CITY OF CHARLEVOIX

Agenda
City of Charlevoix City Council Work Session with the Planning Commission
Monday, April 13, 2026 - 6:00 PM
Council Chambers, 210 State Street, Charlevoix, MI

1. **Call to Order/Pledge of Allegiance**
2. **Roll Call-City Council/Planning Commission**
3. **New Business**
   A. Capital Improvement Plan
      Mark Heydlauff, City Manager
   B. Neighborhood Design Guidebook
      Jonathan Scheel, Director of Planning & Zoning
   C. 2027 Master Plan Update
      Jonathan Scheel, Director of Planning & Zoning
4. Public Comment
5. Council or Commissioner Comments or Research Items
6. **Adjourn**

Persons with disabilities who need an accommodation to fully participate in these meetings should contact the City Clerk's Office at 231-547-3250 or by email clerk@charlevoixmi.gov. A 24-hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodations requests.

Charlevoix City Council

New Business

Title: Capital Improvement Plan
Date: April 13, 2026

Presented By: Mark Heydlauff, City Manager

Background:
The Capital Improvement Plan is a document that outlines the future large-scale projects of the City. This is largely developed as a technical plan to recognize system improvements and maintenance projects over time.The draft included for review acknowledges the items included in the current operating budget that was adopted by City Council back in February but also looks forward to the projects of the future. While unexpected, changes in the Master Plan overtime would direct changes in this document. Largely, the Master Plan has not recognized items that would dramatically change the capital planning for the City but that is the intent behind the process.

I know the Planning Commission has been particularly interested in streetlights over the past couple of years. This plan outlines our expectation of replacement in the neighborhoods based on the need to update and alignment of projects where multiple pieces of infrastructure can be addressed at once.

More than most, this document is intended to live and breathe. You'll see some items recognize a cost without a specific action. This acknowledges that some issues are addressed based on periodic inspections or as conditions change. We also do our best to project a cost but knowing the future is difficult. Cost for a project may increase or decrease or may be funded in conjunction with another project.

The State Planning Enabling Act requires a Capital Improvement Plan be included in the City's Master Plan. The Planning Commission should adopt this plan which will lead to its adoption by Council and then inclusion of projects from year to year in future annual operating budgets. The Council-approved Capital Improvement Plan will then be included in the Master Plan that the Planning Commission will be reviewing in the upcoming months.

Recommendation:

Attachments:
1. 2026 CIP Update

CITY OF CHARLEVOIX

Combined Capital Improvement Plan

FY 2026–2032 and Future Projects

April 2026

Key Highlights

Coordination Opportunities

- Align Antrim Street work (FY 27–28 & 28–29) as budget will allow; anticipated $5 million or more
- Bundle lead service line (LSL) replacement and street work to reduce repeat digs.
- Coordinate streetlighting with Major Streets/DDA projects.

FY 2026–2027 (projects included in annual budget)

Electric

- Substation Control Panel Replacement—$776,500; significant system improvements for reliability; rate funded and State of MI Grant (applied)
- Streetlighting — $350,000; channel, Kusina Lot, Hoffmann Park, Clinton Street Parking Lot, Veterans Park, Depot Beach, Mercer; rate funded
- S&C Pad Mount Switch—$40,000; system controls and reliability; rate funded
- Mason Street Parking Lot Power Pedestal—$45,000; power for special events; rate funded
- GIS — $50,000; continued system design and updates; rate funded/possible grant
- AMI Install — $562,000; continued system installation; rate funded

Water

- Plant Monitoring — $250,000; plant safety and operations; rate funded
- Electric Gear — $300,000; plant electrical systems; rate funded
- Chlorine system updates— $25,000; sanitizing chlorine; rate funded
- Rapid Mixer Piping—$30,000; plant safety and maintenance; rate funded
- LSL Replacement — $175,000; project as needed to comply with state rules; rate funded
- Ferry Ave. Replacement and Loop— $525,000; replace line on Ferry over Stover Creek; extend to loop with existing line on M66; rate funded

Sewer & Storm Sewer

- Plant Boiler replacement—$45,000; rate funded
- Standby Emergency Generators for lift stations—$250,000; rate funded
- Alice Street Sewer— $80,000; storm sewer improvement/discharge into Round Lake; street fund (shared project with La Havre Association)
- County Club Manhole Sealing—$35,000; prevent groundwater infiltration; rate funded

Motor Pool

- Fleet & Equipment — $589,000; vehicle replacements; rate, fee, or tax funded depending on use

Recreation

- Northside Wheelway Extension—$1,100,000; extend wheelway from Waller Road to Division Street; MDOT grant and infrastructure levy
- Park Building Roofs—$7,000; reroof dugouts

General Public Works

- New Storage Yard and Compost Pit (W. Carpenter)— $320,000; replace old compost and storage area due to sale; funded with proceeds of land sale and yard waste levy

Downtown Development Authority

- Brick pavers, sidewalk joints and tree curbs— $75,000; mitigate trip hazards from settling; TIF
- Bridge Park Building Maintenance—$25,000; mechanical and aesthetic updates; lease revenue and TIF

FY 2027–28

Electric

- 12 kV Upgrades — $40,000
- Streetlighting — $372,500; M-66, Mason, Park & Clinton, Hampton Village, Terrace, Meech, Grant & Carpenter neighborhood; rate funded
- AMI Maintenance — $97,000
- Antrim Reconstruction Engineering — $100,000

Water

- LSL Replacement — $175,000; project as needed to comply with state rules; rate funded
- Misc — $200,000

Sewer

- Normal Capital — $750,000
- Manhole sealing—$40,000, reduce infiltration; rate funded

Motor Pool

- Fleet & Equipment — $522,000
- Electric contribution — $310,000

FY 2028–29

Electric

- 12 kV Upgrades — $2,519,000
- Streetlighting — $372,500; Belvedere and Ferry; rate funded

- GIS — $50,000
- AMI Maintenance — $62,000
- Antrim Reconstruction — $400,000

Water

- LSL Replacement — $175,000; project as needed to comply with state rules; rate funded
- Misc — $300,000
- Tower Inspection — $40,000

Sewer

- Normal Capital — $750,000
- Manhole sealing—$40,000, reduce infiltration; rate funded

Motor Pool

- Fleet & Equipment — $480,000
- Electric contribution — $280,000

FY 2029–30

Electric

- Streetlighting — $372,500; Ferry Beach and boat launch; rate funded
- GIS — $50,000
- AMI Maintenance — $62,000

Water

- LSL Replacement — $175,000; project as needed to comply with state rules; rate funded
- Misc — $200,000

Sewer

- Normal Capital — $750,000

Motor Pool

- Fleet & Equipment — $200,000

FY 2030–31

Electric

- Streetlighting — $372,500; Dixon, Prospect, Michigan, Pine River Lane; rate funded
- GIS — $50,000

Water

- LSL Replacement — $175,000; project as needed to comply with state rules; rate funded
- Misc — $300,000

Sewer

- No specified capital

Motor Pool

- Fleet & Equipment — $200,000

FY 2031–32

Electric

- Streetlighting — $372,500; Antrim, Bridge Park Drive/BIBCO, Marina, Garfield; rate funded
- GIS — $50,000

Water

- No specified capital

Sewer

- No specified capital

Motor Pool

- No specified capital

General Construction

- Burns Street Reconstruction (north of US 31)—$1.2 million; full reconstruct to be broken down by fund for water, sewer, electric and street funds; rate, taxes, and potential grant funded

Future

Electric

- Palmer St Underground — $200,000
- Fiber projects
- Sauber equipment

Water

- Install 300k gal Water Tower — $5,000,000

- LSL Replacement continues until 2042

Sewer

- No specified capital

Motor Pool

- Reserve — $200,000

Sources

- 590 Sewer 26-27 Budget Capital.pdf (Dec 16, 2025)
- 591 Water 26-27 Budget Capital Revised 12-17-25.pdf (Dec 17, 2025)
- 661 Motor Pool 26-27 Capital.pdf (Dec 12, 2025)
- FYE 2027 Electric Capital Budget Draft Final 12-10-25.pdf (Dec 10, 2025)

Charlevoix City Council

New Business

Title: Neighborhood Design Guidebook
Date: April 13, 2026

Presented By: Jonathan Scheel, Director of Planning & Zoning

Background:
Over the last decade, several residential projects have created tension and concern for some in the community. Each person can think of their own example of these issues, but sometimes new homes or additions can really change the character of the neighborhood, with homes out of scale or design with the neighboring homes. Additional or stricter lot coverage, height and setback regulations are not sufficient to protect against this problem. And with land values continuing to increase, more and more homes will be rebuilt or replaced in the upcoming decades.

Purpose and Overview
The guidebook supports the Neighborhood Design Review Process, aiming to preserve the character of Charlevoix's residential neighborhoods. It is the Planning Commission's attempt to provide guidance that is more stylistically practical than simply a code by itself. The guidebook is a resource for homeowners, designers, architects, and reviewers to ensure new construction and additions are compatible with existing neighborhood patterns. And the guidebook emphasizes collaboration between applicants and the City to maintain neighborhood integrity.

The guidelines outlined in the Charlevoix Neighborhood Design Guidebook are beneficial for Charlevoix for several key reasons, all of which are deeply rooted in the City's unique character, history, and community values. As the name implies, this is a guidebook, not enforceable regulations. The Planning Commission would like to get feedback from the City Council on the guidebook before proceeding with any changes in the Zoning Ordinance implementing any regulations coming out of this guidebook.

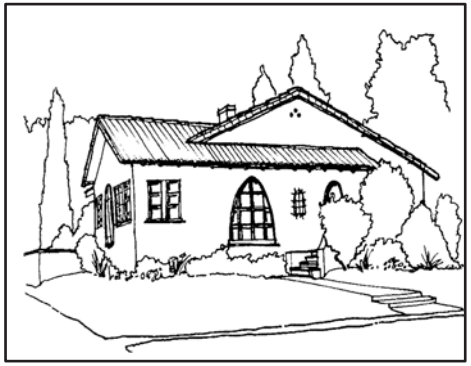
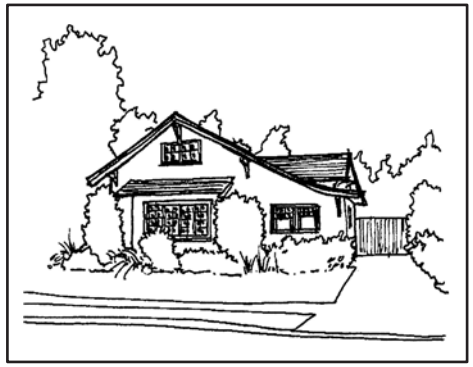
Recommendation:
Review the Neighborhood Design Guidebook and discuss views with Members of Council and the Planning Commission.

Attachments:
1. Residential Design Guidebook 2
2. Neighborhood Design Guidbook Summary

City of Charlevoix

Neighborhood Design Guidebook



Original Draft Edition - 2/19/25
Updated Edition -

The Charlevoix Planning Commission
City of Charlevoix

City of Charlevoix

Neighborhood Design Guidebook

Original Draft Edition - 2/19/25
Updated Edition -

The Charlevoix Planning Commission
City of Charlevoix

As part of the ongoing development of an effective Design Review Process for the City of Charlevoix, the Charlevoix Planning Commission has been developing a Neighborhood Design Guidebook.

The Neighborhood Design Guidebook represents nearly a year of concentrated effort on the part of the Planning Commission and the Department Planning and Zoning to develop a document which would be informative, useful to a range of interested parties and comprehensive with regard to the character and charm of Charlevoix neighborhoods.

This Guidebook has been released for distribution to aid Design Review applicants, Design Professionals and Design Review consultants in understanding the process and in seeing their role in the making of Charlevoix neighborhoods.

It is our hope that this Guidebook will be helpful and that current and future applicants will provide feedback regarding its usefulness.

The Guidebook will continue to undergo development and refinement based on feedback received from the community and in reaction to trends in neighborhood development.

Charlevoix Planning Commission
Charlevoix Planning and Zoning Department

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Introduction

This Guidebook has been prepared to assist the residents of Charlevoix in caring for their residential neighborhoods while those neighborhoods grow and change.

This sentiment led to the creation of the Neighborhood Design Review Process in 2025 and has been the driving force behind our efforts to clarify that process and make it more user friendly.

The following document includes supportive information defining the background of the Design Review Process as well as a general philosophy of neighborhoods as important building blocks of our community. It also includes an expansion of the original criteria stated as the basis for Design Review.

Our goal in preparing this document is to clarify the Neighborhood Design Review Process so that it becomes familiar to all residents of Charlevoix. It is intended to make the process positive and user-friendly. It is a tool that we can use to conserve the character and feeling of our residential neighborhoods.

As each project that is built affects and shapes the neighborhood, each of us who initiates a project becomes one of the designers of our neighborhoods. A neighborhood with twenty houses may have twenty designers shaping it as a place. As such, it is important that we work together so that the resulting design, the neighborhood, is coherent and comprehensive.

Unlike a large project, however, many of the initial designers of our neighborhoods left us many years ago. Their legacy lives in the houses and streets and subdivisions they left behind. As designers of our neighborhoods, it is important that we respect the intentions of the original designers. We do this by looking at their work, supporting it and adding to it in ways that are harmonious.

The information assembled in this Guidebook will assist applicants in fulfilling their role as contributors to the neighborhood design.

The Guidebook is structured into three primary components:

- Introduction and Users Guide
- Neighborhood Design Guidelines
- Appendices

It is hoped that each applicant will review the entire Guidebook and take advantage of the information that has been prepared. In some cases, applicants who build projects in the city often may only need to review the actual Guidelines with respect to each successive project.

Additionally, it is hoped that homeowners involved in additions or new construction will find the Guidebook useful in communicating with their Design Professionals and in extended involvement in the realization of their projects.

Refer to Appendix A for a more detailed discussion of Charlevoix history and the need for Neighborhood Design Review.

Refer to Appendix B for a detailed explanation of the Design Review process.

Refer to Appendix C for a bibliography describing useful resources for further inquiry into positive neighborhood design.

What is a Neighborhood

The Design Review Process and the Neighborhood Design Guidebook were created to help conserve the valuable character of the original neighborhoods. It is the intent of this Guidebook and the Design Review process to support the positive characteristics of our existing neighborhoods.

That intention is based on the following premises regarding neighborhood design:

- The neighborhood is a place, with a character and a boundary. It can be seen as a room. It is a setting for the houses, composed of the street width, trees, setbacks, and street configuration. It is also composed of the various characters of the original house which defined it. That composition includes a pattern of driveways, garages, porches, building types and landscaping.

- The house is an object within that room, and, as such, has a role to play in further defining the character of that room. Where the original houses define the neighborhood, newer houses and additions should support that definition.

- Because of the diversity of architectural style within many neighborhoods, a neighborhood's architectural identity is based more on common patterns shared by all houses. These patterns include similarities in mass, scale, complexity of form, relationship to the street and to each other. The essential nature of the neighborhood is most often embodied by the patterns shared between the original houses that formed that neighborhood.

- Neighborhood conservation is dependent not only on appearance but on the various interfaces that occur within our neighborhoods. These may include the links between residential and commercial areas, auto oriented neighborhoods and people oriented neighborhoods, park and school centered neighborhoods and other elements which become the foundations for variety in our community.

- The older houses and formative elements of our neighborhoods offer value to the community like wise elders. They inform us of our past, define our roots and connect us to our culture. They warrant respect and emulation.

The first exercise is to define the neighborhood. Unlike many cities, Charlevoix does not have a series of neighborhoods or districts defined by a map. Yet there are distinctive areas of the city which most residents understand. Those areas are defined by the character of their streets and the styles of house lining those streets. Additional defining elements include proximity to particular geographic and human-made features and often, most importantly, the age of the neighborhood.

Due to this diversity this guidebook does not attempt to define specific neighborhoods or geographic areas in Charlevoix. Instead we have adopted an intention to define a neighborhood at a smaller scale by the immediate characteristics surrounding a given project.

This means that the neighborhood of concern is the one that most closely relates to a particular application. The following pages include tips on how to identify the neighborhood surrounding a given project and how to use that neighborhood to inform the project regarding compatibility and harmony with the existing character.

Neighborhoods

Each application will be reviewed in the context of an existing neighborhood. It is important that each Design Professional has a thorough understanding of the neighborhood in which they are designing.

There may not be a clear boundary defining the neighborhood. It will be necessary to look closely at the common elements that make up the neighborhood, to identify their character and come to an understanding regarding the appropriate boundaries.

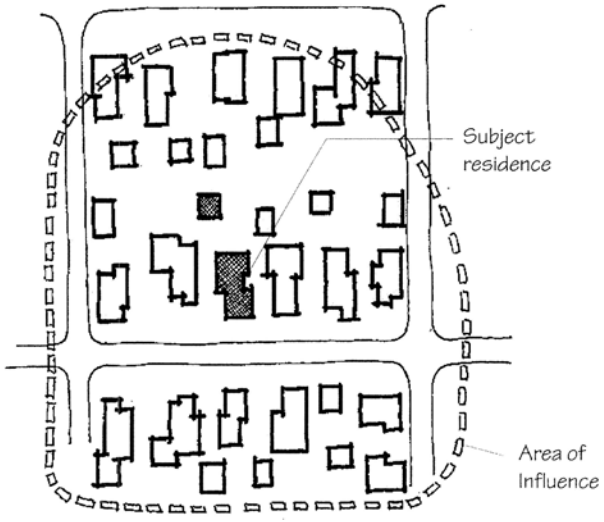
This is a typical exercise in the design of any project in which context is important.

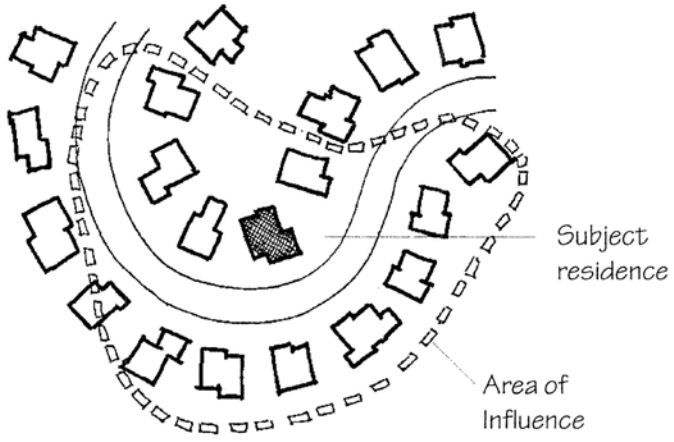
Neighborhoods are highly variable entities. For the purposes of Design Review, the neighborhood will be the basis for many of the following guidelines.

The neighborhood is loosely defined as the block in which the subject property is located. The block may be bounded by the nearest corners in each direction. This, however, is not the only criteria for defining a neighborhood. The houses behind the subject property are also affected by projects.

The neighborhood is also defined by the area of influence around the residence. This may be the extent of the physical boundaries of the neighborhood which are experienced or seen from the subject residence. It may also mean the area visible from the front yard, or the area in which children could be easily monitored. It can extend to the home of a friend, to a park or a school.

The bounds of a neighborhood are defined by the extent to which the subject residence may affect it, both visually and functionally.

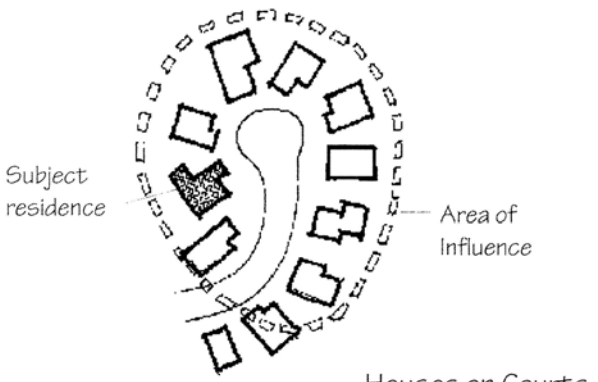




Houses on Curving Streets

The neighborhood is often perceived by a particular resident to the extent to which you might walk to borrow a cup of sugar or talk about the progress of the garden. This could be described as the distance you might travel and still know your neighbors.

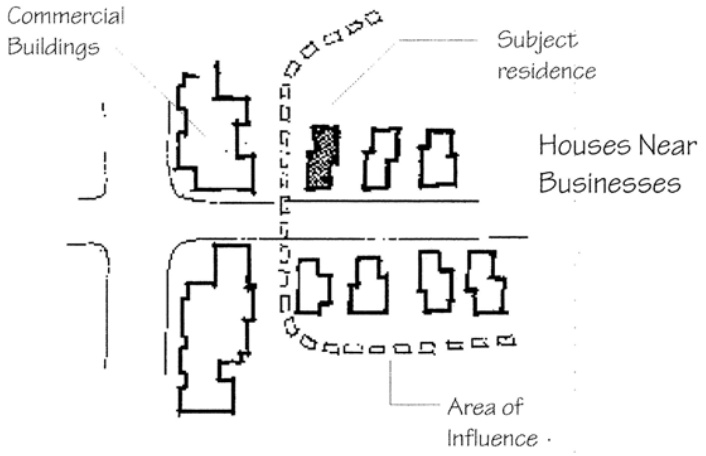
It may be bounded by the extent of residential space. Neighborhoods near State Street or Carpenter Avenue may change rapidly as they approach the business streets. In these instances, the example components of a neighborhood may all occur on one side of the subject property.



Houses on Courts



Corner Houses



Understanding Neighborhood Patterns

Charlevoix is made up of a number of distinctive neighborhoods as well as a number of neighborhood types. In this Guidebook, we are concerned with neighborhood types and how they affect Design.

It is not the intent of this Guidebook to create or utilize formal neighborhood boundaries as might be found on a map. Similarly, subdivision boundaries and other administrative demarcations may not be the actual limits of the physical neighborhood.

We are more concerned with the characteristics of a particular place. Those characteristics will be part of the larger neighborhood structure. We will refer to those characteristics as patterns.



Modified Shingle Style



Tudor Revival

In defining neighborhoods, the style of houses present may not be the critical factor. In many neighborhoods, there exist a number of styles.

More often it will be the mass and scale of buildings that is similar and binds them together. Houses of many different styles may share common traits relating to mass and scale.

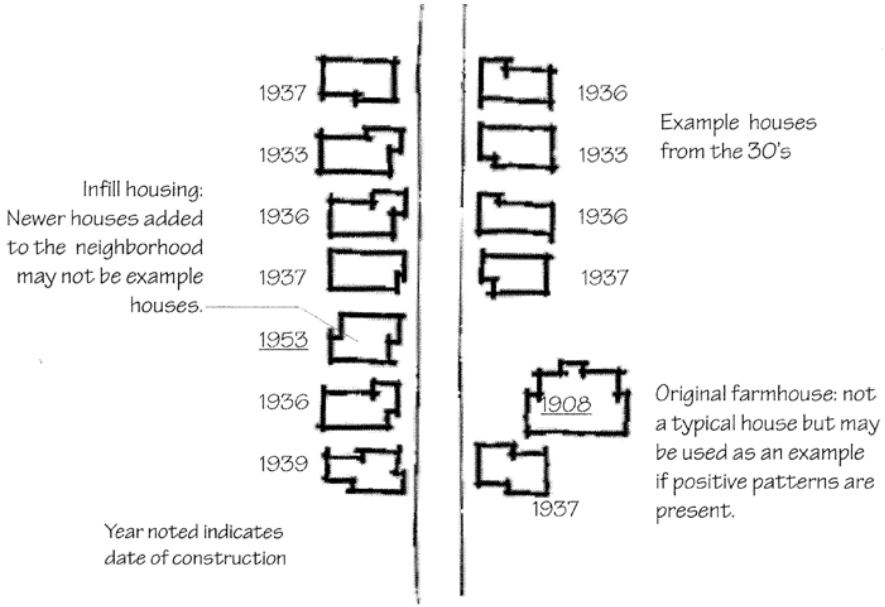
In neighborhoods of many styles, these will be the critical factors in identifying a neighborhood pattern.

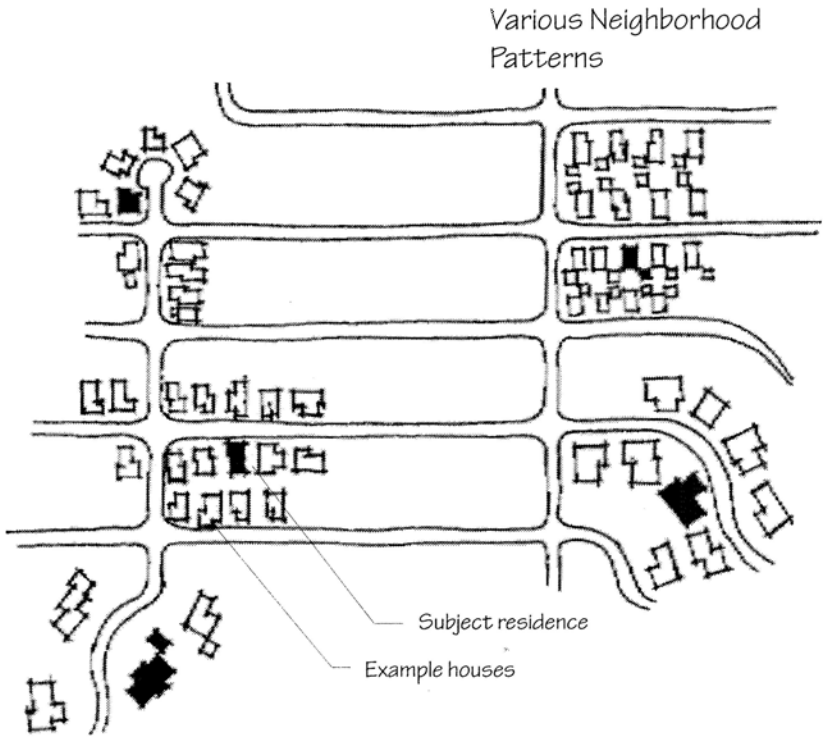
Formative Elements

The neighborhood is also defined by its formative elements. This will generally refer to the original houses in the neighborhood. It can also refer to the most common houses in the neighborhood, particularly when they are of similar generation. This item may also include consideration of the original subdivision and other historical elements.

The neighborhood will also be defined by the extent of example houses. The predominant style or character in a neighborhood may be limited to one block or may extend for many blocks. This will become a defining component of the neighborhood.

There will often be houses that may not support the character of the existing neighborhood.





Example Houses

It is the intention of these guidelines to help conserve the unique character of many of Charlevoix's neighborhoods. This need arose out of the perception that character is being diminished in many of the neighborhoods by the addition of new structures and additions that are not compatible with those neighborhoods.

The first step in designing houses compatible with the neighborhood is to understand the neighborhood. This requires visits and close looks at what is already there. It also requires a desire to design a house or addition that compliments the neighborhood rather than ignoring it.

Throughout this Guidebook, we will use the term "Example Houses". This term is intended to refer to the group of houses that represent the positive neighborhood patterns we are attempting to support.

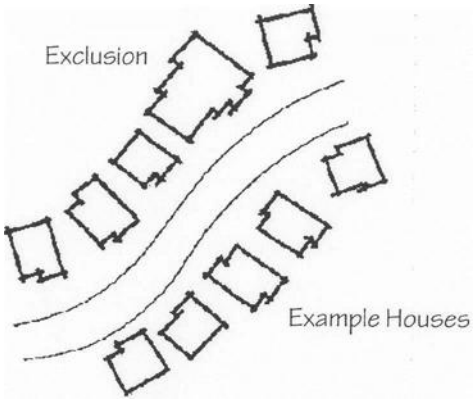
It will be important for the Design Professional as well as the Design Reviewer to identify Example Houses in the neighborhood in order to generate a successful design and perform a meaningful review.

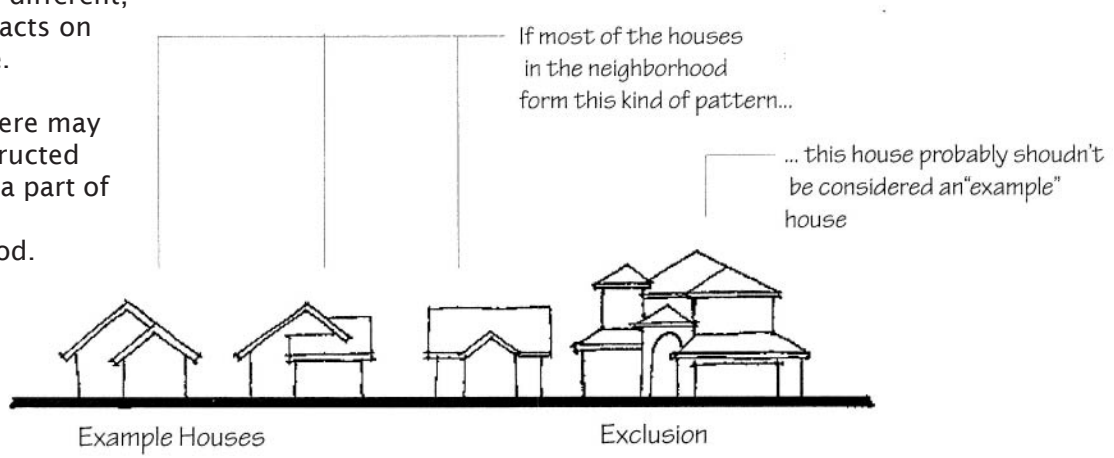
Certain houses will stand out from the neighborhood fabric as clearly inconsistent. They will stand out not just because they are different, but because they are more massive, less respectful of impacts on neighbors or of a markedly inconsistent architectural style.

In a neighborhood of small Bungalows built in the 30's, there may be one or two examples of large houses which were constructed within the last few years. While these houses certainly are a part of the neighborhood fabric, they should be excluded from consideration as the defining character of the neighborhood.

These exclusions may be considered for any of the criteria below. When a handful of houses break away from the formative pattern of the neighborhood in any of the patterns described below, they should not be considered as critical elements of the neighborhood character.

It is important not to consider "mistakes" from the past as important elements of a neighborhood. Many incompatible projects have been built already, that is why Neighborhood Design Review was created: to avoid repeating these mistakes.





Things to look for in identifying and understanding neighborhood patterns:

- The shape of the street and the extent of the street visible from the applicant residence.
- The locations and styles of houses that were part of the formative, original fabric of the neighborhood: Example houses.
- The location and style of houses that were obviously not part of the formative fabric of the neighborhood.
- The extent to which newer houses are or are not compatible with the neighborhood character.
- Additions and new construction that are consistent with the neighborhood character and that of the example houses in the neighborhood.
- Additions and new construction that are not consistent with the character of the neighborhood.
- The extent to which the neighborhood looks like it is a cohesive and unified whole while exhibiting diversity and visual interest.
- Street landscaping and street trees.
- The general location of houses on the street and the ways that those houses meet the street: porches, walk, landscaping.
- The general height and mass of the houses in the neighborhood.
- The extent of consistent neighborhood fabric, based on the original period of the houses and example residences which define the neighborhood character.
- Certain special circumstances such as the proximity of business streets, schools, or other notable boundaries.
- Parking and garage patterns.
- General level of interactions between houses in the neighborhood and with adjacent or overlapping neighborhoods.

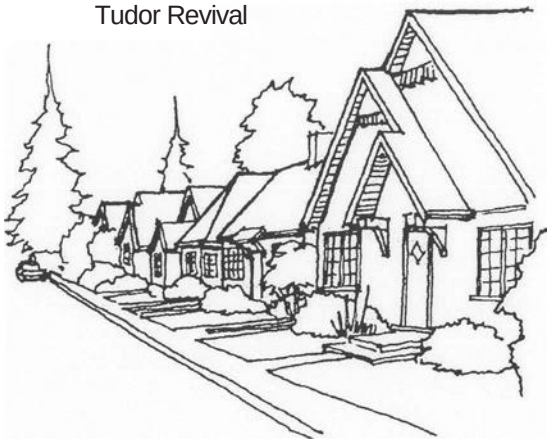
Identifying Patterns in Existing Houses

When considering additions to existing houses, consistency with the existing architecture will be a critical component of neighborhood compatibility.

New additions should harmonize with their existing houses and the completed house should look like a cohesive design. Ideally, there should only be subtle evidence that an addition was done.

Many of the houses that have sparked the need for design review include those with additions that do not relate to the existing house, that generate negative impacts for the neighbors, and that create a chaotic visual field for the neighborhood.

Tudor Revival





Spanish Colonial Revival
Mission Style

Design Professionals should consider the architectural style of the existing house as an important element of the design process. It is a given, much like the site constraints, the budget and the owner's design requirements.

When the existing character of a house is respected, good designs result with little effort or compromise.

When the existing architecture is ignored, bad designs result and compatibility is much harder to achieve.

The patterns in an existing house, beyond the basic style of the house, will include the general mass and bulk, the complexity of the plan and the details and finishes used to envelope that plan.

Design professionals should not only consider the style, but should look closely at the details. Windows should be measured and cataloged, trims should be inventoried and similar profiles should be used.

Most importantly, the Design Professional should work with the project during construction to ensure that the design intentions are realized by the contractor.

The completion of a design only occurs when a building is built. It is very easy, and common, for critical elements of a design to be lost during construction.

Design Professionals should carefully review window selections, trim profiles and exterior components to ensure that what was specified is being constructed.



Colonial Revival



Suburban Contemporary

Things to look for in identifying and understanding patterns in an existing house:

- The general architectural style.
- The level of complexity of the footprint: are there lots of bays, porches, extensions and appurtenances. Or is the house plan simple and plain.
- The type, slope, configuration of the existing roof system.
- The size, proportion and style of openings such as doors, windows, vents.
- The details of the roof including overhang dimensions, fascia profiles, trims and supporting construction.
- The details of appurtenances such as porches including post sizes and configuration, railing details, roof intersections and decorative components.
- The details and construction of windows and doors, with particular attention to the window casing or stucco molding.

Intentions for the Guidebook

The Neighborhood Design Guidebook is an important tool in the process of making and conserving our residential neighborhoods. It is intended to be a resource for applicants, designers, architects and design reviewers.

This Guidebook is not intended to be an instructional manual on residential design. It is anticipated that each project will include competent designers who are well versed in such matters. This document is intended primarily to address specific neighborhood concerns and to lay the groundwork for positive communication regarding applications.

The Guidebook is not intended to be a "cookbook" for compatible design. Rather it is intended to be the foundation of a comprehensive design process initiated by each applicant for a residential project.

It is clearly understood that good neighborhoods, as well as good houses, don't come out of cookbooks. They grow out of the consideration of a wide range of needs. This Guidebook is intended to express the needs of the neighborhood and the community.

It is our hope that the Guidebook will provide guidance and inspiration for each applicant to embrace the concept of neighborhood compatibility as a positive effort. It is our belief that adherence to the principles embodied in the book will not only make our neighborhoods better, but will also serve to enhance the individual project concerned.

Components of the Guidelines

The Guidebook defines a number of "Components". These Components are important areas of consideration when designing a building for Neighborhood Compatibility. They include considerations ranging from placement of buildings on a lot to the visual impact of window configurations.

Each component includes a description of its considerations, examples and a reference to the Design Review Ordinance Findings that are applicable.

Each component may or may not apply to a particular application. As each project is different, and each neighborhood as well, they will be used in different ways on each project. Which components are important will be a question addressed by each applicant, by the Design Reviewer assigned to the project and to the Planning Commission.

These components coincide with the structure of the Design Review Ordinance. Each General Component includes a number of Specific Components that address specific aspects of neighborhood design. These items are discussed briefly and supported with graphic demonstrations where appropriate.

Each component also includes a short list of Criteria by which a particular application can be measured.

When to Use the Guidebook

The Guidebook should be used throughout the design process. It can be a useful tool for homeowners and designers in understanding the process as well as the desire for neighborhood compatibility.

It is also a useful tool for the Design professional and the Design Reviewer in communicating design concerns.

It should be noted that construction level drawings are not required for Design Review. In fact it is advisable that Design professionals develop only schematic level drawings for the process.

The chart below represents the important steps in designing a house or an addition and in obtaining approval from various City of Charlevoix departments. Each applicant should review the requirements of each department as a normal part of the design process.

