

MASTER PLAN--2024

CHARLEVOIX TOWNSHIP

**12491 Waller Road
Charlevoix, MI 49720**

As approved August 12, 2024



**Redeveloped by:
The Charlevoix Township Planning Commission**

**With the assistance of:
Larry Sullivan**

ACKNOWLEDGMENTS

The development of this plan would not be possible without the support and efforts of:

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CHAPTER 1

PURPOSE AND AUTHORITY TO PLAN

Charlevoix Township is authorized to prepare a Master Plan pursuant to Michigan Planning Enabling Act, Public Act 33 of 2008, as amended. This statute enables a Township to prepare a plan for the purpose of promoting the public health, safety, and general welfare; encouraging the use of resources in accordance with their character and adaptability; avoiding the overcrowding of land by people and buildings; lessening congestion on public roads and streets; facilitating systems of transportation, sewage disposal, water supply, recreation, and other public improvements; and considering the character and suitability of the Township for uses judged in terms of such factors as the trend in land and population development.

The Master Plan is no more and no less than a statement of public policy based on a vision of the future as embodied in the statement of Township goals. Goals are a statement of how the Township wants to look and function in the future and the Land Use Plan, consisting of guiding principles, policies, and character descriptions, are the vehicles by which the vision will be attained. The Guiding Principles are especially important because they comprise the basic rules or standards against which all decisions will be measured and from which the Township does not intend to depart.

The Master Plan is intended to be general but not too general, specific, but not too specific. It establishes concepts, relationships, and patterns of land use and circulation rather than detailed descriptions so that it can more broadly and generally describe the Township's intent for how the Township should look and function. "Community planning and design is the first sign of human intention" (William A. McDonough, Architect). The intent of not planning is to accept whatever occurs. Thus, if traffic congestion occurs, it is the same as having the intent of planning to create such congestion.

To remain viable the plan must be flexible and dynamic, not static. It will have to respond to change as well as guide it. It will need to be evaluated and amended periodically (must be reviewed at least every five years) to keep it fresh and current. This Redeveloped Plan primarily builds on previous plans while recognizing novel changes and planning for those.

The Master Plan is the Planning Commission's plan even though the Township Board may elect to adopt it. The Commission is charged with interpreting, evaluating,

amending, and keeping the Plan current. If it becomes stale and outdated, or is ignored, it will not further the vision of the Township. If it is used only when convenient, it will not withstand the challenges of law, which demands consistency in its application. It is important to note that plans do not implement themselves, Planning Commissions and Township Boards develop and adopt plans and tools by which they can be implemented. Individuals, companies and businesses, by their investment and development activities, implement the adopted plans.

Finally, all public decisions relating to land use, transportation, and major capital improvements, that can be interpreted to influence the vision in terms of current and future environmental, geographical and safety issues, must first be reviewed and acted upon by the Planning Commission. While the Township Board, and in the furthest reaches, the judicial system, can take action contrary to the Planning Commission's recommendations, the Commission has the authority, according to state law, to evaluate such proposals regarding their consistency with the Master Plan. This gives the Commission the enormous responsibility of making sure that the Master Plan is current and generally consistent with what the public and decision makers want the Township to be in the future.

CHAPTER 2

DEFINING CHARACTERISTICS

The following are the features that define Charlevoix Township and give it character:

Township Size and Configuration: The Township is one of the smallest in Michigan. Furthermore, Charlevoix Township consists of two unconnected geographic areas, one north of the City of Charlevoix, the other south. This is one of the reasons the City and Township are inseparable and are perceived by visitors as one place, not two.

Land Use and Availability: Because of its small size and three very large landowners (State of Michigan, St. Mary's Cement Company, and Township lands), the Township has a relatively small inventory of vacant and developable land, or developed lands suitable for redevelopment. At the time this plan was developed, there were less than 600 acres of buildable land currently available for development.

Most existing residential development is located in the north part of the Township and is characterized by single family dwellings. Most commercial and multi-family housing development is located in the south part of the Township. Almost all vacant land is also located south of the City where it is or will be influenced, to a degree, by commercial development, the US-31 and M-66 highways, the airport and St. Mary's Cement Company's operations.

St. Mary's Cement Company: Of the major landowners, the St. Mary's limestone quarry/cement manufacturing enterprise is the largest. According to the Company, it expects to operate for up to 50 additional years because it has limestone of sufficient volume to sustain the cement manufacturing operation for that long. The most noticeable things about the quarry and industrial operation are its silos, which are visible from both water and land vantage points, and its craters, which are visible from the air. While not available for immediate development, the Company has a plan for reclamation and reuse of the property when the mining operation is completed. The plan is required to be maintained and/or updated as a condition of their special use permit. Whenever re-development of the property occurs, there will be a new burst of growth, probably well into the future.

City Airport: While the Charlevoix City Airport is in the City, it is a visibly valuable

regional asset attributable, in part, to its terminal on US-31 South. This general aviation facility provides charter service to numerous destinations as well as scheduled service to Beaver Island.

Lakes: The lakes (Michigan, Charlevoix, and Round), are the defining features of this region. A substantial amount of the Lake Michigan lakeshore is accessible by the public.

Fishing, swimming, boating, and sightseeing, all related to water, are the heart of the local economy, making it clear that environmental protection is important and anything that would detract from the quality of the lakes would adversely affect the economy of the region.

Golf: Golf has a significant presence in the region with existing golf courses serving as gateways: on US-31 north (Charlevoix Country Club and the municipal course at Mercer) and on Marion Center Road south (Belvedere Club). These facilities make a positive statement for those visiting and those passing through the area.

The Bridge and Highway: Located in the City of Charlevoix, the Pine River Bascule Bridge is one of the truly defining characteristics of the region. It is especially compelling as an icon. It and US-31 comprise the lifeline between the Township's detached segments and proper functionality is crucial.

Geophysical Characteristics: One of the truly unique characteristics of Charlevoix Township is the Lake Michigan Dune formation located on North Point including the Mt. McSauba ski hill in part. The dune extends for more than one mile along the Lake Michigan coastline consisting mostly of stable dune faces, but also including a few blowout areas. Prominent beach ridges also exist around the perimeter of Lake Charlevoix, Round Lake, and the Pine River. The highest elevation (710') in the Township is near the south Township line near Marion Center Road on the site of the Belvedere Golf Course. The most unusual topography is found in the cavernous excavations and the berms surrounding them on the St. Mary's Cement Company property where limestone continues to be removed.

Significant Historical Characteristics: Much of the architectural history of the region has been lost due to the demise of the old and very large resort hotels that thrived during the railroad era, preceding the advent of the automobile. This also holds true for the Pine Point area which was leased to Judge Willis Brown, a Juvenile Court judge in Chicago in 1908. In 1909, 1000 young boys established a tent city to develop citizenship. It was incorporated in June 1910 as National Boy City where it ran for two

years, a forerunner to its later western counterpart, Boys Town.

Probably the most significant architectural feature in the Township is Boulder Park, a residential subdivision that was constructed during the 1920s, consisting of unique rock surfaced homes, many of which were designed and built by Earl Young.

Wetlands and Stover Creek: Larger regulated wetlands are predominantly located in the southwestern part of the Township on lands that are currently owned by St. Mary's and the State of Michigan (Fisherman's Island State Park). They consist mostly of deciduous forested wetlands, but include some coniferous forested and unclassified forested wetlands. Similar wetlands occur near the south border of the Township. There are also a small number of emergent wetlands where water is visible at the ground surface. These are not precisely defined on the attached wetland map and will have to be delineated by those wishing to develop in their vicinity. In the event they are proposed to be disturbed by development, the plans will need to demonstrate avoidance, alternatives, and the mitigation of any wetland losses.

There are also wetlands that are not clearly shown on the wetland map that nonetheless exist and must be protected during the course of development. These may be present anywhere in the Township. Some of these wetlands border Stover Creek and/or have a connection to a lake or stream. These will also need to be delineated and addressed as development occurs. Because Stover Creek does serve as fish habitat (brook trout, chub and related fish types) and is fishable, the wetlands and woodlands adjacent to the Creek warrant special protection to ensure that the shading of the water is not reduced, the temperature of the water remains as low as possible, and turbidity is minimized. Additional wetlands exist along the Boyne City Road near US-31.

CHAPTER 3 DEMOGRAPHICS

(Who are we and how have we changed?)



First Horseless Carriage in Charlevoix

Photo from "A Picture is Worth a Thousand Words." Volume V,
by Robert Miles, courtesy from Charlevoix Public Library

INTRODUCTION TO DEMOGRAPHICS

(What is demographic data? Where do we get it from? What do we do with it?)

Demographic information is data about the people and their characteristics: the number of people, their age, gender, marital status, ethnicity, educational level, income, occupation, how they are housed, as well as additional information. The information we use to assist in the development of this Master Plan is aggregated information about the Township as a whole, **it does not consist of information specific to any one individual.**

Our principal source of demographic information is derived from the U.S. Census Bureau which is conducted every 10 years. Census questionnaires are delivered to every dwelling unit in the United States once every 10 years, completed by the recipient and returned for tabulation. The Decennial Census is required by the U.S. Constitution.

In order to obtain detailed information on a more frequent basis, a program known as the American Community Survey was begun. This survey samples a small percentage of residents of every community with the highly detailed questionnaire on an annual basis. This information is combined with information obtained during the previous five years and is reported for governmental units which have fewer than 5,000 residents. Since this change was made in 2010, we do not have the detailed information available to us for the entire population every 10 years. As a result, we have chosen to use the American Community Survey for the year 2021 for our more detailed information about Charlevoix Township. The data gathered are not as detailed the Decennial Census, but it does provide us with the best contemporary source of information about our residents collectively, with no information being reported on individuals. The use of this information allows us to track changes that are occurring in our Township over time as well as how we compare with other geographic units of government, notably the City of Charlevoix and Charlevoix County.

PERSONAL DATA
(Who are we currently?)

