two different sides. They have been operating on private property without any difficulties; however, the moratorium did not allow them to operate on public property.

**Staff Report
Good of the Order**

Staff Report - None

Good of the Order - Jim Kozlowski will not be available for the March meetings

The next regular meeting of the Boyne City Planning Commission is scheduled for Monday, March 16, 2015 at 5:00 pm in the Auditorium.

**Adjournment
MOTION

2015-2-16-10

MacKenzie moved, Kozlowski seconded, PASSED UNANIMOUSLY a motion to adjourn the February 16, 2015 meeting at 8:36 p.m.

Chair Jane MacKenzie

Pat Haver, Recording Secretary

CONDITIONAL USE FINDINGS **Appendix A**
SOBO Redevelopment Bank Drive Through *(use only not design)*

2.70 Standards of Approval. For the purpose of this Ordinance these uses shall be known as conditional uses as set forth in the individual district and shall be allowed within that particular district subject to the development requirements for the district, provided the Planning Commission finds the conditional use affirmatively meets the following criteria deemed applicable in each case:		
ORDINANCE REQUIREMENT	FINDING	RELEVANT FACTS
1. The conditional use will promote the use of land in a socially and economically desirable manner for persons who will use the proposed land use or activity, for landowners and residents who are adjacent thereto and for the City as a whole;	Met	The proposed drive through bank is part of a mixed use development that will include, restaurant, commercial and residential uses in the downtown district. The development will renovate and rehabilitate existing downtown structures that are currently vacant or underused.
2. The conditional use is compatible and in accordance with the goals, objectives and policies of the City's Comprehensive Plan;	Met	The proposed use of the property is consistent with the proposed use as shown in the Vision for Boyne City, Boyne City Master Plan. The Boyne City Waterfront Master Plan and the SOBO development plan
3. The conditional use is necessary for the public convenience at that location;	Met	Proposed use will provide a full service bank with drive thru windows in a downtown location. <i>Past indications for the use by the aged or limited driver, handicapped and drivers with children in the vehicles for convenience in not getting out of their vehicles</i>
4. The conditional use is compatible with adjacent uses of land, and can be constructed, operated and maintained so as to continue to be compatible with the existing or intended character of the general vicinity and so as not to change the essential character of the area in which it is proposed;	Met	The proposed drive through use will be located within the first floor of a multi story development and completely enclosed <i>partially open</i> with facades that will be compatible with surrounding buildings. The 2 and 3 stories above shall be used for residential uses.
5. The conditional use shall be of such location, size and character, that it will be in harmony with the appropriate and orderly development of the district in which it is situated and will not be detrimental to the orderly development of adjacent districts;	Met	The proposed use will redevelop an existing historical structure and vacant building. Building size and mass is consistent with existing surrounding structures.
6. The conditional use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected;	Met	The proposed use will have a drive thru bank that will have an ingress and egress from Front. St. Signage and pavement treatments shall be installed to identify sidewalk crossings.
7. The conditional use can be adequately served by public services and facilities without diminishing or adversely affecting public services and facilities to existing land uses in the area;	Met	Public water and sewer are currently available to the site and the parcel is in close proximity to public services and facilities.
8. The conditional use will not cause injury to the value of other property in the neighborhood in which it is to be located;	Met	It is not anticipated the proposed use will negatively affect property values.
9. The location and use and assembly of persons in connection with the proposed conditional use will not be hazardous to the district in which the use is located, hazardous to a specific use or life and property within the district, or be incongruous therewith or in conflict with the normal traffic of the district.	Met	The assembly of persons in connection with the use is anticipated to be consistent with existing surrounding uses and not be hazardous to life or property with the district and not incongruous with normal traffic.

CONDITIONAL USE FINDINGS **Appendix A**
SOBO Redevelopment Bank Drive Through *(use only not design)*

ORDINANCE STANDARD	FINDING	RELEVANT FACTS
<p>10. The conditional use will protect the natural environment, help conserve natural resources and energy, and will not involve uses, activities, processes, materials and equipment or conditions of operation that will be detrimental to the natural environment, public health, safety or welfare by reason of excessive production of traffic, noise, smoke, odors or other such nuisance;</p>	Met	<p>Proposed use is the redevelopment of a existing parcel and It is not anticipated the proposed use will produce levels of smoke, odors or noise or other nuisances that would be in excess of current levels found in the downtown.</p>
<p>11. The vehicular circulation for the proposed conditional use will be in the best interest of the public health, safety and welfare in relationship to egress/ingress to the site, vehicular turning movements related to street intersections and street gradient, site distance and potential hazards to the normal flow of traffic; and</p>	Met	<p>The use is proposed to have a ingress-egress drive on Front Street. <i>Treatments to identify driveways so awareness for pedestrians is maintained</i></p>
<p>12. The conditional use is within the provisions of uses requiring conditional use approval as set forth in the various zoning districts herein, is in harmony with the purposes and conforms to the applicable regulations of the zoning district in which it is to be located, and the proposed site layout is in compliance with the general standards of Article XIX, regarding site development and shall insure that::</p> <p>(a) The use and associated activities on the property are so located as not to hinder the projected development of the adjacent properties or impair the existing uses of adjacent lands. This shall include all uses associated with the particular use such as parking, lighting, display signs, etc.</p> <p>(b) Sufficient landscaping, fencing, walls and other means of buffering are provided to insure that operation of the use will not be objectionable to nearby uses or dwellings by reason of noise, fumes or flash of lights nor interfere with an adequate supply of light and air, nor increase the danger of fire or otherwise create the potential of endangering the public safety.</p>		<p>While the conditional use is in compliance with proposed zoning ordinance standards the proposed amendments allowing drive through for financial institutions in the CBD have not yet been adopted. Application would need to receive final approval of Conditional use and Development plan subsequent to the adoption of the proposed drive though amendment.</p> <p>Motion by St. Dennis, seconded by Ellwanger the recommendation if the ordinance amendment is approved by the City Commission; the preliminary approval of this drive thru plan. Upon the final effective date of the ordinance; the final approval of the Conditional use and Development plan proposed drive though is required by this commission.</p> <p>2015-2-16-7A.2 Roll Call: Aye: Biskner, Ellwanger, Kozlowski, MacKenzie, Neidhamer, Place, and St. Dennis Nay: None Absent: Frasz and Meeder Motion Carries</p>