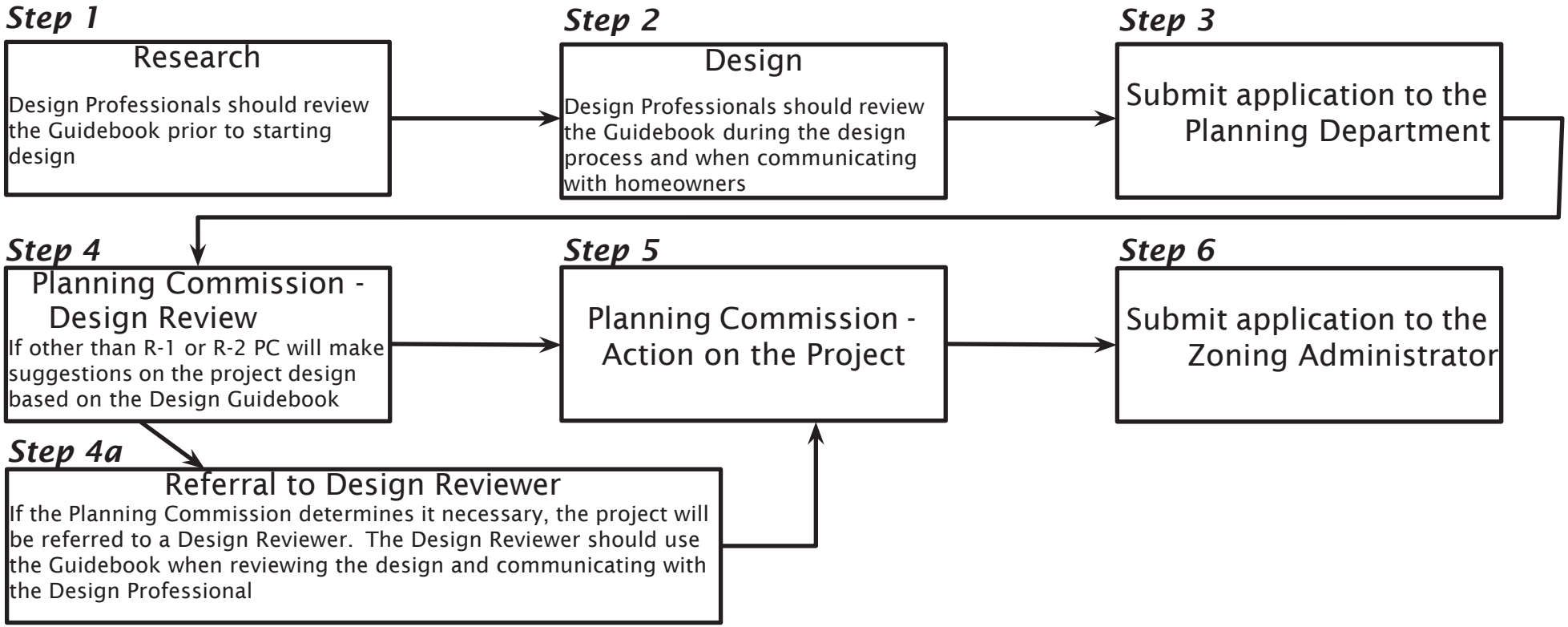
It is recommended that design professionals and homeowners review this Guidebook during the early stages of design. The Guidelines can be helpful in shaping the design and can ultimately reduce the processing time for the application.

Applicants who address Design Review issues after design is complete often find that multiple review meetings are necessary and that redesign may be necessary.

It is also recommended that applicants submit schematic designs during the Design Review process rather than construction level drawings. There may be adjustments to the design that arise out of Design Review and it is usually more efficient to incorporate those adjustments during schematic design rather than after construction level drawings are complete.

As the Design Review process occurs, drawings can be completed simultaneously, thus reducing the overall design/approval period.

For a detailed explanation of the Design Review Process, refer to Appendix B.



How Homeowners Can Use The Guidebook

The Guidebook can be a tremendous resource for homeowners. Ideally, the Guidebook should be reviewed in the early stages of design in conjunction with the work of the Design Professional.

The Guidebook can help solidify ideas that the homeowner may already have about the look and feel of the proposed project.

It can also help make homeowners aware of the impact their plans may have on the neighborhood so that effective design can minimize that impact.

How Design Professionals Can Use The Guidebook

Design Professionals should review the Guidebook immediately after being hired by a client. It should be one of the first steps in the research efforts prior to design, equal in importance to Building Code research and Zoning Ordinance research.

The Design Professional should also use the Guidebook as a tool to inform the client about impacts and issues that may be of concern to the community. In this way the Designer can guide the client toward solutions that will benefit the neighborhood.

How Design Reviewers Can Use The Guidebook

Design Reviewers should use the Guidebook as a basis for commentary on the design for a given applicant. The book can be a useful tool in explaining concerns and informing applicants about alternatives.

It can also be used as a means to recommend solutions which might be necessary to achieve a base level of neighborhood compatibility.

Finally, it can, if necessary, serve as a checklist for areas of concern which might require adjustments.

Neighborhood Design Guidelines

Component 1	Location: Front, Side and Rear Yards	Page 15
Component 2	Parking/Garage Patterns: Access and Garage	Page 19
Component 3	Impacts on Neighbors	Page 23
Component 4	Location of Additions	Page 29
Component 5	Mass, Bulk, Scale	Page 34
Component 6	Roofs	Page 46
Component 7	Porches	Page 53
Component 8	Details	Page 57
Component 9	Landscaping and Site Design	Page 60

The following Guidelines represent specific considerations for Neighborhood Compatibility. These Guidelines should be used during the design process, rather than at the end, to enhance a projects ability to fit within, and support the character of, a particular neighborhood.

These Guidelines are not intended to require a particular style. Rather, they are intended to give the homeowner, designer and the City of Charlevoix tools to ensure that the quality and character of the neighborhood is maintained and enhanced.

Consistency with the architectural patterns of an existing neighborhood is an important step in maintaining neighborhood character for future generations. New designs and additions must be compatible with their neighbors in positive ways so that interesting, friendly and viable neighborhoods result.

(Refer to Introduction Part i.3 for methods used in defining the subject neighborhood and identifying example houses).

The example houses in the neighborhood will exhibit a particular pattern regarding location on the lot, space between houses and adjacent structures and the amount and quality of space between adjacent neighbors. Design professionals should look closely at the existing patterns prior to developing a design so that design work will address neighborhood issues while satisfying the needs of the applicant.

Observation will allow the design professional to identify common aspects of example houses in the neighborhood regarding mass, scale, roof height and configuration, location of appurtenances such as porches and bays, and the kinds of outdoor space developed.

These patterns, once identified, should be used to inform proposed designs as to their compatibility with existing neighborhood patterns.

The larger goal is to establish criteria by which we manage change within a neighborhood so that all neighbors feel the results are positive.

The Neighborhood Design Guidelines have been prepared as a tool for use in complying with the City of Charlevoix Design Review Ordinance.

For the Planning Commission to act on an application that has gone through the Design Review process, the Commission must cite findings for or against approval of the project. The Findings are defined in the Ordinance as follows:

Findings:

Compatibility of the architectural style with that of the existing character of the Neighborhood.

Respect for the parking and garage patterns in the existing neighborhood.

Architectural style, consistency, mass and bulk of structures, including accessory structures.

Interface of the proposed structure with the structures on adjacent properties.

Landscaping and its proportion to mass and bulk of the structural components.

For additions: Compatibility with the architectural style and character of the existing structure as remodeled.

The following Components of the Guidelines will include references to the appropriate Findings. Additionally, each component will list particular criteria which will be important for consideration in support of the appropriate Finding.

Building Location

The character of a neighborhood is shaped by the general location of buildings on a site. A particular neighborhood may include large lots with buildings located near the center. Another neighborhood may include narrow lots with buildings set toward the rear.

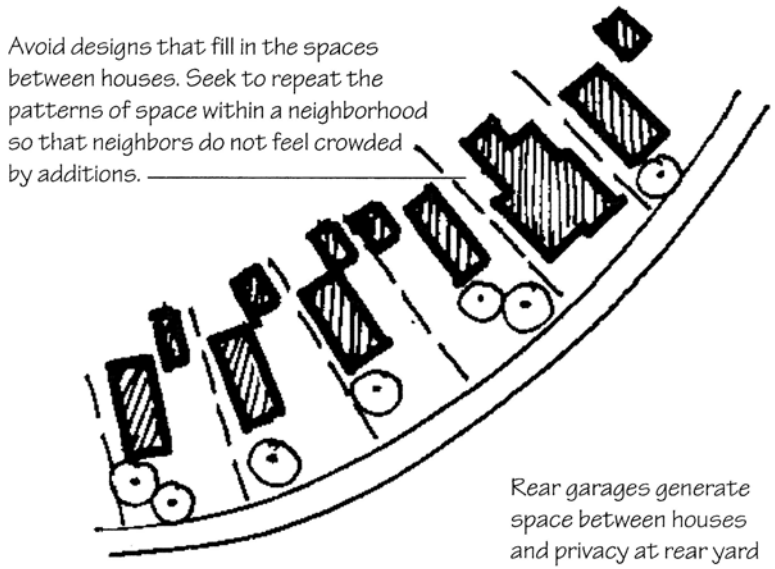
Building location is important for two reasons:

It defines the general feel of the neighborhood, how close buildings are, how much light and views are accessible and how much landscaping may occur to soften and define exterior spaces.

Additionally, the location of buildings and additions determine how close or distant neighbors may be.

One of the defining characteristics of most Charlevoix neighborhoods is the sense of space that occurs between houses. Historically this sense of space and distance was one of the original design criteria for most neighborhoods. Residents were seeking the space and feel of a less urban environment while having access to numerous urban and community amenities.





Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

- Compatibility of the architectural style with that of the existing character of the Neighborhood.
- Interface of the proposed structure with the structures on adjacent properties.

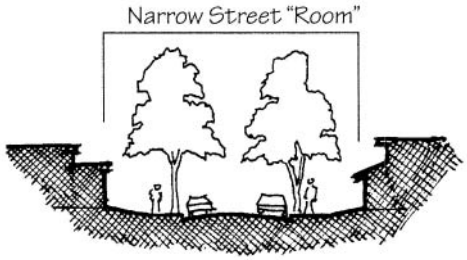
Building Location: Front Yards

The character of the neighborhood is defined in part by the houses and buildings that make up the edges of the public space (the street). The house fronts blend together to form an edge to the street that we perceive as the boundaries of the street. The house fronts define a street the way walls in a house define our living room or the way a fence defines our backyard.

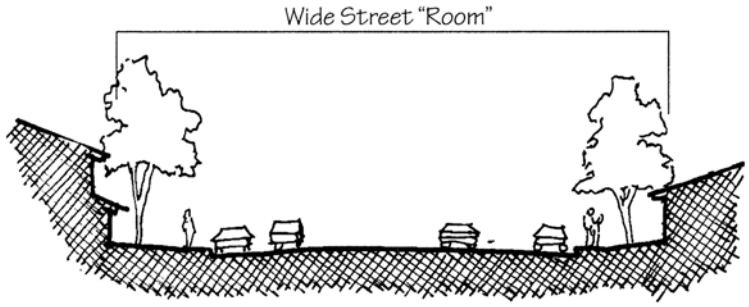
New construction and additions should include front setbacks that are consistent with the neighborhood pattern. Refer to the Charlevoix Zoning Ordinance for average setback requirements.

Beyond complying with average setbacks, proposed designs should also include support of the pedestrian use of the neighborhood by including porches, front windows and usable landscaping consistent with the example houses in the neighborhood.

Where houses are set close to the street, the street feels smaller and more protected. It is easier to get to know neighbors and to generate a sense of place that is shared with the neighborhood.



Where houses are set back further, the street can feel more open, perhaps more public. It is more difficult to generate a sense of place that is shared with all the neighbors.

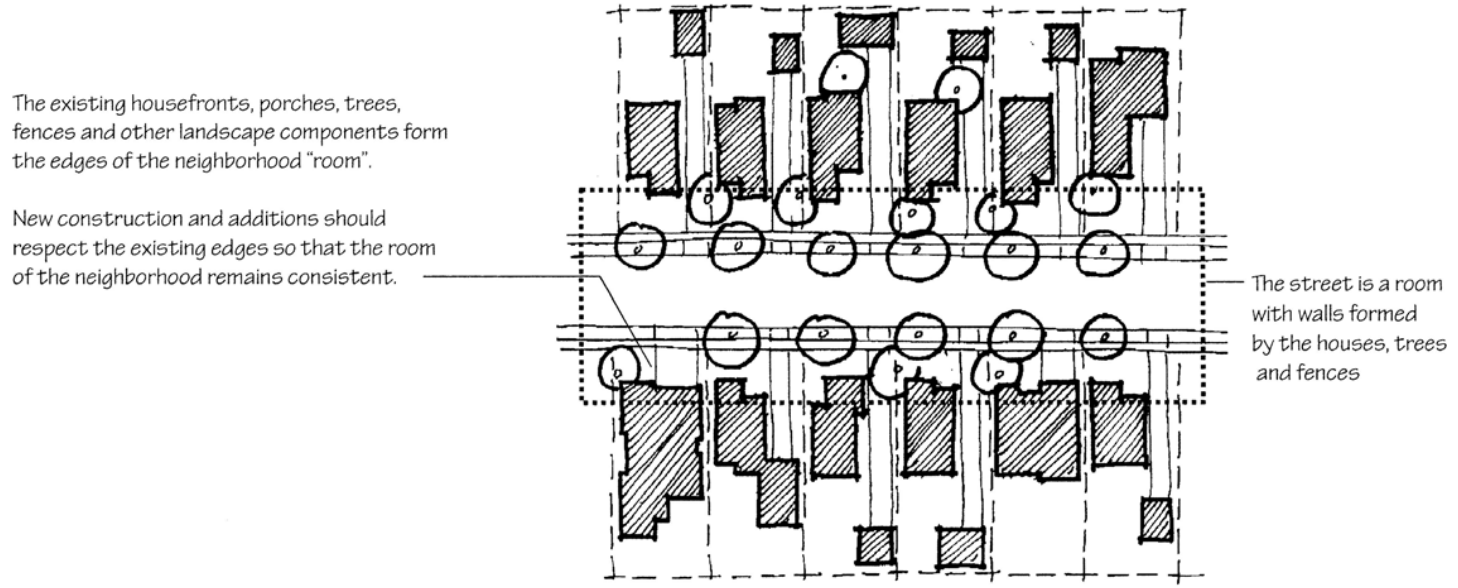


Beyond the consideration of front setback, new houses and additions should be designed for consistency with the existing "texture" of the neighborhood. Existing houses will have porches and appurtenances, bays, windows, fences, garden walls and other elements which keep the house fronts from looking flat.

The edges of the street room will vary in depth and components. Designs should include similar features to ensure that the street edge remains as rich and varied as the existing pattern in the neighborhood.

Applicants should avoid flat house fronts with no recesses or other relief. Porches, bays and other variations in the plan should be used to achieve this.

Variations in plan should, however, be substantial. Minor offsets of one foot or so, included to achieve a shadow line on a drawing, may not satisfy the criteria of providing a rich street edge and may result in negative findings.



Design Review Criteria

Compatibility is achieved by respecting the front, side and rear setback patterns established by example residences. Consideration shall include the following neighborhood patterns:

- Designs should reflect the general dimension from front property line exhibited in the neighborhood.
- Designs should include levels and types of articulation of front facade exhibited in the neighborhood, including bays, windows, roofs, parapets.
- Designs should include an arrangement of appurtenances such as porches and balconies that is consistent with the pattern seen in the neighborhood.
- Additions and New Construction should be placed to reflect the general dimension from side and rear property lines seen in the neighborhood. The result should be the preservation of existing side and rear yard spatial qualities.
- Location of appurtenances and their relationship to side and rear property lines should preserve and support the existing pattern seen in the neighborhood as well as the existing architecture.
- Articulation should be maintained to levels that support the pattern of houses in the neighborhood and that is consistent with the architecture of the residence.

Parking and Garages

Parking and Garage patterns are an important component in defining the character of a residence and the character of a street. Charlevoix includes many examples, most of which fall into three categories:

- Rear Garages (detached)
- Rear Garages (attached)
- Front Garages (attached)

The patterns occur in various forms, but there is a general consistency with the age of a neighborhood.

The location of garages is also a defining factor in site accessibility. This affects the neighborhood in two ways:

- It defines the location of drives and curb cuts
- It defines the quality of open space between residences

Each pattern has a substantial effect in defining not only the neighborhood but also the character of the individual residences.

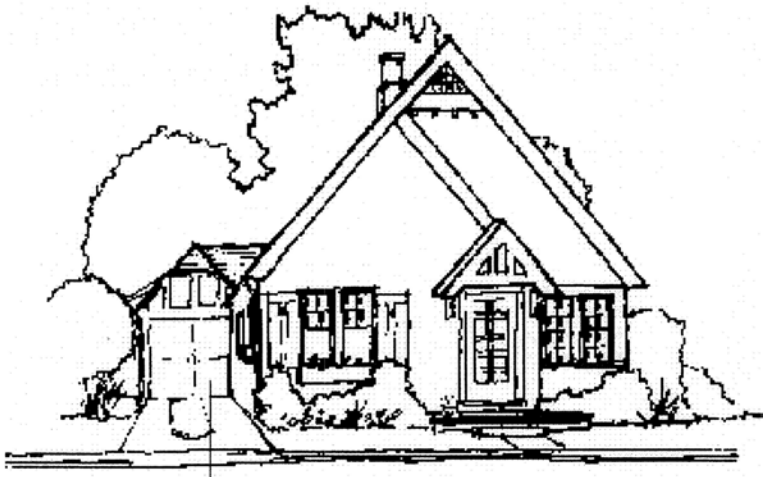
Due to the space requirements for the parking and maneuvering of automobiles, parking patterns generate a substantial affect on neighborhood design.

When garages are added or relocated as part of an addition, the final location and configuration will be an important component supporting Neighborhood Compatibility.

Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

- Compatibility of the architectural style with that of the existing character of the Neighborhood.
- Respect for the parking and garage patterns in the existing neighborhood.
- Interface of the proposed structure with the structures on adjacent properties.



Garage Patterns

In general, garage additions and relocations should be consistent with the pattern seen in example houses in the neighborhood. This will result in positive relationships between houses and consistent resulting outdoor spaces.

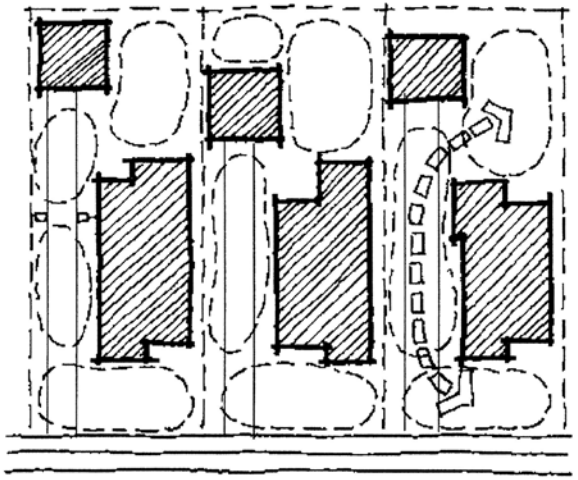
Where garages occur at the rear in example houses, new garages should also occur at the rear, Where garages occur at the front of the house, new garages can support this pattern.

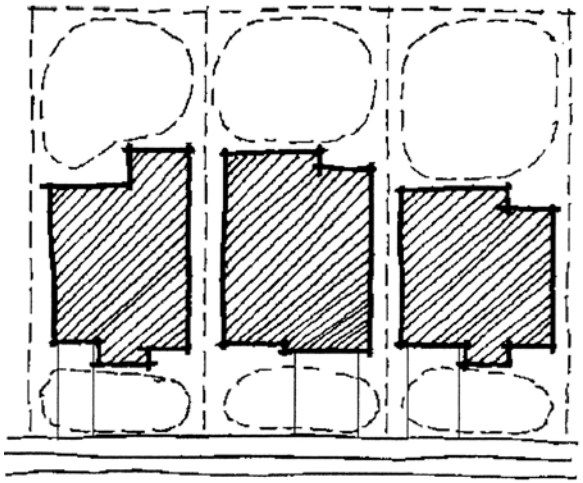
In general, rear garages offer more positive benefits to the neighborhood. They tend to generate a greater separation between buildings, creating a greater sense of space in the neighborhood as well as a sense of greater distance between neighboring houses.

The Charlevoix Zoning ordinance allows more space when calculating Floor Area Ratio (FAR) when detached ADUs are used. Refer to Section 153.152 and 153.117 for FAR and setback regulations.

Refer to Charlevoix Zoning Ordinance Sections 153.116 for Design Review requirements regarding attached garages.

Detached garages generate more complex and often more useful exterior spaces. They can allow the yard spaces to interface with the public street spaces in interesting ways.

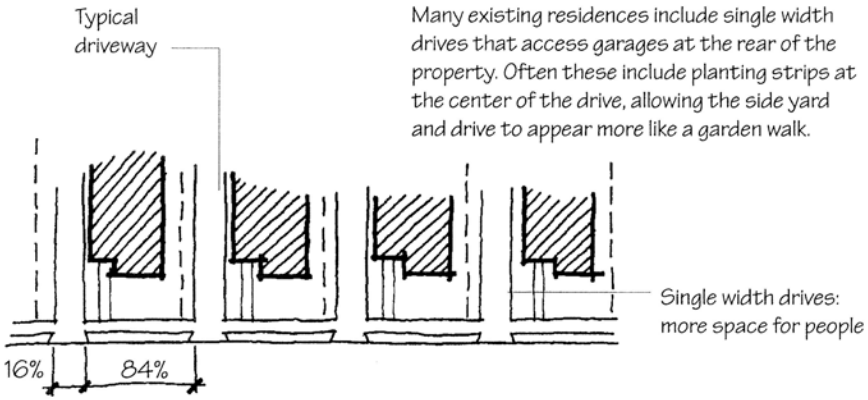


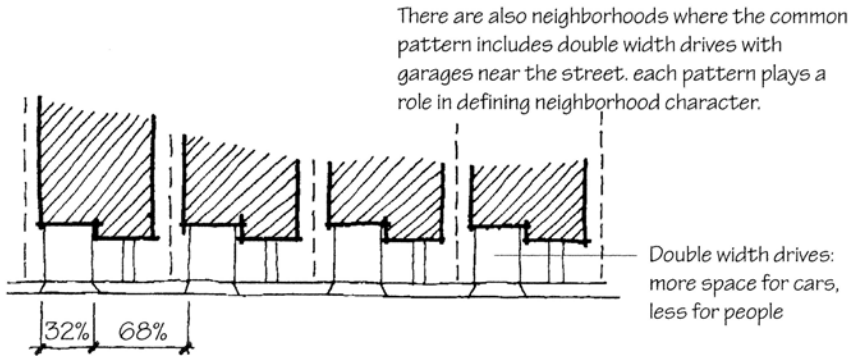


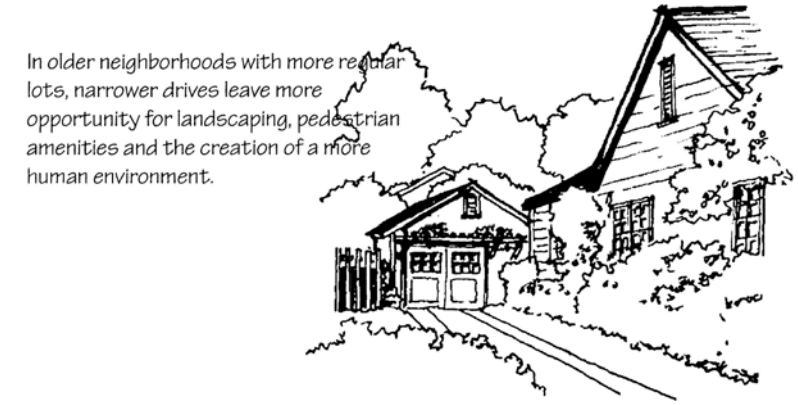
Attached garages tend to increase the size of a house and, since street access is required, tend to dominate the choices for location of other parts of the house. This can result in a house that separates front yards and rear yards and generates a more private outdoor space. However, the resulting side yards become small and have little utility. They also generate negative impacts on neighbors and may not conform to other criteria in this guidebook.

Driveway Patterns

Garage location will determine the location and impact of the driveway on the neighborhood. Each neighborhood will have an existing pattern of driveways which support the character of the neighborhood.



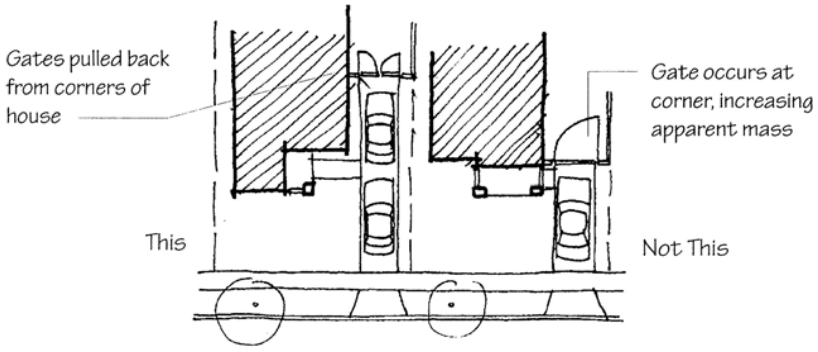




Gates

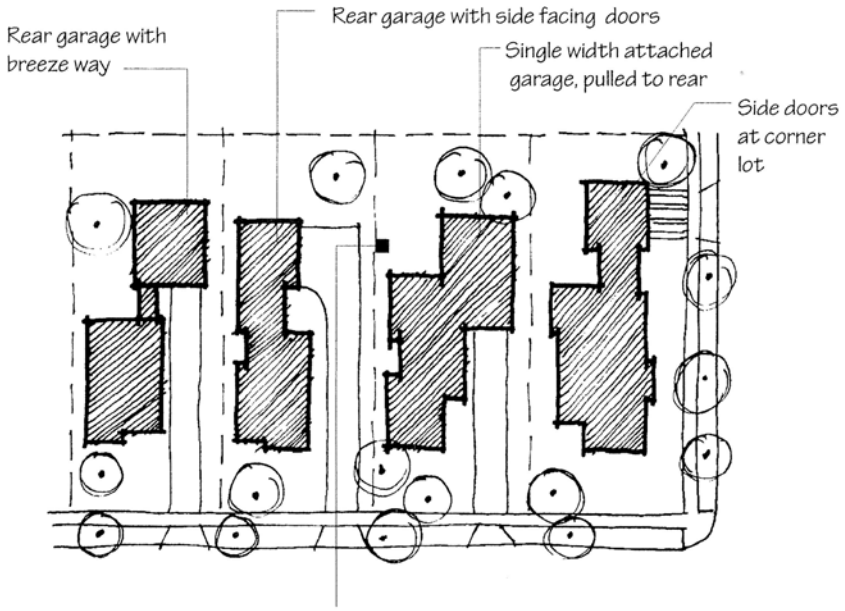
When gates are used, they should be pulled back from the corners of the house to allow at least two cars to park in the drive.

Double gates, rather than a large single gate will reduce the scale of the gate and minimize the impact on the street.



Low Impact Attached Garages

There are examples of attached garages which do not dominate the front of a residence. When the garage is located toward the rear of the house, additional opportunities for side yard and driveway/patio development are created.



Design Review Criteria

Compatibility will be achieved by respecting the existing pattern of garage locations in example houses in the neighborhood. The following considerations should be made:

- Choice of attached versus detached garages should be consistent with the neighborhood pattern.
- Location of garage with respect to street should be consistent with neighborhood pattern.
- Location of garage with respect to neighbors should be consistent with neighborhood pattern.
- Width and style of driveway and curb cut should be consistent with neighborhood pattern.
- Impact of automobiles on the street should be minimized by using rear garage, minimizing driveway width, avoid double width garage doors.
- Location of driveways and curb cuts should consistent with the existing pattern of the neighborhood.
- Width and configuration of driveways should support the pattern of the neighborhood.
- Driveway materials should be consistent with the pattern of the neighborhood and with the architecture and period of the residence.

Zoning Regulations include specific requirements for parking and setbacks. Refer to Section 153-187 for parking regulations. Refer to Section 153.072 and 153.116 for setbacks to attached garages.

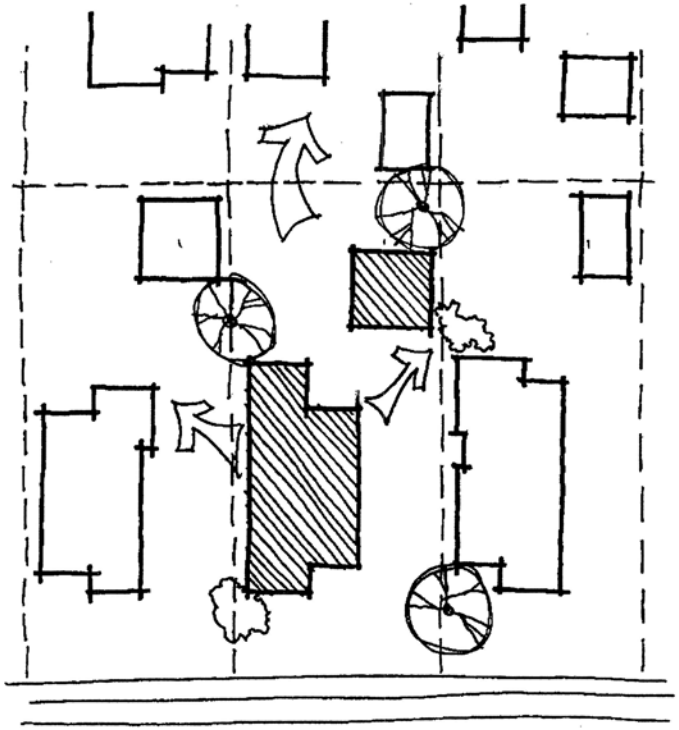
Impacts on Neighbors

Each residence is part of a neighborhood and interfaces with the neighborhood at various scales. Previous Sections have dealt with the compatibility of a particular house with the neighborhood as a whole.

The criteria in this Section are intended to address the interface between that subject residence and its immediate neighbors.

Each house will not only serve the needs of its owners, it will also shape the spaces and character of the houses next to it.

Where Neighborhood Compatibility addressed larger issues related to mass, scale and architectural design, and issues relating to the street such as site orientation and porches, this Section will address issues relating to the neighbors to the sides and rear of a residence.



Each house affects the outdoor spaces of its neighbors.

Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

- Architectural style, consistency, mass and bulk of structures, including accessory structures.
- Interface of the proposed structure with the structures on adjacent properties.

Privacy

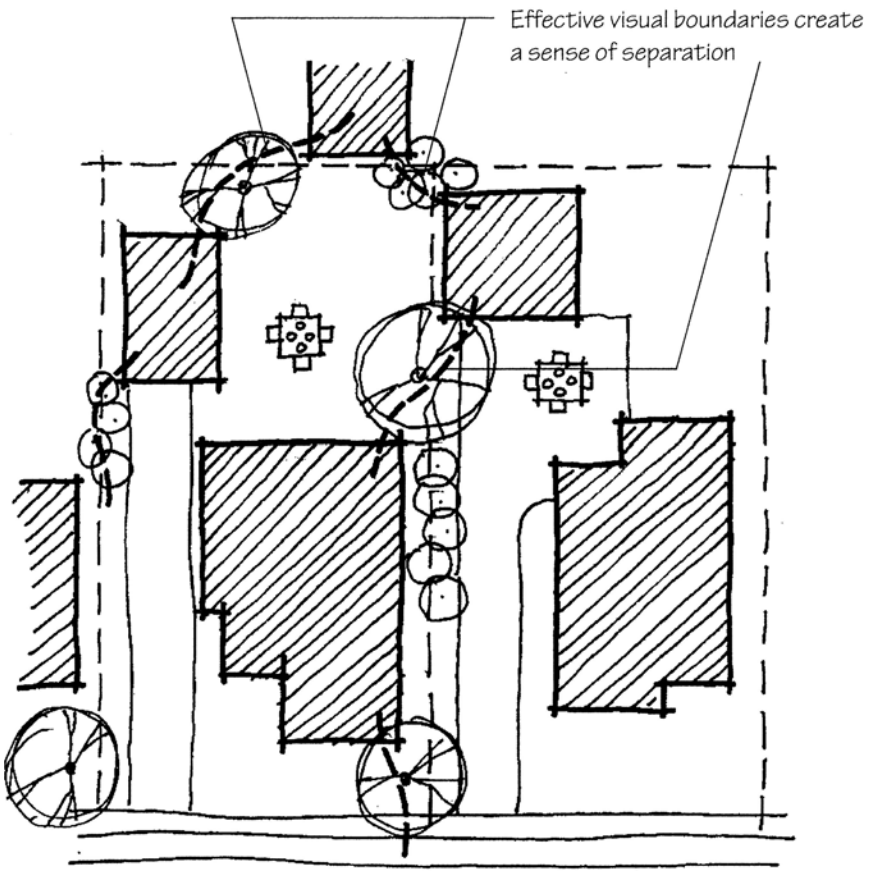
Privacy is not guaranteed in an urban environment. The benefits of living in a compact and friendly city require that many of us live close together. The sense of space available in sprawling suburbs, while great for privacy, is exactly what eliminates many of the qualities that we enjoy in Charlevoix. Privacy is a value that is sought after, but not guaranteed.

In an urban environment, we all live close together. Privacy is not achieved solely by placement of a fence along a property line. Homeowner privacy is achieved by sensitive placement of buildings and landscaping and by the ways building components are orchestrated to support separation at property lines. These elements can also minimize noise, further insulating occupants to promote a sense of privacy.

It is also achieved via the behavior of neighbors and the ways that individuals respect the privacy of others. These are not issues which can be addressed in this guidebook.

Applicants should refer to the Zoning Regulations relating to recreational uses in accessory structures which may affect a design.

This guidebook does encourage sensitivity to privacy issues where sensible in the design and planning of residences and additions.



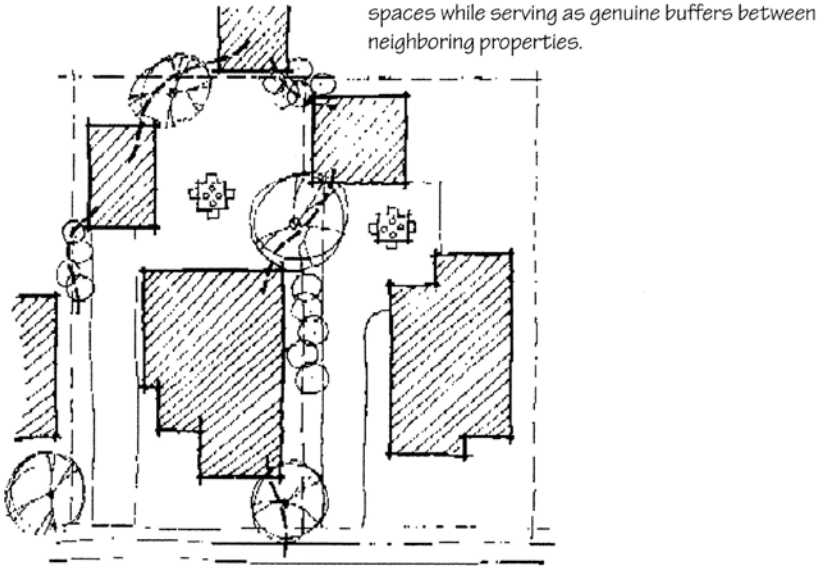
Privacy can be most readily achieved by creating a sense of separation at property lines. Two groups of people can occupy spaces only a few feet apart, but feel separated by large distances when the presence of the other party is not felt. Elements such as screening and creative spatial organization can help enhance a sense of separation at property lines.

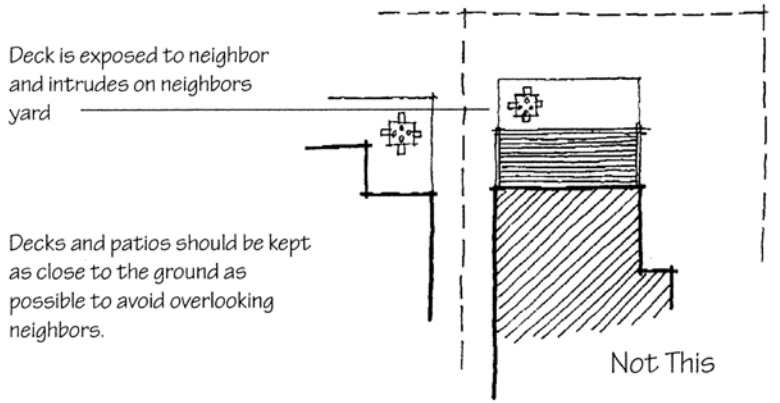
Design Professionals should consider the existing situation in neighboring yards and respect it in their designs.

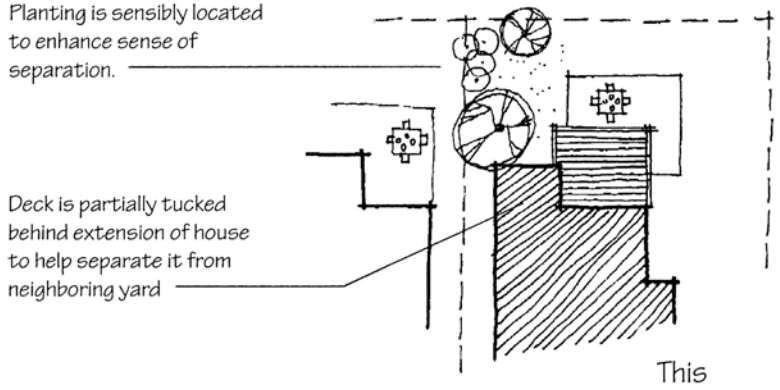
Architectural elements, such as trellises, lattice work, placement of benches and the general organization of outdoor spaces, can be utilized to help screen outdoor spaces from neighboring uses. These elements can also serve to mark boundaries without actually creating physical separation. Boundaries may be real or apparent.