The following describes Township residents in 2021:

<ul style="list-style-type: none">● Total population was 1833● 47.5% or 870 people were male● 52.5% or 963 people were female● 84% or 1543 people were White● 0.2% or 4 people were Black or African American● 5.2% or 95 were Indigenous Peoples● 1.5% or 27 people were Asian● None were Pacific Islanders● 0.3% or 5 people were unclassified● 0.7% or 12 people were multi-racial● 7.5% or 137 were Hispanic● 50.4% or 923 people were married● 15.9% or 292 people over the age of 15 were never married	<ul style="list-style-type: none">● 94.8% of those over 25 had a high school diploma or equivalent● 40.3% over age 25 had a bachelor's degree or higher● 23.3% were under age 20● 17% were age 20-44 (working age)● 26.6% were age 45-64 (working age & early retirees)● 33% were over 65● Median age was 54.5 (up from 47.5 in 2010)● Median age of the City was 48.1● Median age for the County was 49.2● Median age for Michigan was 39.9
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Source: American Community Survey 2021

POPULATION CHANGE

(Have we grown?)

From 1990 to 2021:

- The Township had 1016 persons in 1990, grew by 67% or 681 people between 1990 and 2000, shrank by 3% or 52 persons between 2000 and 2010, then grew by 188 persons or 11% to 1833 in 2021.. The City of Charlevoix population has declined steadily since its high point in the 1970's.
- The number of households increased from 390 to 662 between 1990 and 2000 and increased to 681 by 2010. The number of households increased to 797 by 2021, a gain of 116 or 17% since 2010. (A household is considered as being an occupied dwelling unit.)

Following national trends, the household size for the Township decreased from 2.6 persons in 1990 to 2.5 in 2000, to 2.35 persons per household in 2010 and to 2.2 persons per household in 2021. (This is the number of persons in an average household in the township.)

Source: 1990-2010 U.S. Census Bureau, 2021 American Community Survey

HOUSEHOLDS & POPULATION

Community	2000	2010	2021
	# of Households Population Persons/Household	# of Households & Population Persons/Household	# of Households & Population Persons/Household
Charlevoix Township	662 households 1,697 population 2.56 per HH	681 households 1,645 population 2.42 per HH	797 households 1,833 population 2.30 per HH
City of Charlevoix	1,375 households 2,994 population 2.18 per HH	1,266 households 2,513 population 1.98 per HH	1277 household 2,353 population 1.84 per HH
Charlevoix County	10,400 households 26,090 population 2.51 per HH	10,882 households 25,949 population 2.38 per HH	11,769 households 26,293 population 2.23 per HH

Source: American Community Survey 2021

GENDER BY AGE GROUPS

Charlevoix	Township			City			County		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Age									
9 & under	73	120	193	150	112	262	1,180	1,112	2,292
10-19	126	109	235	62	184	246	1,579	1,563	3,142
20-44	175	179	354	348	402	750	3,378	3,170	6,548
45-64	238	250	488	223	362	585	3,833	3,905	7,738
Over 65	258	347	605	221	289	510	3,077	3,413	6,490
Total	870 (47.5%)	963 (52.5%)	1,833	1,004 (42.7%)	1,349 (57.3%)	2,353	13,047 (50.0%)	13,062 (50.0%)	26,109

Source: American Community Survey 2021

POPULATION GROWTH

(How much will we grow?)

- The 2020 population projections for Charlevoix Township ranged from 2,440 to 3,127. Different organizations made projections in the late 1990's to early 2000's, with all overestimating by a minimum of 25%. Some of this can be attributed to an economic downturn between 2008 and 2011. Other factors have included a shift in population growth to the townships surrounding Charlevoix Township which possess larger land parcels and lower cost properties.
- From 1980 to 1990, the number of households in Charlevoix County grew by 16.8%, from 7,056 to 8,243. During the next decade, the growth rate was 26.2%, and there were 10,400 households in the County. It was estimated the number of households would increase by 25% from 2000 to 2010, resulting in 13,000 households while the actual increase was 4.6%, an increase of 482 households which was again attributable to the economic downturn. The growth between 2010 and 2021 was an 8.1% increase in households which resulted in part from an improving economy.
- During the same time period, the Township grew from 346 households in 1980 to 390 in 1990, which was 3.7% of the County's growth. In 2000, there were 662 households, 12.6% of the County's growth. In 2010, there were 681 households with an increase of 17% (116) by 2021 which resulted in Charlevoix Township having 6.8% of the households in Charlevoix County in 2021.
- The Planning Commission believes the future household growth rate will be approximately 9% per decade for Charlevoix County resulting in approximately 13,000 and 14,000 households countywide in 2031 and 2041, respectively.
- The Planning Commission estimates that the number of households in Charlevoix Township in 2031 will increase by approximately 6.5% from the number of 797 in 2021 to 850, with an increase of 6% between 2031 and 2041, resulting in 900 households, these increases in the number of households will be 6.6% and 6.4% of the County totals in 2031 and 2041 respectively. This growth in households at a lesser rate than that of Charlevoix County is based upon the amount of land available for residential development in Charlevoix Township. Charlevoix Township is geographically the smallest township in Charlevoix County and the majority of undeveloped lands are owned by the State of Michigan (Fisherman's

Island State Park) and St. Mary’s Cement Company. The area of land suitable and available for residential development is located on the west side of the City of Charlevoix south of Park Street and west of Lake Street. We do envision the St. Mary’s Cement Company, at the conclusion of its limestone mining, will convert the property into a sizable, high-end residential development. However, that is not anticipated to begin until 40 to 60 years from now (2065 to 2085). Most of the residential development in the meantime will be infill development into already developed areas or redevelopment of existing residential properties.

- The population numbers reflect that the population of Charlevoix Township has been increasing as a percentage of the County Population since 1990: from 4.7% in 1990, to 6.5% in 2000, 6.3% in 2010, and 6.9% in 2021. As was noted earlier, the City of Charlevoix population has been consistently declining since the mid-1970’s. Of the total combined population of the Township and the City of Charlevoix, the City portion was 63% in 2000, declining to 60% in 2010 and to 56% in 2021. Should this trend continue, the Township of Charlevoix’s population could exceed that of the City of Charlevoix by the year 2041 consistent with national demographic trends.
- While the number of households in the Township has been increasing, the number of persons residing in the average household has been decreasing: from 2.6 persons in 1990 to 2.2 persons in 2021. The information available to the Planning Commission suggests that the number of persons per household will hold steady at 2.2 persons per household until 2031 and will then begin to decline to a level of 2.15 persons per household in 2041 and 2.1 persons by 2051. These decreases reflect the state and national trend of an aging population and a decreasing number of children per household for the families in the child bearing age group.

Charlevoix Township	2021	2031	2041
Household Size	2.2	2.2	2.15
# of Households	797	850	900
Population	1,833	1,870	1,935

Source U.S. Census Bureau-2010 and American Fact Finder 2018-2021 DP04

HOUSING
(How We Live)

- 68% of the dwellings are occupied by persons who consider the dwelling as being their permanent place of residence.
- 32% of the Township’s housing is either vacant or being used as a seasonal residence (used during a portion of the year).
- Many of the vacant or seasonal homes are transitioning to permanent places of residence as people retire to this area and/or are able to work remotely for employers located outside of the area.
- In many instances, seasonal homes are used as Short Term Rentals (rented for periods of less than a month at a time). Vacant homes are being restored and being rented out in this manner as well.
- These vacant and seasonal homes should be considered as year-round homes with respect to their impact on the environment and the capacity for the Township to accommodate seasonal increases in the population.

Charlevoix	2000 Seasonal Homes	2010 Vacant & Seasonal Homes	2021 Vacant & Seasonal Homes
Township	241	289	375
City	644	771	775
County	4,391	5,156	5,679

Source U.S. Census Bureau, 2000 – 2010; American Community Survey 2021

Housing Characteristics in the Township:

- There are 1,173 dwelling units
- 783 (66.8%) of dwelling units are single-family homes
- 175 (14.9%) of dwelling units are either duplexes or contained in multi-dwelling unit structures
- 215 (18.3%) of housing units are mobile homes
- Of the 1,173 dwellings, 798 (68.0%) are year-round occupied homes. The remaining 375 (32.0%) are used seasonally or are vacant year-round.
- 41% of housing units had the same ownership and occupant prior to 2000
- 45 people live in group housing

Charlevoix	No. of Housing Units	Median Value	Year-round Occupied Units	Vacant Units (includes seasonal)
Township	1,173	\$245,800	798 (68%)	375 (32%)
City	2,052	\$192,300	1,277 (62%)	775 (38%)
County	17,448	\$188,800	11,769 (67.5%)	5,679 (32.5%)

Source: American Community Survey 2021

EMPLOYMENT

(What do we do?)

According to the the U.S. Bureau of Labor Statistics:

- 612 Township residents are employed
- 90 Township residents are unemployed
- No Township residents are in the Armed Forces
- 48% of the Township labor force is female
- Of the 102 families with children under 6 years of age, 67 have both parents in the labor force
- Mean commute time in 2021 was 17.1 minutes as opposed to 14.3 minutes in 2010

Current employment information indicates the numbers of persons in the labor force has experienced a drop between 2010 and 2021 in Charlevoix Township, the City of Charlevoix and Charlevoix County. The drop in the labor force may be attributable in part to the Covid-19 pandemic as well as the aging of the population.

Community	2010 Total Labor Force Number Unemployed Unemployment Rate	2015 Total Labor Force Number Unemployed Unemployment Rate	2021 Total Labor Force Number Unemployed Unemployment Rate
Charlevoix Township	867 74 8.5 %	673 71 10.5 %	816 37 4.5 %
City of Charlevoix	1,269 60 4.7%	1,302 64 4.9 %	1,273 57 4.5 %
Charlevoix County	13,220 1,798 13.6 %	13,111 800 6.1 %	12,219 733 6.0 %

Source: U.S. Bureau of Labor Statistic's Local Area Unemployment Statistics Program and the American Community Survey 2021

INCOME
(What do we make?)