M. C. Planning & Design

Community Planning Site Planning Landscape Architecture

Memo

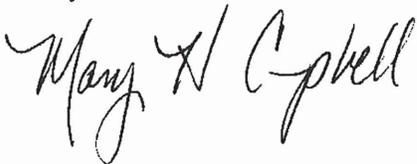
To: Boyne City Planning Commission
From: Mary H. Campbell, ASLA, AICP
CC: Scott McPherson, Planning Director
Date: 3/4/2015
Re: Master Plan- Revised Goals and Updated Future Land Use

Attached are documents for your review in preparation for discussion at the upcoming Planning Commission special meeting on Monday, March 9, 2015. The primary focus of this meeting will be the Future Land Use map and write-up. The future land use map should reflect how Boyne City wishes to develop over the next twenty years or so. The map and text have been updated from the earlier plan, but Planning Commission input is needed...we will discuss whether additional land should be designated for particular uses (such as multiple family residential) and if so where.

Please review the revised version of the goals and objectives for discussion and consideration in the future land use discussion. If there are additional comments on the revised goals and policies we will discuss such comments at the meeting.

A large format version of the future land use map will be available at the meeting for discussion.

I look forward to our discussion at the Planning Commission meeting.
Thank you.



Future Land Use Classifications

RESIDENTIAL

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

Advantages:

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

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

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

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

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

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

Multiple Family—The Multiple Family category should be part of the surrounding community, not separate from. 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.

Senior Campus—The Senior Campus category is designed to provide a full-service senior community with a range of housing types and a senior center with associated services, and is located on land owned by the Boyne City Housing Commission.

COMMERCIAL

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

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

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

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

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

INDUSTRIAL

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

PUBLIC SERVICES AND FACILITIES

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

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

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

Boyne City IS

Where people want to live, work and PLAY!

Where Life Meets Lake--A small town with hometown appeal

Supporting Objectives:

- Promote a friendly and environmental aware community, where people care and are involved.
- Continue to foster the cooperative synergy between the City, the Chamber and Main Street to promote and support Business in Boyne, as demonstrated through the efforts of Team Boyne and the Redevelopment Ready Community designation.
 - Attract and retain family supporting jobs
 - Work to redevelop/reuse sites and structures in town
 - Create an environment which attracts and retains young talent
 - Encourage an entrepreneurial community.
 - Provide regulatory flexibility to encourage exploration of innovative business concepts.
 - Continue Stroll the Streets and other events to encourage people to meander in the downtown
 - Continue to celebrate and embrace the arts.
- Continue open communication and collaboration with schools
 - Maintain, support and promote high quality Boyne City schools.
 - Promote greater student involvement planning efforts to provide a youth perspective.
 - Integrate youth and young adults into more active roles the community.
 - Continue to work with schools on Safe Routes to Schools and integrate into the Trail Town efforts
- Encourage/Develop/Expand broadband and wireless services available throughout the City.
- Continue to maintain and improve Boyne City streets, infrastructure and services to meet the community needs.
- Maintain and support local transit services.

Boyerne City is an Active Community, celebrating recreation and water-based opportunities

Supporting Objectives:

- Promote Boyerne City's waterfront location and outstanding recreational opportunities.
- Maintain and enhance Boyerne City's parks and recreation facilities
- Continue to enhance Boyerne City as a walkable community.
- Promote Boyerne City as a waterfront trail town.
- Establish, expand and maintain the trail networks, both within Boyerne City and connections to regional trail systems, including water trails.
- Provide (and regularly update) maps of the existing and future trails to connect people to recreation opportunities, schools, downtown and points of interest—and make available for use on smart phones.
- Consider a Complete Streets approach for all street improvement projects.
- Celebrate year-round use of recreation facilities and trails. Coordinate maintenance activities to promote winter use.

Boyerne City has Housing opportunities for ALL!

Supporting Objectives:

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

Boyer City works cooperatively with neighbors

Supporting Objectives:

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