Absolute separation and privacy is rarely necessary to offer an adequate "sense" of separation.

Landscape components such as trees and hedges can be placed in key locations to offer actual screens or to mark boundaries while permitting light and view to pass through.







Some site construction such as trellises, elevated patios, decks and other components may be subject to review by the Planning and Zoning Department. All site construction should be represented in the Design Review application.

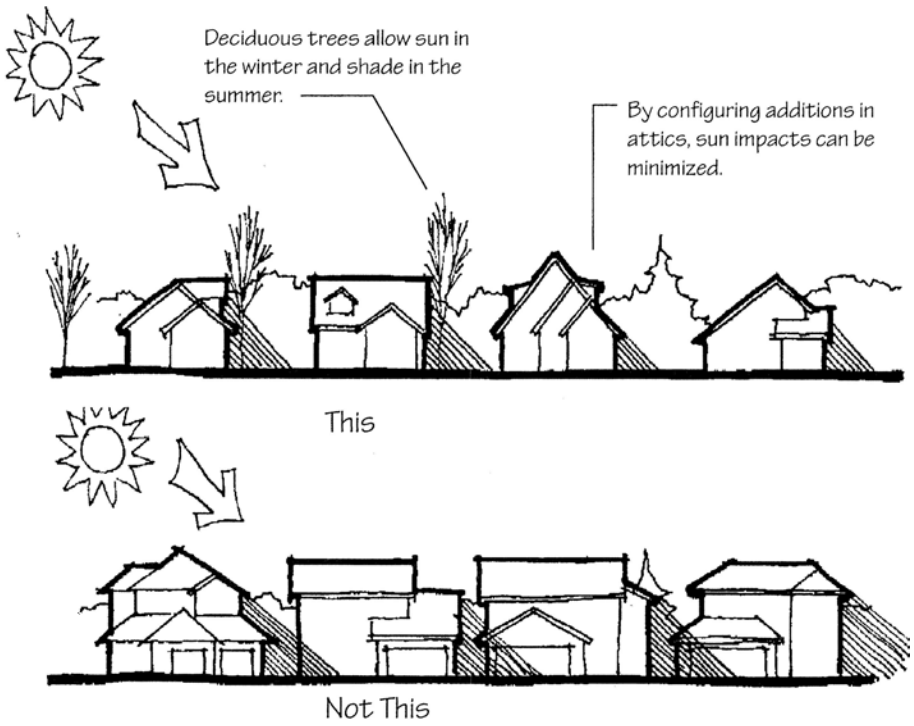
The Charlevoix Zoning Ordinance includes limitations on locations of windows and doors in accessory structures.

Recreational uses in accessory structures may require additional review.

Sunlight

Sunlight and access to sunlight are similar to privacy in that they are not guaranteed, but encouraged by this guidebook. Where possible, each application should take access to sunlight by neighbors into consideration. This element is supported by positive placement of additions with respect to sun orientation, and by effective management of mass and scale.

Location of garages and parking, particularly when a rear garage pattern is chosen, can greatly increase the sharing of sunlight by neighbors.



Sunlight alone should not be used as a reason for non-compliance with other criteria of this Guidebook. The Design Professional is responsible to blend all criteria into a coherent design that supports the neighborhood pattern.

This element should not be utilized to reduce the need for trees and shading. The character of Charlevoix is largely defined by its tree covered neighborhoods. Tree use is encouraged and trees at property lines offer many amenities.

Various species of deciduous trees (and some species of conifers) can provide screening and privacy while allowing sunlight to penetrate. Deciduous trees have the advantage of allowing more sun in the winter and offering more shade in the summer. Applicants are encouraged to research tree placement and selection carefully. There are numerous resources available.

Refer to Component 1 for additional criteria related to site planning and building placement.

Refer to Zoning Regulations section 153.116 for allowable placement and size of accessory structures and section 153.072 for building heights, setbacks requirements.

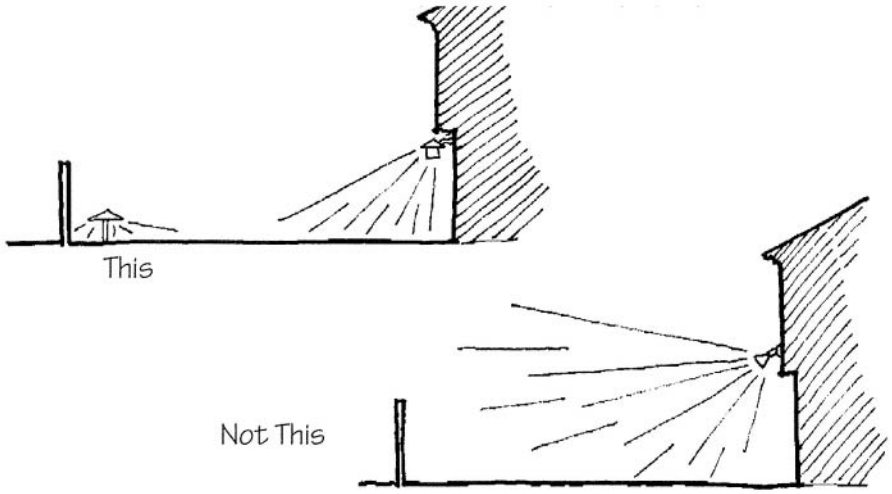
Lighting

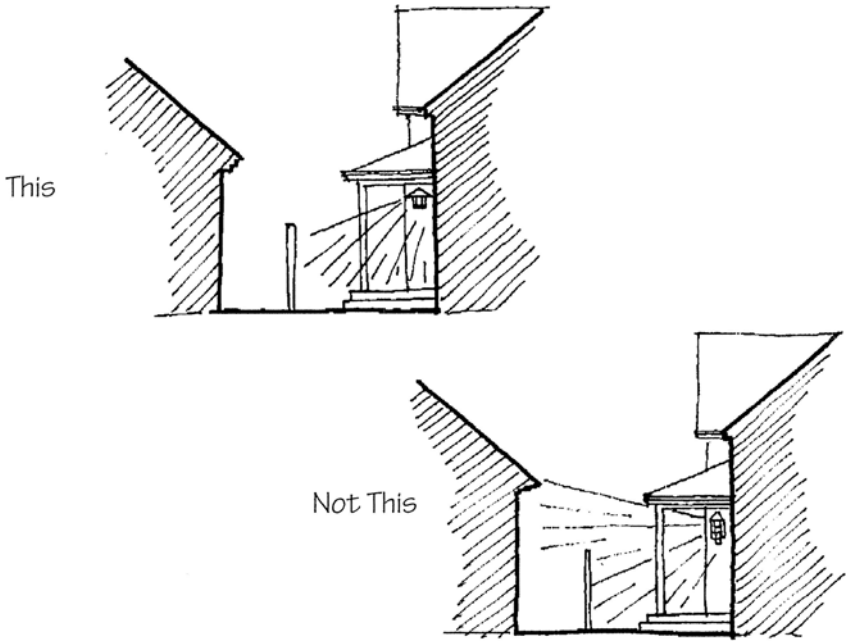
Exterior lighting is an important architectural component, particularly in our climate where outdoor spaces can be utilized so much of the year.

At the same time, part of the character of Charlevoix depends on its peaceful atmosphere and quiet nature. Bright lights, glare and reflection from clouds and fog can diminish that character.

Exterior lighting should be designed with specific tasks in mind. Lighting should be placed to illuminate specific areas for actual use. It should be directed toward the ground to avoid excess ambient light entering the neighborhood. Avoid creating light sources that spill directly or indirectly over property lines.

Lighting should not be included simply to decorate the exterior of a house or to highlight various surfaces. While it is tempting to symmetrically place fixture on every surface, particularly to enhance "curb appeal", this can generate excessive ambient light for the neighborhood.





Light fixtures should complement the architecture of the house. Fixtures of a style and period that match the house are desirable. Fixtures with frosted or otherwise translucent glass (as opposed to transparent glass) will generally deliver a softer light more compatible with neighborhood interest. Avoid using fixtures with clear glass and clear bulbs as these tend to create direct glaring light.

Refer to the Charlevoix zoning code Section 153.172 for regulations affecting exterior lighting in residential districts.

Design Review Criteria

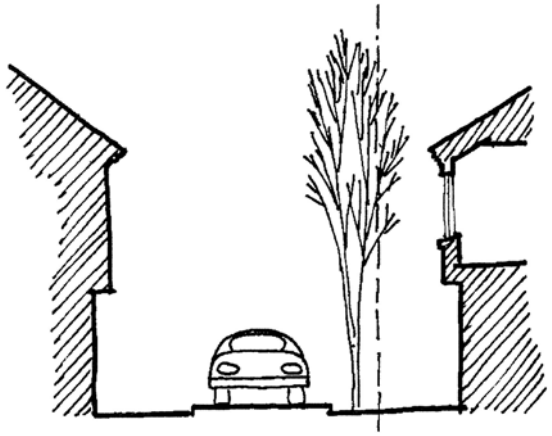
A compatible design will include consideration for the existing character of its neighboring residences and properties. Successful applications will address issues that occur at the interface between adjacent residences.

Compatibility is achieved by minimizing the impact of use and occupation on the neighboring properties by doing the following:

- Respect the neighbors existing conditions and utilization. Design and orient additions to maintain existing qualities.
- Utilize architectural elements and landscape elements to create real or apparent boundaries between adjacent occupied spaces.
- Design sites to offer a sense of separation without necessarily requiring extensive physical separation.
- Maintain existing natural grade where possible at property lines. Avoid using retaining walls to fill site and increase height above adjacent neighbors.
- Include sensitive placement and height of buildings and building components to avoid substantial blockage of existing sunlight patterns.
- Avoid use of extreme glare producing components such as large blank walls or large glass surfaces which may impact neighbors.
- Avoid light fixtures and placements that throw light across property lines.
- Avoid adding fixtures beyond the actual functional needs of exterior uses.
- Use fixtures that complement the architecture of the residence.
- Use fixtures that soften light and direct it toward the ground.
- Avoid bright glittery fixtures.

Location of Additions

Second story additions can generate a substantial impact on neighboring sites. In neighborhoods where few two story residences occur, a second story addition can affect the character of numerous neighboring properties.



When placing second story space, attempt to place that space toward the center of the property. Where sensible from an interior planning perspective, pull portions of the space away from the property line.

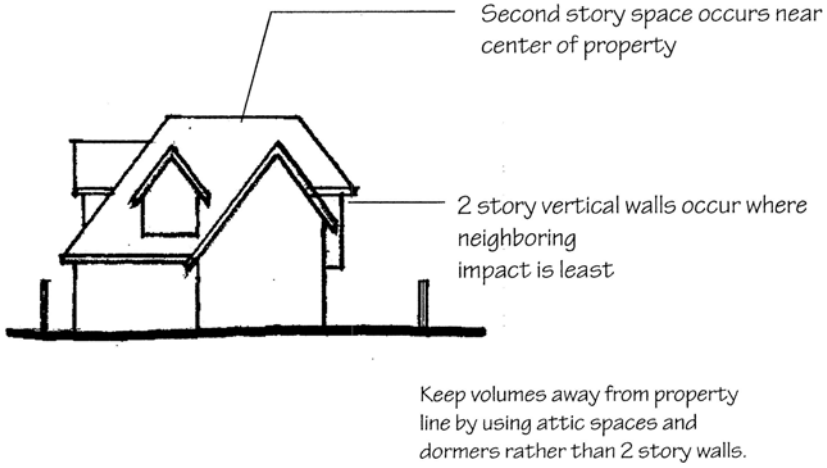
This element is not intended to generate "layer cake" residences. When space is located near the center of the property, portions of that space should include elements that reach the ground. This will avoid the appearance that an addition was simply placed on the roof of an existing house.

If declining height envelope or overall height requirements interfere with a preferred or superior design consider applying for a special permit to achieve a better result.

Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

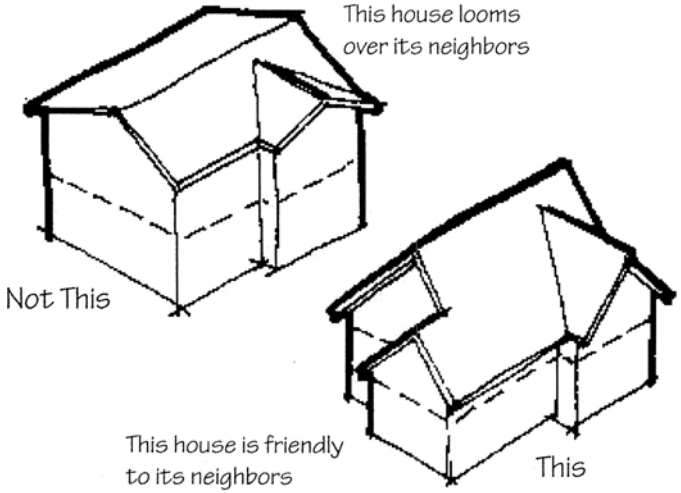
- Compatibility of the architectural style with that of the existing character of the Neighborhood.
- Architectural style, consistency, mass and bulk of structures, including accessory structures.
- Interface of the proposed structure with the structures on adjacent properties.
- For additions: Compatibility with the architectural style and character of the existing structure as remodeled.

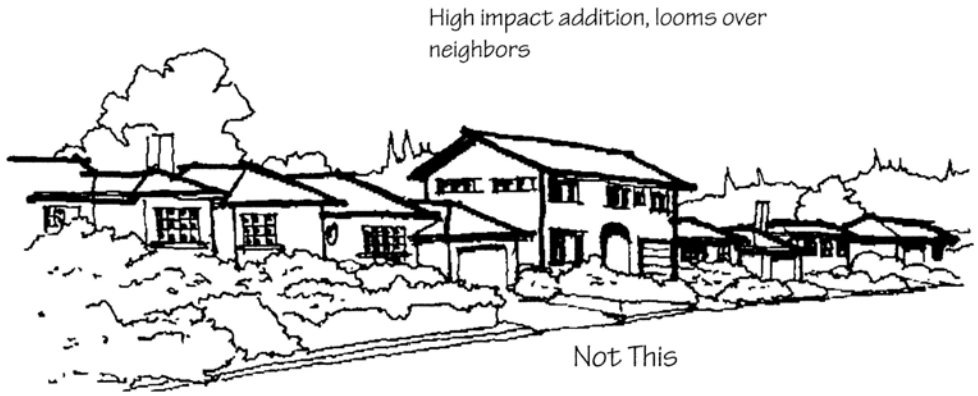


Configuration of Additions

Where habitable space, including new construction and additions as well as existing spaces, does occur near a property line, it should be configured to generate minimum impact on neighboring properties. This can be achieved by expressing that space as dormers or bays.

Refer to Component 6: Roofs for additional considerations.







Windows and Balconies

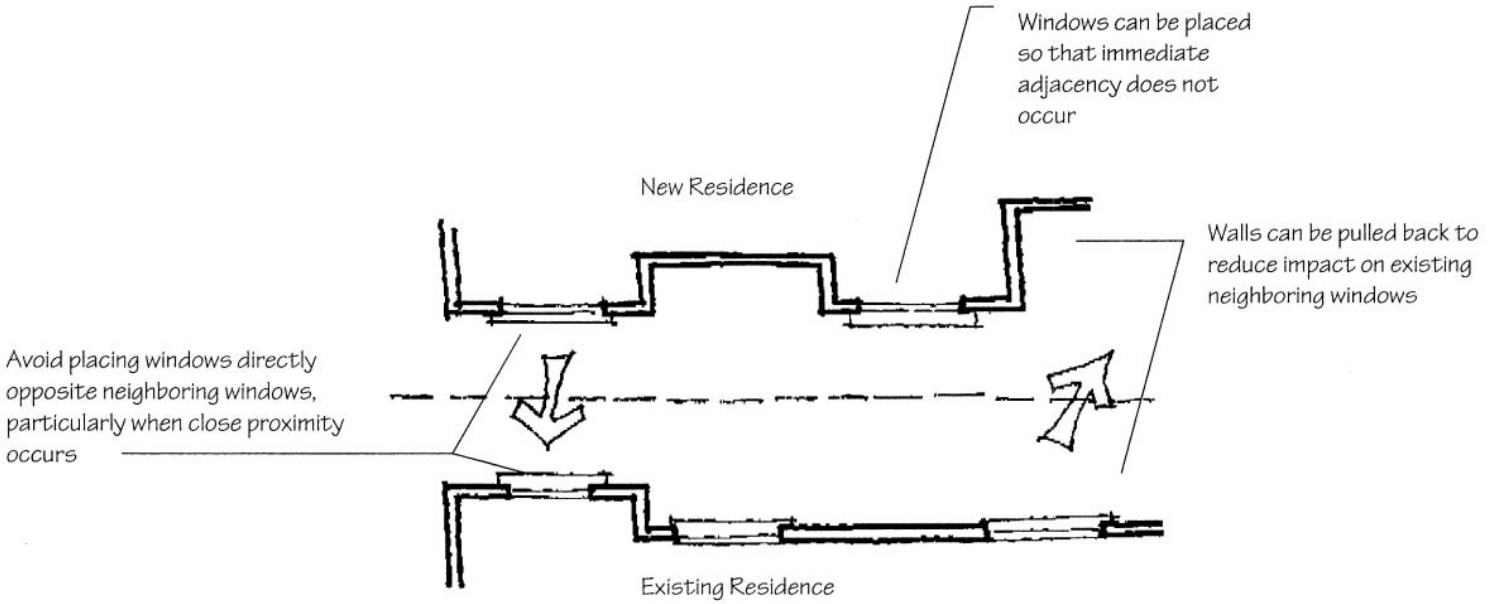
Windows and balconies become places where activity is concentrated and where views to adjacent properties are most available. Again, privacy in an urban environment is not guaranteed. It is the intent of this guideline to address opportunities to enhance privacy when those enhancements are not in conflict with other elements such as architectural character and consistency with the neighborhood.

Where sensible for interior spaces, and without diminishing the visual quality of the exterior of a building, window placement should avoid direct views into opposing windows on adjacent houses at the same level.

Where opposing placement is necessary, landscaping components should be included to mark boundaries and create a partial screen to support privacy.

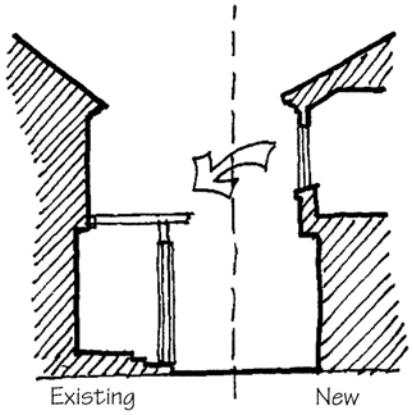
Applicants should not significantly diminish the function of interior spaces for this criteria. It is important that all houses have adequate light and views as well as a positive visual appearance from the exterior.

Applicants should avoid large blank walls generated by concerns for privacy.



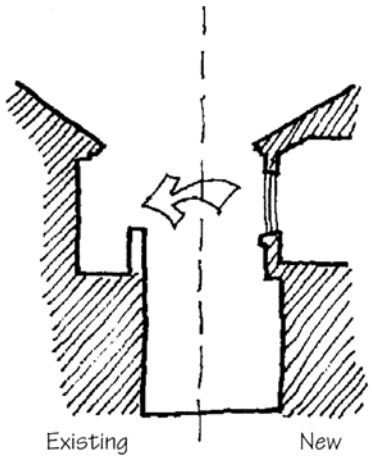
Outdoors spaces, such as balconies and decks, when consistent with the architecture of the residence, should offer consideration to the neighbors. Raised decks and balconies should be pulled away from property lines so that outdoor spaces do not loom over ground level spaces on neighboring properties. Avoid large second floor decks which generate "observation platforms" into adjoining properties.

Where existing outdoor spaces occur at neighboring properties, new windows should avoid overlooking those spaces directly.



Avoid windows and second story masses that overlook existing neighboring outdoor spaces

Where balconies are new, use solid railing to reduce impact and make balcony less exposed and more usable.



Avoid windows and second story masses that overlook existing neighboring second floor balconies

Design Review Criteria:

Compatibility will be achieved by including the following considerations in the design:

- Place second story mass toward the center of the property, while avoiding "layer cake" design within the residence.
- Where second story space occurs near the property line, minimize width and provide relief from long walls and large masses.
- Engage second story additions in such a way that they extend naturally from the first floor.
- Avoid windows immediately opposing openings at adjacent residences.
- Avoid elevated outdoor spaces at or very near to property lines.
- Avoid windows that directly overlook adjacent outdoor spaces.
- Include screening devices (trellis or awning) to increase privacy if no alternative location is feasible.
- Do not generate blank walls just for the sake of privacy. Window patterns should include consideration of the exterior architecture and compatibility with neighborhood character.
- Use reduced plate height at second story walls. Include clipped ceilings to allow typical ceiling height without increasing plate height.

Mass, Bulk and Scale: Introduction

The term **Mass** represents the overall appearance of the building and its apparent size and solidity. Mass includes actual and apparent components. It does not necessarily refer to the actual size of a building, but to the apparent size.

Actual Mass represents the physical size and configuration of a building. The actual mass of a building is controlled in part by the Zoning Ordinance via height limits, setbacks and floor area limits. It is also the responsibility of the design professional to manipulate forms in such a way as to achieve the desired physical shape of the building.

Apparent Mass is a consideration of how large the houses in a neighborhood appear. Buildings in a neighborhood may look big when they are actually quite small. Conversely, buildings may look small when they are really quite large. Some buildings appear to be large and bulky and tend to loom over people on the ground. Others appear lower to the ground and feel more comfortable within the neighborhood.

Mass is also a function of lot size. Large houses look smaller when set against a large yard. The space between the houses in a neighborhood affects the perception of mass as much as the actual size of the building.

Older houses in Charlevoix, even larger ones, tend to appear less massive and less bulky because of the methods of articulation used in their design and the level of detail occurring on the exterior. Materials and details are used appropriately to the architecture.

It is possible to design a large addition that does not appear massive to its neighbors. Observant designers will note methods used in most older Charlevoix homes which make them appear to be smaller, friendlier and more human in scale.

It should be noted that as a building becomes larger each of the components of this guidebook become more important and will be considered more closely.

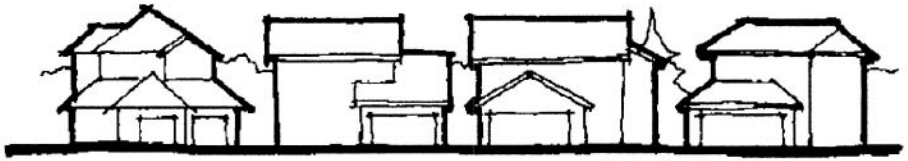
Each neighborhood will include buildings that "manage" their apparent mass in a number of ways. Those methods should form a pattern that is identifiable and that pattern should be respected with new designs.

Example houses which can actually be quite large will include elements which reduce the apparent mass of the building.

When designing additions to existing houses, it is important to consider apparent mass in order to minimize the effects of increased building size. Further, it is important to consider the effects of building mass from all sides. Buildings that appear to be too large not only impact the neighborhood in a general way, but also have direct and severe effects on the immediate neighbors.

It is the intent of this guidebook to generate houses that appear less massive within the context of their neighborhoods.

Larger houses appear massive, leaving little space in between. If the same houses occurred on larger lots, they may not seem as large.



Not This

Note that large garage doors also add to the mass of a building.

Smaller houses are less massive and appear less massive, leaving greater space in between. Additions to smaller houses require particular care in maintaining neighborhood character.



This

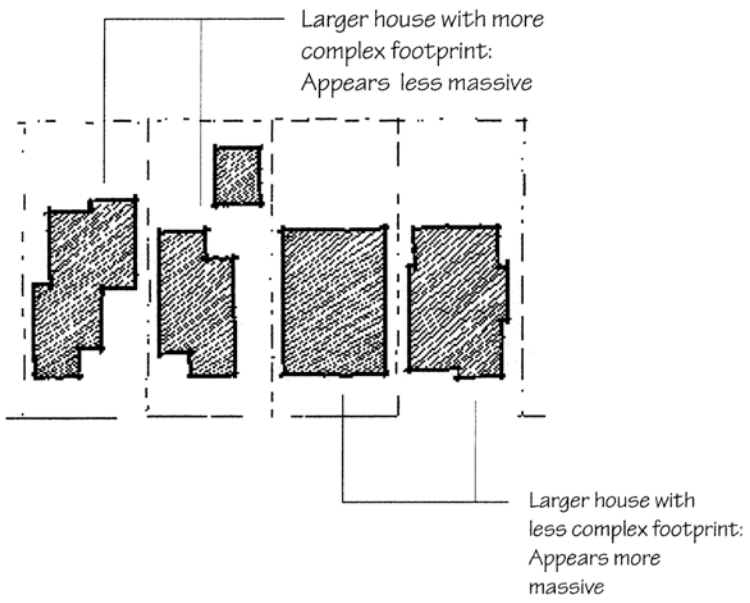
Mass and the Building Plan

The mass of a residence is often reflected in its footprint. Except for specific traditional homes, most older houses include complex footprints. The complexity reflects the number of appurtenances such as bays, porches or other physical elements which occur on a building. These elements tend to make a building less boxy and reduce the sense of apparent mass.

Houses of many different architectural styles may share similar levels of complexity in their footprint. Footprints often have similarities based on the periods in which houses were built. Victorian houses often had octagonal bays, Bungalows typically include substantial porches, Tudors often include rectangular bays and small protruding porches.

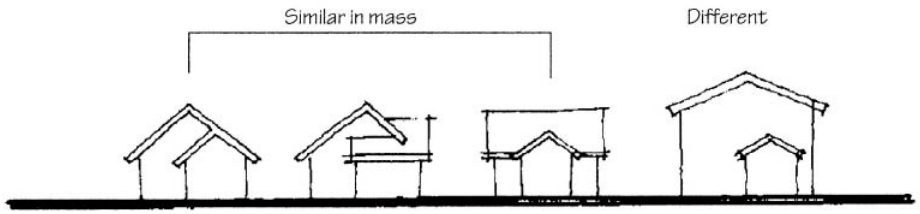
When designing additions, it is often tempting to fill in recesses in a building footprint, resulting in simpler rectangular forms. This will typically result in a more massive building that will not support neighborhood compatibility.

Additions should support the level of articulation present in a building footprint rather than reduce that articulation.



Design professionals should observe example houses in the neighborhood and seek to support the pattern of mass and bulk exhibited. In most neighborhoods, this will result in buildings that appear less massive than they might actually be.

This is particularly important when considering additions, as they will typically add more mass to a building.



Scale

Scale refers to the level of articulation of a building and the suggestion of mass by the inclusion or exclusion of various details and components. Scale is closely related to mass and the line between the two subjects is blurred.

The patterns in most Charlevoix neighborhoods serve to achieve a human scale. This supports the health and comfort of the neighborhood by enhancing the sense of ownership and control residents have over their environment. It makes our neighborhoods seem like friendly, human places.

In contrast, it is valuable to observe neighborhoods in other cities (and in some places in our own city) in which cars and large buildings dominate. These are not often the neighborhoods we choose to stroll in or let our children play unobserved.

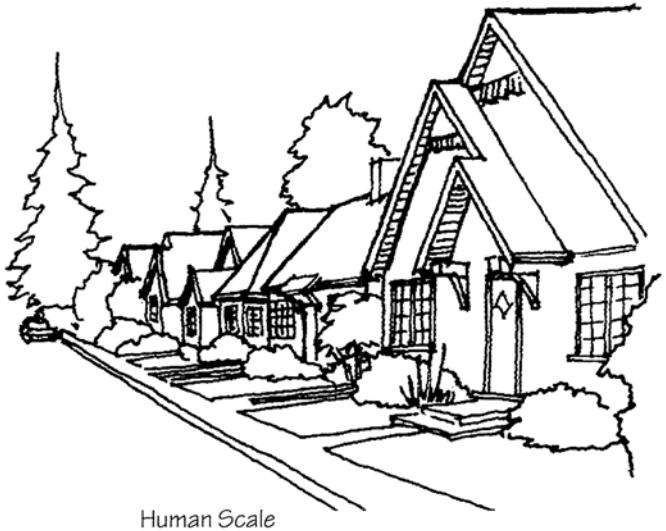
Human scale is the most common element of the older neighborhoods. Human scale is achieved by designing and building with elements that respond to human dimensions. Older houses often include elements that look like they can be handled or managed by a person.



Car Scale,
vertical emphasis designed
to impress rather than house.



Human Scale



Human Scale

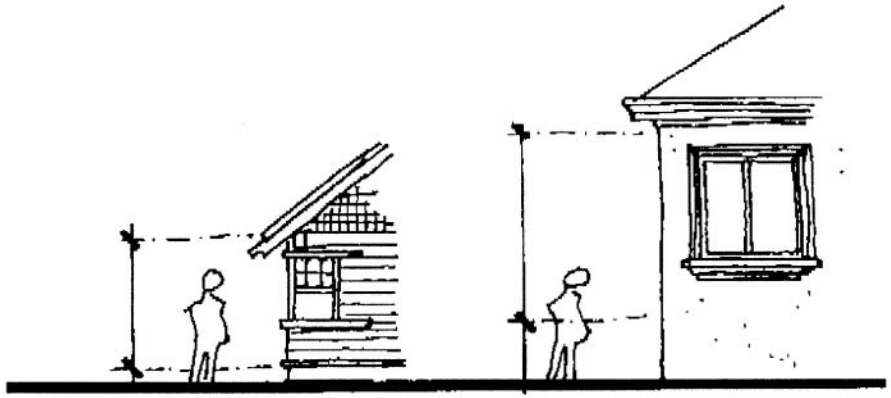
Human scale does not necessarily mean a smaller house. There are numerous examples of larger houses in Charlevoix that maintain excellent human scale.

Human Scale

In new construction, scale is analyzed in comparison to example houses and based on a goal of achieving human scale houses and neighborhoods. In additions, existing scale becomes and important factor. As with Neighborhood Compatibility, the achievement of human scale is desirable.

A human scale building will feel right and will be quite possibly unnoticed. A building that is out of scale will seem large and can make the users feel small, sometimes overpowered.

If an existing residence does not reflect human scale, additions can be designed to alter the scale of a building and give it a more human scale.



Human Scale

Bigger than human scale

Example houses in Charlevoix will often exhibit common elements that define human scale. These will include elements that define mass as described above. They will also include the scale of materials, openings and details that occur within the building. Each of these items is considered in detail below.

A successful design will respect the existing elements in a building that define its scale and continue those elements.



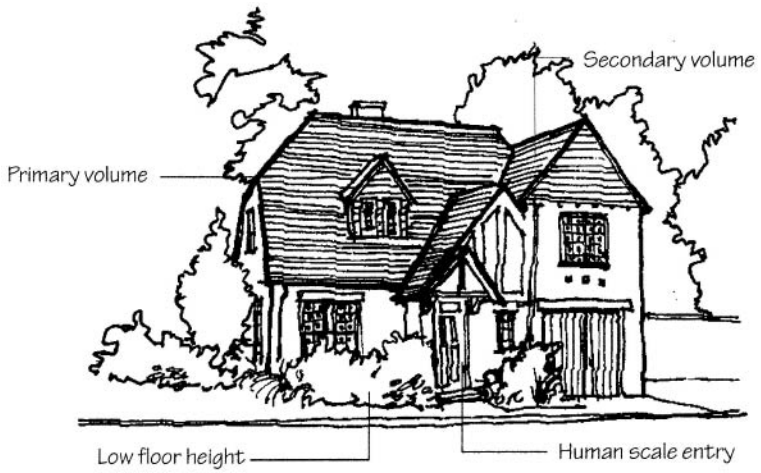
No cues evoking human scale
This house is designed to be tall and overpowering

Managing Mass and Bulk

Managing the mass and bulk of a building is a fundamental design task that must be considered from the earliest part of the design process. It is important that Designers consider these criteria as soon as plans begin to emerge. As plans evolve, room sizes and arrangements will change to accommodate exterior considerations. A competent Design Professional should have no problem accommodating homeowner needs while managing the mass of a building if the two tasks are considered concurrently.

Considering mass and bulk after a plan is complete will likely result in a design that is not consistent with these guidelines. It will generate superficial gestures that make a building look less massive on paper but do nothing to actually minimize the impact of a building.

Managing mass and bulk should not be considered a cosmetic exercise. It should be embodied in the actual design of the building and should occur in conjunction with good interior planning.



There are a number of ways to manage the mass and bulk of residences. Beyond making buildings simply smaller, the volume of a building can be articulated into primary and secondary volumes. By reducing the size of the primary volume and allocating space to secondary volumes, the apparent mass is reduced without necessarily reducing space.

In additions it is often important to include as much of the desired new space as possible within existing forms such as attics.



Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

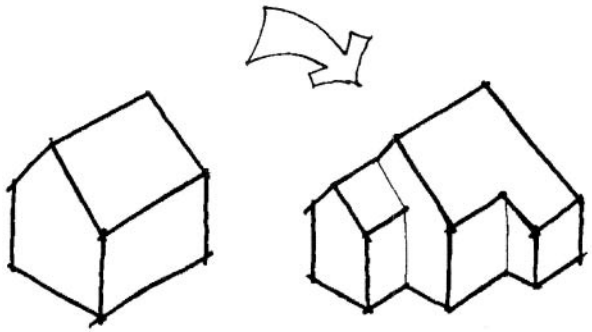
- Compatibility of the architectural style with that of the existing character of the Neighborhood.
- Architectural style, consistency, mass and bulk of structures, including accessory structures.
- Interface of the proposed structure with the structures on adjacent properties.
- For additions: Compatibility with the architectural style and character of the existing structure as remodeled.

The Basic Massing Concept

The basic massing concept of a new house or an addition should address the mass and bulk of the finished design. This concept should be developed in conjunction with the floor plan, **NOT** after the floor plan is developed.

New buildings and additions should use the following techniques to reduce the actual and apparent mass of the building in order to achieve human scale. The arrangement of spaces and the means by which those spaces are articulated can effectively reduce the actual and apparent mass of the building.

In additions, proposed designs should include masses that are consistent with the existing residence. In a substantial addition where new primary masses are defined, the new and old elements of the residence, such as porches, bays and other appurtenances, should harmonize with that mass to reduce apparent mass and bulk.



Additive elements should harmonize with the existing building

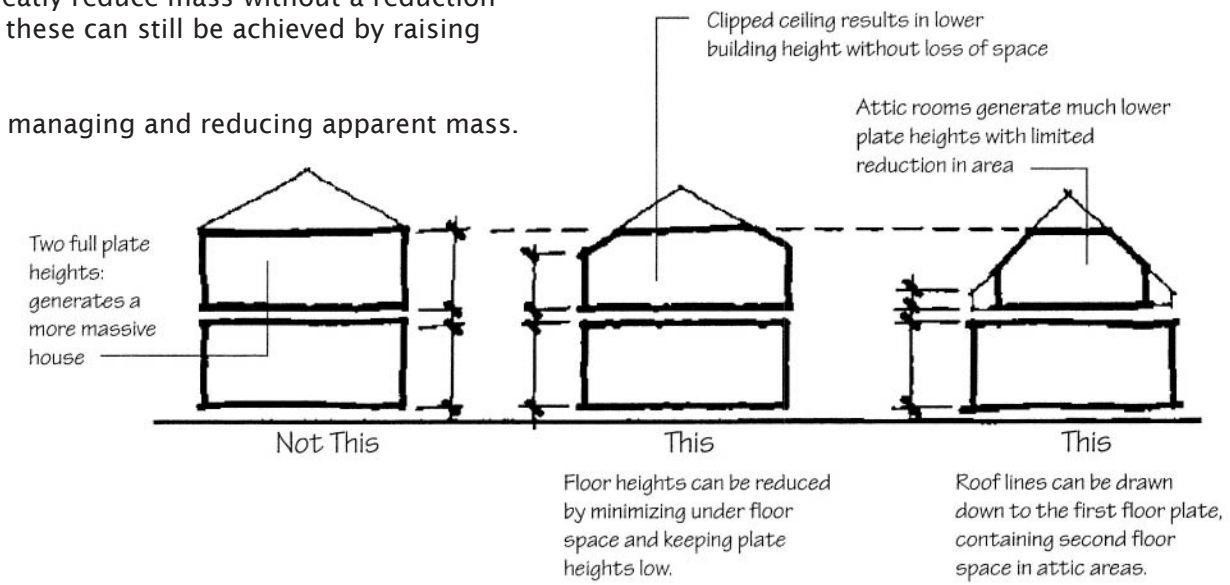
In additions, the new parts should be consistent with the old parts. When rooms or other building components are added, there should be a general sense that the whole building is made of the same materials in the same way. This applies to the mass and scale of portions of the building as well as the whole. It also applies to roofs, appurtenances and opening patterns.

The Basic Construction Method

Mass and bulk can also be reduced by managing some of the construction components of the building. An important technique useful to minimize bulk and mass is the management of plate heights.