- The median household income was \$70,750; the per capita income was \$38,865 in 2021.
- 5.5% of residents have incomes below the poverty level
- 3% of residents over 65 are below the poverty level

Income	# of Households	Percent
Less than \$10,000	10	1.3%
\$10,000 to \$14,999	23	2.9%
\$15,000 to \$24,999	55	6.9%
\$25,000 to \$34,999	52	6.5%
\$35,000 to \$49,999	107	13.4%
\$50,000 to \$74,999	166	20.8%
\$75,000 to \$99,999	139	17.4%
\$100,000 to \$149,999	146	18.3%
\$150,000 and above	99	12.4%
Total	797	100%

Source: American Community Survey 2021

HOW WE ARE EMPLOYED AND WHERE WE WORK

The number of persons residing in Charlevoix Township that are employed has dropped by 17 persons (2%) between 2010 and 2021. The American Community Survey classifies jobs based upon the Standard Industrial Classification System which breaks jobs down into a number of categories that most closely reflects the functions performed. The figures provided below are based upon the responses from residents of Charlevoix Township as opposed to the number of jobs located within the Township. The greatest increase in the actual number of jobs is in the category of “Educational Services, Health Care, and Social Assistance” with a gain of 43 persons (23%) between 2010 and 2021. The category with the greatest number of losses reported during the same time period was a loss of 30 jobs (-49%) in the “Construction” category.

	Charlevoix Township Employment by Sector		
Year	2010	2015	2021
Agriculture, forestry, fishing, hunting, and mining	-	-	1
Construction	61	27	31
Manufacturing	144	101	137
Wholesale trade	13	6	-
Retail trade	74	86	68
Transportation, warehousing, and utilities	50	14	33
Information	-	10	4
Finance, insurance, real estate, rental and leasing	31	57	24
Professional, scientific, management, administrative, and waste management services	56	27	71
Educational services, health care, and social assistance	184	113	227

Arts, entertainment, recreation, accommodations, and food services	126	91	129
Other services, except public administration	23	15	33
Public administration	31	45	18
Civilian employed population 16 years and over	793	592	776

The following list of employers is not intended to be an all-inclusive list but rather provides the reader with a feel for the variety of employers located within the Township. The number of employees at each of these businesses can vary seasonally or with economic conditions unique to each particular business; no attempt has been made to provide an actual number of employees. In addition, many of the residents of the Township work at locations outside of Charlevoix Township. Likewise, many of the jobs being performed at locations within the Township are being filled by persons residing in other communities. This list does not include retail, auto service stations, auto repair facilities, or food establishments.

Major Employers in Charlevoix Township

American Tool & Gauge Aster Brands Bergman Center Boss Landscaping Charlevoix Auto CharEm Intermediate School District Charlevoix Hospital (Munson Medical) Charlevoix ScreenMasters DCL Dry Harbor Marine GIC Sensors Haggard’s Plumbing	Irish Boat Shop Jim Riehl’s Ford Landscape Logic Market Technologies Michigan Scientific North County Community Mental Health NuCore Pearsall Construction St. Mary’s Cement Site Planning Wilmot Electric Wojan Plumbing and Heating
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SURROUNDING MUNICIPALITIES POPULATION
(How do we compare with our neighbors?)

Place	2000 Census	2010 Census	% Change 2000-2010	2021 ACS	% Change 2010-2021
Charlevoix Twp	1697	1645	-3.1	1833	11.4%
Bay	1068	1122	5.1	1028	8.3%
Boyne City	3503	3735	6.7	3819	2.2%
Boyne Valley	1215	1195	-1.6	1379	15.4%
Chandler	230	248	7.8	251	1.2%
Charlevoix City	2994	2513	-16.1	2353	-6.4%
East Jordan City	2507	2351	-6.2	2044	-13%
Evangeline	773	712	-7.9	675	-5.1%
Eveline	1560	1484	-4.9	1541	3.8%
Hayes	1893	1,919	1.4	1712	-10.8%
Hudson	639	691	8.12	638	-7.7%
Marion	1492	1714	14.9	1762	2.8%
Melrose	1388	1403	1.1	1591	13.4%
Norwood	714	723	1.3	773	6.9%
Peaine	244	292	19.7	284	-2.7%
St. James	307	365	18.9	332	-9%
South Arm	1844	1873	1.66	2007	7.1%
Wilson	2022	1964	-2.9	2087	6.2%
Charlevoix County	26,090	25,949	-0.5	26,293	1.3%
Michigan	9,938,844	9,883,640	-0.6	10,050,811	1.8%

Source: U.S. Census, 2000 & 2010; American Community Survey, 2021

SUMMARY

(What does this information mean?)

- The Charlevoix Township population size ranks third highest among the 15 Charlevoix County townships.
- During the 10 year life span of this Master Plan, the population of the Township is likely to surpass that of the cities of Charlevoix and East Jordan.
- While the population is increasing, it is getting older as well, with an increase in the population over 55 and a decrease in school age population. The median age in the Township is older than that of the County by over 5 years and over the City of Charlevoix by more than 6 years.
- The decline in school age population in Charlevoix Township, as well as the surrounding city and townships is having an adverse impact upon the Charlevoix Public School System. This is felt through a continuing decline in enrollment levels and, subsequently, in class size, facility needs, staffing, etc.
- The aging of the population is, and will continue to have an impact on the services that are needed. However, the lack of persons in the age groups that typically fill these necessary roles will be an ongoing challenge.
- The educational level for high school graduates in the Township is similar to that of the County and the State. However, post-secondary education is higher in the Township than the County or State. The percentage of the residents over age 25 having a bachelor's degree or higher is 8 percent points greater than that of the County and 10 percentage points greater than the State of Michigan.
- With the Township having an older and more highly educated population, many of the residents have higher per capita and household incomes. These residents often have the financial means, and in some cases neither the desire or physical abilities to perform maintenance tasks on their properties. This creates job opportunities, however, the area does not have the numbers of employees or workforce to provide these services to the extent they may be desired.
- The increasing costs of housing coupled with the rise in demand, as well as property owners having the ability to utilize their property as Short Term Rentals, has made it cost prohibitive for many persons to locate in the area in order to fill

available jobs. This lack of workforce housing is affecting a number of occupations ranging from retail and service to education and medical.

- When, or if, a solution to the lack of affordable housing is found, the number of dwelling units and households could increase, significantly exceeding the forecasts contained in this plan.
- Vacant land located in the currently developed areas of the Township (infill) will provide for the bulk of the new housing in the foreseeable future given the paucity of vacant land in the Township.
- Charlevoix Township will continue to experience an approximate doubling of its year round population during the summer months as many of the vacant homes, motels and campgrounds are filled during this time. Conversely, during the months of January through March, many of the persons who are classified as being year-round residents depart northern Michigan for warmer climates, resulting in a decrease in the number of residents present.
- During 2020-2022, a national pandemic was declared due to the onset of Covid-19. The long term impacts of Covid-19 on the country and Charlevoix Township remain highly uncertain and present a challenge for future planning
- One mechanism by which the Township is affected is through remote work (i.e., working from home as opposed to being in a traditional place of work). This has resulted in some individuals and families choosing to relocate to their previously seasonally occupied dwellings year-round. Whether employers will continue to allow their employees to work remotely will be decided by each particular employer. Whatever decisions are made could have an impact upon the Township.

CHAPTER 4

TOWNSHIP GOALS

Community planning is a process of establishing goals for future development and determining the means by which these ends may be achieved. Goals formulation is significant in two major ways. First, in terms of the planning process, goals are a principal element in the development of community planning alternatives. Secondly, and equally vital, goals are important in providing a frame of reference for day-to-day decision-making, both public and private.

As indicated previously, the goals defined herein are a product of the Charlevoix Township Planning Commission. They represent the desires of Township residents as stated in public meetings and planning sessions. These goals were first developed as part of the 1993 Master Planning process and continue to be the aims of the Township following their review and update by the Planning Commission in all subsequent versions of this plan.

Housing (Residential)

Goal:

- A decent home and environment for every citizen of the Township
- Planning for diverse forms of housing to meet citizen needs
- Foster a continuing sense of neighborhood
- Balance the needs of year round residents along with the desires of seasonal and short term rental owners

Business

Goal:

- Concentrate new business development at identifiable community centers. Encourage the improvement of existing business facilities

Recreation

Goals:

- Maintain public ownership of recreation land at existing levels
- Encourage expansion or creation of commercial recreation enterprises to selected appropriate locations
- Promote a range of recreation opportunities

Public Services and Facilities

Goal:

- Proactively provide public facilities and services for the benefit of the people of the Township at appropriate levels

Transportation

Goal:

- To improve the character of the present road system through the planning of a transportation system, which causes a minimum of environmental or ecological damage to the Township
Encourage more non-motorized trails, wide road shoulders and complete streets

Open Space

Goal:

- Encourage maintenance, quality and quantity of open space, scenic and natural areas throughout the Township

Natural Resources

Goal:

- Appropriate utilization of land, water, air and other natural resources, including their preservation and conservation

Employment

Goal:

- Encourage increased employment opportunities and a wider variety of year round jobs

CHAPTER 5

GUIDING PRINCIPLES

Guiding principles are statements that represent the essence of what a community values most and wishes either to encourage or not to have violated as growth and change occurs. Because the Township values its current feel and environment, to the extent possible it will utilize the following guiding principles:

1. Retain the character of Charlevoix Township

Charlevoix Township and the City of Charlevoix are socially, economically, historically, and physically inseparable. The City contains the urban civic core, tourist attractions, and services whereas the Township has a very different and newer housing stock along with specialized merchandising opportunities that serve the larger region. The Township values its northern Michigan character, thus it will need to identify, understand, and repeat images that reflect this character as follows:

- Make buildings and landscaping within the US-31 and M-66 corridors the focal points of the corridors, rather than large parking lots
- Encourage mixed-use developments that provide compact places for people to live, work, shop and play with a lesser dependence on the automobile
- Provide greater opportunities for and access to non-motorized trails, sidewalks, and bikeway connections throughout the Township. Create walkable neighborhoods
- Assure that the major access corridors do not become a barrier to pedestrian movement
- Develop an urban design framework that identifies the patterns and characteristics of the community. These warrant being emulated within the highway corridor and establish standards and mechanisms for compliance

2. Make development patterns compact/control sprawl

Sprawl is generally a well understood concept but it is not particularly evident in Charlevoix Township. This is attributable to the barriers that constrain growth such as a limited supply of vacant land and the availability of public utilities. These stimulate infill development instead. Nonetheless, compact development is important, especially in the south part of the Township where the perception of "place" will be affected by how things look to the passing motorist. Compact development is intended to be achieved by the following:

- Promote the use of housing cluster options that are serviced by public utilities, provide a mixture of housing, provide for higher densities, and foster the preservation and interconnection of open spaces
- Promote business development patterns that physically integrate uses and demonstrate physical relationships between existing and future buildings rather than create stand-alone uses on individual sites
- Require shared parking and interconnections between new and existing projects, via roads, shared drives, greenway infrastructure and pedestrian accesses
Discourage strip commercial development

3. Plan for diverse forms of housing

People transition through different forms of housing as they move through different life stages. Likewise, businesses need employees of all income levels and such employees require housing that is affordable in reasonably close proximity to job sites. It is the intent of the Township to provide opportunities for a variety of housing as follows:

- Encourage housing that satisfies the lifecycle housing needs of residents of all income levels
- Accommodate a range of quality affordable housing types to satisfy the needs of employees
- Disperse affordable housing throughout the Township rather than concentrate it in monotype development
- Encourage the development of affordable housing units

4. Preserve open space and natural corridors and patterns

The Township and City occupy lands that are endowed with a wealth of natural resources and open spaces including frontage on: three beautiful lakes, Fisherman's Island State Park, the North Point Conservation Area, Stover Creek and Mt. McSauba to name a few. It is this setting and history that make the Township a highly sought after place to live, work, and play. The perpetuation of the natural character of the Township will depend on how forcefully these features are protected. It is the intent of the Township to:

- Protect the water quality and beauty of lakes and streams by establishing buffer areas along the water's edge that consist of natural vegetation and undisturbed open space and slowing the flow of surface water to minimize soil erosion, pollution and siltation into Township's water resources
- Minimize the loss of vegetation that provides aesthetic and ecological benefits
- Minimize soil disturbances on steep slopes
- Preserve valuable natural resources by encouraging clustering of housing with no

loss of density

- Interconnect valuable natural resources that define the Township and give it character including lakes, wetlands, stream corridors, viewsheds, parks, and historical features
- Create a system of connected open spaces and natural environmental corridors as the organizing structure for future development

5. Maintain the appearance of naturally wooded roadways

Some locations along the primary highway corridors in the Township, and many of the local roads (Waller, Mt. McSauba, Marion Center, etc.) have a heavily wooded character that is as yet unbroken or masks the development that is tucked behind. This natural character should not be allowed to change, in spite of growth, if the character of the Township, as viewed from the road, is to be preserved. Preserving the "green" character along the primary highway corridors will be much more difficult than local roads, but no less important, because commercial land is more valuable and vegetation may block the view of businesses from the motorist. Maintaining naturally wooded roadways should be achieved by employing the following measures:

- Ensure that the development of road and highway frontages incorporates and protects the existing vegetation between the project and the road edge
- Encourage shared parking for commercial uses as a means to reduce the amount of land needing to be disturbed
- Cluster housing within wooded areas and adjacent to tree lines and minimize vegetative clearing
- Prohibit residential structures on ridgelines and in open fields along the road in open fields
- Preserve existing tree lines and canopies along roads
- Identify and preserve viewsheds along roads and protect street ends from development that would block views to the water
- Minimize the number of accesses to the primary highway corridors

6. Maintain existing recreation areas

The Township/City has a substantial number of recreation areas and facilities including public beaches, the Township Park, City parks, the Mt. McSauba Ski Hill, the North Point Nature Preserve, non-motorized trails (Little Traverse Wheelway, Charlevoix-to-Boyne City Trail, Lake-to-Lake trail and [soon] Nakwema Trailway) and Fisherman's Island State Park. These are invaluable resources that define the community, give it character, and provide recreation opportunities for its residents.

7. Develop and maintain safe and quiet neighborhoods

Neighborhoods are the building blocks of the Charlevoix Township community. They need to be designed to be safe and accessible by emergency vehicles and compatible with adjacent nonresidential development so they can be relatively free of adverse influences. Existing neighborhoods are of particular concern. While few of the Township's existing neighborhoods are exposed to heavy traffic, some have relatively poor emergency vehicle access. It is the intent of the Township to influence the design of neighborhoods and to:

- Encourage the establishment of walkable neighborhoods that do not rely entirely on the automobile for accessibility and reduce travel demand
- Employ cluster-housing options and concentrate housing density to establish neighborhoods that are organized around generous open spaces and green infrastructure
Require a mixture of housing types to provide housing choice for residents.
- Require neighborhood road designs that slow traffic and spread it over the broader street network
- Encourage performance standards that minimize noise, visual access, odor, vibration, dust and particulate matter, and the other potential impacts of industrial, commercial, and resource-based land uses on residential areas
- Maintain buffers at the edges of neighborhoods to provide definition and identity and protect them from adverse influences

8. Create attractive places to work and shop

There are manufacturing establishments in the Charlevoix area that provide a reasonable amount of industrial employment. For a community that thrived on industry (lumbering) at inception, it is now primarily a tourist/seasonal resident and service economy. Successful manufacturing businesses will likely produce regionally unique products (e.g. resource-based cement) or produce materials that can be supported primarily by the local market, which means they may be small. It is the intent of the Township to cooperate with the City, County, and surrounding townships to provide places where infrastructure can be extended to support manufacturing and service businesses that are appropriate for the Charlevoix area.

9. Control blight

Blight has no place in Charlevoix Township. The Township has the right to enforce reasonable standards and it has the responsibility to protect the rights of the offending property owner and those others who are affected by his/her individual abuses. It is the intent of the Township to:

- Adopt and enforce a nuisance ordinance that provides for consistency in the definition, processing, and eradication of nuisances that violate the property rights of others
- Communicate openly, frequently, and meaningfully with the public at large to create an understanding of the Township's intent and willingness to abate nuisances

10. Balance property rights and the public interest

Property owners have the right to use their property as they wish within established codes so long as it does not adversely impact others. It is the intent of the Township to:

- Rely on the principles and policies embodied in the Master Plan to help determine the rights of property owners vs. the public interest
- To the extent possible, ascertain and publicly reveal the facts of any land use issue before making a decision
- Make decisions on the basis of sound land use practice
- Keep the public informed and involved in key land use issues
- Minimize the infrastructure that is in the best public interest, yet may adversely affect individual property owners, via geographic placement screening and similar measures

CHAPTER 6

FUTURE LAND USE PLAN

(What do we want to see in twenty years?)

The goal of this future land use plan is to insure that Charlevoix Township will be a healthy community that allows its residents a high quality of life while protecting the sensitive features of the natural environment. This future land use plan incorporates perspectives from the past to guide desired future development.

Twenty years ago the major land use issues and concerns were related to the seasonal nature of the Charlevoix economy. While that issue remains, it has been exacerbated by intense growth pressures from both year-round and seasonal residents. These concerns still exist, along with upgrading the Township's appearance, working toward affordable housing, and maintaining and protecting the quality of the area's natural resources in the face of continuing growth.

Vacant land in the township is limited, therefore, redevelopment will be the primary vehicle of change. Additionally, non-motorized transportation will become a more important part of the Township. This plan divides the Township into separate land use classifications. Each one is specific in describing the type of land use and development patterns that would benefit the Township's future.

While the City of Charlevoix and the Township are separate government entities; they are often viewed as a single entity. As such, it is important to consider the City of Charlevoix together with the Township in the development of this plan. The descriptions relating to the City of Charlevoix are provided primarily to create an understanding of the differences and relationships that exist between these two interrelated municipalities.

SINGLE-FAMILY NEIGHBORHOODS

Existing single-family detached housing comprises the majority of the housing stock in the Township. Most of the area designated as single-family housing has already been developed, however, there are still possibilities for infill housing. Any new development or redevelopment should be compatible with the existing homes. Areas, such as Boulder Park, are historically significant and their preservation should be considered in this plan.

These residential areas are intended to have relatively low maximum densities per acre except that Planned Unit Developments (PUDs) within an area designated as a single-family neighborhood may be allowed to have a greater density. These are encouraged to create usable open space and recreational amenities. Clustered housing is also intended to be permitted in single-family neighborhoods, other than as a PUD, if developed as a condominium subdivision, public utilities are available, and a minimum of 30% of the land is irrevocably preserved as open space.

Uses customarily permitted in single-family neighborhoods include detached single-family homes, home-based businesses, accessory dwellings, bed and breakfast inns, religious institutions, schools, parks and playgrounds, and accessory uses.

NOW	2034
Single-Family Neighborhood Characteristics	What we want to see in 10 years
Predominantly detached single-family homes with public facilities mixed in	Predominantly detached single-family homes built around larger expanses of green space
Individual homes have distinctive characteristics and wooded neighborhoods	Individual homes have distinctive characteristics and wooded neighborhoods
Water and sewer serve some areas	Water and sewer service all of this area

Historic buildings and sites exist here	Historic buildings and sites have been preserved
The majority of all pedestrian access is on the street	Improved non-motorized trails exist between neighborhoods
Strong sense of northern Michigan character	Strong sense of northern Michigan character

What we do not want to happen here in 10 years:

- Loss of character, uniqueness, and history
- Homogenous housing developments dominate the area
- Road dominated developments

MIXED RESIDENTIAL NEIGHBORHOODS

The full range of housing is intended in these neighborhoods, including single-family attached and detached units, townhouses, apartments, seniors housing, and assisted living communities. The overall density of any project is intended to be eight (8) or less units per acre. No such areas currently exist in the Township.