A primary element can incorporate a lower plate height at exterior walls to greatly reduce the net height of the perimeter walls. This can greatly reduce mass without a reduction in area. When large interior volumes are desired, these can still be achieved by raising interior ceilings and interior plate heights.

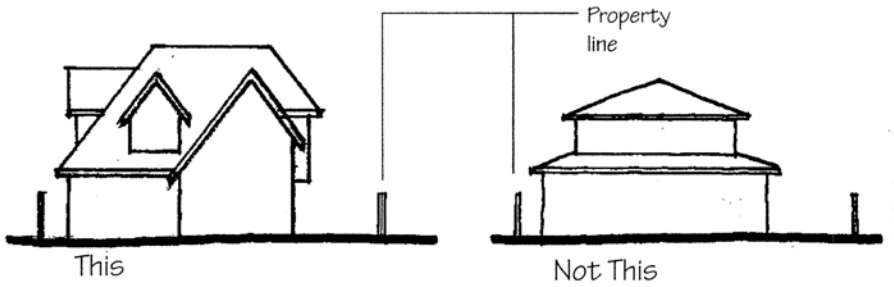
The sketches at right show a number of tools for managing and reducing apparent mass.



Second floor space can be setback to reduce the appearance of mass. This is done effectively by engaging space within a roof form at particular locations.

Alternately, entire portions of the house may be pulled away from a property line to decrease the apparent mass. This works well when appurtenances such as bays and dormers are included to avoid simple two story forms.

Setbacks, as a tool for mass reduction, should be used carefully to avoid the layer cake appearance that many houses achieve.

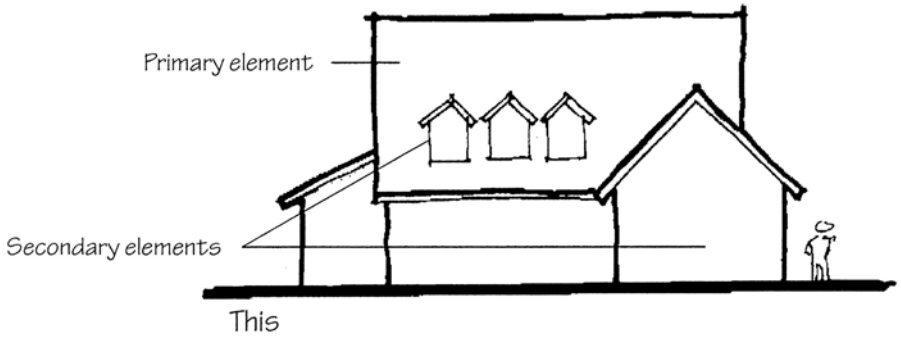


Primary and Secondary Elements

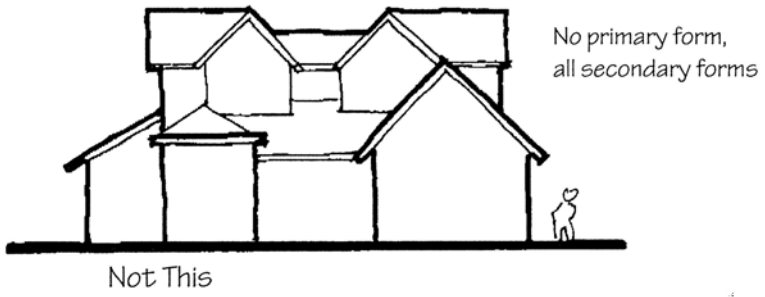
A primary volume should be established or maintained to clearly identify the house and establish hierarchy.

Example houses throughout Charlevoix will typically exhibit primary and secondary elements. Typically a primary volume will be maintained that identifies and anchors the general character of the house. Secondary elements will be incorporated; first, to satisfy functional responsibilities inside the building. Those elements will also serve to mask and fragment overall mass and reflect human dimensions within a larger building.

Larger homes may be broken into smaller parts with a clear hierarchy of parts. This hierarchy may include a two story element with numerous one story wings, bays or other appurtenances such as porches. It may also be based on a primary roof form with secondary roof forms.



Care should be taken to avoid micro-managing mass. A building can become an agglomeration of room size elements in an attempt to reduce mass. The result will be limited identity and little more than a lumpy building, lacking architectural style and grace.



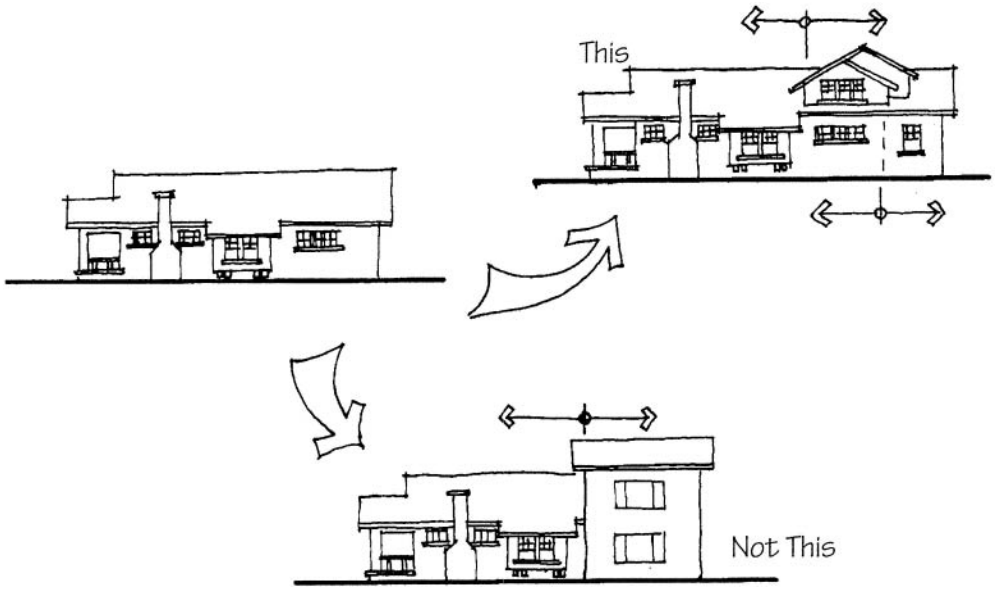
Harmonizing With The Existing Architecture

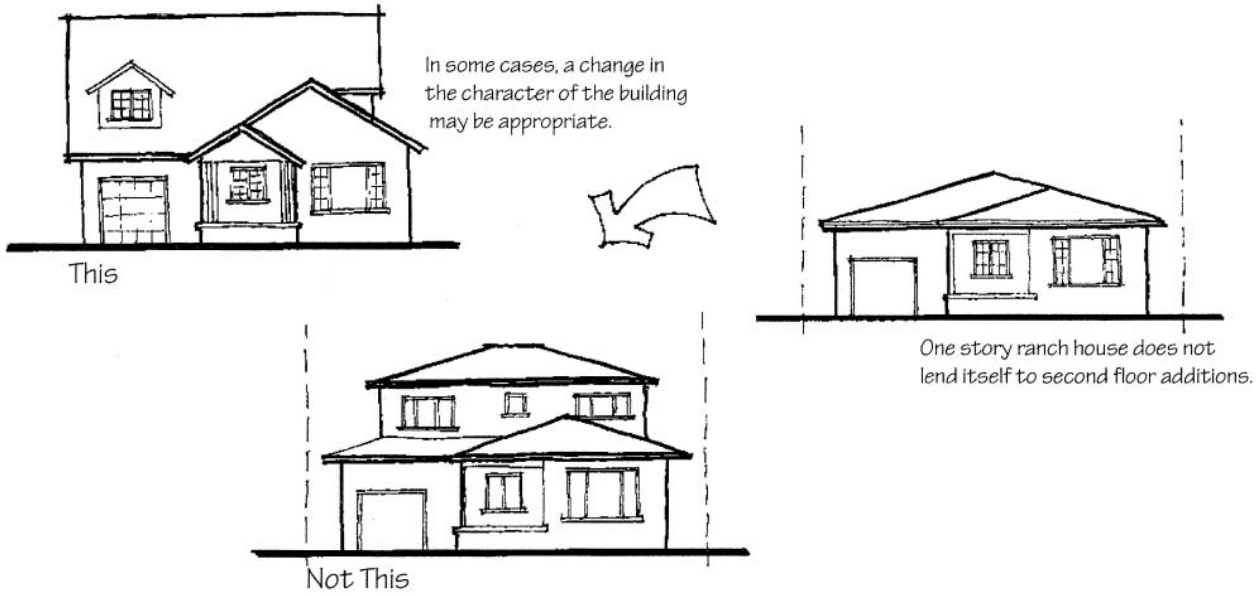
Second story space should always be designed to incorporate the existing lower floor. It should engage the existing residence in such a manner as to look natural, as though it was always there. This will also serve to avoid the layer cake appearance.

This can be achieved by bringing second floor elements to the ground. The inclusion of selected two story walls and other vertical elements will join the two floors together.

In some additions mass and bulk can be more difficult to manage as the existing architectural pattern may not lend itself well to additions. This requires greater care when designing additions.

In some cases it may be necessary to modify extended portions of the existing residence to create a coherent design.

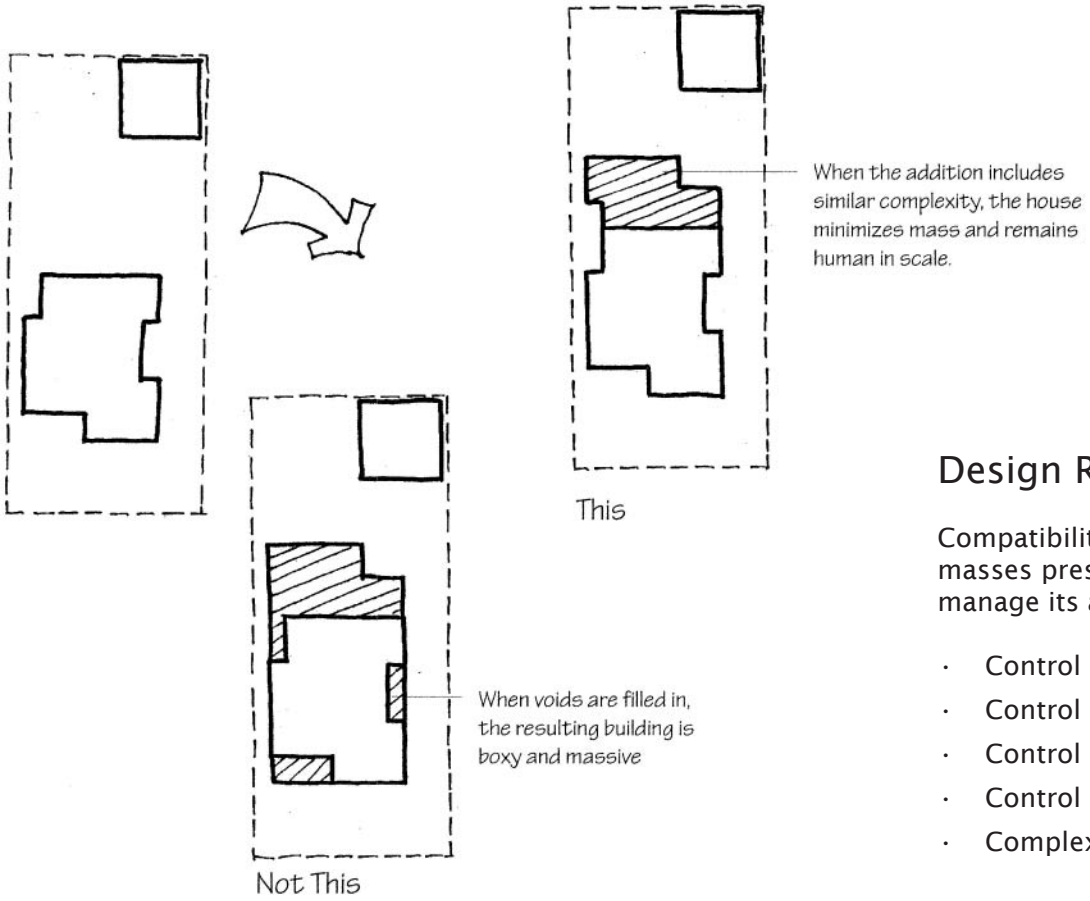




Complexity of Footprint

The mass of a house is affected by the complexity of the footprint. Many older houses in Charlevoix have complex footprints representing bays, porches and room sized extensions of the building. This adds an element of human scale to the buildings and makes them feel less massive.

Additions should include equivalent complexity. Voids in the building exterior should not be "filled in" just to gain space.



Design Review Criteria

Compatibility will be achieved by respecting the pattern of building masses present in example houses in the neighborhood. It will manage its apparent mass via the following methods:

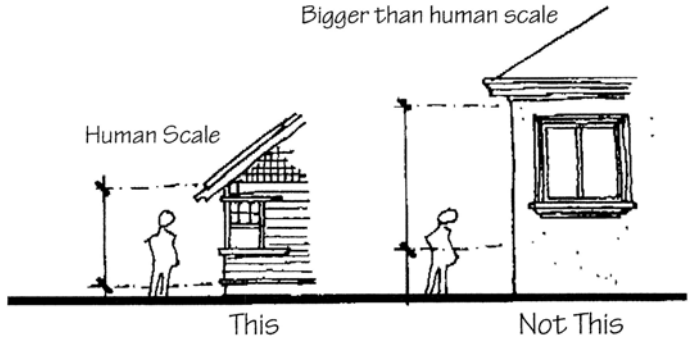
- Control of ground floor heights above grade
- Control of ground floor plate heights
- Control of roof configuration
- Control of second floor plate heights
- Complexity of footprint

Managing Scale

New construction and additions should seek to support the human scale that is present in most of our neighborhoods.

Each application should include elements that people can relate to, that do not feel over large when experienced from the neighborhood.

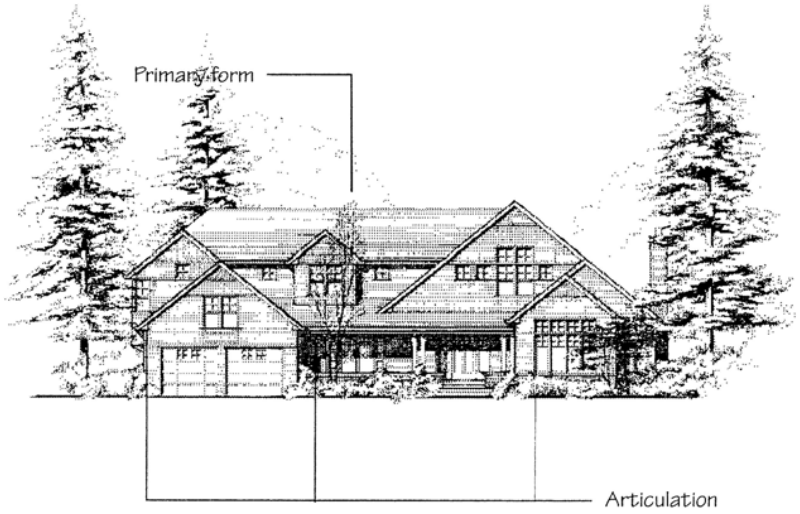
Proposals should avoid monumental elements designed to impress, rather than function.

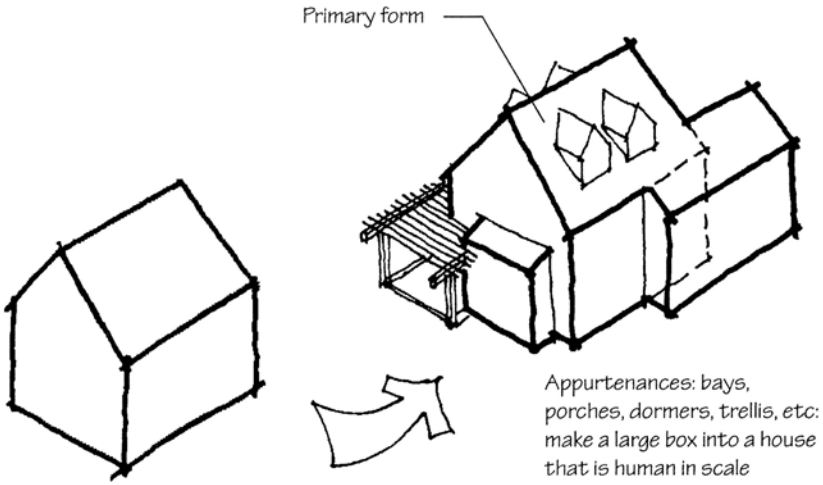


Articulation of the Form

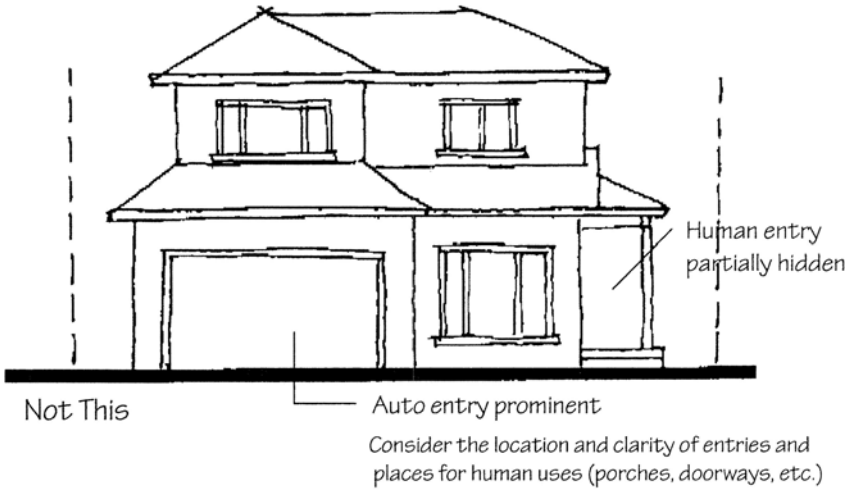
Scale is managed by the number and size of appurtenances that are generated by the design. Bays, porches, dormers and balconies can all serve to alter the mass and scale of a building. These are examples of secondary elements and are considered further below.

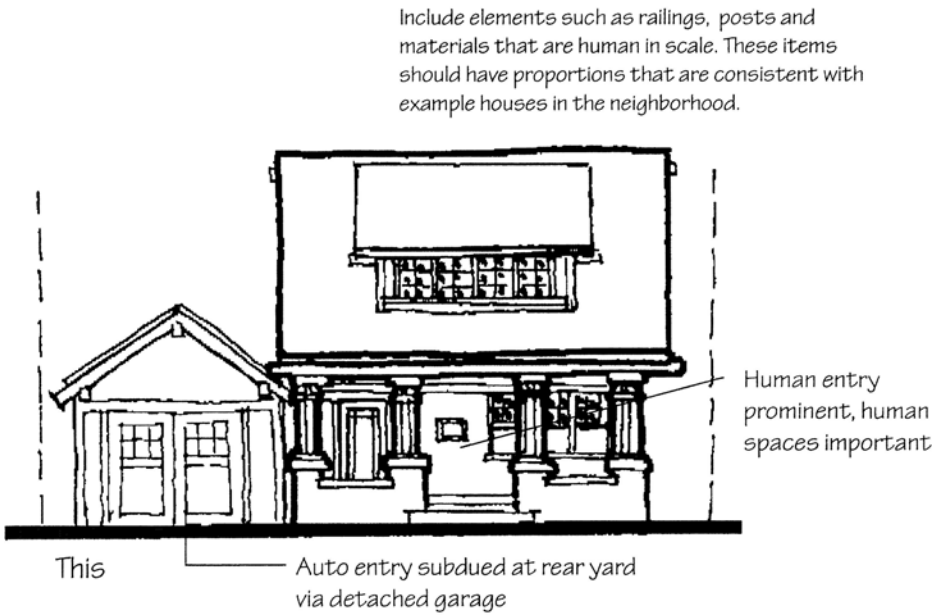
It should be noted that some of these are also decorative elements. Consideration of the architectural details is an important aspect of their design.





New construction and additions should include a number of elements which define the scale of the residence as human. This will include details, trims, appurtenances and assemblies that are human in size and function for human purposes (rather than automobile purposes).





Garage doors are an important consideration in managing scale. Wherever possible, the garage should be de-emphasized.

This can be accomplished best by use of rear garages. When front garages are used, doors should be split to single car width.

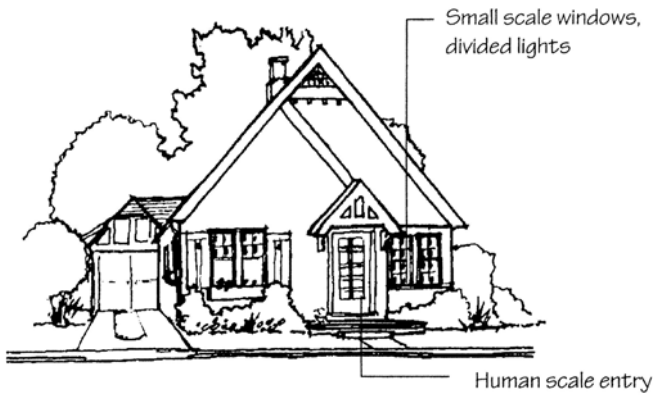
Avoid using off the shelf metal doors that do not relate to the windows and doors used elsewhere on the house.



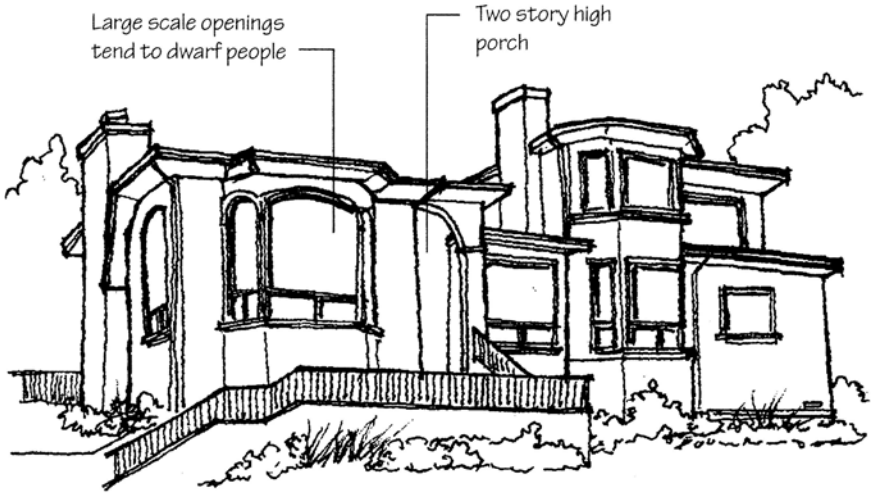
Openings, and window patterns that are smaller, closer to human dimensions, or made up of smaller elements can also support the sense of human scale.

Most older houses include windows that are divided by mullions and muntins to create a human scale texture to all openings. Windows are rarely large sheets of glass. When they are, there is usually a flanking of smaller scale windows.

New houses with many large, unarticulated windows generate a sense of massiveness and detract from the human scale of the neighborhood.



This



Not This

Design Review Criteria

A compatible design will respect the scale of the existing neighborhood. It will use methods and include elements which support the scale of example houses in the neighborhood and achieve a human scale:

- The scale of the residence should be consistent with the example residences in the neighborhood.
- The design should include visible entries and components for human use.
- Primary forms should include secondary volumes of human scale.
- Designs should include walls and elements that are one story in height and close to the ground, close to walks and public ways.
- Designs should include appurtenances such as porches or stoops that are clearly for human use and access.
- The residence should include basic design features such as minimum crawl space height and minimum plate height to avoid a house that is taller than human scale.
- Large components such as garage doors should be reduced in scale by articulation or by division to achieve human scale.

Roof Design

Beyond Mass and Scale, Roofs are one of the most notable and formative elements in defining neighborhood character. The design should include visible entries and components for human use.

Houses in a neighborhood will include roof patterns that are distinctive and repeatable. It is important to observe the patterns and create a building that is consistent with that pattern in order to conserve the character of the existing neighborhoods.

Example houses may include flat roofs with parapets, pitched roofs or combinations. Consideration should be given for the basic size and shape of example roofs in the neighborhood.

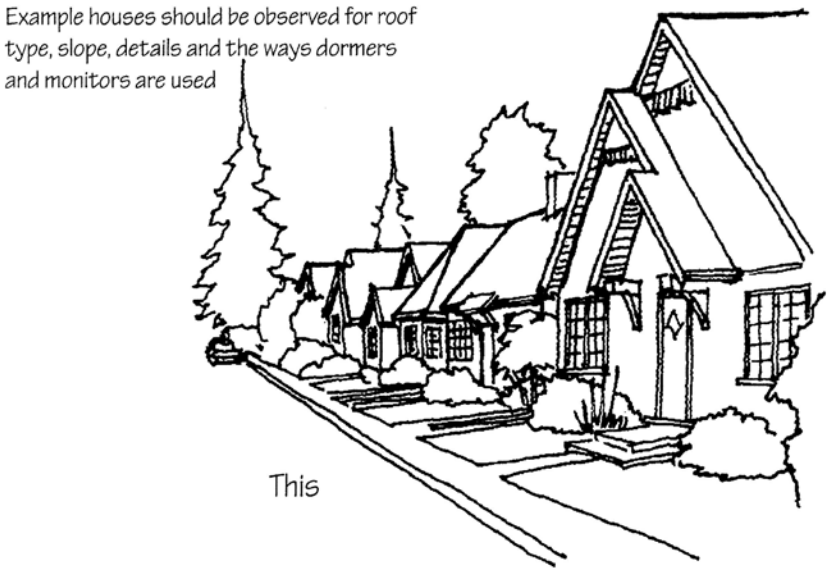
Additionally, Design Professionals should be sensitive to the pattern of roof details and the ways those details relate to roof form. Particular attention should be paid to the size and configuration of fascia boards, gutters, outriggers, barges, rafter size and treatment and dimensions of overhangs. All of these items serve to define a roof and will be reviewed for compatibility.

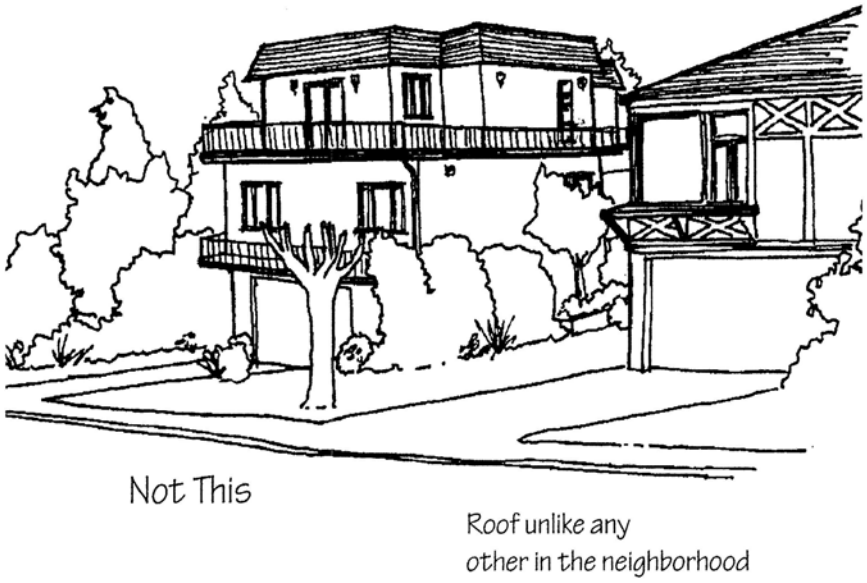
Refer to Charlevoix Zoning Ordinance for related components: Building Height and Exceptions 153.146

Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

- Compatibility of the architectural style with that of the existing character of the Neighborhood.
- Architectural style, consistency, mass and bulk of structures, including accessory structures.
- Interface of the proposed structure with the structures on adjacent properties.
- For additions: Compatibility with the architectural style and character of the existing structure as remodeled.

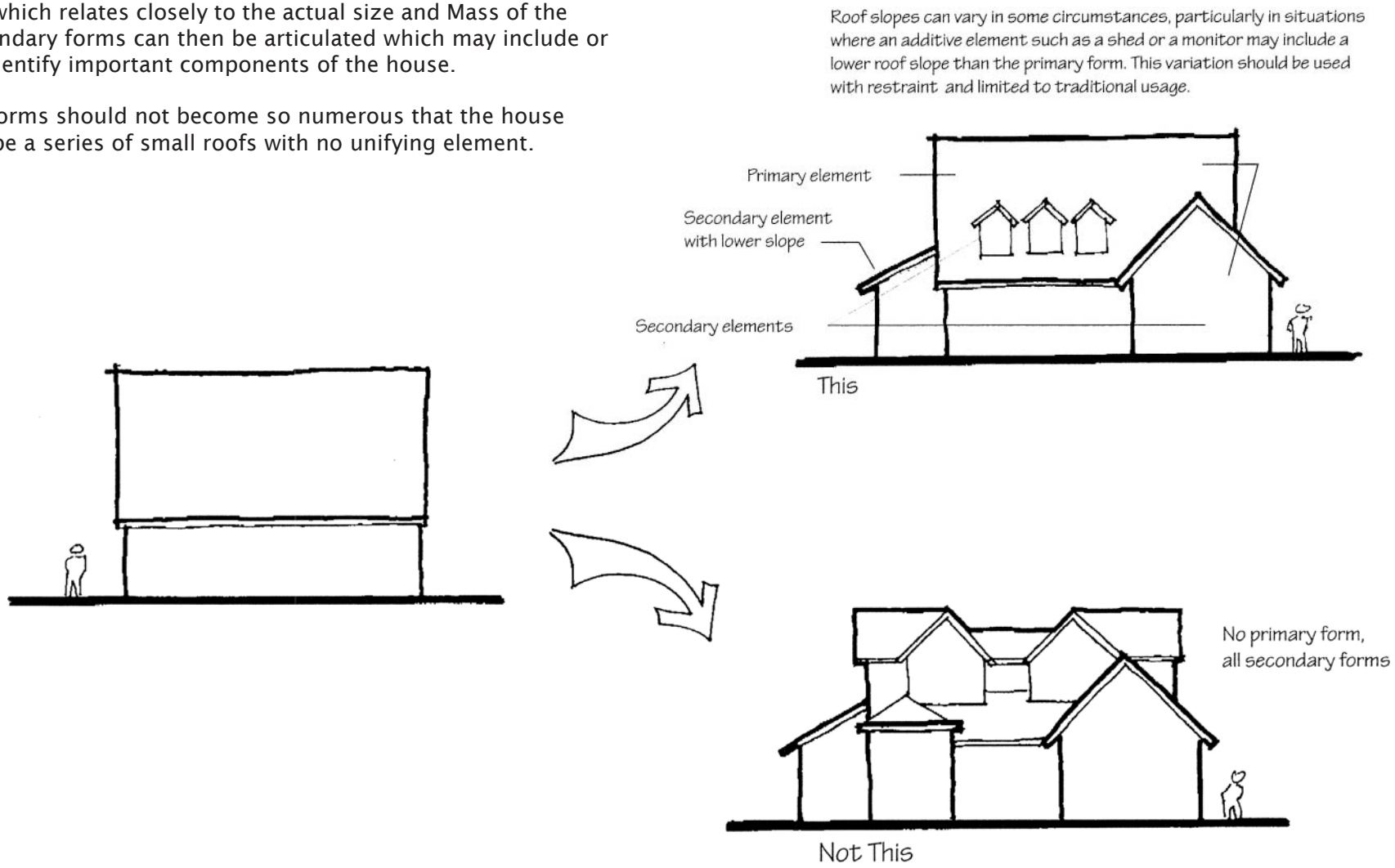




Articulation

Roofs should be articulated in ways that support the desired Mass and Scale of the building, Typically a Primary Roof Element should be defined which relates closely to the actual size and Mass of the house. Secondary forms can then be articulated which may include or otherwise identify important components of the house.

Secondary forms should not become so numerous that the house appears to be a series of small roofs with no unifying element.

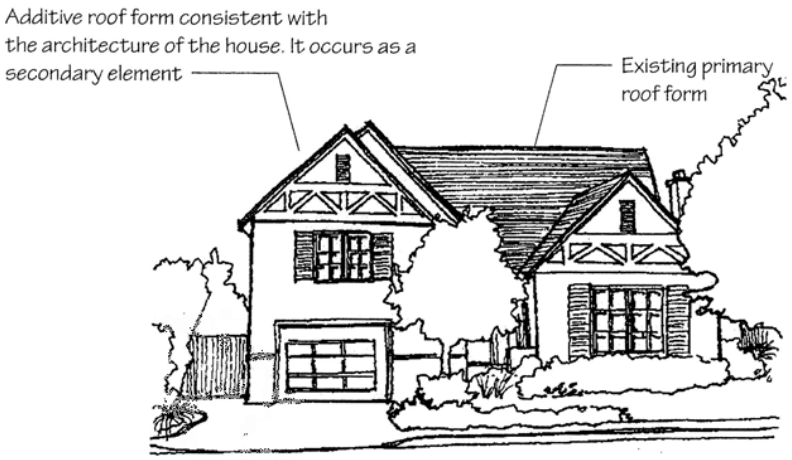


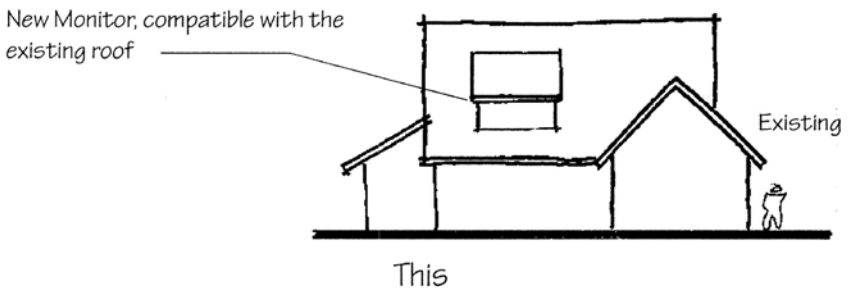
Additive Elements

Additive elements to the roof form should respond carefully to the mass and scale of the building and should not become too large. Elements which are too large compete with the primary forms of the roof and make the roof look more like trim attached to a two story building.

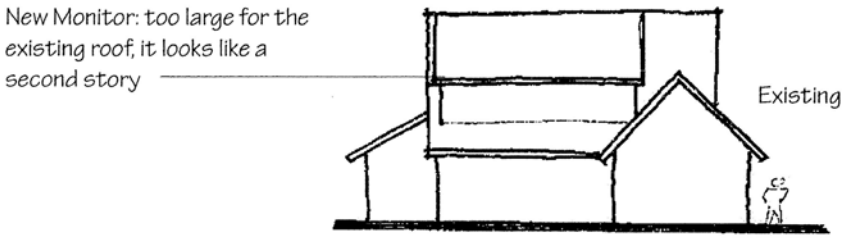
Use of dormers and monitors (shed dormers) to add space to an attic will require design professionals to think "attic" rather than "second story".

Additionally, additive elements that are different in style than the existing residence will not support the continuity of the architecture.

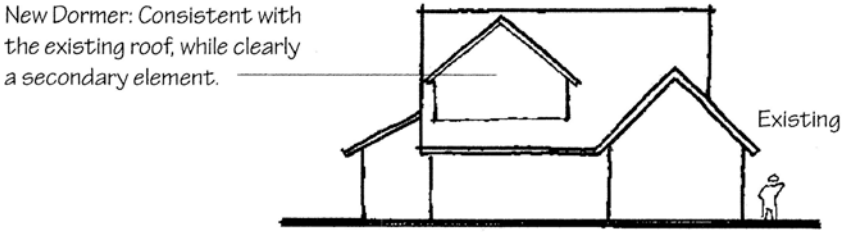




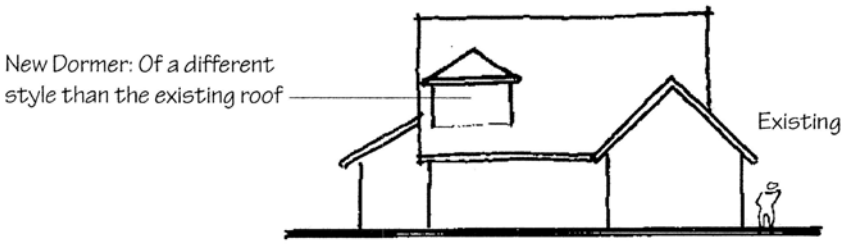
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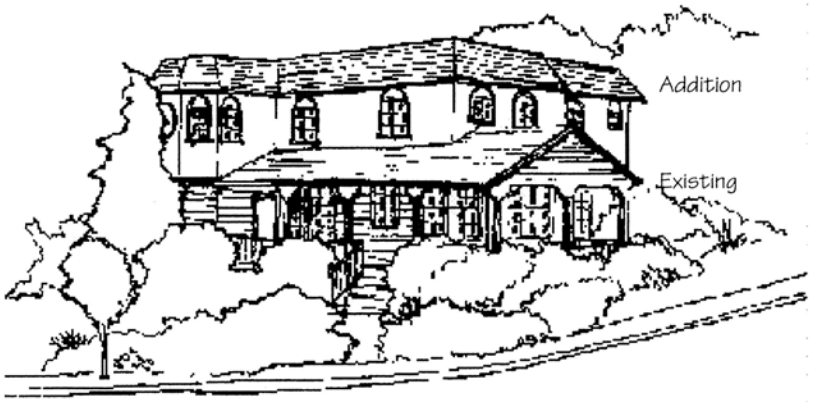


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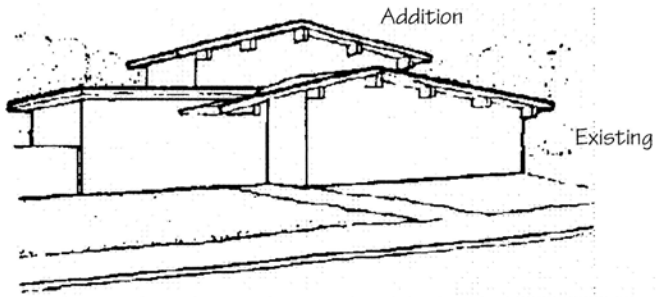
Consistent Roof Forms

A critical element in unifying a building and relating additions to existing forms is the consistency in roof forms. The roof is one of the most important identifying elements for a house. It is largely responsible for defining the character of a building.