It is the Township's intent to encourage creative developments that allow for a mixture of land uses, residential housing types, open space preservation, along with limited retail, service and employment uses while ensuring that the relationship between such uses is compatible and supportive. Here, the intent is to establish walkable neighborhoods at densities that encourage diverse types of housing development.

It is the intent of the Township to encourage the use of cluster housing and Planned Unit Development (PUD) approaches that provide for integrated non-residential support services that serve nearby residents. Not more than 15% of the land area in any development is intended to be used for retail, service and employment uses. Where such commercial uses are totally integrated with residential uses, such as live/work units and apartments above retail, they are not intended to be counted as part of the 15% allowance. All of the developments should have a recreation component, non-motorized trails, and, where shoreline is present, preservation of the Lake Charlevoix and Lake Michigan shorelines as public open space.

Generally, uses within airport approach zones are intended to have very low occupancy levels and low buildings to minimize aviation hazards. Buildings throughout are intended to be relatively small in size and large complexes with all the same building types are not desired. This is an area of mixed housing and each project is intended to have at least two different housing types. Mixed Residential Neighborhoods should be served by public sewer and water.

Any project in a Mixed Residential Neighborhood shall be required to provide an escrow account to assure proper completion of all conditions required at the time of project approval. A long term escrow shall also be required to support adaptive reuse conversion in the case of project abandonment.

NOW	2024
Mixed-Residential Neighborhood Characteristics:	What we want to see in 10 years:
Majority of areas are zoned agricultural and mining, but are not being actively farmed	Creative developments with mixed densities and a variety of housing types
Located near the entrance of the Township	A welcoming gateway into Charlevoix
Have access either off of or near US-31	Access management on US-31 & M-66
Limited infrastructure	Improved infrastructure
Very limited trail connections	Trail connections between neighborhoods and along major roads
Sensitive environmental features	Preservation of environmental features

What we do not want to happen here in 10 years:

- Developments that do not connect with each other or to adjoining municipalities
- Homogenous housing developments dominate the area
- Unimaginative housing
- No sense of arrival into Charlevoix Township
- Strip development along US-31 & M-66

COMMUNITY SERVICE CORRIDORS

These areas are located in both the Township and the City along south US-31 and M-66; they are transition areas where houses are being converted to businesses and they are becoming mixed-use corridors. Here, buildings are the focus of the corridor because they are built near the right-of-way line with side parking. This effectively reduces the visual width of the highway by giving the edges a street wall for definition. There are drive-thrus and automobile dependent uses in these locations as well as offices, motels, and service establishments. These uses are very acceptable when they are designed to be pedestrian friendly, of small scale, and compatible with residential uses.

NOW	2034
Community Service Characteristics	What we want to see in 10 years:
Mixture of homes and businesses	Mixture of homes and businesses
Businesses are small scale and compatible with the residential uses	Businesses are small scale and compatible with the residential uses
Most of the parking is behind or to the side of commercial buildings. Parking lots are small	Parking behind commercial buildings in parking lots that have low visibility from the highway
Buildings close to the road	Buildings close to the road
Lack of sidewalks and good pedestrian access	Sidewalks and good pedestrian access
Provide basic shopping needs	Provide basic shopping needs
Residents and tourists shop here	Residents and tourists shop here
Many businesses owned by local residents	Many businesses owned by local residents
Minimal formula architecture and signs	Minimal formula architecture and signs
Unsafe corridor crossing	Designated crosswalks with islands

What we do not want to happen here in 10 years:

- Changes in building placement
- Businesses, that due to design, are not compatible with neighboring residential uses
- Uses that are solely automobile dependent

COMMERCIAL BUSINESS CENTERS

These areas along the US-31 corridors (both north and south) and along M-66 are already zoned commercial and contain a variety of commercial uses including hardware stores, garden stores, automobile and boat sales and plumbing contractors. No single tenant occupancy dominates this area.

The important characteristics of this area are:

- Size
- Nature of operations
- Visibility from US-31 and M-66
- Potential impact on existing businesses
- Traffic generation
- The need for adaptability for reuse
- The potential to be abandoned due to changing market conditions (thus creating blight conditions)

Thus, single tenant buildings or occupancies that have a footprint area exceeding 20,000 square feet, shall be subject to the Township's special use permit process. New retail buildings exceeding a footprint area of 50,000 square feet should be required to provide market and traffic impact studies and adaptive reuse plans in addition to the standards required for smaller occupancies. This will allow the Township to assure, through a special approval process, that:

- Large buildings and occupancies are consistent in appearance and scale with the northern Michigan character of buildings in the Charlevoix area
- That larger buildings are designed to be reused from the onset in case of abandonment
- That the market can absorb the new footage with minimum impact on existing businesses
- That there will be no unintended impacts on the community or the surrounding neighborhood.

A single tenant building that is intended to have a footprint area of 50,000 square feet or more must demonstrate exceptional value-add to the community. Imposing additional standards and requirements and limiting the size of single tenant occupancies, and therefore buildings, is necessary to protect the gateway appearance of highway corridors, assure that they fit the character of the community, and limit the possibility that large scale developments (which have a relatively greater potential to be abandoned) and do not become blighting influences on the community. Further, the

employment of special use permit approvals and limitations on size are intended to make large buildings appear smaller and more adaptable to reuse in the future. Any project in a Commercial District shall be required to provide an escrow account to assure adequate capital is available to provide proper completion of all conditions required at the time of project approval. A long term escrow shall also be required to support adaptive reuse conversion in the case of project abandonment.

US-31, Boyne City Road, and M-66 serve as entrances and/or gateways to the Charlevoix Area. As such, it is important that they retain the northern Michigan character. Because they are in the most visible of locations, inappropriate commercial development has great potential to destroy the visual character of the Township. The Township wishes to avoid disruptions such as parking lots, traffic conflicts, formula architecture and sign clutter.

The intent is not to create a traditional downtown development pattern, but to regulate the location and appearance of buildings, parking, access, and landscaping in these critical transitional locations to make them consistent with the northern Michigan character of the Charlevoix area. Here the height, scale, size, and style of buildings will be important, as will the relationship of buildings to the street, parking areas, and buildings on adjacent sites. Also important will be the degree to which gateways are identified and protected to create a sense of arrival and recognition for the place being entered. Here, buildings are intended to be nearer the road and have well defined and finished facades that face and are parallel to the Highway with generous window areas. Parking is discouraged in the front yard. Sidewalks shall be provided by developers to allow for non-motorized transportation within or near the right-of-way to offer continuous access from one property to the next.

This district allows for accommodation of a broad range of businesses including: commercial, retail, food service, tourist accommodations, commercial services, office, warehouse, and wholesale uses, excluding manufacturing. PUD is encouraged for mixed-use developments wherever possible. PUDs may also allow residential and light manufacturing uses.

Any project in a Commercial Business Center shall be required to provide an escrow account to assure proper completion of all conditions required at the time of project approval. A long term escrow shall also be required to support adaptive reuse conversion in the case of project abandonment, especially for larger commercial buildings.

Now	2034
Commercial Business Center Characteristics:	What we want to see in 10 years:
Some large-scale buildings that are out of character with the northern Michigan character	Successful and attractive businesses that are consistent with the Charlevoix northern Michigan character
Some large parking lots	Small and low visibility parking lots and reduced pavement areas
Automobile dependent uses. No pedestrian access	Connected uses that reduce the number of curb cuts
Businesses are visible along US-31 and M- 66 and have many discrete access points	Access management and spacing along US-31 and M-66 to improve safety and to provide for non-motorized access
Buildings with very large blank walls	The appearance of smaller buildings even if they are quite large
Metal and block buildings	Buildings that reflect a northern Michigan character in terms of their size, scale and quality materials and facades

What we do not want to happen here in 10 years:

- Large buildings that are not consistent with the appearance of the community
- Large and visually unappealing parking lots
- Dominance of big-box structures along US-31 and M-66
- Numerous driveways onto US-31 and M-66
- Large vacant buildings for extended time periods

BUSINESS PARK

These are places where people work, consisting of manufacturing from previously prepared materials, testing and research laboratories, office, warehousing, wholesaling, retail and services establishments. Access to Business Park areas is intended to be from primary or secondary roads, not residential roads.

Now	2034
Business Park Characteristics:	What we want to see in 10 years:
Typically people who work in these areas live in the Township, City, or surrounding areas	Typically people who work in these areas live in the Township, City, or surrounding areas
Limited job opportunities with a strong dependence on service and tourism	An increase in high quality businesses and plentiful job opportunities paying good wages
Some land & buildings are underutilized	Attractive workplaces that are in scale with the Charlevoix northern Michigan character
Adjacent or close to US-31	Adjacent or close to US-31
	This is a desired place to work

What we do not want to happen here in 10 years:

- Loss of jobs
- Increasing dependence on tourism employment
- Unappealing places to work

MARINE CENTER

There is only one such area in the Township, located on the shores of Lake Charlevoix at the end of Stover Road. It consists of a marina, boat launch, boat storage, boat repair, and boat and parts sales. This is the only segment of shoreline in the Township that is not required to provide a shoreline protection zone due to the nature of the use and the need for boat access. It is the intent of the plan to encourage the prudent use of the shoreline and protect the quality of Lake Charlevoix's waters. This facility is valuable to the Charlevoix Area and it must continue to be compatible with surrounding uses.

Now	2034
Marine Service Center Characteristics:	What we want to see in 10 years:
Marina that allows boats to access Lake Charlevoix	Marina that allows boats to access Lake Charlevoix
Popular area for residents and tourists	Popular area for residents and tourists

What we do not want to happen here in 10 years:

- Abandonment of the marina
- Degradation of water quality attributable to fuel spills or related activities

**TRANSPORTATION CENTER
(AIRPORT)**

The airport is in the City of Charlevoix, but its influence will increasingly extend into the Township as changes in use occur in the surrounding area. The facility will not only stimulate airport related development, it will shape and influence development in its vicinity over time where ground hazards to air traffic will need to be minimized in the interests of flight safety. It is, therefore, important that surrounding land uses are compatible with aviation in terms of building height and use.

Now	2034
Transportation Center Characteristics:	What we want to see in 10 years:
Airport serves local and regional residents	Airport serves local and regional residents
Flight paths are compatible with the reuse of quarry lands	Flight paths are compatible with the reuse of quarry lands

What we do not want to happen here in 10 years:

- Relocation of the airport
- Compromised safety where flight paths and land use interface

NATURAL RESOURCE CORRIDORS

Lakes and streams are the backbone of the area's economy. Following good environmental stewardship practices ensures the protection of these resources which, in turn, helps ensure the economic vitality of the area. Where present, these lands also act as aesthetic natural dividers between land uses. Although much of the lakeshore is already in public ownership, some of it is privately owned and will likely remain so well into the future.

Public ownership and access to the Lake Michigan and Stover Creek shorelines is desirable. As such, it is important to provide as much non-motorized public access as practicable for the entire shoreline from Fisherman's Island State Park to the North Point Natural Area and to employ surface water management practices that will protect the quality of Lake Michigan's water. A minimum 100-foot riparian buffer shall be required on both sides of Stover Creek to protect it from storm water incursion and ensure its health for riparian and aquatic organisms including fishes. Wetlands connected to the Creek that extend beyond the required buffer are also intended to be protected as part of the buffer area.

Given their importance to the area, it is critical to protect and improve the quality and aesthetic appearance of natural shorelines, as well as lake and stream water quality. This will be achieved through a combination of stormwater best practices, establishment of buffers, conservation and rehabilitation of natural areas and control of invasive species. Erosion protection measures, while necessary during times of high lake levels, shall not result in permanent shoreline hardening. Furthermore, although much of the area's riparian lands are already occupied by homes, land should be acquired or protected for public use by purchase or imposition of conservation easements where practicable.

Many locations in northern Michigan have allowed development along their natural resource corridors that have negatively impacted the scenic views and the environment. Charlevoix Township has an opportunity to prevent this type of development and should strive to keep its natural areas free from development.

Now	2034
Natural Resource Corridor Characteristics:	What we want to see in 10 years:
Limited open land area along Lake Michigan, Lake Charlevoix and Stover Creek	Limited open land area along Lake Michigan, Lake Charlevoix and Stover Creek with improved public access
Visually appealing areas	Visually appealing areas
Sensitive environmental resources	Sensitive and sustainable environmental resources
Main component of the Township's identity	Main component of the Township's identity
Provide natural separations between land uses	Provide natural separations between land uses
Limited shoreline barriers	Fewer shoreline barriers
	Regional recognition for the protection and quality of these resources
	Retain public natural areas along lakes and streams; expand as opportunity allows

What we do not want to happen here in 10 years:

- Over development of natural resource corridors
- Environmental and visual degradation of natural areas
- Loss of vegetation
- Environmental contamination
- Pollution of the water resources
- Degradation of riparian and aquatic plant and animal communities
- New invasive species or dominance of natural areas by invasive species

PUBLIC OPEN SPACES

These are publicly owned lands including major parks, conservation open space, natural feature protection areas, buffer areas, and greenway connections with trails that connect to and throughout the Township and thus offer an alternative to motorized traffic. While most of this acreage is already in public ownership (Fisherman’s Island State Park and the North Point Nature Preserve), linear greenways are intended to be established as integral parts of developments and as separators where land use changes occur. These are areas to bike, walk, hike, and play.

Some of these areas are parallel and adjacent to US-31, M-66 and Boyne City Road where the intent is to maintain the appearance of green roads rather than allow them to take on a purely commercial look. While not all of these spaces are publicly owned, the intent of the Township is for these to be generously landscaped areas and, where appropriate, existing vegetation is preserved. They are intended to have larger setbacks to protect the northern Michigan roadside character and to provide for a trail that is continuous from one property to the next.

Now	2034
Public Open Space Characteristics:	What we want to see in 10 years:
Individual open spaces	Connected and integrated open space network of non-motorized trails
Visually appealing area	Visually appealing area
Sensitive environmental resources	Sensitive and sustainable environmental resources
Some public ownership	Mix of private and publicly owned lands
Limited pedestrian accessibility	Non-motorized accessibility
Commercial appearing roadsides	Green roadsides while accommodating development

What we do not want to happen here in 10 years:

- Development inhibiting connectedness
- Loss of valuable vegetation and natural features in highly visible locations
- Total dependence on the automobile for transportation
- Well landscaped commercial frontages

PUBLIC & QUASI PUBLIC SERVICE CENTERS

These places are more than "structures," they are service centers that should be thought of as landmarks and places that reflect Charlevoix's character. They include places such as the Hospital, the Belvedere Club Golf Course, the Charlevoix Country Club, the Cherry Pie monument, cemeteries, Stroud Township Hall and surrounding recreational areas. While the Township Water Works and the City Sewage Treatment Plant provide necessary public services and are considered to be public service centers, they would not be considered as being landmarks that reflect or create the character of the Township.

Now	2034
Public/Quasi-Public Service Center Characteristics:	What we want to see in 10 years:
Services are adequate to serve the current population	The ability to expand services as appropriate to satisfy future needs
Structures are compatible with their surroundings	Structures enhance and create identity for their surroundings
People use these as social gathering spots	People use these as social gathering spots
Service sharing to optimize costs	Service sharing among municipalities to be cost-effective

What we do not want to happen here in 10 years:

- New structures without the northern Michigan character or that look like they do not belong in the area
- Duplicative services and facilities both within the Township and with surrounding municipalities
- Inadequate services which increase operating, compliance or resolution costs

TEMPORARY MINING--FUTURE MIXED USE VILLAGE

A significant percentage of the Township's land is owned by St. Mary's Cement Company and is operated as a cement quarry and associated processing facilities. Located in Sections 28, 29, 32, and 33, the quarry may continue to operate for approximately 50 years, well beyond the life of this Land Use Plan. On the other hand, circumstances do change for a variety of reasons. Thus, the Township is committed to partner with St. Mary's in the event that changes occur sooner than might otherwise be expected. Because of its large size and location on Lake Michigan, the reuse of the St. Mary's property will be unique and it has the potential to have a major impact on the community. While a compact pedestrian oriented development is desired, there will need to be assurances that nearby neighborhoods and the Fisherman's Island State Park are protected from development incursions and traffic impacts.

The use of the property is expected to continue to be quarrying; any change in use shall be reviewed and approved as a Planned Unit Development. The Township shall annually review the present mining permit in accordance with the Mineral Resource District Ordinance to assure compliance for as long as the impact of operations are felt in the community. Should issues arise, the Township is committed to working with all necessary parties to resolve the issue(s).

Sometime prior to cessation of mining operations, St. Mary's will be required to submit a specific plan for the restoration and reuse of the property in a manner that is reflective of the best interests of the Township while having market viability. When that happens it is the Township's intent to encourage the establishment of a self-contained compact village with a lake or marina as its focus, a village center, generous parkland and pedestrian linkages including public access along the entire perimeter of the Lake Michigan shoreline, along with a variety of complementary and supportive uses including a variety of types and costs of housing. A great deal of flexibility is intended to be allowed provided the existing developments that border the site are protected from new development to the maximum degree possible, especially Boulder Park and the Fisherman's Island State Park where buffer yards will be needed.

The area should be pedestrian friendly and transit accessible to minimize automobile trip generation. Maximum development intensity or density will have to be determined on the basis of performance and its impact on the surrounding community, particularly traffic, stormwater management, etc.

Now	2034
Temporary Mining--Future Characteristics:	What we want to see in 10 years:
Active mines and quarries	Compliance with the Township mining ordinance
Closed mines	Restored land masses with other uses
Employment area	Employment area
Not visible from the highway	Not visible from the highway
	Remediation that meets or exceeds all government regulations, including federal, state and local bodies
	Meets or exceeds all environmental regulations

What we *do not want* to happen here in 10 years:

- Environmental degradation of the St. Mary's property and surrounding areas
- Abandoned mines on the landscape
- Contaminated areas

ROADS AND HIGHWAYS

Roads and highways are intended to support land use, not dominate it. They can have a huge adverse visual and functional impact on the community unless they are designed to fit the place. Roads and highways should be appropriately sized for the current and anticipated traffic and safety requirements.

It is therefore the intent of the Township to keep all roads and highways as narrow as practicable, consistent with land use, and to get the greatest efficiency from the system. This will be achieved by influencing designs that strive for appropriate cross-sections, improved intersection capacity, adequately spaced accesses, and alternative accesses that minimize the highway functioning as part of businesses parking and maneuvering areas. They must also accommodate non-motorized transportation.

Now	2034
Roads and Streets Characteristics:	What we want to see in 10 years:
Limited consideration of flexible road and highway designs	Road and highway designs tailored to the neighborhood and future desired land use
Automobiles are the dominant way to travel	Reduced dependence on the automobile due to the availability of non-motorized trails and public transit
Not all roads and highways provide for safe travel due to many access/conflict points	All highways provide for safe travel
Some roads are not visually pleasing	Majority of the roads have improved visual aesthetics
Relatively narrow roads	Efficient, yet narrow, roads with enhanced intersection capacity
Limited non-motorized roadway shoulders	Increased accommodation of non-motorized trails, including separation from traffic lanes where conditions allow

What we do not want to happen here in 10 years:

- Roads and highways that have widths that are inconsistent with their surroundings and traffic volumes
Total dependence on the automobile for travel.
- Loss of northern Michigan character attributable to excessive widening of roads and highways
- Creation of barriers to pedestrian access by excessively widening roads and highways

SPECIAL LAND USES

It is the intent of the Township to insure a high standard of land use compatibility by imposing strict site development and locational standards on sexually-oriented businesses, telecommunications towers, alternative energy systems, mining operations, solid waste transfer stations, chain stores, retail buildings that exceed a footprint of 20,000 square feet and other similar uses.