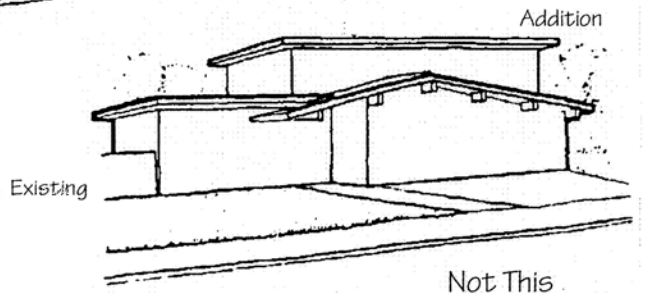




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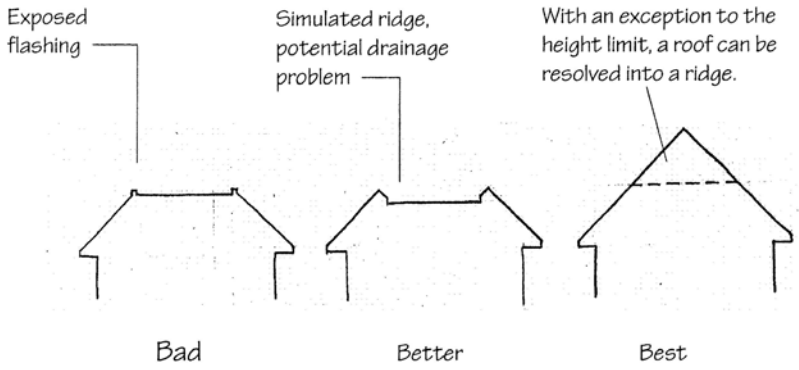
Additionally, the articulation of the roofs will form a pattern. Some neighborhoods will include simple, sweeping hip roofs, while others will include gabled roofs with numerous dormers or monitors.

Variable Roof Forms

Randomly varying roof forms are probably not supportive of Neighborhood Compatibility. There are, however, numerous precedents for variable roof slopes and forms. Numerous architectural styles include combinations of sheds and gables, sheds and hips and sloping and flat roofs.

If a proposal includes varying roof forms, they should be justified based on the architectural style and the pattern in the neighborhood.

If varying forms occur simply to make interior spaces work, there may be a need to redesign the interior layout to achieve a compatible roof form.



Sometimes roof forms are varied to accommodate height limitations. Hip roofs are often "clipped" to remain under this limit.

When a flat roof is included at the top of a sloped roof, flashing will be apparent where the transition occurs, making the roof unsightly and the clipping apparent.

Roof forms and materials have a close relationship with the general character and style of a building. When a particular style is existing or adopted, the roof form should be consistent with that style. Tudor Revival buildings will have somewhat different roof slopes and forms than a Spanish Colonial Revival building.

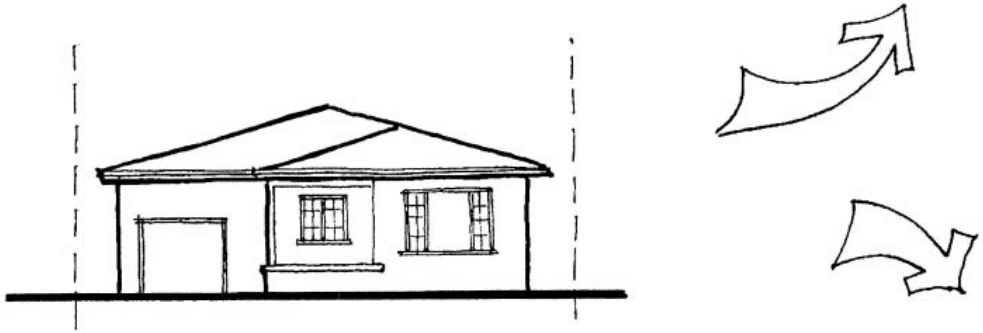


Substantial Additions

When substantial additions are proposed, the overall roof form (as well as the architectural style of the house), may need modification.

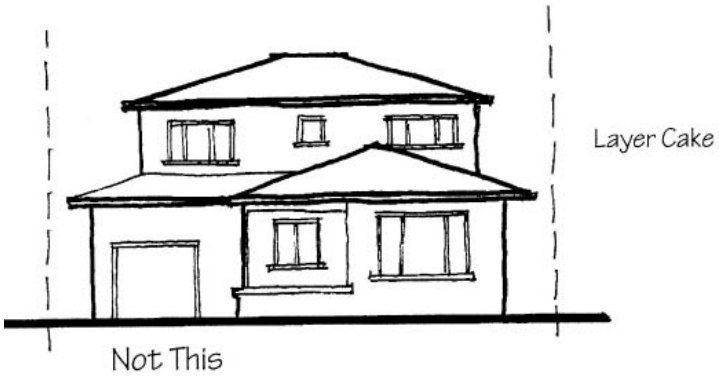
Low sloping roofs on single story ranch houses may not adequately engage a large second floor addition. The result may be a residence that does not meet the criteria for Mass and Scale.

Roof management can be an effective tool for housing a large space in a building of appropriate Mass and Scale.
When a flat roof is included at the top of a sloped roof, flashing will be apparent where the transition occurs, making the roof unsightly and the clipping apparent.



With a substantial addition, the entire roof may need to be redesigned. Often a roof for a one story ranch house does not support the addition of second story architecture.





It is important to avoid the "layer cake" look in second floor additions. Most existing two story houses look more integrated, as though all parts were designed as one.

A well designed cascading roof can take the place of a “layer cake” roof.

In some cases it may be necessary to design smaller spaces to achieve integration of the additional forms.



Numerous roof patterns will occur in a given neighborhood. Where this occurs, scale and mass become driving factors in shaping the design.

As a design progresses, a roof form will emerge as a result of the internal organization of the building. As this occurs, the designer should be sensitive to similar forms in the neighborhoods. Details and configurations should then be harmonized with the example forms seen in the neighborhood.

Design Review Criteria

Compatibility is achieved through consistency in roof form and articulation. Compatible designs will include the following elements:

- Consistent roof slope throughout.
- Limited use of inconsistent roof forms when appropriate to the architecture of the building.
- Consistent roof materials throughout.
- Roofs articulated into Primary and Secondary elements, with primary element(s) relating to the Mass and Scale of the buildings in the neighborhood.
- Roof slopes and materials consistent with the character or style of the building, including scale of materials.
- New roofs consistent with the level of articulation of existing roofs.
- Response of the roof design to the mass and scale of the building: The roof should be consistent, however the roof design may require the floor plan to be adjusted to achieve an overall compatible design.
- Avoidance of "layer cake" appearance to second story elements.

Porches and Entries

Porches and the human entry to a residence are some of the most important features of houses which define a neighborhood. Not only do they represent a substantial physical component, they also define the personality of houses.

They serve the functional needs of entry and egress while also creating an outdoor room in which the realms of public and private cross.

When actively used, they foster a sense of security by serving as the eyes of the neighborhood. They also generate a sense that the houses and the neighborhood are actively intertwined. In many cases they are the places in which we see and communicate with our neighbors most often.

It is very easy to identify the pattern of porches in a neighborhood and to respond to that pattern. Porches will be somewhat consistent with the period of the houses and will range from full outdoor rooms to simple added details denoting an entry.

Applicable Findings:

The following Findings in the Design Review Ordinance apply to this Component of the Guidelines:

- Compatibility of the architectural style with that of the existing character of the Neighborhood.
- Architectural style, consistency, mass and bulk of structures, including accessory structures.
- Interface of the proposed structure with the structures on adjacent properties.
- For additions: Compatibility with the architectural style and character of the existing structure as remodeled.



Porch as room

Ideally a porch will not only mark the entry to a building, it will provide functional space.

This porch is a room, a place for kids to play, a place to visit with neighbors, a place to watch the sun go down.

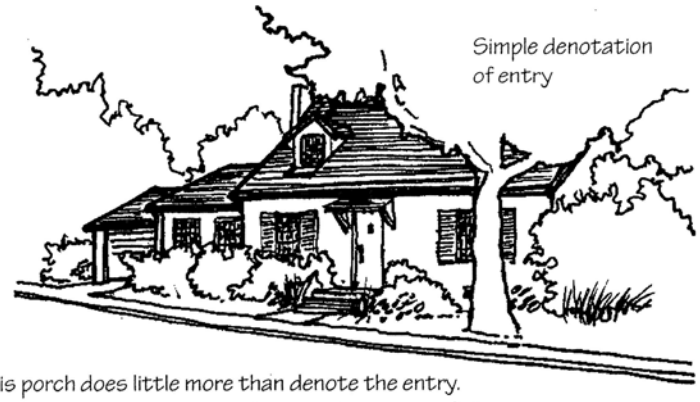
It expands the space of the house without greatly increasing the mass. It also creates a space where the home and the neighborhood intermingle, supporting the life of the neighborhood and the resulting components of safety and comfort.

Each neighborhood will have a pattern of Front Porches which can be observed and repeated. Porches may occur in front or at the sides of residences. They may have formal approaches or informal approaches.

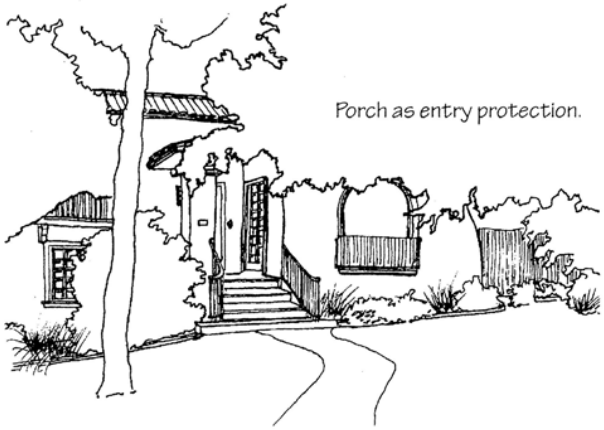
In general, porches should grow out of the architecture of the residence. They should be covered by a secondary roof form (refer to Component 6: Roofs) They may include embellished details and celebratory components.

They should not become the dominant element of a facade. There is a tendency to make the porch the "fancy" part of the facade, to make it taller and more visually important than other elements. This reflects a desire to add impressive elements to a house in support of a desired image on the part of the design professional or the homeowner.

In typical Charlevoix neighborhoods, the porches were almost always included for functional purposes as well as visual. If there was a need to impress the neighbors with external appearances, it was part of the whole design, not just the porch.



This porch does little more than denote the entry. It is, however, consistent with the architecture of the house. It does not compete with the house, it occurs below the line of the primary roof form, yet there is no question that it is a porch.



This porch is fully integrated into the architecture of the residence. It provides shelter and clearly denotes the formal entry to the house. It does not, however, loom over the street as a monument. It is complimented by landscaping which further marks the entry.

Porches in example houses will have a pattern of articulation. They may be additive or subtractive. They may include celebratory elements such as formal columns, or they may be more subtle.

The pattern in the neighborhood should be observed and that pattern should be supported. Attention should be paid to the level of detail. Scale and proportion of components such as columns, railings, eaves, outriggers, brackets and misc. trim.

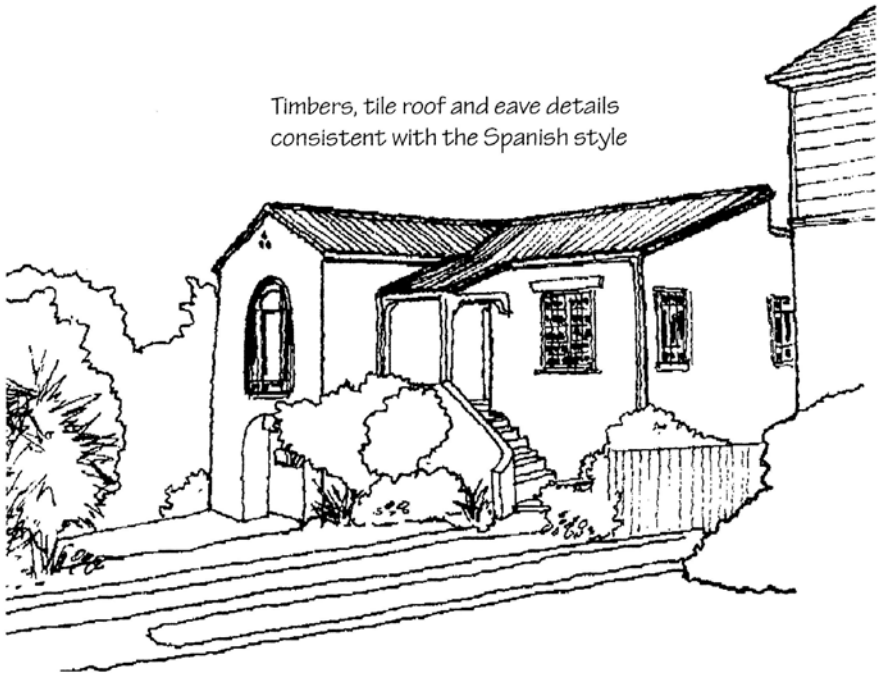
Where there are a number of patterns, the common elements of mass, scale and articulation should be considered in shaping the porch.

Bungalow porch with railings, columns, outriggers and associated woodwork evoking the full character of the architecture.

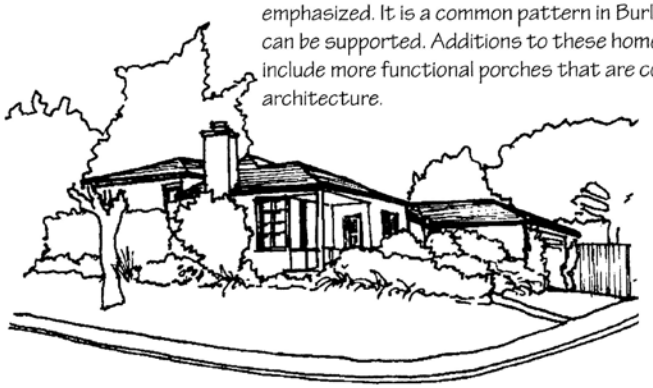
Bungalows are famous for porches. Often Bungalows include porches on numerous sides of the reside=ence serving a number of interior functions and greatly increasing the space of the house.



Timbers, tile roof and eave details consistent with the Spanish style



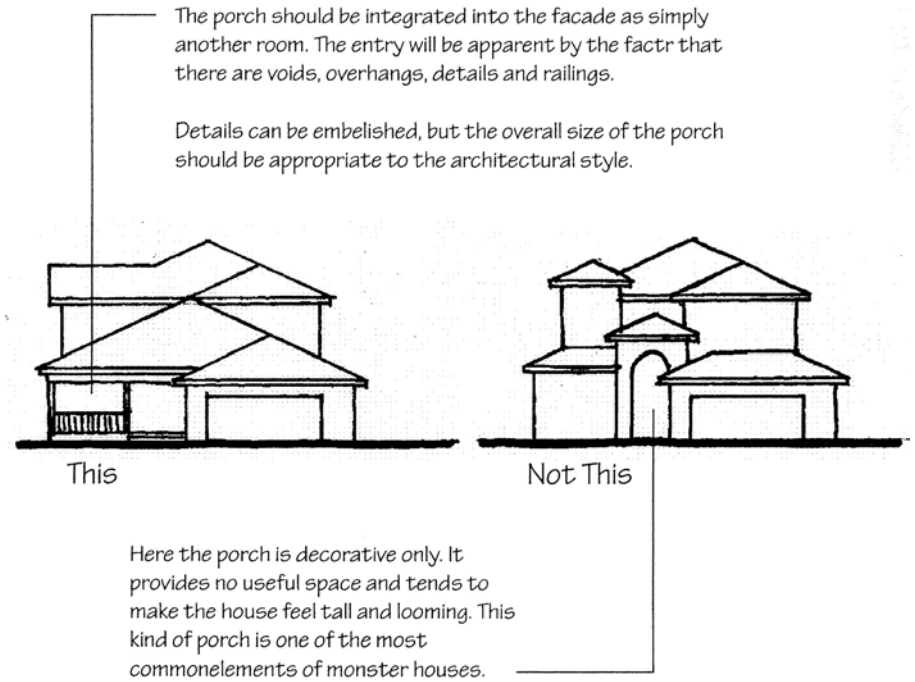
Simple stick and eave details consistent with the post-war ranch house. This porch is from a period where porches were de-emphasized. It is a common pattern in Burlingame neighborhoods and can be supported. Additions to these homes, however, can also include more functional porches that are consistent with the architecture.

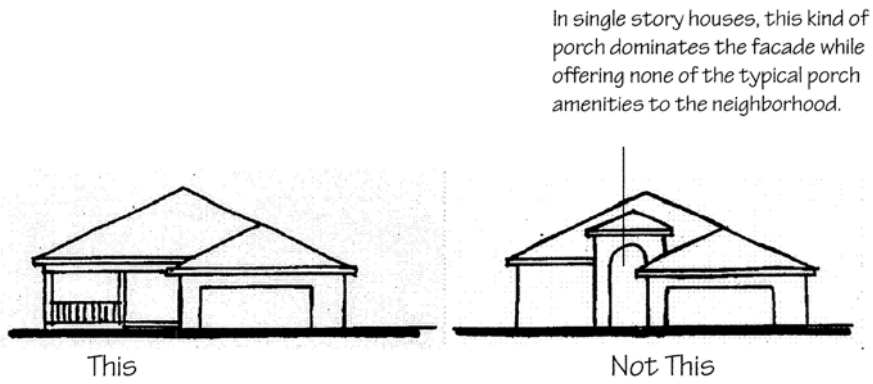


The details included in porch design should be consistent with details found elsewhere on the house. The should be substantial and durable, as porch components are often more exposed to weather than other elements of the house.

In all cases the porch should be consistent with the architecture of the residence. Token elements such as Doric columns and other classical details are only supported by similar architecture.

Avoid the desire to make the porch a tall element. While it is important to denote the entry to a building, most people are highly sensitive to the location of entries to houses. There is no necessity for a billboard to mark the entry.





Design Review Criteria

Neighborhood Compatibility will be achieved by including the following components or considerations in the design:

- Porches should be consistent with the architecture of the residence.
- Porches should not be the tallest elements of the facade. They will not exist simply as monuments.
- They should provide functional space similar to the pattern in the neighborhood.
- They should support human access and use at a human scale.
- Porches should be encouraged in most neighborhoods as a neighborhood asset, increasing the life of the street and generating more secure neighborhoods.
- Additional elements such as service porches and rear entries should be considered when visible to the neighborhood.

Openings: Windows and Doors

Each neighborhood will generate a pattern of openings in example houses. This pattern will include consideration of window and doorway types (materials, construction, details). They should provide functional space similar to the pattern in the neighborhood.

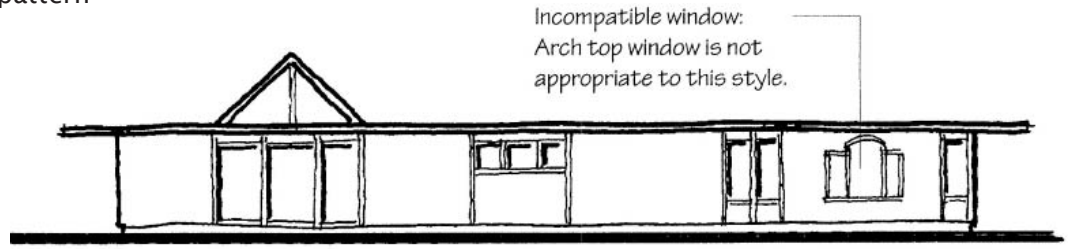
Typical windows should be observed and noted in the neighborhood. Of interest should be the type of window, the ways in which window units are combined to make larger openings, and the frequency of exceptional windows.

The neighborhood pattern will include consideration of scale and configuration of openings. Some neighborhoods will include examples of large picture windows in Modern configurations, while others will include a predominate pattern of smaller casements with divided lights.

Example houses will often include asymmetrical arrangements of windows. Symmetry is not necessary; sometimes it is undesirable. Balance is achieved by thoughtful placement, response to interior conditions and overall composition of the building exteriors.

Opening patterns should be true to the architecture of the design. If the design is compatible with the neighborhood, the opening pattern should follow.





Incompatible window: Arch top window is not appropriate to this style.



Exceptional window occurs in limited locations and only when appropriate to the architectural style of the house

Window Details

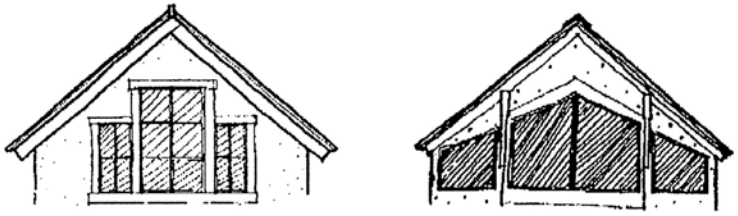
Openings are a critical tool in managing the scale of a building. Large blank openings can make a building look large and blank. Small articulate openings are like so many other aspects of a human scale home: they feel comfortable and appropriate.

Example houses will include a range of window sizes appropriate to the rooms they are serving. The actual windows will relate via similarity in detail, scale and configuration. The actual unit size may be identical throughout the house with variations in opening sizes accomplished by using multiples of smaller units.

Exceptions may occur when supported by the architecture. A single large window in an exceptional location is warranted in many styles. Multiple large windows, however, may be inappropriate in many neighborhoods.

Arched or round top windows should be avoided as they did not occur originally in most architectural styles present in Charlevoix. If the additional height of a round top is desired or appropriate to the space, applicants would consider using transoms or some other means of increasing height consistent with the architecture of the house. It is anticipated that this will occur at exceptional locations only.

Avoid trims that are out of scale with the window. Specifically, avoid foam/ stucco trims. The most common installation for windows in stucco walls in Charlevoix is the use of wood stucco mold. This generates an appropriate scale and is traditional in most neighborhoods.

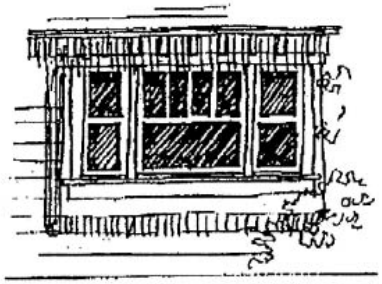


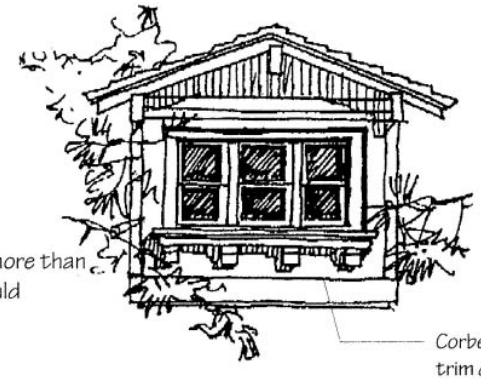
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Avoid token odd geometric shapes. Variety in the facade can be generate by the use of simple rectangular windows in traditional configurations.



Divided lights add human scale





Windows should be considered more than just holes in walls. Windows should be articulate and integrated into the architecture

Corbels and substantial trim details where appropriate to the architecture.

Materials

Each neighborhood will include houses that form a pattern of material use, quality and configuration. In some neighborhoods, there may be a number of houses that use materials in a similar manner. In other neighborhoods, materials may be used in a number of different ways.

Materials should be primarily consistent with the architecture of the design. If the architectural design is compatible with the neighborhood, the materials should also follow. Materials should not be selected as stand alone preferences, but should be the result of larger patterns.

Applicants are encouraged to research the type of architecture appropriate to their situation and use materials in a manner consistent with that architecture.

Frivolous material use, changes in materials simply for the sake of change, may result in buildings that are not compatible with the neighborhood or that fail the criteria of Architectural Integrity.

Choice of materials will also closely relate to Mass and Scale of the buildings. These choices in example houses will help define the mass and scale in the existing neighborhood.

Design Review Criteria

A compatible design will support the existing pattern of openings and material use in the neighborhood by remaining generally consistent with that pattern while supporting the architecture of the design.

- Use window and door patterns that are consistent with those found in the neighborhood. Avoid token shapes or designs that are included for interest but are inconsistent with the architecture of the residence.
- Use window and door details that are consistent with the architecture of the residence.
- Use human scale openings and details.
- Avoid large expanse of glass and repeated large openings on a facade. Explore the use of a greater number of smaller openings.
- Use materials consistent with the architecture of the residence.
- Avoid token material changes for interest only. Material changes should respond to changes in function or the need to manage mass and scale by modulating the exterior of a building.
- Use materials that are in scale with the residence. Avoid over large material units on small architectural components.

Landscaping and Site Design

Charlevoix enjoys a climate and a setting that allows us to utilize our outdoor spaces comfortably in the summer. Our yards can be extensions of our homes.

This ability greatly extends our living environment and allows us to enjoy a large amount of space without having large buildings.

The development of that outdoor space does have implications for Neighborhood Compatibility. Since many of us do spend time outdoors, the impacts of neighboring residences and landscaping can become important.

The information contained in this Component of the Guidebook describes the aspects of Landscaping that are important in supporting the existing character of the neighborhood and in establishing compatibility.

Landscaping is a highly personal subject and should be a place where individuality is expressed. All landscaping evolves with time and reflects the changing values of homeowners.

It is not our intention to limit the possibilities for expression through landscaping enjoyed by the homeowner. That expression is one of the important factors in personalizing neighborhoods.

Our intent is to address the impacts of landscape design and construction on the neighborhood and to encourage homeowners and Design professionals to explore the patterns of landscaping evident in our existing neighborhoods.

The important aspects of landscaping include the relationship of the house to the street and the ways in which front yard design support the life of the street.

Additionally, landscape components play an important role in reducing the impacts of projects from neighbor to neighbor.



This

Landscaping is included for consideration for a number of reasons:

- It can be a critical component in framing and positioning a house in a neighborhood setting.
- It can be a critical component in shaping and defining the outdoor rooms which form the interface between the house and the neighborhood.
- Landscaping and its proportion affect the mass and bulk of the structural components.

Landscaping around a building is one of the key elements in defining the boundaries of the subject property.

Landscaping may define actual boundaries such as property lines and access routes. It can also define spatial and implied boundaries between adjacent outdoor areas and the street

This can be important in establishing a level of comfort for use of outdoor areas when they are exposed to the street or to neighboring rooms.

One of the most important boundaries to a residence is the line between public and private space. That line can occur in a number of positions, from the point at which the driveway leaves the street to the front door of the residence.

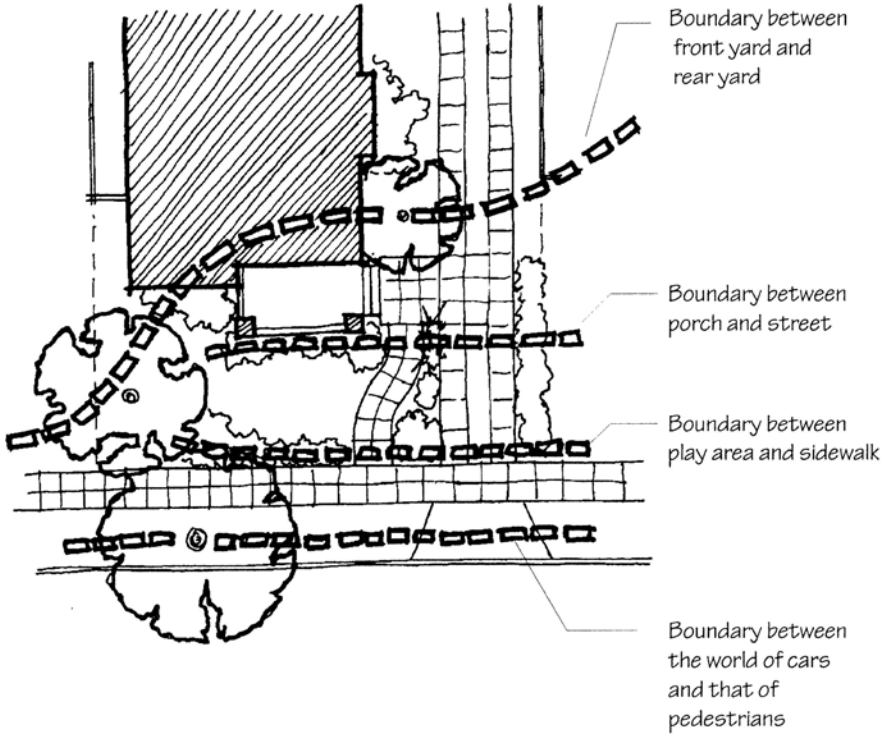
In typical Charlevoix neighborhoods, the front yard becomes a zone in which this boundary lives.

Depending on the time of day and the level of usage, that boundary may shift locations. When a front yard is full of kids and there are people on the front porch, the public boundary can be pushed out to the street or beyond. During these times, the front yard is clearly in possession of the residents.

Landscaping is a means by which that boundary can be reinforced without resorting to the placement of fences.

Landscaping can define several layers of boundaries that separate various elements of the public space in very subtle ways.

It is not necessary to utilize fences or tall hedges to achieve a sense of separation. Passers by respond to very subtle cues. Low hedges, strategically placed shrubs and changes in material can easily do the job.



Front Yards

In defining the boundaries of the residence and its relationship to the neighborhood, various landscape components can be used. These elements can be considered much the way finishes and furnishings are considered at the building interior. They serve the role of function as well as decoration.

Landscaping that is included strictly for decoration, to cover up bare ground, will probably not support neighborhood compatibility. Design Professionals should use landscaping to shape outdoor spaces and enhance the functions of access and outdoor recreation.

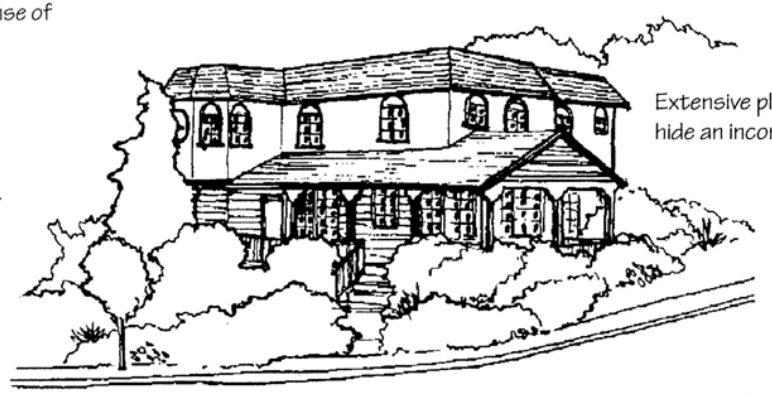


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Planting defines entries and important windows while joining the house with the landscape



Not This

Planting occurs as a mass of vegetation to fill up space. It should actually be treated as furniture to enhance an outdoor room and serve useful functions.

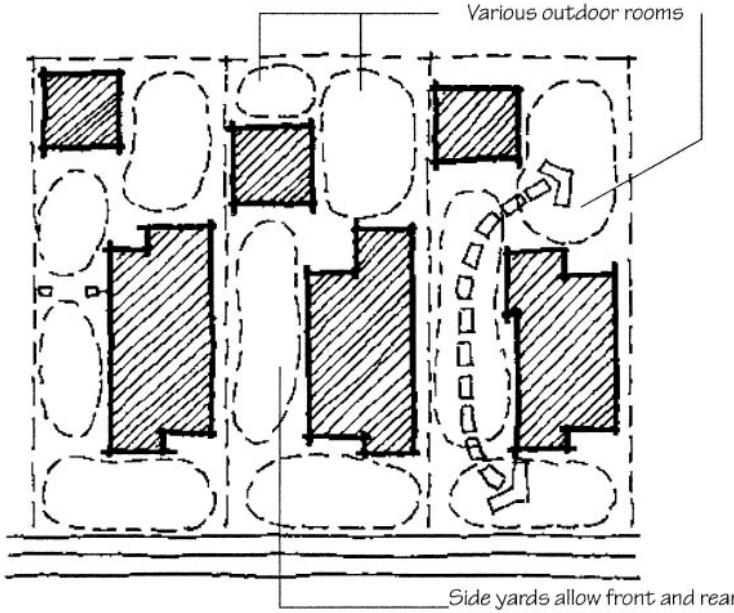
Side Yards

Side yards represent critical areas for landscape design. Not only do they have a visual responsibility to the street, but they are the place where impacts on the neighbors must be managed.

In Charlevoix, because of the wide use of rear yard garages, side yards take on greater importance. Since many side yards include driveways, these become areas of activity that are used extensively.

This is a positive feature of the rear garage because it can add a great deal of useful space to the outdoors. That space often occurs as room size areas that can support a wide range of landscape types and habitats. Cool shady areas can occur right around the corner from hot sunny areas.

Active consideration of these opportunities will generate site designs that are consistent with many of the neighborhoods in Charlevoix.



Side yards allow front and rear yards to connect and communicate. This creates ample opportunity for functional landscaping.



Side yards as attractive and useful places



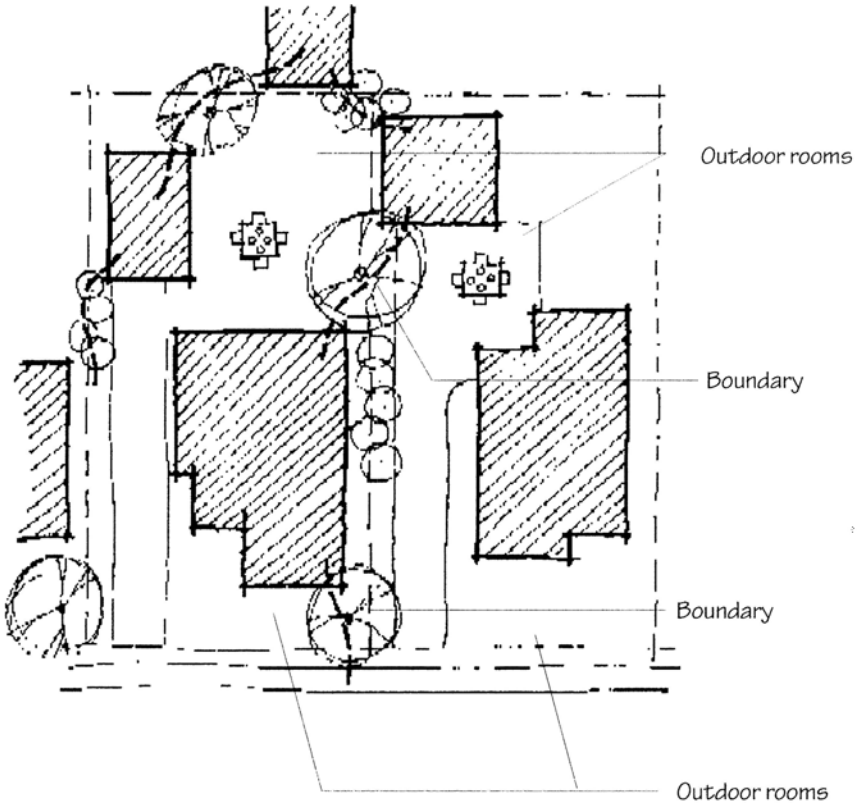
Side and Rear Yards (continued)

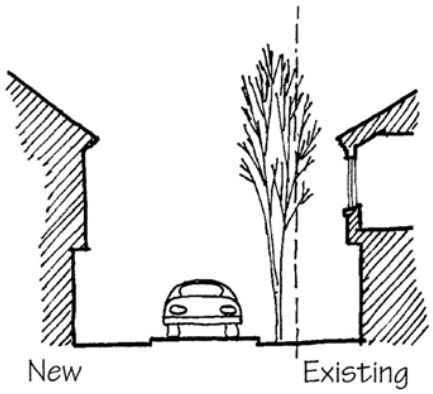
When modifying landscaping, consideration should be given to neighboring residences and their outdoor rooms. Neighboring patios may only be a few feet apart. Large plant elements should be placed to help create a sense of separation and privacy.