Special land uses have characteristics that have a far greater potential adverse impact on adjacent properties and on the community as a whole than others. Some special land uses must be restricted as to location because they have characteristics that are not always compatible with other uses permitted in the district. Still others need to be restricted in size because they may be too large and out of character with the community, increasing the possibility that existing land uses will be adversely affected. Greater scrutiny of plans is needed at the time of development and monitoring is needed throughout the life of the project to minimize the potentially adverse effects of special land uses on the community and the surrounding neighborhood by requiring a complete evaluation of all potential impacts and their magnitude, and establishing conditions that will assure compatibility.

Specifically, it is the intent of the Township to:

- Limit sexually-oriented businesses to commercial locations that are not in close proximity to homes, churches, schools or other places where citizens live, play, worship
- Allow telecommunications antennas throughout the Township, but strictly limit towers as to type, size, design, and location so they will have the least visual impact on the community and do not interfere with aviation
- Preclude new sand and gravel operations in the Township except as required to prepare a site for development
- Control the view, location, and operating characteristics of solid waste transfer stations
- Limit the floor area of new single tenant occupancy retail buildings to be in scale and appearance with the area's northern Michigan character unless the Township is assured that the effective size of the development is visually reduced by the application of established design standards for building placement, architecture, lighting, landscaping, access, and parking and loading
- Limit the sum of the floor area of a single tenant occupancy to a footprint area of not more than 20,000 square feet

Now	2034
Special Land Use Characteristics:	What we want to see in 10 years:
Telecommunication towers, wind energy conversion systems, mining operations, and retail buildings exceeding a footprint area of 20,000 square feet are relatively few in number and currently have little visual and sociological impact on the community	Special land uses that fit into the fabric and character of the community and are neither visually nor sociologically obtrusive
Some of these uses have no standards and are not supported by public policy	All of these uses have site-specific standards and appropriate policy support
Usually experience public opposition	Extraordinary standards are accepted by the public
Site-specific standards are current and legal	Site-specific standards are current and legal

What we do not want to happen here in 10 years:

- Offensive uses in or near places where people live and children congregate such as neighborhoods and schools
- Adverse impacts on property values
- Visually obtrusive uses that dominate the landscape
- Large buildings that appear to be out of character with the community

ALTERNATIVE ENERGY SYSTEMS

As yet, the Township does not have any Alternative Energy Systems. That said, it is our intent to allow both solar and wind energy systems subject to the following conditions:

- Limit alternative energy systems in size, design, intensity, and location so they will have the least visual impact on the community and not interfere with aviation
- Assure that such facilities will have an escrow or bond sufficient to complete remediation at end of life. The Township does not have nor intend to allow any commercial wind energy systems. All Alternative Energy Systems shall require a building permit

Alternative energy systems may include both private use and commercial generation. Private use systems are those on a new or existing dwelling unit or on the land of a dwelling unit.

Private use systems shall be guided by the following principles:

- Electricity generated and/or stored by the systems must be for the use of that dwelling unit or that within the multi-family dwelling complex only. Commercial sales of such energy, other than directly back to a public utility, shall not be allowed
- Such energy systems may be mounted on the building structure or may be ground mounted
All such systems must be in compliance with building codes and local fire codes
- Any ground-mounted system shall be fenced or otherwise made inaccessible to unauthorized persons, pets, and wildlife.
- Any ground-mounted systems shall be screened to minimize the visual impact on neighboring properties or the street
- Wind energy systems shall be subject to criteria regarding: height, setback and visibility from adjoining property

Solar systems used for commercial generation shall be guided by the following:

- Such systems shall be ground mounted
- Commercial sales of such energy other than directly to a public utility shall not be allowed
- All such systems must be in compliance with building codes and local fire codes

- Developers of such systems shall create an escrow account or post a bond that is of an amount sufficient to allow decommissioning of the system and remediation of the property at the end of its useful life
- Such systems shall not exceed a height of 20 feet above the median ground level of the property
- Such systems shall be fenced or otherwise made inaccessible to unauthorized persons and pets
- Such systems shall be screened to minimize the visual impact on adjacent properties or from the street
- Such systems may be repowered from time-to-time as is necessary to continue their commercial application
- A detailed site plan must be provided as part of the permit application process. A detailed site plan review process shall be conducted
- Allowances to the above criteria may be made for small panels powering a single local device

What we do want to see in 10 years:

- Any new, remodeled or redeveloped commercial facility shall include a review and possible inclusion of solar energy systems

What we do not want to see in 10 years:

- Unsightly Alternative Energy Systems
- Systems that do not allow for constructive re-use
- Systems that do not include funds necessary for decommissioning and remediation

CHAPTER 7

TRANSPORTATION PLAN

The transportation plan consists of two principal arterial roads (US-31 and M-66), two minor arterial roads (Marion Center and Boyne City Roads), and collector and local streets. Access management is a major component of this plan. All Township roads should include provisions for non-motorized pathways.

Arterials

US-31 and M-66 are both classified as Principal Arterial Roads under the National Functional Classification System. Their primary function is to carry relatively high volumes of traffic, medium to long distances, to and through the Township. The intent of this plan is to allow a relatively few well-spaced direct land access (i.e. curb cuts), primarily away from road intersections as well as shared commercial driveways, to give preference to alternative accesses wherever possible, to signalize intersections with other arterial roads, and to have no on-street parking. Arterials are primarily intended to carry through traffic, not to provide direct access to individual homes and businesses. Limiting the number and type of direct accesses will provide for less conflict and safer travel, except at intersections and driveways where turning lanes may be warranted to facilitate traffic safety and efficiency. Access management is especially needed throughout all segments of US-31 and M-66 in Charlevoix Township to maintain the efficiency and safety of the road. Any specific plans will require MDOT approval in addition to Township approval.

Marion Center and Boyne City Roads are classified as minor arterials, the function of which is to carry medium volumes of traffic medium distances to and through the Township. Marion Center Road is not a commercial road and therefore does not require the application of access management standards except at its intersection with US-31 where intersection corner clearance standards apply. Boyne City Road is intended to satisfy access management requirements. These roads are intended to be both two lanes wide with turning lanes at street intersections as well as shared driveways. Any specific plans will require Charlevoix County Road Commission approval in addition to Township approval.

Collector Streets

Collector streets such as Mercer (south of Waller), Waller, McSauba (south of Waller) and Bells Bay Roads are intended to carry moderate volumes of traffic for relatively short distances, collecting traffic from local streets and distributing it to other collectors and arterials. These are intended to be built to a standard that is capable of carrying moderate volumes of traffic with paved surfaces and ditches for drainage. Collector streets are intended to be two lanes wide with space for non-motorized pathways. Turning lanes may be warranted at some intersections and driveways. Wherever possible, direct access to collectors should be limited to roads and shared driveways. Design practices and features that slow traffic to safe speeds for that environment are encouraged. All collectors are intended to be public streets and have a minimum surface width of 24 feet plus space for non-motorized pathways.

Additional collector streets and perhaps one minor arterial road may be required to service the Mining District property, allowing for limited connections to the street system to the east and one or two connections to US-31 to the south. The need for these roads is too far into the future to determine if and where they will need to be located.

Local Streets

Local streets are primarily intended to carry neighborhood traffic short distances to and from homes and businesses and collector streets. These are intended to be either public or private streets with two moving traffic lanes, paved surfaces, a minimum surface width of 20 feet where on-street parking is not allowed, and a minimum of 40 feet of right-of-way. The minimum surface width for local streets with parking on both sides is intended to be 26 feet, allowing for a "yield" traffic flow where cars must weave to avoid parked cars when opposing traffic is present. Street design is encouraged that slows traffic to less than 30 miles per hour, employing traffic calming measures.

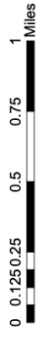
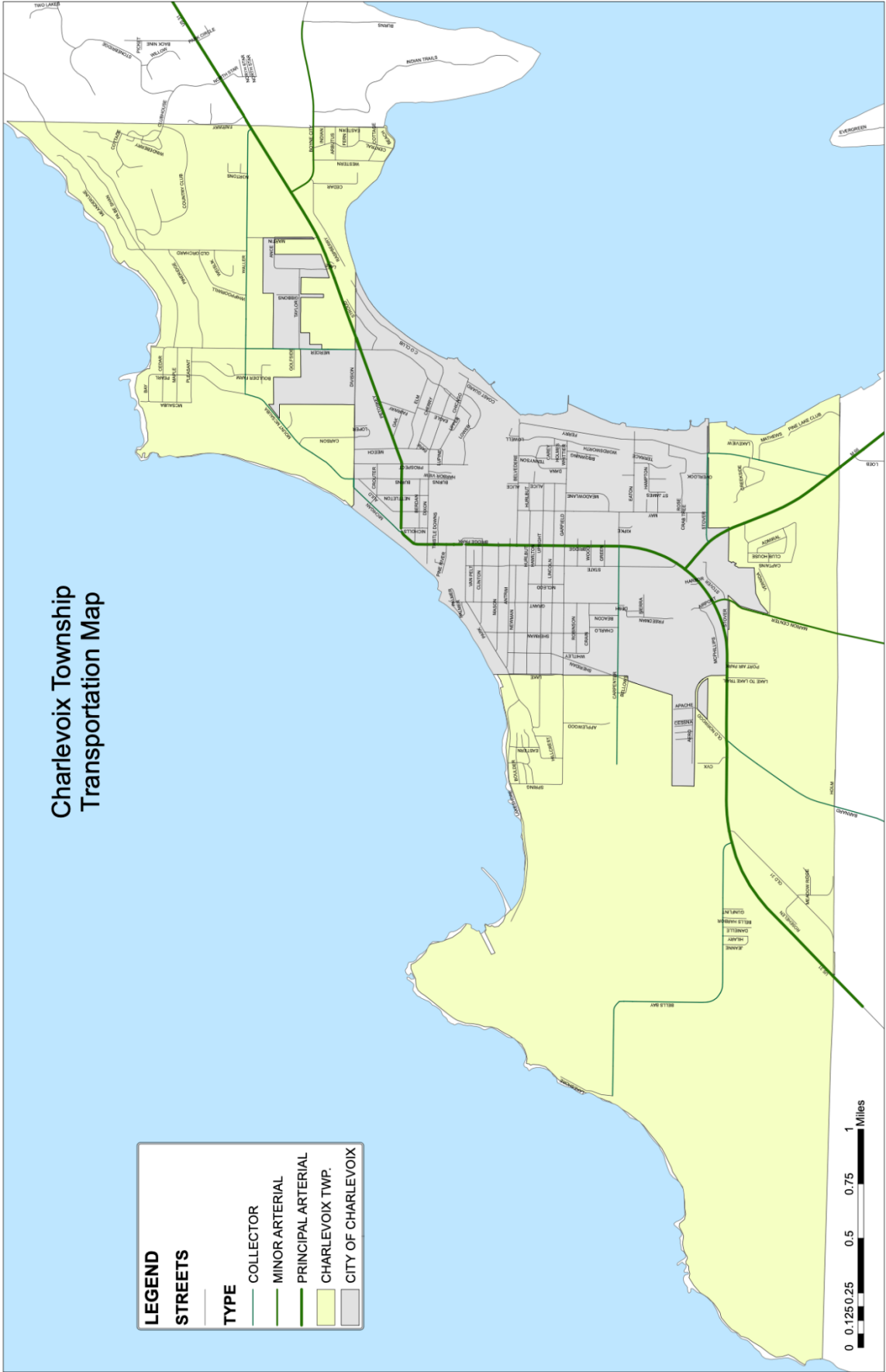
Trails