Equal care should be given to consideration of sunlight and views. Placement should not disrupt existing patterns substantially.

Separation can be desirable at both the rear and front yards as well as at side yards.

At front yards, planting and related elements can define front yard play areas for children and create a critical sidewall to a well used front porch.





Trees can be placed to simulate distance between houses. Care should be taken not to disrupt critical views.

When houses or additions are held away from property lines there is plenty of room to manage the landscape design for positive results.

Landscape elements are important components in binding a building to its site. As such they can help reduce the apparent mass and bulk of the building by pulling the site upward to engage the building.

Well placed planting will appear to grasp the corners of the residence, pulling it down to earth. It will accentuate particular elements of the house and will extend the form of the house out into the yard.



This

As considered for Architectural review, landscaping is not intended to hide or mask non-compatible buildings. Trees and shrubs should not be used as the primary means to manage mass, scale or to otherwise make a non-compatible design compatible.

Landscaping should be an additive element when new and a formative element when existing. It should complement a design, but the design should not be dependent on it.



Not This

Planting should not be used simply to decorate the edges. A two foot planting strip around the perimeter of a house will not be useful in affecting the mass of a building.

Equally, no amount of landscaping can adequately manage a building which is inherently bulky and out of scale.

Site Construction

Due to the favorable summers we enjoy in Charlevoix, combined with the human scale of many of our streets, outdoor spaces in front and side yards are active, useful places.

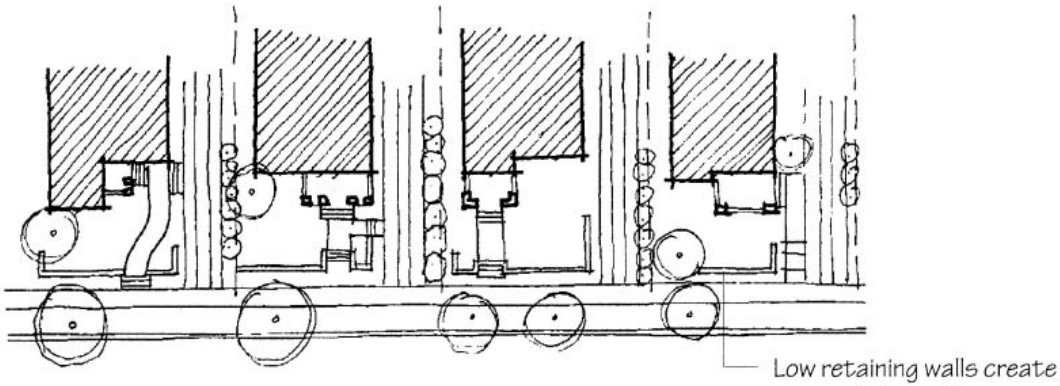
This results in numerous patterns of development at front yard spaces, from lawns used as play areas, to retaining walls, patios, courtyards and gardens. These patterns can be identified as important elements in defining neighborhood character.

On hillside streets, even streets with only slight variations in grades, there will be a number of solutions present for retaining walls, headers and other means of stabilizing grades.

For fence height and location requirements refer to Charlevoix Zoning Regulations Chapter 153.145.



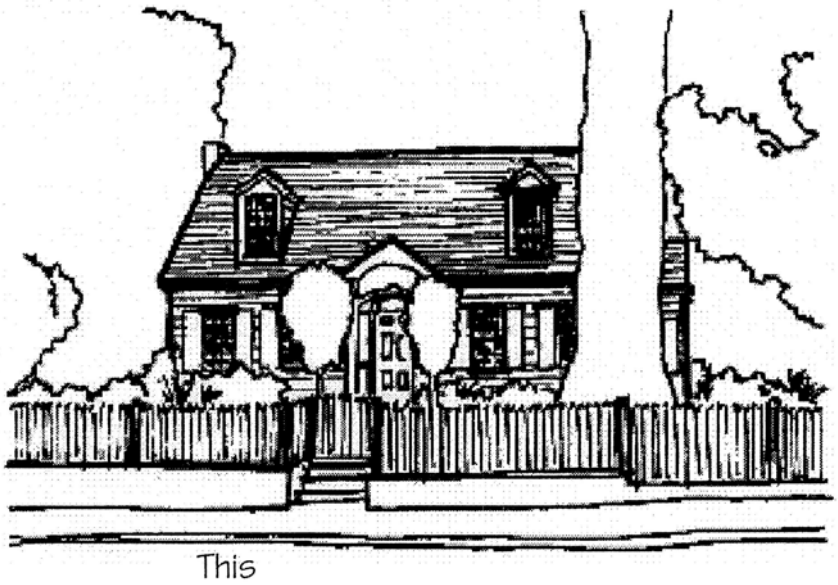
The front yard should include a range of opportunities and components, including usable outdoor space, decorative elements, personalized elements (flower beds and sculptural features, and useful connections to the house, garage and other yard areas.

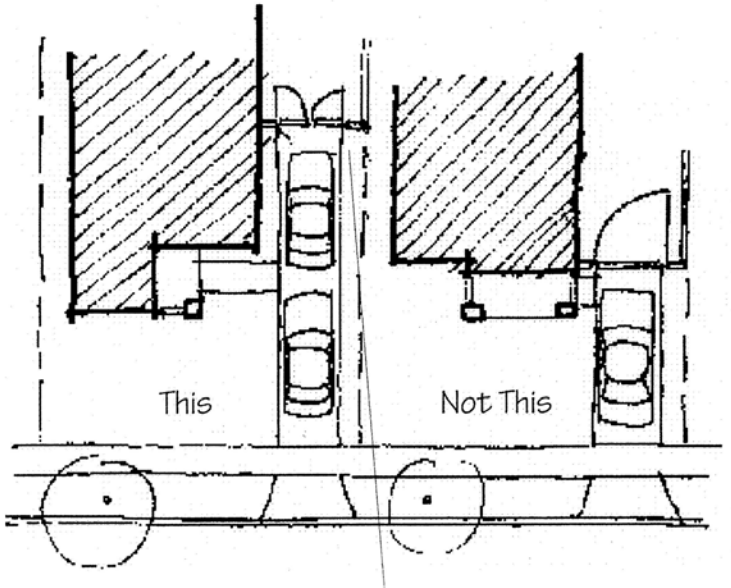


Consistent pattern of low walls and steps, porches, driveways and walks. When these exist in the neighborhood, the pattern should be preserved. Designs should include similar elements to help separate the yard from the street without hiding it.

Fences

Fences also play an important role in defining the neighborhood. In many neighborhoods, small scale decorative fences are common. In others, particularly hillside neighborhoods, portions of fences are taller, creating more privacy and separation from the street.





When fences and gates cross driveways they should be pulled back from the corner of the house to maintain a varied edge to the "room" of the street. This should also be done to maintain adequate parking space in the driveway.

Fences near the street should be consistent with positive patterns in the neighborhood and should not be intended to hide the residence from the street.

Instead they should be included to extend the semi-private outdoor space closer to the street without diminishing the sense of connection between the house and the neighborhood.

New Construction

New construction generates substantial impact on both the site and the neighborhood. This impact includes the addition of a new form to the neighborhood as well as the damage or alteration to existing landscape components.

For this reason consideration of landscape design in new construction is critical.

Since new construction generally impacts an entire site, it is anticipated that most site surfaces will also be reconstructed. When this is the case, all surfaces, materials and configurations should be seen as part of the same design.

When planning site construction, careful attention should be paid to access patterns in the neighborhood. The current pattern of sidewalks, driveways and supporting elements (berms, retaining walls, curbs, etc) should be considered as components of the neighborhood pattern.

Beyond basic planning issues, site landscaping materials should be compatible with the architecture of the residence as well as that of the neighborhood.

This is not to say that all materials should match. A highly effective way of landscaping a site is to let materials change and intermingle as one moves around the site. Landscaping is also a place where "found" objects and materials can be used in creative ways to add interest.

Many older residences have a variety of materials and details present. Their charm is often derived from this.

Additions

In additions there will be varying degrees of alteration occurring to landscape components. In some cases there may be no alterations. In others, there may be full site reconstruction.

When existing landscaping will remain, new landscaping should complement the old and extend useful patterns.

New landscaping should use similar species and placement to the existing.

When a new pattern will be established, other elements of this section should be utilized to inform the design. particularly those for new construction. A comprehensive landscape plan should be developed.

Existing landscaping is often mature and supportive of the existing residence and neighborhood patterns. Where these elements are positive, they should be maintained.

Design Review Criteria

Compatible design will include landscaping that supports the following:

- Landscaping and Site Construction will be a positive architectural element rather than an obligatory covering of bare ground.
- Landscaping should help to reduce the apparent mass of the building by joining it to the ground and engaging important architectural elements.
- It will support the site access patterns included in the design by marking access routes and denoting the zone where public space becomes semi-public.
- Landscaping should support human scale by defining entries, paths and places for human use. Landscape components, particularly large shrubs, should be consistent with the scale of the architecture and should not be intended as a means of hiding a massive building.
- Landscaping should be used to reduce the impact of cars and driveways.
- It should provide visual separation between neighboring outdoor rooms.
- It should mark boundaries in a subtle way so that hard construction and fences may be minimized.
- It should support a sense of privacy between neighboring structures without forming barricades.
- It should be used to screen specific impacts such as light from windows or neighboring entries and windows where privacy might be a concern.
- It should accentuate and support the Architecture of the residence
- The location of retaining walls, fences and other boundary elements should be consistent with the patterns in the neighborhood. Additionally, these components should support the character of the street as a friendly, human place.
- It will shape outdoor spaces to encourage use and function, easing pressures for larger buildings and supporting the life of the street.
- It will serve to denote boundaries at rear yards so that a sense of privacy and separation can occur without resorting to hard construction, taller fences and high impact design elements.

New Construction

Where substantial landscape reconstruction or addition occurs, the following considerations should be emphasized:

- Develop a comprehensive landscape plan that addresses site access, impact on neighbors and long term impacts of mature landscaping.
- Avoid token landscaping which simply covers up the bare ground. Develop outdoor spaces to offer actual benefits to the residents and to the neighborhood.
- Avoid landscaping and site construction that is monolithic and institutional.

Additions

In many additions, minimal landscape alteration may occur. When landscape changes are necessary the following criteria should be included:

- Include landscape components that are consistent with the existing components and appear as an extension of the existing character.
- Protect existing landscaping from damage during construction.
- Include site construction components that are supportive of the existing/proposed character of the house.

Appendices

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Appendix B	The Design Review Process	Page 76
Appendix C	Recommended References	Page 79

Background

Overview

Charlevoix is a unique place. Located in an important geographic region in the country, it retains a small- town character based on a compact, identifiable community. It is geographically bounded by Lake Michigan on one side and Lake Charlevoix on the other. As such, it maintains a strong physical identity. Unlike many cities, Charlevoix has a clear set of boundaries. It is easy to develop a picture of where it starts and stops. This gives us a strong sense of identity as residents.

Charlevoix has two business districts linked by an important transportation route. These areas are not just shopping districts, they are centers of our identity. They are our Main Street, our community living rooms, they are the places we eat and shop and meet and celebrate.

Mostly, however, Charlevoix is where we live. Our city is our neighborhoods; the places we raise our children; the places where we sleep, eat, garden, paint; the places we call home. Charlevoix has always been that kind of place, from the first residents to the present.

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History

Originally the area that would become Charlevoix was home to the Odawa and Ojibwe Indians. For them this was a rich and peaceful environment of plenty.

The first American families to settle in the area arrived in the 1850's and were fishermen. In 1866, the first plat in Charlevoix was recorded as the Plat of the Village of Charlevoix. In 1894 the Lindsay Park residential subdivision was platted north of Pine Lake (now Round Lake). In 1876, Charlevoix was declared a port of entry and became one of the busiest ports on the Great Lakes. Lumber mills proliferated as the forests along Lake Charlevoix could finally be harvested. The same year, the railroad arrived 17 miles to the north in Petoskey. This allowed unlimited trade and travel to Charlevoix. Families were enriched by fortunes made in timber development and other trade. The rail also brought tourist traffic during the summer. It was not long before the city became known as a resort destination. Charlevoix became known as one of the nation's finest summer communities. The attractive surroundings and proximity to Chicago and Detroit encouraged development and wealthy investors obtained tracts of land to develop for both year-round housing and as vacation homes.

The residents voted to incorporate into the Village of Charlevoix in 1879. By 1915, numerous other residential subdivisions had been recorded, creating numerous small neighborhoods surrounding downtown Charlevoix.

Additional subdivisions were recorded and annexed between 1915 and 1970, further expanding Charlevoix's residential neighborhoods. Many of Charlevoix's subdivisions, streets and neighborhoods, such as Upright, Hurlbut, Mason, bear the name of families and individuals who owned property or developed land into the current residential neighborhoods.

By 1910, Charlevoix had a population of 2,420 and by the mid 1970's a population of 3,500 supporting local commercial districts downtown and along Bridge Street. Charlevoix’s full-time resident numbers have been steadily diminishing since the peak in 1970 as the rate second homeowners has surpassed full time residents and continues to grow.

Most of Charlevoix's housing stock was built between the turn of the century and the 1970's. Today's Charlevoix is virtually built out and new residential construction occurs as a result of demolition of an older house, an addition to an existing residence, or the rare subdivision of a larger parcel. More than half of the 2,100 residential structures in the City of Charlevoix are single family residences. These residences comprise numerous neighborhoods each with their own identity based on the era in which the subdivision was created, and many encompass parks, schools, commercial districts, landmark buildings and major thoroughfares.

Neighborhoods

Much of the history of Charlevoix describes the development of its neighborhoods. Charlevoix, like many towns, grew by subdivision. Large properties were divided into smaller lots and individual houses were built in the ensuing years. Unlike modern subdivisions, many houses were not built as "developments" but were filled in over time by numerous builders and developers. This is a typical pre-war development pattern.

Charlevoix's housing stock was primarily developed between the 1890's and 1960's. In the case of most of Charlevoix's subdivisions the houses were generally built out over a two-decade period after the subdivision was recorded. Each neighborhood reflects the building styles that were common during that construction period. Because of the time it took to complete the initial construction of each neighborhood, a mixture of different styles often resulted within one block. Many of the builders also fused components of different periods into the same house. Houses built between 1890 and 1915 generally reflect the styles characterized as 'classic box' and neoclassic row house; between 1905 to the 1920's eastern shingle cottages and brown shingles were popular; between 1915 and the 1930's bungalows, craftsmen were common, as well as the provincial style incorporating Tudor, Gothic and Mediterranean details, and from the1940's to the 1960's wartime tracts, ranch-style were popular. The 1970's and 80's brought waterfront condominiums and larger apartments.

The result is a series of tremendously individualized places, with unique houses and differing characters. Unlike modern suburbs, each street is distinct from the next. Houses from a range of styles populate these streets with the kind of diversity we expect in a healthy community. At the same time there is a unity to these streets, often due to the particular generation of housing and development that occurred there.

Neighborhoods are more than a collection of houses or shops. Neighborhoods are places which we identify and understand. Each of us has a sense of place regarding our neighborhoods. These neighborhoods are not bound by lines on a map, but by each of our own personal definitions of place. We know when we enter our neighborhood and we know when we leave it. We each have a sense of its boundaries: where it begins and ends, how far our kids can wander before they our out of the neighborhood, how far we can walk and still know our neighbors.

Our individual neighborhoods connect with other neighborhoods. They connect via streets and sidewalks, but also by the ways in which our lives connect them. We take our kids to school or day-care in another neighborhood, we have an office across town, we shop in the Corridor. Each of these activities takes us through various neighborhoods, so that we become connected to the whole of Charlevoix.

In this fashion we are citizens of the City and residents of our neighborhoods. The neighborhood is our first level of geographic identity beyond the home, our first level of participation in the larger society. It is the place we have our Fourth of July barbecue, it is the street we canvas to support a school bond, its where we share our opinions of how the world is working.

In a rapidly changing world, our neighborhood is also the place where the world can move slower, Where we can count on things staying the same a little longer. We depend on a consistent experience in our neighborhoods so that they can be the place we come to rest at the end of the day.

We put tremendous effort into our homes. We paint them, landscape them, maintain them. This is done partly as good economic practice, since they are substantial investments. But we also place a responsibility on our houses. We expect our houses to be beautiful and to represent us to our neighbors and our community. Our houses become part of our identity in the neighborhood.

While our individual homes may be the expression of our personal goals and desires, the neighborhood becomes a collection of those expressions. We all know the reactions we have as we walk through various neighborhoods. We identify them, catalog them, remember them based on the initial visual experience we have. We like this neighborhood, but we don't really like that one. We base our reaction on the location, the noise of the freeway, the size of the trees and the character of the houses. We characterize our own neighborhood in the same way. We see it as a place.

As places, our neighborhoods become our identity in the community. We are concerned when one of our neighbors lets the paint peel or the weeds grow. We have an interest in how we, as a neighborhood, look and act. Just as when the weed s grow, we are concerned when a neighbor builds a large addition that looms over our yard or changes the character of our street. We worry that the neighborhood we love may be changing in ways that will diminish what we have.

The Problem

Charlevoix is a very desirable place to live for all of the reasons described above. But our greatest assets are also the basis of one of our potential problems. Because of that desirability, and the resulting property values, there is tremendous pressure placed on our neighborhoods to change. Some of that pressure comes from our own desire to have larger houses and more amenities. Some of that pressure comes from the tremendous economic opportunities in developing excessively large homes.

This has resulted in a tremendous amount of remodeling and reconstruction, a situation we all experience regularly. Existing homeowners have raised concerns that many of the new additions and recently constructed homes do not reflect the style and character which were the essence of their existing neighborhoods. Many of the new houses and additions are often considered disruptive because they do not blend with the scale, design, placement on the lot, landscaping and exterior materials employed in the existing older homes.

In conjunction, the diversity of style in the neighborhoods has made it difficult for individuals to clearly identify and define what is right or wrong about much of the construction that is occurring. Because it often took a two decades or more to build out the lots in a neighborhood, and the designers of many houses borrowed styles and incorporated design features from other periods, there are no standard design styles or characteristics which are intrinsic to each subdivision.

There are consistent elements shared by houses in a neighborhood, even by houses of distinctly different styles. These components include: setbacks from property lines, orientation to street (entry design, porches courtyards gardens), house size and shape (one story, two stones, split levels, plate height, roof pitch, use of balconies); external materials of houses (stucco, brick, shingle, sidings); garage patterns (attached, detached); and landscaping. These elements combine to give neighborhoods a distinct identity and character.

This complexity has made it difficult to simply draft a set of rules which would help conserve our neighborhoods. For this reason, the City of Charlevoix developed Architectural Design Guidelines in 2023/24 for Accessory Structures and Mixed Use Development and now initiated the Design Review Process for primary structures.

The need for design review of single-family homes in Charlevoix is driven by the existing variety among the city's single family residential neighborhoods. While built in different decades and under different circumstances, each neighborhood has its own scale and form, with its own unique location and orientation to the rest of the community. the future infill development if this valuable diversity which is the core of the community is to be conserved.

Purpose

To preserve the original and unique patterns of distinct neighborhoods through consistency of character in individual homes to allow protection for each homeowner's investment when future projects are initiated.

The Design Review Process and the Neighborhood Design Guidebook were created to help conserve the valuable character of our original neighborhoods. As neighborhoods change, there are a number of entities involved in making that change occur. There are homeowners, developers, designers and architects. There are contractors and city agencies and even lenders, all of whom affect what change actually occurs.

It is the goal of the Design Review process, and this Guidebook, to affect that change in a manner that is positive for our neighborhoods and our community.

We achieve that end by forming a collaborative process which allows the Applicant and the City to work together to achieve common goals. Those goals, supporting a vision of neighborhood conservation, form the basis of the Guidebook and include the following general premises.

- The neighborhood is a place, with a character and a boundary. It can be seen as a room. It is a setting for the houses, composed of the street width, trees, setbacks, and street configuration. It is also composed of the various characters of the original house which defined it. The Guidebook includes four General Components; including a pattern of driveways, garages, porches, building types and landscaping.
- The house is an object within that room, and, as such, has a role to play in further defining the character of that room. Where the original houses define the neighborhood, newer houses and additions should support that definition.
- Because of the diversity of architectural style within many neighborhoods, a neighborhood's architectural identity is based more on common patterns shared by all houses. These patterns include similarities in mass, scale, complexity of form, relationship to the street and to each other. The essential nature of the neighborhood is most often embodied by the patterns shared between the original houses that formed that neighborhood.
- Neighborhood Conservation is dependent not only on appearance but on the various interfaces that occur within our neighborhoods. These may include the links between residential and commercial areas, auto oriented neighborhoods and people oriented neighborhoods, park and school centered neighborhoods and other elements which become the foundations for variety in our community.
- The city's residential areas are built out, the challenge of the future is managing residential infill development while preserving the diversity of the neighborhood, conserving the characteristics and even protecting the essence of Charlevoix.
- The Design Review process has been created to serve existing homeowners in their efforts to conserve the fabric of their community and neighborhood and to serve as a tool to assist designers in understanding their important role in this conservation effort.
- The Design Review process is a collaborative effort between the applicant and the City. It is recognized that a concise set of standards will not produce the diversity and responsiveness necessary to conserve our neighborhoods. This process is intended to supplement and enhance the Charlevoix Zoning Ordinance.

As each project that is built affects and shapes the neighborhood, each of us who initiates a project becomes one of the designers of our neighborhoods. A neighborhood with twenty houses may have twenty designers shaping it as a place. As such, it is important that we work together so that the resulting design, the neighborhood, is coherent and comprehensive.

Unlike a large project, however, many of the initial designers of our neighborhoods left us many years ago. Their legacy lives in the houses and streets and subdivisions they left behind. As designers of our neighborhoods, it is important that we respect the intentions of the original designers. We do this by looking at their work, supporting it and adding to it in ways that are harmonious.

About the Guidebook

The Neighborhood Design Guidebook is an important tool of the process described above. It is intended to be a resource for Applicants, Designers, Architects and Design Reviewers.

As a guidebook, it defines a number of "Components". Components are important areas of consideration when designing a building for Neighborhood Compatibility. Components may or may not apply to a particular application. These Components will be used in different ways on each project.

It is clearly understood that good neighborhoods, as well as good houses, don't come out of cookbooks. They grow out of the consideration of a wide range of needs. This guidebook is intended to express the needs of the neighborhood and the community.

The Guidebook includes four General Components:

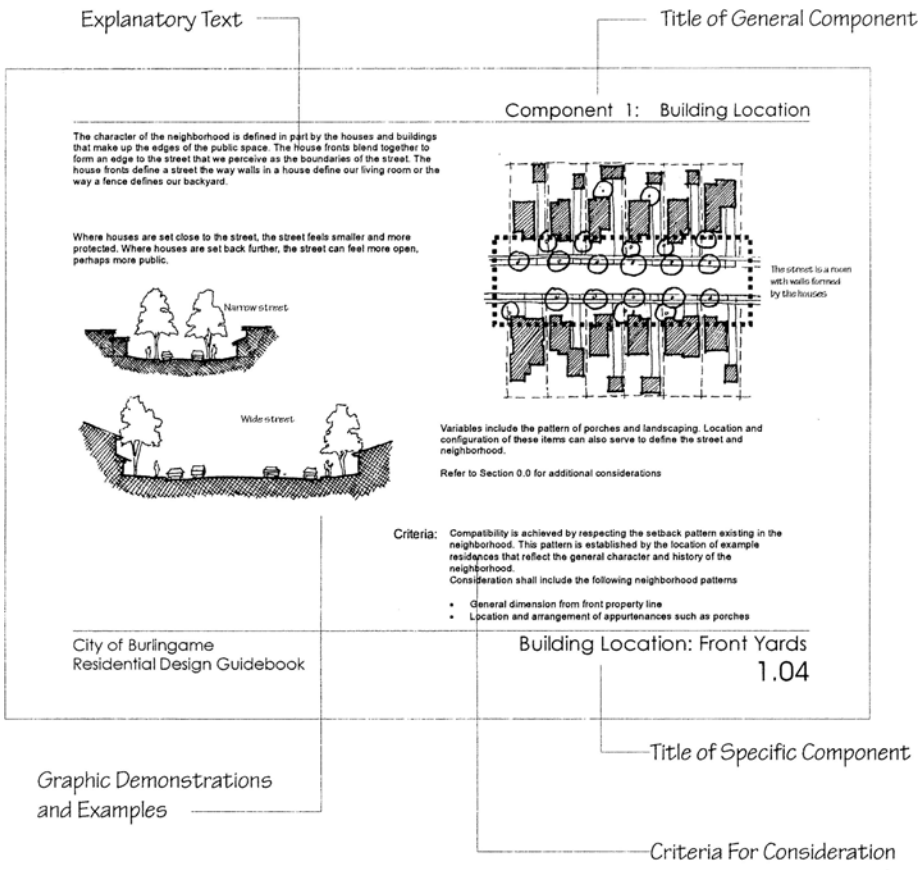
- **Neighborhood Compatibility**
- **Architectural Integrity**
- **Interface**
- **Landscaping and Site Design**

These components coincide with the structure of the Design Review Ordinance. Each General Component includes a number of Specific Components that address specific aspects of neighborhood design. These items are discussed briefly and supported with graphic demonstrations where appropriate.

Each component also includes a short list of Criteria by which a particular application can be measured.

This Guidebook is **not** intended to be an instructional manual on residential design. It is anticipated that each project will include competent designers who are well versed on such matters. This document is intended primarily to address specific neighborhood concerns and to lay the groundwork for positive communication regarding applications.

We hope it is helpful and beneficial to the community.



Typical Guidebook Page

Method

The Design Review Process was developed in response to the needs outlined in Appendix A. It is intended to be a positive exercise, one that engages the homeowners and their design professionals in the identification of the unique qualities of the neighborhood in which they are building. It seeks to assist in designing a home or addition that will both contribute to the neighborhood's character, respect the existing patterns that have been established, and serve the homeowners' personal needs.

The Design Review process is intended to be an integral part of the overall design process, not an "after-the -fact" review of a completed set of construction level drawings. As such, the Design Review process can be initiated early in the design phase of a project so that significant time is not added to the overall design process.

This Process will include several key steps and participants.

Steps

Which Projects Are Reviewed

Projects requiring Design Review include the following:

- Some First Story Additions
- Second Story Additions
- New Single Story Houses
- New Two Story Houses

To ensure consistent evaluation and enforcement of the design review guidelines, the Planning Commission and City Council have established a design review process to evaluate applications for such projects. The following steps are intended to be an overview of the typical process. Contact the Planning and Zoning Department for a detailed list of steps, application requirements and procedures.

Design

The first step in any project is the design of that project. It is anticipated that projects will be designed by persons capable of understanding functional needs and responding adequately to the desires of the homeowner.

This Guidebook is an important tool for the Design period of any project. Use of the Guidebook will become an effective way of achieving common ground early on and embodying the spirit of this Guidebook in the resulting design.

Application

Once the design has been completed, applications are submitted to the Planning Department. There are specific requirements for information to be included in the submittal. Please contact the Planning and Zoning Department staff for these submittal requirements.

An important element is the submittal of photographs showing neighboring residences. This should include photos of each house that makes up the neighborhood in which the application is proposed. Planning Staff will assist in determining which houses to include in the photograph submittal.

Upon submittal each project is plan-checked by staff to ensure consistency with zoning regulations. These plan check comments are provided to the applicant to make sure the project meets current regulations. This will include comments from other City Departments, such as Fire, Electric and Public Works.

Neighborhood Design Review

Once the application is determined to be complete, containing all of the required information, the project is scheduled for a Design Review Study meeting with the Planning Commission. The meeting is scheduled as a public hearing on the Commission's regular calendar so that neighbors may also comment on the design.

The Planning Commission will review the project for consistency with the Design Guidelines and the Neighborhood Design Guidebook. The Commission will provide comments to the applicant regarding any changes required to the design before it is brought back to the Commission for action.

If only minor changes are required in the design, the Planning Commission may recommend that the project be scheduled on the Commission's consent calendar for approval when the requested changes to the plans are made. If the project needs more revisions, the Commission may request that the item be scheduled on a regular action calendar so that the changes can be discussed at that meeting.

In some cases, the Commission will determine that the assistance of a Design Reviewer is required before the application is ready to be scheduled for action. The Commission will provide suggestions for revision and will direct the applicant and property owner to meet with the Design Reviewer.

The Design Reviewer reviews Commission's comments and the Design Guidelines, offers suggestions and discusses alternatives with the applicant and property owner on how these comments can be addressed in design revisions. This can be a positive exercise for applicants as it often improves the overall project.

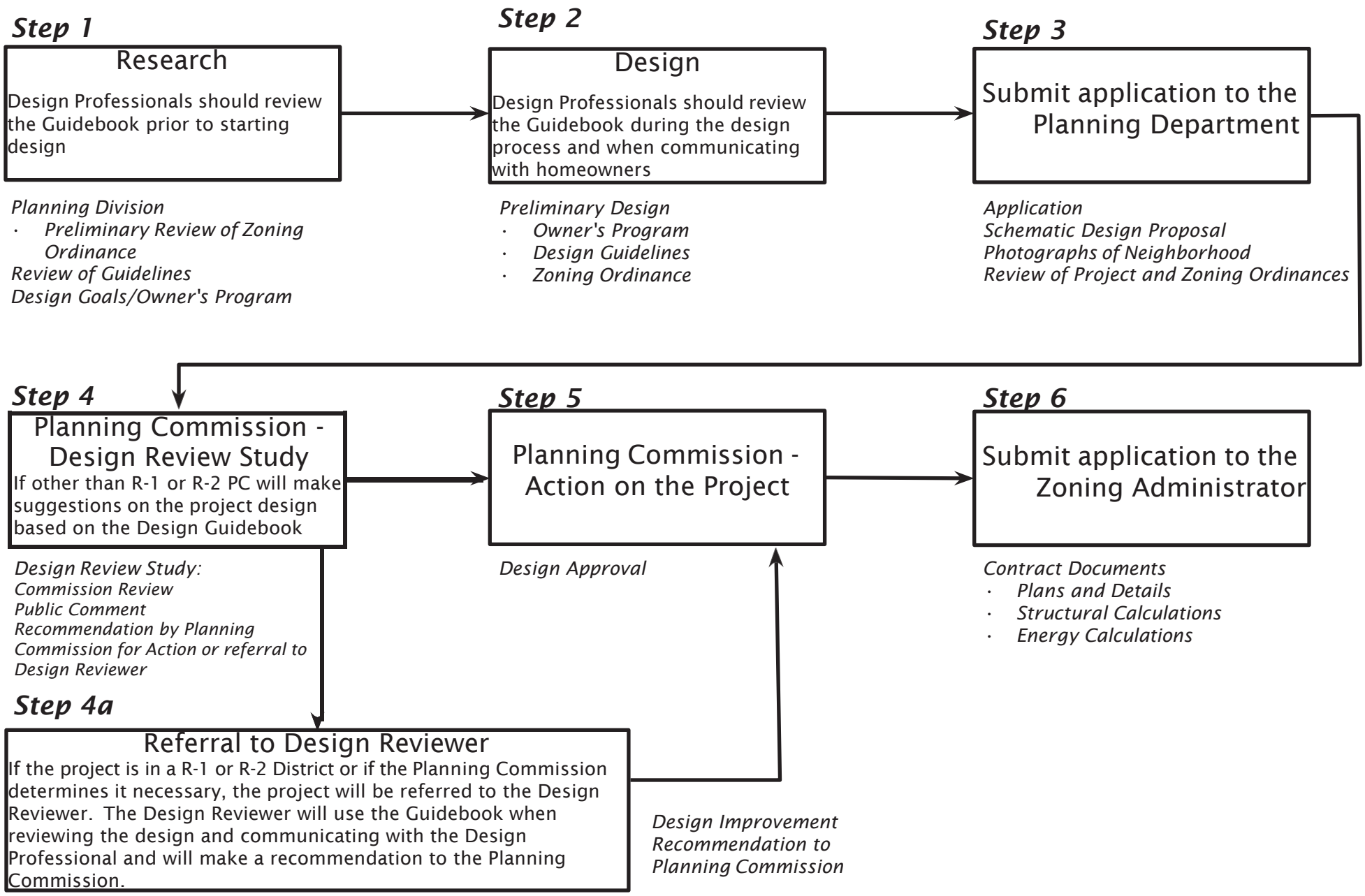
In these cases, it is not the responsibility of the Design Reviewer to design the project; they are required to evaluate the proposal for its fit into the neighborhood and if necessary, to provide some education and direction to the property owner and their designer or architect.

Once the Design Reviewer has reviewed the project, provided a written analysis and the necessary changes are made, the project is scheduled on the Planning Commission's regular action calendar.

It is the goal of the Neighborhood Design Guidelines to help the prospective developer or homeowner identify the components which will create the best fit in their particular neighborhood. By using these guidelines before developing the design proposal, the applicant can have a better understanding of the components of their neighborhood and the criteria by which their project will be evaluated and can incorporate them into their design early on. This can save the applicant a great deal of time in the review process with the Planning Commission and, if required, the Design Reviewer. It can also eliminate the need for extensive revisions which can be costly and frustrating.

Additions to existing residences are evaluated for consistency of the new construction with the architecture of the existing structure. The type, size and placement of windows, the roof pitches and materials, exterior and window finishes, the size and mass of the structure should all combine to retain the same architectural style as the existing residence. If an extensive remodel is proposed that will change the existing architectural or massing character of the house, the resulting project must balance as a uniform, cohesive project. Generally, the less apparent the transition between new and old, the better. It is also important to consider the impact of the new addition on the light, privacy and orientation of the existing neighbors' houses.

Construction of new houses and major second story additions must include a broader evaluation of the existing character of the whole block. A new house designed to incorporate the scale, mass, setback, external materials, entry style, garage location and landscape of adjacent houses will be better received than a house which introduces a style or character not represented within that block. The requirement to submit photographs of the existing houses along both sides of the block where the house or addition is proposed helps the projects owner, their architect/designer and the design review consultant to study and evaluate the existing style of houses and the important architectural features in structures and of the characteristics along that street. The new project should incorporate the dominant neighborhood characteristics and blend with the existing houses.


Step 1
Research
Design Professionals should review the Guidebook prior to starting design
Planning Division
· Preliminary Review of Zoning Ordinance
Review of Guidelines
Design Goals/Owner's Program
Step 2
Design
Design Professionals should review the Guidebook during the design process and when communicating with homeowners
Preliminary Design
· Owner's Program
· Design Guidelines
· Zoning Ordinance
Step 3
Submit application to the Planning Department
Application
Schematic Design Proposal
Photographs of Neighborhood
Review of Project and Zoning Ordinances
Step 4
Planning Commission - Design Review Study
If other than R-1 or R-2 PC will make suggestions on the project design based on the Design Guidebook
Design Review Study:
Commission Review
Public Comment
Recommendation by Planning Commission for Action or referral to Design Reviewer
Step 4a
Referral to Design Reviewer
If the project is in a R-1 or R-2 District or if the Planning Commission determines it necessary, the project will be referred to the Design Reviewer. The Design Reviewer will use the Guidebook when reviewing the design and communicating with the Design Professional and will make a recommendation to the Planning Commission.
Design Improvement Recommendation to Planning Commission
Step 5
Planning Commission - Action on the Project
Design Approval
Step 6
Submit application to the Zoning Administrator
Contract Documents
· Plans and Details
· Structural Calculations
· Energy Calculations

Recommended References

This Guidebook is not intended to be an instructional manual on residential design. It is anticipated that each project will include competent designers who are well versed in such matters. This document is intended primarily to address specific neighborhood concerns and to lay the groundwork for positive communication regarding applications.

In support of that goal, we have included a brief list of recommended resources for use by Homeowners and Design Professionals. There are a range of resources here that address larger neighborhood planning concepts as well as individual building design.

This list is provided in the spirit of cooperation and neighborhood participation. Our hope is to generate a deeper understanding of the importance of neighborhood conservation and low impact neighborhood design.

Styles and Components

The Visual Dictionary of American Domestic Architecture
Rachel Carley
Henry Holt & Company 1994
A thorough reference for identifying the parts, assemblies and terminology of a wide range of architectural styles.

A Field Guide to American Houses
Virginia and Lee McAliester
Alfred A. Knopf 1984
A guide to residential architectural styles.

A Field Guide to American Architecture
Carol Rifkind
Penguin 1980

Identifying American Architecture
John J. -G. Blumenson
W. W. Norton & Company 1981
A useful and compact guide to architectural styles and components.

Building Construction Illustrated
Francis D. K. Ching
With Cassandra Adams
Van Norstrand Reinhold 1991
An excellent guide for homeowners in understanding many of the components of construction or remodeling that you may be considering.

Residential Precedents

Houses By Mail
Katherine Cole Stevenson & H. Ward Jandl
The Preservation Press 1986

Craftsman Bungalows
59 Homes from The Craftsman
Edited by Gustav Stickley
Dover Publications 1988

The Shingle Style and The Stick Style
Vincent Scully, Jr.
Yale University Press 1955

Americas Favorite Homes
Robert Schweitzer & Michael W. R. Davis
Wayne University press 1990

Contemporary
Lesley Jackson
Phaidon 1994

Out On The Porch
Introduction by Reynolds Price
Algonquin Books of Chapel Hill 1992
A collection of writings on the value and character of the front porch.

The Place of Houses
Charles Moore, Gerald Allen, Donlyn Lyndon
Holt, Rinehart and Winston 1974

Planning and Neighborhood Development

From Frontier to Suburb
Alan Hynding
Star Publishing 1982
A good snapshot of Peninsula history

Streets And The Shaping of Towns And Cities
Michael Southworth & Eran Ben-Joseph
McGraw Hill 1997
The effect of street planning and standards on the character of neighborhoods.

The New Urbanism
Peter Katz
McGraw Hill 1994

Seaside
Making a Town in America
Edited by David Mohoney and Keller Easterling
Princeton Architectural Press 1991

America Restored
Carol M. Highsmith and Ted Landphair
The Preservation Press 1994

A Pattern Language
Christopher Alexander, Sara Ishikawa,
and Murray Silverstein
Oxford University Press 1977

Neighborhood Design Guidebook Summary

The regulations and guidelines outlined in the **Charlevoix Neighborhood Design Guidebook** are beneficial for Charlevoix for several key reasons, all of which are deeply rooted in the city's unique character, history, and community values:

1. Preserving Charlevoix's Historic and Architectural Character

- Charlevoix has a rich architectural heritage, with homes built from the late 1800s through the 1970s.
- The guidebook helps **protect the visual identity** of neighborhoods by encouraging new construction and additions to be compatible with existing homes in terms of **scale, massing, materials, and style**.
- This ensures that the **historic charm and diversity** of Charlevoix's neighborhoods are not lost to incompatible development.

2. Managing Infill Development Thoughtfully

- Charlevoix is largely built out, so most new development is **infill**—replacing or expanding existing homes.
- Without thoughtful design review, infill can lead to **oversized or out-of-place structures** that disrupt neighborhood cohesion.
- The guidelines help ensure that infill development **enhances rather than detracts** from the neighborhood fabric.

3. Supporting Neighborhood Identity and Cohesion

- The guidebook emphasizes that neighborhoods are more than just collections of houses—they are **social and cultural spaces**.
- By encouraging designs that respect existing patterns (like porches, setbacks, and landscaping), the regulations help maintain a **sense of place and community**.
- This fosters **neighborly interaction**, walkability, and a shared sense of pride.

4. Protecting Property Values

- When neighborhoods maintain a consistent and appealing character, **property values are more stable and resilient**.
- The design review process helps prevent disruptive or poorly designed projects that could negatively affect surrounding homes.

5. Encouraging Collaboration and Education

- The process is designed to be **collaborative**, not punitive. It brings together homeowners, designers, and city officials to find solutions that work for everyone.
- It also **educates applicants** about the importance of neighborhood compatibility and good design, leading to better outcomes for individual projects and the community as a whole.

6. Balancing Individual Expression with Community Good

- The guidelines don't enforce a single architectural style. Instead, they promote **compatibility and harmony**, allowing for creativity within a shared framework.
- This balance helps **preserve diversity** while avoiding visual chaos or architectural "mistakes" that undermine neighborhood character.

7. Design Guidelines Components

The guidebook outlines **9 major components** for evaluating neighborhood compatibility:

1. **Building Location**: Respect front, side, and rear yard patterns.
2. **Parking/Garage Patterns**: Match garage placement and driveway styles to neighborhood norms.
3. **Impacts on Neighbors**: Address privacy, sunlight, and lighting impacts.
4. **Location of Additions**: Place additions to minimize visual and physical impact.
5. **Mass, Bulk, and Scale**: Design to reduce apparent size and maintain human scale.
6. **Roof Design**: Match roof forms, slopes, and articulation with neighborhood patterns.
7. **Porches and Entries**: Encourage porches that support neighborhood interaction and human scale.

8. **Details**: Use consistent window, door, and material patterns.
9. **Landscaping and Site Design**: Use landscaping to define space, reduce mass, and support neighborhood character.

Design Review Process

- Applies to **new homes, and major additions**
- Involves:
    - **Initial design and research**
    - **Application submission**
    - **Zoning Administrator or Planning Commission review**
    - Possible **Design Reviewer consultation**
- Emphasizes **early engagement** with the guidebook to streamline approvals.

Charlevoix City Council

New Business

Title: 2027 Master Plan Update
Date: April 13, 2026

Presented By: Jonathan Scheel, Director of Planning & Zoning

Background:
The Michigan Planning Enabling Act requires the City to review and extend, amend or adopt a new Master Plan every 5 years. State law requires the Master Plan to address land use, infrastructure, capital improvements and housing projections for up to 20 years in the future. City Council adopted the current Master Plan in November 2022. The Planning Commission reviewed and deliberated that Master Plan starting in February 2021, a 21-month process. The Planning Commission Members would like to involve the City Council early in the process, getting the Council's input to help focus the Planning Commission's discussion topics. Since the adoption of the current Master Plan, there have been new developments, rezones that have passed and failed, and 5 years to analyze how well the Master Plan has aged. The Planning Commission would be grateful for any input the City Council can provide.

Recommendation:
Discussion and direction between City Council and Planning Commission.

Attachments:
1. 2022 Master Plan Adopted 11.21.2022 FINAL

CITY OF CHARLEVOIX

2022 Master Plan









The Charlevoix City Council met on Monday, November 21, 2022 with Mayor Lyle Gennett presiding. Council Member Cole was absent. The following is an excerpt from the official records of said meeting.

Motion by Kalbfell, seconded by Spring to adopt Resolution 2022-11-01 and adopt the 2022 City of Charlevoix Master Plan as presented.

CITY OF CHARLEVOIX
RESOLUTION NO. 2022-11-01
RESOLUTION ADOPTING THE 2022 CITY OF CHARLEVOIX MASTER PLAN

WHEREAS, Resolution 2004-09-01 established that City Council reserved the authority to grant final approval to any proposed Master Plan; and

WHEREAS, the City of Charlevoix Planning Commission, under the provisions of MCL 125.3807 of PA 33 of 2008 of the State of Michigan may adopt a Master Plan; and

WHEREAS, MCL 125.3845[45]2 of PA 33 of 2008 requires the Planning Commission to review and, if necessary, revise or amend the Plan at least once every five years and the current *Waterfront Areas Management and City Master Plan* was adopted in 1982; and

WHEREAS, the City of Charlevoix Planning Commission recognized the need to revise and adopt a Master Plan, including establishment and support of visions, goals, actions, implementations, and the Future Land Use Plan as described within the document; and

WHEREAS, the Master Plan is a living document intended to be amended and updated with changing conditions and has been prepared for the purpose of guiding and accomplishing coordinated, adjusted, and harmonious development of the City of Charlevoix; and

WHEREAS, the Planning Commission forwarded copies of the Draft Master Plan to all neighboring townships and jurisdictions pursuant to the Michigan Planning Enabling Act (PA 33 of 2008), the Master Plan has been reviewed by all neighboring townships and jurisdictions, various businesses, local organizations and institutions, and all utilities operating within the City; and

WHEREAS, after the preparation of the Draft Master Plan, the Planning Commission gave notice of the time and place of Public Hearing by giving notice in a newspaper of general circulation in the City, on the City's website, and through regular mail; and

WHEREAS, the Planning Commission provided the Notice of Intent to Conduct Master Planning on February 18, 2021; and

WHEREAS, the Planning Commission finalized amendments to the Master Plan, and unanimously recommended approval the 2022 City of Charlevoix Master Plan on October 10, 2022.

NOW, THEREFORE, BE IT RESOLVED that the City of Charlevoix hereby adopts the 2022 City of Charlevoix Master Plan, pursuant to MCL 125.3843 of PA 33 of 2008.

RESOLVED this 21st day of November, 2022 A.D.

Resolution was adopted by the following yea and nay vote:
Yeas: Kalbfell, Hagen, Spring, Knapp, Parr
Nays: None
Absent: Cole
Motion carried.

CERTIFICATION

I, the undersigned, the City Clerk of the City of Charlevoix, Charlevoix County, Michigan, do hereby certify that the foregoing is a true and complete copy of Resolution No. 2022-11-01 adopted by the City Council of the City of Charlevoix, County of Charlevoix, State of Michigan, at a regular meeting held on November 21, 2022, the original of which is on file in the Clerk's office and available to the public. Public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267 of the Michigan Public Acts of 1976.

Dated: 11/22/2022

Sarah J. Dvoracek

Sarah J. Dvoracek, City Clerk

Acknowledgements

City Council

Luther Kurtz, Mayor
Aaron Hagen, Deputy Mayor, First Ward
Janet Kalbfell, First Ward
Mark Knapp, Second Ward
Richard Spring, Second Ward
Greg Bryan, Third Ward
Phil Parr, Third Ward

Planning Commission

RJ Waddell, Chair
Jennifer Muladore, Vice Chair
Reid Beegen
Sherm Chamberlain
Annemarie Conway
Toni Felter
David Gray
Mary Millington
Maureen Radke

City Staff

Mark Heydlauff, City Manager
Sarah Dvoracek, City Clerk
Kelly McGinn, Treasurer
John Griffith, Electrical Department Director
Lindsey Dotson, Charlevoix Main Street DDA Director
Kent Knorr, Recreation Director
Beth Anzell, Recreation Assistant
Dean Martin, Community Development Fellow

Special thanks to

David Miles, Curator, Charlevoix Historical Society
Eric Hemenway, Director, Department of Repatriation, Archives, and Records, Little Traverse Bay Bands of Odawa Indians.
The hundreds of members of the public who contributed their time and voices.

Photos are courtesy of Mark Stanley and Jennifer Neal unless otherwise sourced.

Prepared with assistance from:

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1 Introduction

Purpose

Every community has a responsibility to look beyond day-to-day issues and focus on the long-range consequences of their land use and zoning decisions. Similarly, the community must have a document that provides guidance for land use and development by considering a wide range of possible futures. For the City of Charlevoix, this long-range view is provided through the Master Plan.

The City of Charlevoix Master Plan is the official policy guide for Charlevoix's future development and growth. The Master Plan summarizes the community's vision for the City, highlights goals and objectives based on an analysis of strengths and weakness, and provides the framework and basis for sound community development and land use decision making. Overall, the City of Charlevoix Master Plan establishes clear directions and expectations for the City and meets the requirements established by the Michigan Planning Enabling Act of 2008.

How to Use this Plan

The Master Plan is a long-range statement of general goals and policies aimed to coordinate development, and it is to be used in the following ways:

1. This Master Plan is a general statement of the City's goals and policies. It provides a single, comprehensive view of the community's desire for the future.
2. It serves as an aid in daily decision-making with regard to development. The goals and policies outlined in this Plan guide Planning Commissioners and City Council members in their deliberations on zoning, subdivisions, capital improvements, and other land use and development matters.
3. State law requires that communities have a Master Plan as the foundation for the zoning ordinance and other regulations that shape the physical and social development of the community. However, the Master Plan Land Use Plan and the zoning ordinance and map are two separate documents. The Zoning Ordinance is one of many legal tools used to implement the Master Land Use Plan.
4. It guides property owners, developers, neighboring jurisdictions, and county and state entities with expectations and standards for public investment and future development.
5. The Master Plan supports the allocation and spending of funds.
6. Finally, this Master Plan serves as an educational tool and gives residents, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

The Master Plan is a flexible document that guides development within the City, but provides capacity to adapt to changing conditions and innovation. The Master Plan describes where new development should be directed and also identifies existing conditions, goals, and best management practices for a number of focus areas including the local economy, neighborhoods, urban design standards, transportation networks, natural and cultural resources, recreation amenities, health and social services, and local food.

How Does the Master Plan Affect You?

How the Master Plan affects you depends on your particular situation:

- If you are a *property owner,* you may have several interests, including not only your property, but also properties that are similarly designated.
- As a *homeowner*, you may be interested in the properties in your immediate neighborhood and you may wish to know what uses are proposed for vacant land.
- As an *owner of vacant property,* you may want to know what land uses are proposed for your property.
- As a *resident,* you may be interested in the overall planning concepts, as expressed by its goals. These statements should give you an indication of the community's vision of the City now, and in the future.

The Plan serves many functions and can be used in a variety of ways, but its usefulness is determined by the willingness of City residents to actively support and implement its vision and goals. A plan that is not actively followed and implemented may lead to problems in the future. Failure to follow the Plan may discredit attempts to use it as a defense for legal actions that may result from challenges by property owners or developers.

Likewise, consistent and vigorous use of the Plan will lend credibility to implement controversial land use decisions and re-zonings. While the courts of the State of Michigan do not recognize the absolute authority of the Master Plan, they do lend much more credibility to actions supported by careful planning than those that appear to be taken arbitrarily against an individual property owner.

How Should You Use This Plan?

Again, use of the Plan depends on your interest in the future of Charlevoix. Generally, here is a procedure you should follow:

Step #1 What land use is proposed for your property, or the area surrounding your property?
This information is on the Future Land Use map in Chapter 7. This map is divided into separate land use categories. Find the land use category in which your property is located.

Step #2 Determine how the City views development in your area.
The Future Land Use Plan (Chapter 7) and map indicate the type of development planned for your area; it may be fairly specific, or somewhat general. This part of the Plan provides some reasonable direction to the Planning Commission, as well as information to property owners about development within the City.

Step #3 Determine the meaning of the land use designation for your property.
In Step #1 you were asked to determine the land use category for your property. Find the category that applies to your property and read the land use designation. Depending on the nature of your interest, this may be as far as you want to go. If you have a specific proposal that does not match the expectations of the Plan, you may want to look at it in more detail.

Step #4 Determine how your property is affected.
The Future Land Use designation indicates the planned use for your property. *This does not mean that you cannot continue the use that you currently have.* Land use within the City of Charlevoix is also affected by zoning, so see the Zoning Ordinance or call the City for more information.

The Master Plan may have a profound impact on the future of your property, regardless of whether you are a developer, landowner, or homeowner. As a resident and property owner in the City of Charlevoix, it is important that you become familiar with the Plan and what it may mean to you and your community.



History of Planning and Zoning Efforts

1954 City passes Ordinance 203 establishing the first Zoning Ordinance.

1970 Charlevoix Regional Comprehensive Plan is published covering the City and Charlevoix Township. Plan includes implementation measures such as government consolidation, subdivision regulations, zoning and capital improvement programs.

1978 City passes Ordinance 369 repealing the original Zoning Ordinance and establishes a new Zoning Ordinance. Specific provisions of this Ordinance have been amended many times over the years.

1982 First Waterfront Area Management and City Master Plan is passed.

1990 City Planner provides portions of an updated draft Master Plan to the Comprehensive Plan Review Committee.

2002 A second effort was made to update the City's Master Plan. A mockup master plan was created, along with a future land use plan. The plan was not officially updated.

2004 City takes part in a Regional Multi-Jurisdiction Smart Growth Planning Initiative with Charlevoix, Norwood, Marion, Eveline, and Hayes Townships. This regional planning process addressed issues relating to transportation, housing, economic development, environmental protection, and the delivery of public services.

2005-06 City Planner works with the Planning Commission to publish a community survey, holds a community meeting to gather public input, and drafts the 2006 Plan Revision- Goals, Objectives and Policies.

2008 Planning Commission has multiple meetings and training sessions on master plan topics to help define goals, objectives, and policies.

2010 Draft Master Plan utilizing public feedback gathered in 2009 is released to the public on June 14 with an educational forum held at the Charlevoix Public Library.

2011 Master Plan adopted by City Council on January 17, 2011.

2015 Planning Commission and Planning Department begin work on updating the 2011 Master Plan.

2016 Master Plan adopted by City Council on December, 19, 2016.

2021 City of Charlevoix Planning Commission sends out Notices of Intent for Master Plan update.

2021 City of Charlevoix releases community-wide survey and holds stakeholder input sessions to inform Master Plan update.

2022 Draft Master Plan utilizing public feedback gathered in 2021 is released to the public on July 22, 2022 with a public hearing held by the Planning Commission on October 10, 2022.

2022 Master Plan adopted by City Council on November 21, 2022.



Downtown Charlevoix Circa 1922



Downtown Charlevoix Circa 2016

2 Community Profile

The City of Charlevoix is located in north-western lower Michigan, in northwest Charlevoix County. Charlevoix County largely surrounds Lake Charlevoix and follows along the southern edge of Walloon Lake. As shown in Map 2.1: Regional Location, the Charlevoix County borders Emmet County to the north, Cheboygan and Otsego Counties to the east, Antrim to the south, and Lake Michigan to the west. Charlevoix County has three major economic centers, the City of Charlevoix, Boyne City, and the City of East Jordan. Boyne City and East Jordan are located at the eastern end of Lake Charlevoix and on the south arm, respectively.

The City surrounds Round Lake and sits on an isthmus between Lake Michigan on the west and Lake Charlevoix on the east. Round Lake is connected to Lake Michigan by the Pine River Channel. Charlevoix Township borders the City on the north and south. The total area of the City is roughly 1,352 acres, excluding Round Lake and the Pine River Channel. Charlevoix's beginning has many layers and took many turns to get to where we are today. The following is a brief history of the city prior to its modern settlement and the peoples, buildings, and natural features we see here today.





Map 2.1
Northwest Lower Michigan Region

City of Charlevoix Regional Context

N
W
E
S

- State Roads
- Railroads
- Nonmotorized Trails
- Lakes
- City of Charlevoix
- Local Jurisdictions
- Charlevoix County
- Counties

0 3.5 7 14 21 28

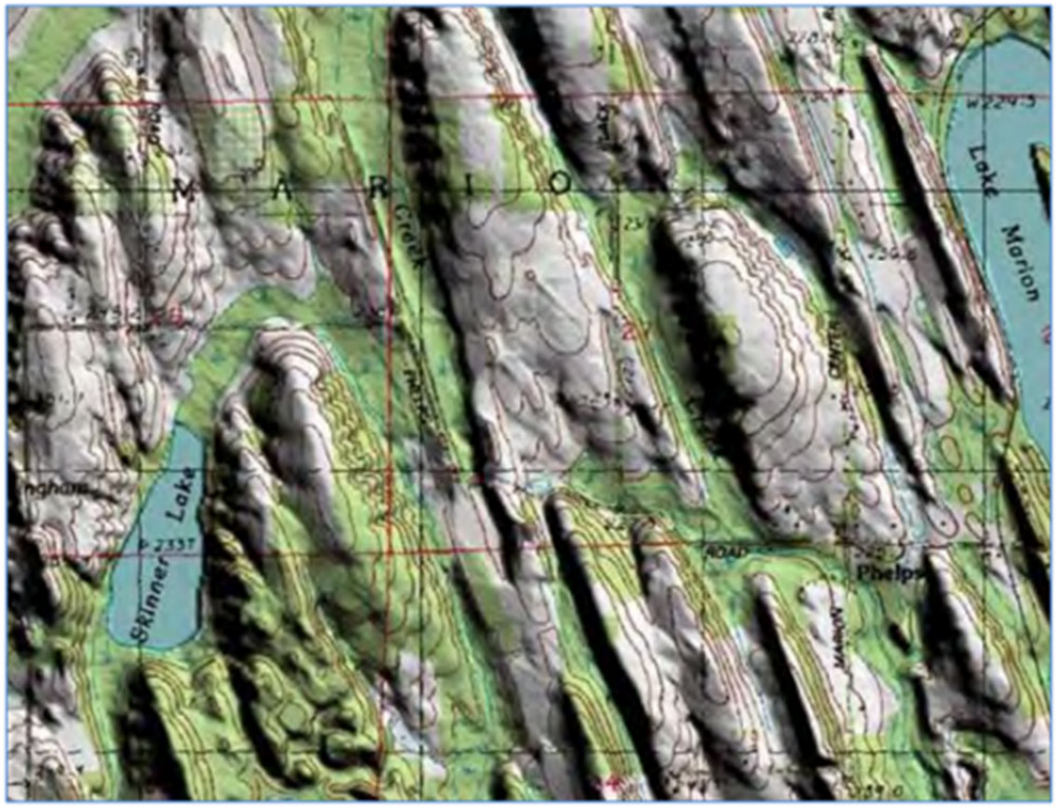
Miles

Networks Northwest
Talent / Business / Community

A Short History

The origin of Charlevoix's picturesque topography is largely attributed to a period of extensive glaciation in the recent geologic past. The last era of geologic history known as the Pleistocene (Ice Age) Epoch began roughly two to half a million years ago. Michigan's freshwater lakes, sandy beaches, and rolling and steeply sloped hills, productive farmland, and forests and wetlands are by-product of this time. Most notably within the region, well-developed drumlin fields were formed on either side of the Grand Traverse Bay, particularly in Leelanau and Charlevoix Counties and along Lake Charlevoix. Drumlins are ice-molded ridges and generally appear as long cigar-shaped, vegetated ridges. "A virtual field of drumlins is found to the west of Lake Charlevoix" in Marion Township.[1]

Figure 2.1: Drumlins in Marion Township, Charlevoix County



Source: Tip of the Mitt Watershed Council

> With the glacial recession at the end of the last ice age approximately 13,000 years before present (B.P.), "the landscape provided an abundance of habitat for a wide diversity of forest, savanna and aquatic plant and animal communities, which were distinctly influenced by Native American cultures that inhabited the two peninsulas, most notably through hunting and fishing activities and their interaction with the fire regimes of both savanna grasslands and pine lands."[2]

[1] "Lake Charlevoix Management Plan: Protecting Water Quality for Today and Tomorrow." Tip of the Mitt Watershed Council. July 2012. https://www.watershedcouncil.org/uploads/7/2/5/1/7251350/lake-charlevoix_wmp.pdf
[2] "2006 State Forest Management Plan." Michigan Department of Natural Resources Forest, Mineral and Fire Management. July 24, 2006. https://www.michigan.gov/documents/2-ForestHistory_165779_7.pdf

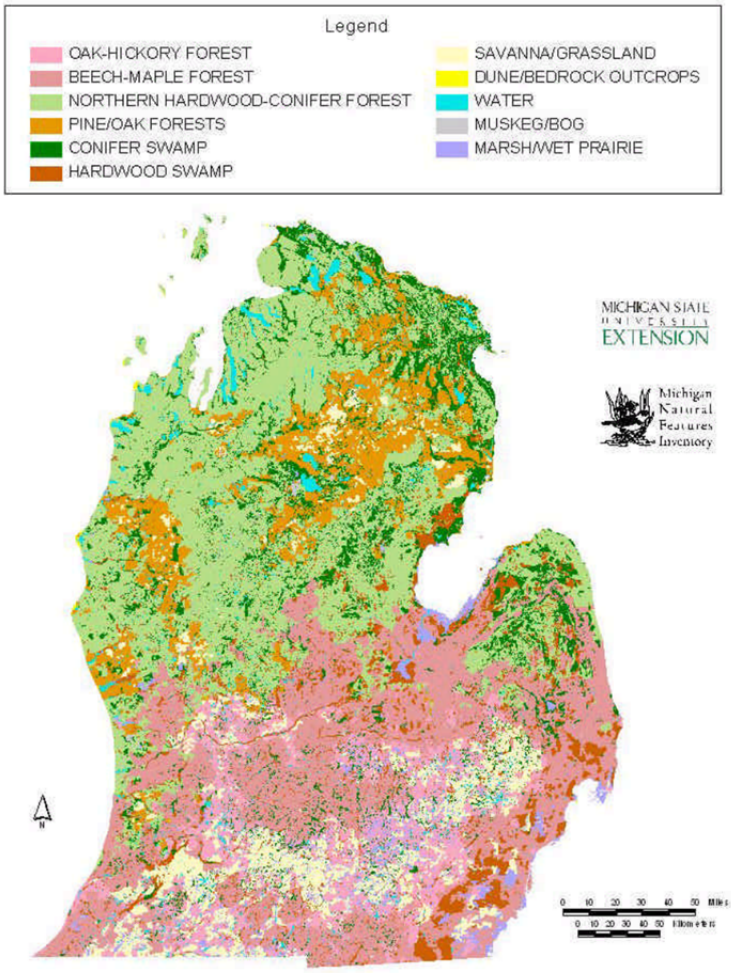
Thousands of years ago Odawa, Ojibwa, and Potawatomi, collectively known as Anishnaabek, migrated to Michigan from the eastern seaboard. Northern Michigan has been the primary homelands of the Odawa. Native people were first attracted to the region where fresh water and food sources were plentiful. For centuries, the immediate area around the water and land topography known as Charlevoix was seasonally inhabited by Indigenous Anishnaabek peoples who spent about half of every year here, fishing, farming, hunting and gathering before they returned by water to their base homes in southern Michigan to spend the winter. The Anishnaabek have strong cultural connections to the lands, especially in terms of their dead being buried here. Evidence of their presence in Charlevoix can be dated to approximately 10,000 BCE, and that presence continues to this day. They called their land/water configuration here *Zhingwaak Zibbling*, or "Pine River," which name covered our waterways from Lake Michigan to Lake Charlevoix, including Round Lake. Pine River is still today the official name encompassing our two connective channels, lower (from Lake Michigan) and upper (into Lake Charlevoix).

Odawa history tells us as early as the 1600 and 1700's, "Each village, clan and family had certain areas of land that they claimed for their own use. This included their hunting, fishing and trapping places as well as where they grew crops and harvested natural foods and medicines."[3] From 1816-1856, the Federal General Land Office (GLO) surveyed the vegetated patterns for the State (Figure 2.1). Northwest lower Michigan was historically covered in northern hardwood-conifer forest, conifer swamp, pine/oak forests, and savanna/grassland. In 1836 the U.S. government and the Anishnaabek people signed the Treaty of Washington, an agreement for 13,837,207 acres in the northwest portion of the lower peninsula and upper peninsula of Michigan. Combined with the 1855 Treaty of Detroit, the Odawa and Ojibway successfully fought against removal and secured their claim for permanent reservation lands and perpetual access to natural resources.

Today, two federally recognized tribes, Grand Traverse Band of Ottawa and Chippewa Indians and the Little Traverse Bay Bands of Odawa Indians share ties to the Charlevoix region and consider several sites culturally significant. Greensky Hill Indian United Methodist Church is one of the oldest continuously used churches in Michigan. Greensky Hill Church is located near Susan Lake in Hayes Township and was completed and dedicated in 1877.[4] Odawa and Ojibwa from Grand Traverse Bay, Beaver Island, Charlevoix, and Wawgawnawkezee met to conduct services in their own language. The church still serves the congregation today and preserves the unique Native Heritage of Michigan's first people.

[3] "Our Land Our Culture: A 200 Year History of Our Land Use." Little Traverse Bay Bands of Odawa Indians. November 2005.
[4] McClurken, James M. "Gah-Baeh-Jhagwah-Buk: The Way It Happened – A Visual Culture History of the Little Traverse Bay Bands of Odawa." Michigan State University Museum, 1991.

Figure 2.2: Vegetation circa 1800, Lower Peninsula of Michigan



Source: MSU Extension

Charlevoix, known previously as the Village of Pine River, was settled in 1854 with the arrival of a Mormon family who escaped from the violent way of life on Beaver Island that then was under the dictatorial sway of self-proclaimed King James Strang. The Medad Thompsons sailed to the mainland over thirty miles away and settled on the shore of Pine Lake, in 1926 to become known as Lake Charlevoix, where the Ferry Beach area is today. Ever so slowly, more settlers followed them after Strang was assassinated in 1856, upon which the Mormon stranglehold on the area vanished immediately. Fishing remained the mainstay of the local economy as the settlement grew.

Seasonal agriculture, fishing, and hunting were the first economic activities of the region performed by Anishnaabek. Beginning in the 1700s, the Anishnaabek, European settlers at Fort Michilimackinac, and other villages throughout the region, traded goods, especially furs for the Northwestern fur trading industry. Later farming became a way of life for permanent residents, and the city's population depended on the crops grown in nearby farms. Upon review of the Centennial Farms program list compiled by the Historical Society of Michigan, a number of 100 Year (or more) Farms are designated in Charlevoix County.

In the 1860s, lumbering began to make its mark all over northern Michigan, and this region became one of the major suppliers of what was then considered to be an inexhaustible resource to the building of the Midwest, including Chicago after the Great Fire of 1871. Charlevoix was one of the most important ports from which this lumber exited to the world. The booming lumber trade founded what would become the Charlevoix Lumber Company in in 1868. Travel to and from the area was made easier by passenger and freight ports in 1869. Dredging of the Pine River channel completed in the 1870s assisted with freight traffic, but also had significant impacts on the hydrology of the lake especially the water levels.

The third leg of our economy appeared in 1878, with the establishment of the Charlevoix Summer Home Association, later known as the Belvedere Club resort and the Chicago Club in 1881. Resorting and tourism began to increase exponentially as more and more people began to discover the beauties and allegedly healthful climate of the north country. It was

especially appealing to those who had the time and means to escape the stifling heat and stench of the major cities in the summertime. By the mid 1880s, the registration tally of the towns' hotels had surpassed the 10,000 mark. And these people left to tell even more people about what they had discovered until by the 1920s Charlevoix was packed to the rafters every summer season.

The village of Charlevoix was officially incorporated by the State of Michigan in 1879, after having had a dual identity as Pine River/Charlevoix for three decades. It became an official city in 1905.

The last piece of the major Charlevoix economic puzzle was put in place in 1892 with the arrival, finally, of the railroad. Charlevoix was the last of the northern Michigan communities to be connected to the national rail system. Prior to this, Charlevoix relied almost entirely on the maritime lanes to connect it to the outside world.

In 1897, the *Charlevoix Sentinel* newspaper claimed that more maritime tonnage was passing through the waters of Charlevoix than any other port on the east side of Lake Michigan. Charlevoix, with its harbor considered by hundreds of mariners to be the finest natural harbor in the United States, served the entire far northwest tip of the Lower Peninsula, and would continue to do so for decades.

In 1911, the Pere Marquette Railroad was advertising Charlevoix in up to ten Chicago newspapers as "The Queen of the Northern Resort Country." Fishing, lumbering, and the resort/tourist industry were, for four decades, the bedrock of our economy. Warning signs, which were never heeded, had begun to affect first lumbering, then fishing, the first in the late 1800s, the latter in the early 1900s, until lumber crashed around 1915 and fishing followed in the next decade. From over two more decades, Charlevoix's existence had to rely on the resort/tourist industry.

The Great Depression deteriorated the summertime resident and tourist base, and later World War II further eroded the manufacturing base. Things began to improve after World War II with the establishment of small industries, which was an economic boon to so many families. Although the City faced hard times through the mid-twentieth centuries, the City continued to make civic improvements, the Big Rock Point Nuclear Plant went online in 1962, the Medusa Cement plant began operating in 1967, and first condominiums were constructed on Round Lake in in 1973. This balance continues to today, with the two-month summer season seeing a crushing influx of people from all over the country and abroad, giving



Charlevoix a reputation that has spread to such an extent that its name is now known around the world as one of the most desirable places to take up residence anywhere in the country.

Charlevoix's natural features and modern amenities are shared today by both permanent and seasonal residents including the Odawa who live and work in the community. The City of Charlevoix, Charlevoix County, and State departments such as the Michigan Department of Transportation are largely responsible for the improvements to public spaces and private development that have helped Charlevoix remain a truly special place where residential, commercial, and public uses coexist. Much of the City's housing stock is well-maintained historic homes with access to nearby schools and parks. The centrally located downtown features a commercial center that provides dining, retail, and entertainment opportunities while the adjacent East Park is the recreational and cultural focal point of the City. This combination of quality housing, a walkable commercial center, and family-friendly recreation creates a highly desirable place where the community can grow and thrive. While the full effects of the historic COVID-19 outbreak and pandemic have yet to be fully realized, the desirability of living and remaining in a place with character, opportunities for solitude, while able to enjoy nature have increased ten-fold.



Natural Features



The City of Charlevoix Master Plan incorporates the environment as a fundamental element and takes into account the geographic conditions that help mold the City's character and setting. These elements must be respected and the original character of the landscape expressed, while at the same time allowing for Charlevoix's future development.

However, development, even on the smallest scale, should not take place in total disregard of its surroundings. Therefore, Charlevoix must be planned and designed so the environment is incorporated as an integral element, rather than something incidental

Climate

Northwest Michigan experiences a four season climate with mild summers and cold, snowy winters. The City's proximity to Lake Michigan sets it and other coastal cities apart from inland communities. The lake keeps the area warmer in the winter and cooler in the summer, with less rainfall than locations further inland. Since 1991, Charlevoix has experienced the most precipitation in October with 4.33 inches on average and an average annual total precipitation of 33.74 inches. July is the hottest month with a mean average temperature of 68.7 °F, and February is the coldest month with a mean average temperature of 22.6 °F. Like many communities with an economy based on tourism and recreation, climate can be both a boon and bust. During the summer, weather can influence the number of tourists or seasonal property owners visiting Charlevoix and in the winter, the amount and duration of snow can impact the operation of local ski hills and resorts.

On any given day, Charlevoix is highly susceptible to quick, sudden changes in the weather. Depending on the time of the year, the Great Lakes have a significant impact on temperatures, precipitation, and the strength of storms. In the spring when the lake water is colder than the air over them, they extract heat from the atmosphere. During the fall, the Great Lakes give off heat and moisture. In both cases, storms arrive on land stronger and more persistent than they might otherwise be. Thunderstorms, extreme winter weather events, and excessive rainfall are common natural hazards with the potential to cause loss of life and significant property damage. Charlevoix County prepares and adopts a Natural Hazard Mitigation plan that identifies potential hazards and mitigation strategies to reduce the impact of those disasters.



Water

The most well-known and influential natural feature in the City are the surrounding lakes. Charlevoix has access to three separate lakes: inland lakes, Charlevoix and Round and the Great Lake, Lake Michigan. Charlevoix and Round Lake are connected to Lake Michigan through the Pine River Channel. Combined, the lakes provide 5.86 miles of shoreline used for private access, public recreation, and scenic viewing. The City of Charlevoix is located within the Lake Charlevoix Watershed. A watershed is the land area that channels rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, bays, and lakes. Tributaries of Lake Charlevoix carry water from as far away as Antrim and Otsego Counties. The biggest threat to the water quality of Lake Charlevoix and its rivers and streams is nonpoint source pollution (NPS). NPS pollution does not have a discernible, confined, and discrete conveyance, but generally results from land runoff, precipitation, and drainage among others. The “Lake Charlevoix Watershed Management Plan” written by the Tip of the Mitt Watershed Council reviews the current conditions of the waterbodies within the Lake Charlevoix Watershed.

Developments on the shoreline must be assessed for their potential to impact these prized water bodies, and great care must be taken to ensure the quality, availability, and beauty of this valued resource is not harmed. Any development adjacent to Lake Michigan should plan accordingly and consider the general rise and fall of Great Lakes’ water levels. Development completed during a low water cycle, that has not accounted for the average high water mark, could be damaged or destroyed when water levels rise, or suffer from storm damage, especially in the late fall. In recent years, the swings in water levels have been unprecedented. In January 2013, Lake Michigan-Huron set an all-time record low of 576.02 feet, and seven years later in July of 2020 Lake Michigan-Huron reached a monthly record high of 582.22, only second to the October 1986 monthly record high of 582.35.

Soils and Shorelines

Generally, area soils are sandy loam and present slight limitations to development. However, development, redevelopment and the disturbance of steep slopes, especially on Lake Michigan and Round Lake, must be carefully considered. The potential instability of disturbed slopes reinforces the importance of employing soil erosion and slope stabilization techniques into the design of waterfront development projects. Waterfront development must also respect the environmentally sensitive nature of Charlevoix’s lakes and shorelines. This is particularly true when it comes to the simple acts of homeowners, such as lawn and beach maintenance. The use of phosphorus fertilizer has spiked nutrient levels in lakes, which has increased algae and altered native vegetation, fish, and other wildlife habitats. The trend of beach grooming has also played a part in altering native wildlife habitats and planting exotic vegetation has helped spread invasive plant species, including purple loosestrife and phragmites. Seemingly inconsequential individual acts, when combined, can have a cumulative and long term impact on Charlevoix’s community character and its quality.



Sand Dunes

In Michigan there are approximately 225,000 acres of dunes, of which approximately 74,000 acres were designated as Critical Dune Areas (CDAs) in 1989. Critical dune areas represent the tallest and most spectacular dunes along Lake Michigan's shoreline in the lower and upper peninsulas. Critical Dunes are located on the Lake Michigan shoreline to the north in Charlevoix Township and south of the City of Charlevoix in Norwood Township. The size and scale of the sand dunes on Lake Michigan adjacent to Mt. McSauba span over a mile of shoreline. Given their unique qualities and community value, human activities must not destroy or adversely affect them. These areas are highly valued by both private property owners and the general public for recreation and scenic beauty. Although these dunes are partially located in Charlevoix Township, the City should nevertheless be concerned with their long term protection and preservation. While the lots north of the sand dunes in the City are almost fully developed, with the exception of one residential lot at 419 Michigan Avenue, there is the potential for redevelopment in the future.