Non-motorized trails are an important part of the transportation plan so they must be given specific consideration to prepare for staged improvements that may correspond with future road improvements and new developments. Major trails (minimum of ten (10) feet in width with four (4) feet of separation from the roadway, ideally with two (2) feet of

open clearance on either side) are intended to be constructed within the US-31, M-66, Marion Center and Boyne City Road rights-of-way, when these roads are upgraded, to provide necessary linkages to the Nakwema Trail, the Little Traverse Wheelway, the Charlevoix-to-Boyne City Trail and the Lake-to-Lake Trail. Minor trails are intended to be integral parts of all of the mixed-residential neighborhood developments and the future mixed-use village that is intended for the Mining District property. These developments are intended to be walkable communities that give priority to trails and sidewalks as both transportation and leisure facilities while still accommodating automobiles.

Charlevoix Township Transportation Map

LEGEND	
STREETS	
TYPE	
COLLECTOR	(Thin grey line)
MINOR ARTERIAL	(Thin green line)
PRINCIPAL ARTERIAL	(Thick green line)
CHARLEVOIX TWP.	(Light green fill)
CITY OF CHARLEVOIX	(Light grey fill)



CHAPTER 8

PLAN IMPLEMENTATION

Sanitary Sewer Service

The City of Charlevoix owns and operates the municipal wastewater treatment plant and provides service to most areas of the Township via agreements between the Township and City. The City owns, operates, and maintains the collection system in areas of the Township that are serviced by the City. Since it would be neither cost-effective nor possible from a regulatory standpoint, to build a second treatment plant, the continuation of a strong and mutually beneficial relationship with the City is essential to the health and welfare of the entire region.

The Master Plan calls for all areas of the Township to be serviced by public sanitary sewers in the future. There will be an increasing need to extend sanitary sewer service to areas where:

- There are problems with existing septic systems
- Development density and types of uses warrant public sewers
- Site conditions limit the performance of septic systems
- It is feasible to construct sewers due to increasing land values

Areas identified by the Township Sewer Master Plan as priorities are:

- US-31 South
- Boulder Park
- North Point
- Old US-31

Areas designated for further study are:

- The US-31 North Commercial Area
- Homeland and Beachwood Subdivisions
- Birchwood Ranch Homes

Since that plan was created, extension of the public sewer system has taken place, most significantly south along US-31 to the general location of the South Side Fire Station. Given this extension, consideration should be given to continuing the southern extension of this portion of the sewer system southward along Old US-31 given the recent development and potential for additional development in that area.

Annexation as an Economic Development Tool

Traditional annexation is not likely to take place without an agreement between the Township and City, though a negotiated annexation may have application at some time in the future. An alternative approach would be the use of what is termed contract annexation under Public Act 425 of 1984, which would allow the conditional transfer of property from the Township to the City for up to 50 years for the purpose of economic development. Further, it would allow the City to provide public services to an economic development project that would benefit the region while allowing the Township and City to share the property taxes generated by the project. This tool may be of significant value in the future to attract a large employer or new tax base.

Intergovernmental Cooperation as a Way To Survive

Most state revenue sharing has been eliminated. This results in the need to consider and implement new relationships with governmental entities to make local governance as efficient as possible. Consideration should be given to the consolidation of governments, joint planning initiatives, cooperative grant applications, and a variety of new structures and relationships that will allow for governmental viability and the channeling of limited resources to the areas that are the most in need of them.

Capital Improvements Program to Allocate Limited Resources

Five-year capital improvements programs (CIPs) are necessary for all units of government. Only the highest priorities will be able to be funded so plans for large expenditures (those exceeding \$10,000) will need to be programmed and sources of revenue identified based on need. The State of Michigan expects Townships to have comprehensive CIPs which include: roads, parks & recreation facilities, fire equipment, water systems and similar improvements. The Township should prepare a CIP that includes all capital needs over the next five years, assesses the costs of those improvements, prioritizes their implementation, and demonstrates how and where funds will be found to make the improvements. The CIP should be incorporated into the annual budgeting process and updated annually.

INSERT FUTURE LAND USE MAP HERE!

TOWNSHIP ZONING PLAN

The Michigan Planning Enabling Act (PA 33 of 2008) requires a Master Plan to contain a component referred to as a Zoning Plan. The requirements of the Zoning Plan are not spelled out, however for the purposes of the Charlevoix Township Master Plan, we are using the following methodology to both fulfill this requirement but to make clear the relationship between the Master Plan and the Zoning Ordinance.

The Charlevoix Township Master Plan is the documentation of the community's future vision for how the community desires to see itself grow and develop into the future, which has been developed through a public process. The Master Plan is implemented by way of guiding public investment in both the current and future improvements throughout the Township. The plan guides in budgeting and expenditure of public funds for the provision of, or improvement to public infrastructure such as the transportation network, public utilities, provision of public safety and recreation facilities including fire stations and parks. The Master Plan also assists in the identification of potential availability of grants and other non-property tax funded dollars the Township may desire to seek to assist in implementing the Master Plan. The Master Plan is also a key determinant in the development and subsequent updating and revision to the Township Zoning Ordinance.

The Charlevoix Township Zoning Ordinance has been developed under the auspices of the Michigan Zoning Enabling Act (PA 110 of 2006) and relies upon the comprehensive planning process of the Master Plan in guiding its development and subsequent amendments over time. The Zoning Ordinance is not the only tool available to use in implementing the Master Plan; it does play a major role in guiding the private decision-making process as to how and where the private sector chooses to spend their dollars investing in the Township.

The following table provides the future land use categories of the Master Plan, the general uses allowed and the zoning districts that are found in each of the future land use categories. It must be recognized that the Master Plan is intended to be a minimum of a twenty-year vision which is reviewed and updated (if necessary) every five years. Conversely, the zoning ordinance can be amended at any time, either a text or the zoning map change being initiated by either the Planning Commission or by the request of a member of the general public.

Master Plan Category	Uses Recommended	Zoning Districts
Single Family Neighborhoods	Low Density Single Family Residential Clustered Residential Home Based Businesses Accessory Dwellings Bed and Breakfast Inns Religious Institutions Schools and Parks Northpoint Nature Preserve (in part) Associated Accessory Uses	R-1, R-2, A, P-QPSC, SR
Multi Family Neighborhoods	Mixed Land Uses Mixed Residential Housing Types Open Space Limited Retail and Service Uses	R-2, R-3
Community Service Corridor	Department Stores Garden Stores Automotive and Boats Sales Construction, Plumbing and Electrical	C, A, I, R
Commercial Business Center	Department Stores Garden Stores Automotive and Boats Sales Construction, Plumbing and Electrical Contractors	C, A, I, R
Single Tenant Commercial Buildings (<50,001 sq. ft.)	Retail and/or Food Service Lodging Commercial Services Offices Warehouses Mixed Use Developments Residential Light Manufacturing	
Business Park	Manufacturing from Prepared Materials Testing and Research Laboratories Offices Warehousing Wholesaling Retail and Service Establishments	I
Marine Center	Marinas, Boat Launches Boat Storage, Boat Repair Boat and Marine Parts Sales	I-2
Transportation Center	Airport	I
Natural Resources Corridor	Lake Charlevoix Shoreline Lake Michigan Shoreline	SR, MRD, I, R-1, HCO, PUD, C, A

	Stover Creek Shoreline	
Public Open Space	Fisherman's Island State Park North Point Nature Preserve Mt. McSauba (in part) Linear Greenways (Non-Motorized Trails)	SR, R-1, R-2, C, A
Public/Quasi Public Service Center	Governmental Buildings (Township Hall, Fire Stations, and Medical Facilities) Parks and Golf Courses Landmarks (i.e. Cherry Pie Monument), Cemeteries Utility Structures (Water Works, Sewage Treatment Facilities)	
Temporary Mining – Future Mixed Use Village		MRD, C, I
Alternate Energy Systems	Residential Use Solar Residential Use Wind	

FUTURE ZONING ORDINANCE ORDINANCE AMENDMENTS

The Master Plan update is typically followed by amendments to the Zoning Ordinance as the Plan is the Vision. The Ordinance is one of the many tools used by the Township in fulfilling its Vision.

The chart above references which zoning districts are found in each of the categories found in this Master Plan as of the time of its adoption. Future action by the Township will be to amend the Zoning Ordinance to bring it into alignment with the Master Plan. As a result, as time passes and changes are made to the Zoning Ordinance, the information contained in the chart contained above may not be currently up to date. During the required five year review of the Master Plan, one of the items that will be reviewed in the Plan is the above chart to ensure that changes that are made to the Zoning Ordinance are reflected in this chart.