Trees / Woodlands

Most forests have disappeared from Charlevoix during more than a century of development. The most heavily forested areas currently include Chicago Club's Old Island (also the city's only identified wetland area), the Michigan Beach Park on the north side of Park Street and the Belvedere Club's private recreation area. Charlevoix nevertheless retains countless mature hardwoods that line its residential neighborhoods. These trees are highly valued and appreciated by residents and visitors alike.

Due to the importance of urban forestry, Charlevoix has established a Shade Tree and Parks Commission, as well as an Adopt-a-Tree program, to protect and to help replace them when they need to be taken down, or when they are lost to disease or storms. While trees are important community assets it is also recognized that infrastructure maintenance and public safety require trimming, pruning, and in some instances tree removal. The Shade Tree and Parks Commission has two volunteer Landscape Architects who provide professional advice on choice of species and maintenance following National Arborist Association Standards. In addition, the City has been a member of the Tree City USA program for the past 28 years. This national program provides local education, financial assistance, and many other benefits for our urban forestry program.

View Corridors

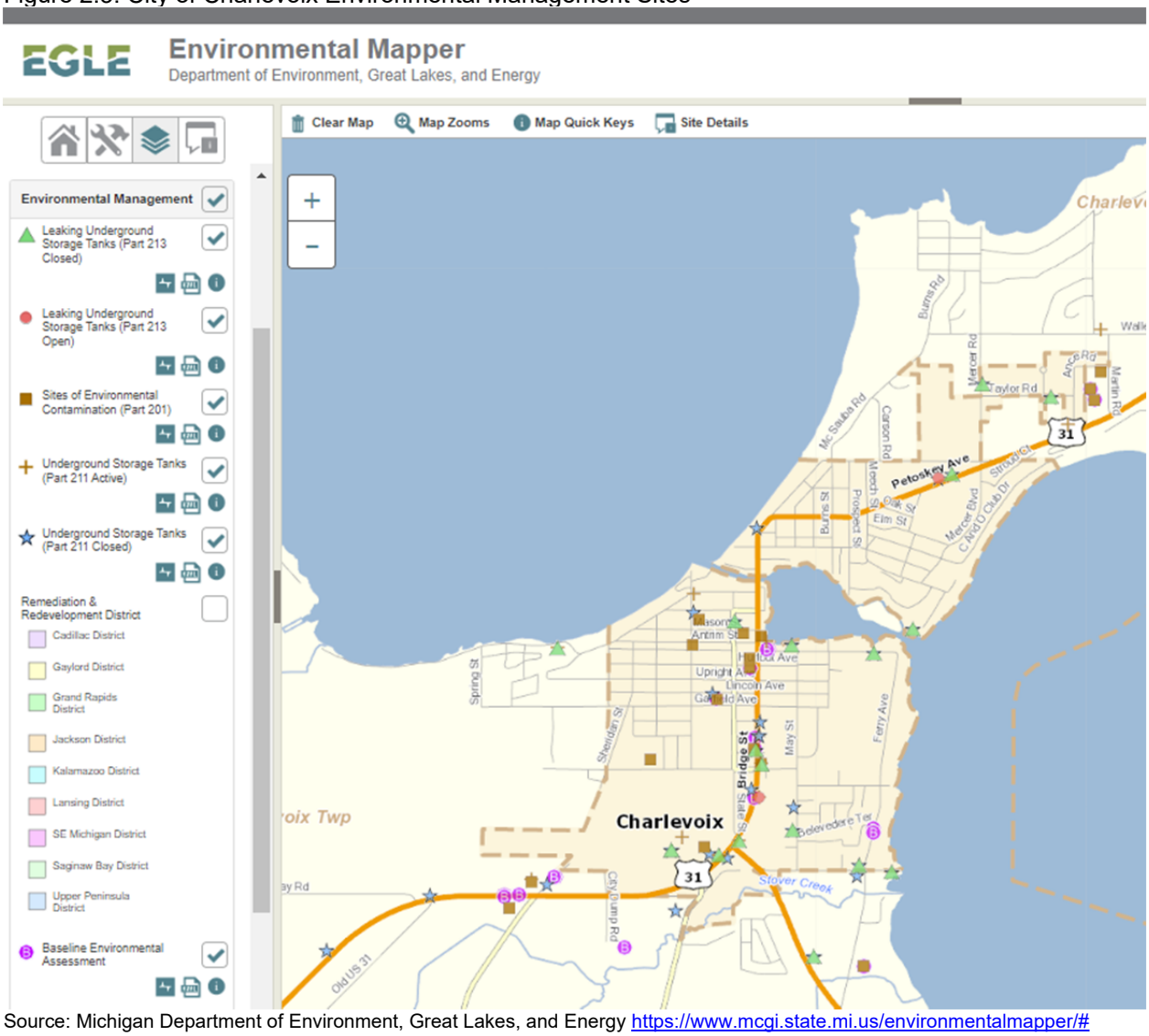
Cities with dramatic topography and natural settings often face the question, "How do we promote development while preserving views of natural resources?" The surrounding lakes, dunes and natural environment make view corridors highly prized in Charlevoix. Scenic views can also have a direct correlation with higher property values, which is the case in Charlevoix.

Great care has already been taken to ensure existing and prominent view corridors are protected and preserved. The design of East Park is a case in point. Park structures were purposely built with low roof lines to avoid obstructing views of Round Lake from Bridge Street. While view corridors remain highly valued by property owners, it is important to note that local government has a limited ability to regulate the height and placement of structures based on views alone.

Land Revitalization

Cities today face the challenge of redeveloping or reusing sites that are contaminated or are perceived to be contaminated from a former use; these sites are known as brownfields. Brownfields are defined as, "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant" in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980. Contamination may be caused from many different uses and sources from large-scale industrial operations to small sites where gas stations, dry cleaners, or even residential structures with lead paint or asbestos insulation were once located. Brownfield sites are monitored by the U.S. Environmental Protection Agency and the Michigan Department of Environment, Great Lakes, and Energy (EGLE). Locally, the Charlevoix County Brownfield Redevelopment Authority (BRA) was created to develop and implement brownfield projects. A BRA may use Tax Increment Financing (TIF) as a tool for property redevelopment. Brownfield redevelopment is usually focused on the largest and most marketable properties; however, neighborhood revitalization can occur through the redevelopment of small and medium-sized sites. Figure 2.3 is an image from a mapping application provided by EGLE to identify sites in Michigan.

Figure 2.3: City of Charlevoix Environmental Management Sites



Source: Michigan Department of Environment, Great Lakes, and Energy https://www.mcgi.state.mi.us/environmentalmapper/#

Demographics



Charlevoix is a unique community that is attractive to people of all ages and backgrounds. Houses, businesses, and infrastructure make up the built environment, but people make Charlevoix come alive. People bring heritage and culture which creates a sense of place worth celebrating. Celebrating those differences brings people together to promote strong neighbor relationships and support those in need. Through the demographic analysis one can begin to understand the foundation for the community's identity.

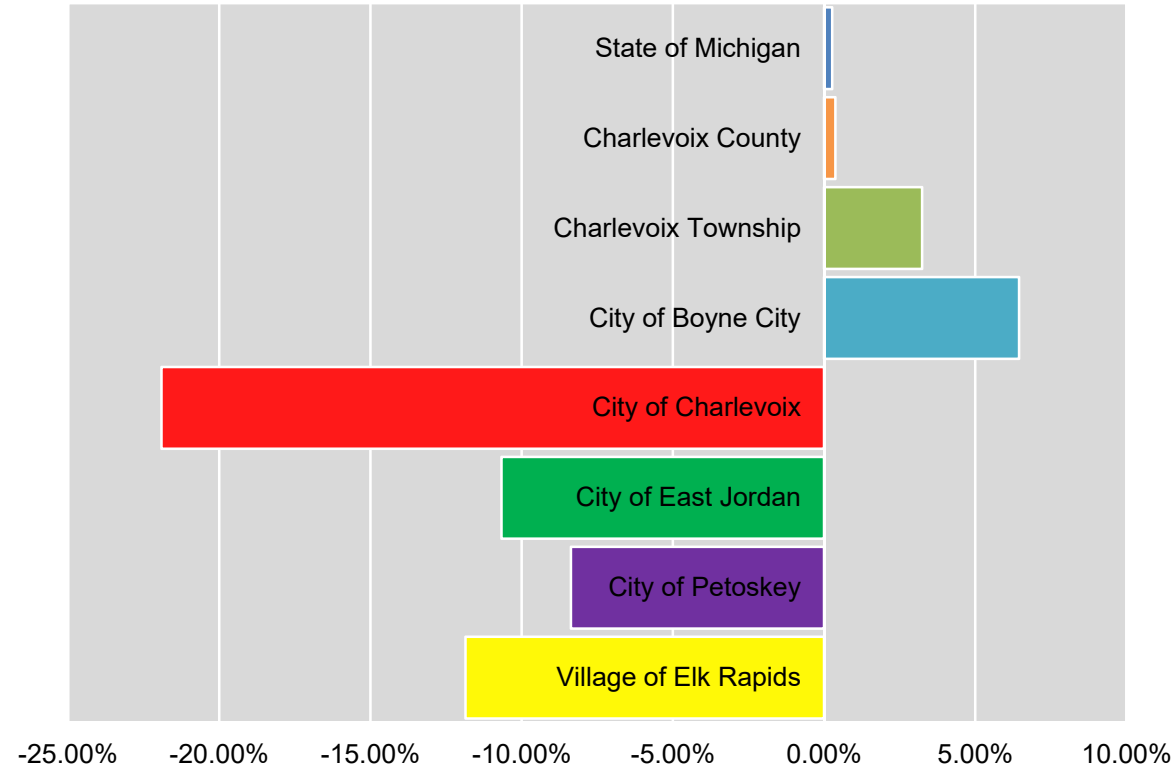
Demographic Characteristics

Through a series of tables, the next several pages show overall demographic characteristics of the City's population. The majority of tables in this chapter use data collected from US Census Bureau's Decennial Census and the 2019 American Community Survey (ACS) 5-Years estimates to represent current conditions in the City of Charlevoix. Decennial data is collected every ten years during a complete Census count while the ACS uses statistical sampling over a 5-year period to describe the average characteristic over the period of collection. Decennial data is often used as a point of comparison or to show trends throughout time. In order to show a comparison, the City of Charlevoix demographic data is often paired with data from surrounding communities, Charlevoix County, and the State of Michigan. The information selected is useful for understanding the current conditions of the population, as well as planning for housing and service needs.

Population

In a comparison of nearby jurisdictions (Figure 2.4.), Charlevoix Township, City of Boyne City, Charlevoix County, and the State of Michigan experienced a population increase while the City of Charlevoix, City of East Jordan, City of Petoskey (Emmet County), and the Village of Elk Rapids (Antrim County) experienced a population decline from 2000 to 2019. The City of Charlevoix saw the largest decline (21.91%) of the comparison communities. Table 2.1 provides a detailed description of each community's population in 2000, 2010, and 2019 and the percent change from 2000 to 2019.

Figure 2.4: Population Change, 2000-2019



Source: US Decennial Census and 2019 American Community Survey

Table 2.1: Population Growth Comparisons, 2000, 2010, 2019

	State of Michigan	Charlevoix County	Charlevoix Township	City of Boyne City	City of Charlevoix	City of East Jordan	City of Petoskey	Village of Elk Rapids
2000	9,938,444	26,090	1,697	3,503	2,994	2,531	6,247	1,695
2010	9,952,687	26,228	1,892	3,760	2,620	1,927	5,795	1,864
2019	9,965,265	26,188	1,752	3,729	2,338	2,261	5,724	1,494
% Change (2000-2019)	0.27%	0.38%	3.24%	6.45%	-21.91%	-10.67%	-8.37%	-11.86%

Source: US Decennial Census and 2019 American Community Survey

Historically, the City's population decline has been occurring steadily since 1970 when the City reached its peak population size. Table 2.2 provides the total population count and the percent change since 1920.

Table 2.2: Population since 1920

Year	Population	Increase	% Change
1920	2,218		
1930	2,247	29	1%
1940	2,299	52	2%
1950	2,695	396	17%
1960	2,751	56	2%
1970	3,519	768	28%
1980	3,296	-223	-6%
1990	3,116	-180	-5%
2000	2,994	-122	-4%
2010	2,513	-481	-16%
2019	2,338	-175	-7%

Source: US Decennial Census and 2019 American Community Survey

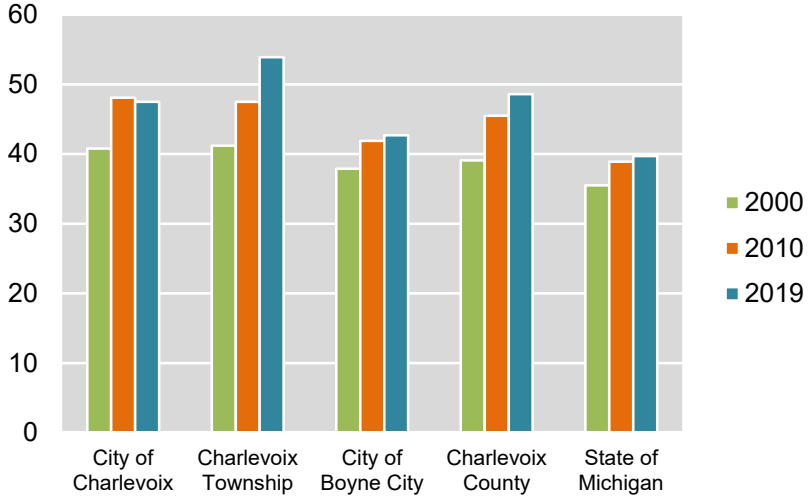
Like many northwest Michigan communities, the City of Charlevoix experiences an influx of seasonal residents and tourists during the summer months. However, the decennial Census and the American Community Survey only consistently and comprehensively track the permanent population. The *Northwest Michigan Seasonal Population Analysis*, a 2014 report by the Michigan State University Land Policy Institute, analyzed the 2012 seasonal population for ten counties in northwest Michigan. The data collected for Monthly Permanent, Seasonal and Transient Residents by County estimates the population of Charlevoix County increases by 37% in the month of July from 26,023 to 41,289. The report also indicates Charlevoix County has the third largest share (12%) of second-home residents. Antrim County, which borders Charlevoix County on the south, had the highest number of second-home residents (15%) closely followed by Emmet County (14%) which borders Charlevoix County on the north. The following ten counties were included in the study: Antrim, Benzie, Charlevoix, Emmet, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, and Wexford.

Although the data in this report is several years old, anecdotally, the trends for influx of seasonal residents and tourists has not decreased. While the population staying in overnight accommodations such as motels, hotels, and bed and breakfasts was considered, the boom of short term rental accommodations changed the overnight stay market considerably. Further discussion of vacant or seasonal housing units is discussed later in this section, and an in-depth discussion of the impact of short term rental accommodations is further discussed in Chapter 5. Housing and Neighborhoods.

Age, Race & Disability

Understanding the median age and age distribution of the City of Charlevoix can help identify social, economic, and public service needs in the community. As shown in Figure 2.5, the median age (the midpoint where half the population is younger and half the population is older) of the City of Charlevoix is older (47.5) than the State (39.7), but the City' median age is well aligned with the County and the comparison communities.

Figure 2.5: Median Age, 2000, 2010, 2019



Source: US Decennial Census and 2019 American Community Survey

The communities' of study total 2019 population is broken into age structure (analyzing which proportions of a municipality's population are in which stages of life). This gives a nuanced view of the makeup of a community. To compare age structure, the population is divided into the following groupings:

- Pre School Under 5
- School Aged 5 to 19
- Family-Forming 20 to 44
- Empty Nest 45 to 64
- Senior 65 to 74
- Elderly Over 75

Table 2.3 is a representation of the 2019 age structure across the comparison communities. While slightly older than the State's age structure, the City's age structure is largely comparable to other Charlevoix communities. The City's largest age group, Family Forming, with 32% of the total population indicates the City may see an increase in the number of Pre School aged children in the near future. Families are a critical component of population growth and those communities with a greater proportion of younger individuals who are at or close to reproductive age will experience more growth.

Table 2.3: Age Structure, 2019

Age Group	City of Charlevoix		Charlevoix Township		City of Boyne City		Charlevoix County		State of Michigan	
Pre School	110	5%	84	5%	176	5%	1,154	4%	571,094	6%
School Aged	272	12%	275	16%	691	19%	4,435	17%	1,875,898	19%
Family-Forming	743	32%	291	17%	1,089	29%	6,433	25%	3,137,938	31%
Empty Nest	648	28%	564	32%	973	26%	7,962	30%	2,713,992	27%
Senior	345	15%	261	15%	450	12%	3,666	14%	975,417	10%
Elderly	220	9%	277	16%	350	9%	2,538	10%	690,926	7%
TOTAL	**2,338**		**1,752**		**3,729**		**26,188**		**9,965,265**	

Source: 2019 American Community Survey

The racial makeup of the City of Charlevoix is predominantly white. 94% of the population is white while the Black population is 2.4%, the American Indian and Alaskan Native population is 1.3%, and those of a combination of races is 2.3%.

Table 2.4 represents the number of persons with a disability by age groups. While the number of persons 65 years and older is the City of Charlevoix's largest age group with a disability, when compared to the surrounding communities, the City has the highest percentage of persons under 18 with a disability.

Table 2.4: Persons with a Disability, 2019

	City of Charlevoix	Charlevoix Township	City of Boyne City	Charlevoix County	State of Michigan
Under 18 Years	332	329	840	5,058	2,174,370
With a Disability	*21*	*4*	*35*	*272*	*105,209*
Percent	6.3%	1.2%	4.2%	5.4%	4.8%
18 to 64 Years	1,363	878	2,089	14,841	6,053,569
With a Disability	*162*	*89*	*294*	*1,755*	*737,109*
Percent	11.9%	10.1%	14.1%	11.8%	12.2%
65 Years and Over	565	481	800	6,036	1,628,027
With a Disability	*135*	*156*	*168*	*1,801*	*559,052*
Percent	23.9%	32.4%	21.0%	29.8%	34.3%

Source: 2019 American Community Survey

School Enrollment

Charlevoix Public Schools are a member of the Char-Em Intermediate School District which includes public schools and several non-public schools in Emmet, Charlevoix, and the northern portion of Antrim Counties. Charlevoix Public School's facilities include Charlevoix Elementary and Charlevoix Middle High School, preschool through grade 12. The Charlevoix Elementary School, located at 108 Garfield Street, opened in January 2020. The remodeled building previously served as the middle school and high school in years past. The Charlevoix Middle High School is located in nearby Marion Township. Charlevoix Montessori Academy for the Arts, located at 115 W. Hurlburt Street, offers education for kindergarten through grade 12. St. Mary Catholic School Community, located at 1005 Bridge Street, offers pre-kindergarten through grade 8, but does not report enrollment numbers to the state. Charlevoix Elementary, Charlevoix Montessori, and St. Mary School are all within walking distance of each other just south of downtown Charlevoix.

Enrollment data for the Char-Em ISD, Boyne City Public Schools, East Jordan Public Schools, Charlevoix Public Schools, and Charlevoix Montessori is provided for comparison in Table 2.5. Student enrollment patterns in local schools can supplement the age demographic information, thus providing additional insight into the current population trends in the community. Overall, the Char-Em ISD enrollment across all school systems, is declining during the 20 year timeframe in which data is provided. MI School Data is the State of Michigan's official source for pre-K, K-12, postsecondary and workforce data.

Table 2.5: School Enrollment Comparison

School Year	All Char-Em ISD Districts	Boyne City Public Schools	East Jordan Public Schools	Charlevoix Public Schools	Charlevoix Montessori Academy for the Arts
2002-2003	11,076	1,319	1,303	1,389	74
2012-2013	9,618	1,350	990	1,043	107
2021-2022	8,035	1,279	762	816	44

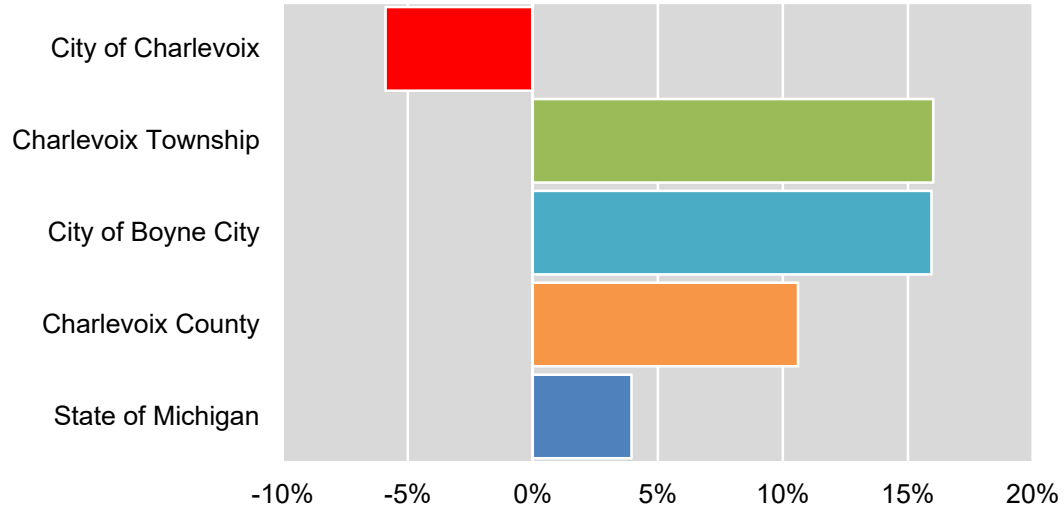
Source: MI School Data https://www.mischooldata.org/student-enrollment-counts-report/



Households

The average household size for City of Charlevoix residents is 1.74, compared to the County's average of 2.25. The Census defines a household as all the people who occupy a single housing unit, regardless of their relationship to one another. Figure 2.6 is a graphical representation of Table 2.6 displaying the percent change in the number of households for the City of Charlevoix and the comparison communities. Similar to population, the City experienced a 6% decline in the number of households while the comparison communities saw an increase in the number of households.

Figure 2.6: Change in Households, 2000, 2010, 2019



Source: US Decennial Census and 2019 Community Survey

Table 2.6: Number of Households Growth Comparisons

Year	City of Charlevoix	Charlevoix Township	City of Boyne City	Charlevoix County	State of Michigan
2000	1,375	662	1,468	10,400	3,785,661
2010	1,266	681	1,635	10,882	3,872,508
2019	1,294	768	1,702	11,503	3,935,041
% Change (2000-2019)	-6%	16%	16%	11%	4%

Source: US Decennial Census and 2019 American Community Survey

Housing Characteristics and Development Trends

The following data presents an introduction to the number of housing units available and the types of housing available in the City of Charlevoix and the comparison communities. Additional housing and discussion is presented in Chapter 5: Housing and Neighborhoods.

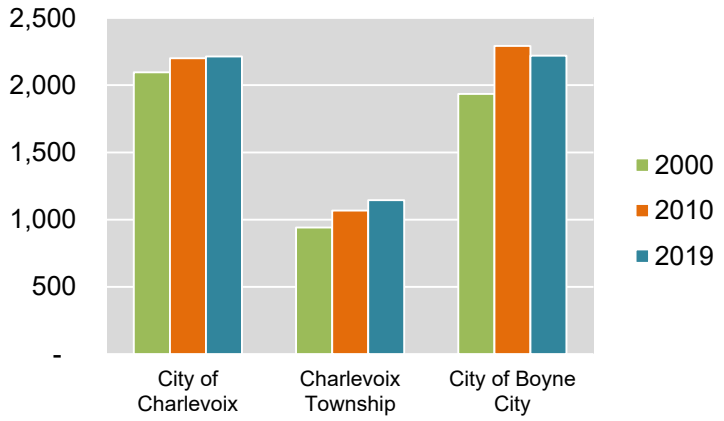
Of the 2,214 units available in the City of Charlevoix as shown in Table 2.7, the largest percentage of units in recent history were built from 1980 to 1989. However, overall, 45% of the housing stock was built before 1949. These surges in housing construction are likely in response to the large population booms experienced in the 1940s and 1970s. Table 2.8 is a breakdown of the total number of housing units by type. More than half (55%) of the City's housing stock are detached single family homes. The decrease in the number of single family detached units from 2010 to 2019 is partially due to the conversion of single family homes to two-family or multi-family units throughout the decade. Table 2.8 provides the *Margin of Error (MOE) to indicate the delicateness of the data. Smaller numbers (single, two and three digits) are more sensitive to larger margin of error swings.

Table 2.7: Year Structure Built, City of Charlevoix

Year Structure Built	Number of Homes	% of Total
1939 or earlier	458	20.7%
1940 to 1949	537	24.3%
1950 to 1959	110	5.0%
1960 to 1969	207	9.3%
1970 to 1979	250	11.3%
1980 to 1989	381	17.2%
1990 to 1999	143	6.5%
2000 to 2009	123	5.6%
2010 or later	5	0.2%
TOTAL	**2,214**	**100.0%**

Source: 2019 American Community Survey

Figure 2.7: Number of Housing Units, 2000, 2010, 2019



Source: US Decennial Census and 2019 American Community Survey

Table 2.8: Housing Units by Type, 2010, 2019

	City of Charlevoix		Charlevoix County	
	2010	2019 MOE*	2010	2019
One-Family Detached	1,364	1,217 (±149)	13,645	14,108
One- Family Attached	61	23 (±22)	282	164
Two-Family / Duplex	87	116 (±84)	387	318
Multi-Family (3+ units)	533	839 (±410)	1,455	1,966
Mobile Homes	0	19 (±20)	1,374	1,122
Other Units (Boats, RV, vans, etc)		-	4	-
TOTAL	**2,045**	**2,214**	**17,147**	**17,678**

Source: 2019 American Community Survey

Table 2.9 presents a look at building permit data gathered from the Charlevoix County Department of Building Safety for the number of permits that have been finaled or approved since 2016. This more recent look at building permit data shows an uptick in finaled permits during 2020.

Table 2.9: Building Permits, City of Charlevoix

	2016	2017	2018	2019	2020	TOTAL	AVERAGE
Number of Permits Finaled	22	54	35	51	47	**209**	41.8
Total Value of Finaled Permits	$1,999,837	$ 3,788,781	$2,157,073	$ 3,904,653	$2,645,134	**$ 14,495,478**	$ 2,899,096
Value Per Finaled Permit	$ 90,902	$ 70,163	$ 61,631	$ 76,562	$ 56,279		$ 71,107
Single-Family Home Permits, Number Finaled	1	1	0	2	6	**10**	2
Total Value of all Single-Family Home Permits Finaled	$ 330,824	$ 382,686		$ 776,956	$1,262,644	**$ 2,753,110**	$ 275,311
Value Per Single-Family Home Permit Finaled	$ 330,824	$ 382,686		$ 388,478	$ 210,441		$ 328,107

Source: Charlevoix County Department of Building Safety

Table 2.10 provides a detailed look at the tenure and value of housing units available in the City. Compared to the County, Charlevoix has a low percentage of owner occupied homes. According to the 2016 Master Plan, the City has maintained over 60% of the occupied housing is either rentals or seasonal housing and a high number of rentals are most likely seasonal. Clearly, this support's Charlevoix's standing as a resort community.

Table 2.10: Housing Tenure

	City of Charlevoix		Charlevoix County	
	2010	2019	2010	2019
Owner Occupied Units	757 (37%)	624 (28%)	9,434 (55%)	9,303 (53%)
Median Housing Value	$ 177,300.00	$ 167,800.00	$ 162,600.00	$ 166,300.00
Renter Occupied Units	422 (21%)	670 (30%)	1,921 (11%)	2,200 (12%)
Median Gross Rent (in dollars)	$ 461.00	$ 567.00	$ 587.00	$ 694.00
Vacant Units	866 (42%)	920 (42%)	5,792 (34%)	6,175 (35%)
TOTAL UNITS	**2,045**	**2,214**	**17,147**	**17,678**

Source: US Decennial Census and 2019 American Community Survey

While inherently there is nothing wrong with such a composition of year-round and seasonal residents, it does point out some of the challenges the City faces. These include peaks and valleys between summer and winter populations that strain road and infrastructure capacity for relatively short periods and impact retailing and make it difficult for businesses to survive the offseason by just relying on local, year-round residents.

There is also a price to pay when it comes to the vested interests of year-round and seasonal residents, who may see Charlevoix from completely different perspectives. This can substantially influence community values and how certain groups view issues and investment priorities. Clearly, to continue to prosper Charlevoix must be well integrated into the regional economy and have a broader employment base to avoid the booms and busts of the past when, due to economic downturns, or unseasonable weather, tourism has slowed.

While there may be a perception that new, expensive, waterfront homes dominate a robust housing market in Charlevoix, reality is homes in the City are relatively older, with the majority built in 1949 or earlier and the current pace of development is less than robust. Compared to the decades before the 1980s, home construction since 1980 has experienced a significant decline. This is possibly due to limited vacant land in the City and a transformation of the local economy, which has affected job growth. Taking these factors into account, a significant number of new homes are not

expected in the near future. Rather, the most likely future scenario to add housing units in the City is modest infill development and home renovation to create additional units.

As homes and neighborhoods age, a decline in upkeep and quality can become a concern. Although there is no evidence of widespread deterioration in Charlevoix, aging homes, along with an aging population is a concern and more attention should focus on this issue. There has been a recent upswing in the desirability of aging in place and providing walkable neighborhoods, which has likely contributed to the increased housing value seen within the City. Still, the renewed interest in urban living along with the high percentage of rental and seasonal homes, means that home and property inspection, home maintenance assistance, and home rehabilitation could become a greater City priority in the future as the housing stock continues to age.

Economic Profile

The *2021 Comprehensive Economic Development Strategy (CEDS)* prepared by Networks Northwest is the product of a locally-based, regionally-driven economic development planning process to identify strategies for economic prosperity. The plan was prepared for the ten county region of northwest lower Michigan. The process calls upon community leaders from local and county government, economic development organizations, the business community, and other stakeholders including the public at large to engage in discussions about opportunities and threats to the regional economy. The topics that came up most frequently are housing, workforce talent, child care, the Pandemic, and climate change. Each of these has a significant impact on the economy, Charlevoix included. The following section will provide a look at the economic conditions in Charlevoix County and the City of Charlevoix.

Table 2.11 provides a comparison of annual average wage for each county in the CEDS planning area for 2018. Charlevoix County had the third highest rate at $ 44,558. Kalkaska County has the highest average annual wage with $ 50,971 followed by Grand Traverse County at $ 44,562. Antrim County has the lowest average annual wage with $ 33,081. As Charlevoix County's southern neighbor, it is not unexpected to have residents of Antrim County travel to East Jordan or Charlevoix for work.

Table 2.11: Average Annual Wage by County, 2018

County	Average Annual Wage
Antrim	$33,081
Benzie	$33,908
Charlevoix	$44,558
Emmet	$40,258
Grand Traverse	$44,562
Kalkaska	$50,971
Leelanau	$36,833
Manistee	$33,821
Missaukee	$35,917
Wexford	$35,917

Source: 2021 Comprehensive Economic Development Strategy (CEDS) prepared by Networks Northwest

Table 2.12 is a summary of the economic distribution of Charlevoix County by industry in 2018. The majority of jobs within the County are in the manufacturing industry with 23.30%. Manufacturing also has the second highest average annual wage at $ 60,866. Accomodations and food services is the second largest industry with 17.30%, and it has the lowest average annual wage of all of the industries with $ 27,051. The utilities industry has the highest average annual wage with $ 107,000. However, 1.40% of jobs in the county are in the utilities industry. D mean limited industries of a sector that would disclose confidential information.

Table 2.12: Charlevoix County Economic Distribution by Industry, 2018

Industry	Establishments	Jobs	Percent Distribution in County	Average Annual Wage
Total Covered Employment	**782**	**10,527**	**100.00%**	**$44,558**
Agri., forestry, hunting	5	D	D	D
Mining	1	D	D	D
Construction	120	646	6.10%	$43,806
Manufacturing	45	2,451	23.30%	$60,866
Wholesale trade	16	53	0.50%	$53,155
Retail trade	114	876	8.30%	$29,009
Transportation, warehousing	17	129	1.20%	$42,443
Utilities	4	147	1.40%	$107,000
Information	13	72	0.70%	$27,706
Finance and Insurance	29	160	1.50%	$47,784
Real Estate, rental, leasing	29	184	1.70%	$27,435
Professional, technical services	44	D	D	D
Administrative, waste services	53	253	2.40%	$33,625
Educational services	11	648	6.20%	$51,753
Health care, social assistance	59	1,687	16.00%	$46,962
Arts, entertainment, recreation	37	266	2.50%	$31,888
Accommodation and food services	79	1,826	17.30%	$27,051
Other services, exc. public admin.	76	305	2.90%	$44,314
Public administration	22	618	5.90%	$41,886
Other: Includes (private, management of business, and unallocated)				

Source: 2021 Comprehensive Economic Development Strategy (CEDS) prepared by Networks Northwest

Household income is one key indicator of a community's overall economic condition, particularly when compared to neighboring communities or other larger measures. Figure 2.8 is a graphical representation of Table 2.13, a comparison of Median Household Incomes (MHI) across comparable Charlevoix communities, Charlevoix County, and the State. Of note is the decline of MHI in the City of Charlevoix where the comparison communities each saw an increase in already higher MHI levels over the 9 year timeframe.

Figure 2.8: Median Household Income Comparison, 2010-2019

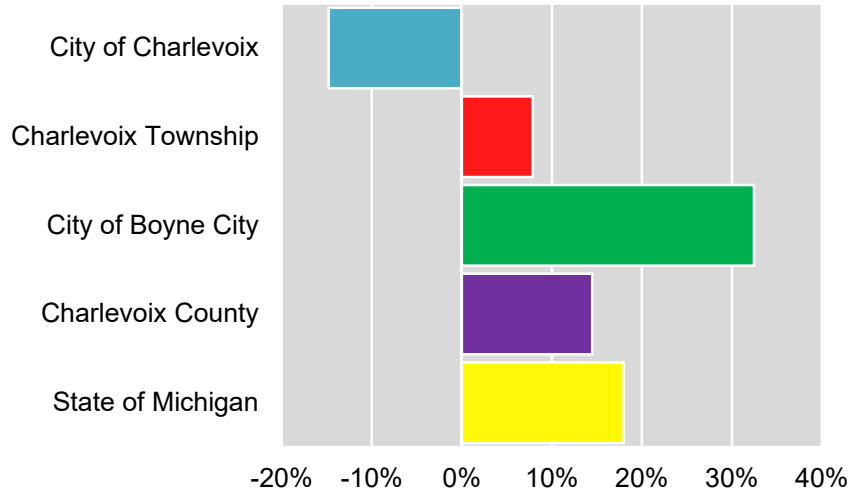


Table 2.13: Median Household Income

	City of Charlevoix	Charlevoix Township	City of Boyne City	Charlevoix County	State of Michigan
2010	$ 37,417	$ 55,815	$ 39,716	$ 48,704	$ 48,432
2019	$ 31,885	$ 60,208	$ 52,604	$ 55,760	$ 57,144
% Change	**-15%**	**8%**	**32%**	**14%**	**18%**

Source: US Decennial Census and 2019 ACS 5-Year Estimates

Housing Affordability

The rule of thumb has been 30 percent – that a household should spend no more than 30 percent of its income on housing costs. Considering the Table 2.13 above, over twelve months, a City of Charlevoix household earns $ 2,657.08 per month. The average household can afford a $ 797.13 monthly rent or mortgage payment. The estimated median gross rent is within this range ($ 567.00, Table 2.10). However, anecdotally, the cost of rent is much higher and demand is driving prices higher still.

Affordability can be further described for home ownership by the ratio of the Median Housing Value (shown in Table 2.10) to the MHI. An affordability index of no more than 2.6 is considered an affordable community. The affordability index of the City of Charlevoix in 2019 is 5.3. This price to income ratio for the City has increased from 2010 when the index was 4.7. The index is calculated by dividing the median housing value from Table 2.10 ($ 167,800) by the median household income from Table 2.13 ($ 31,885). Income and wages determine the amount a household is able to save to pay for a down payment on a house as well as the amount that can be paid on a monthly mortgage. Increases in housing prices or decrease in income limit a household's ability to purchase a house. Similar to rent prices, home prices are also increasing where the cost to purchase a home is often as much as $200/square foot or more.

Nationally, reports indicate the Covid-19 Pandemic has caused major disruptions in the housing market including extreme increases in housing prices, a decrease in household income, and a more mobile and flexible buyer. This is combined with an already high demand for housing at all price points and increased material and labor construction costs. Housing is further discussed in Chapter 5.

The Charlevoix County Housing Ready Program, a housing advocacy agency for Charlevoix and Emmet Counties, has prepared the following graphs. Figure 2.9 is a comparison of the affordability index for several Charlevoix County communities. Figure 2.10 shows the proportion of households that can afford housing of varying prices, most being able to afford only houses that cost less than a basic new home.

Figure 2.9: Price to Income Ratio Comparison, 2011-2018

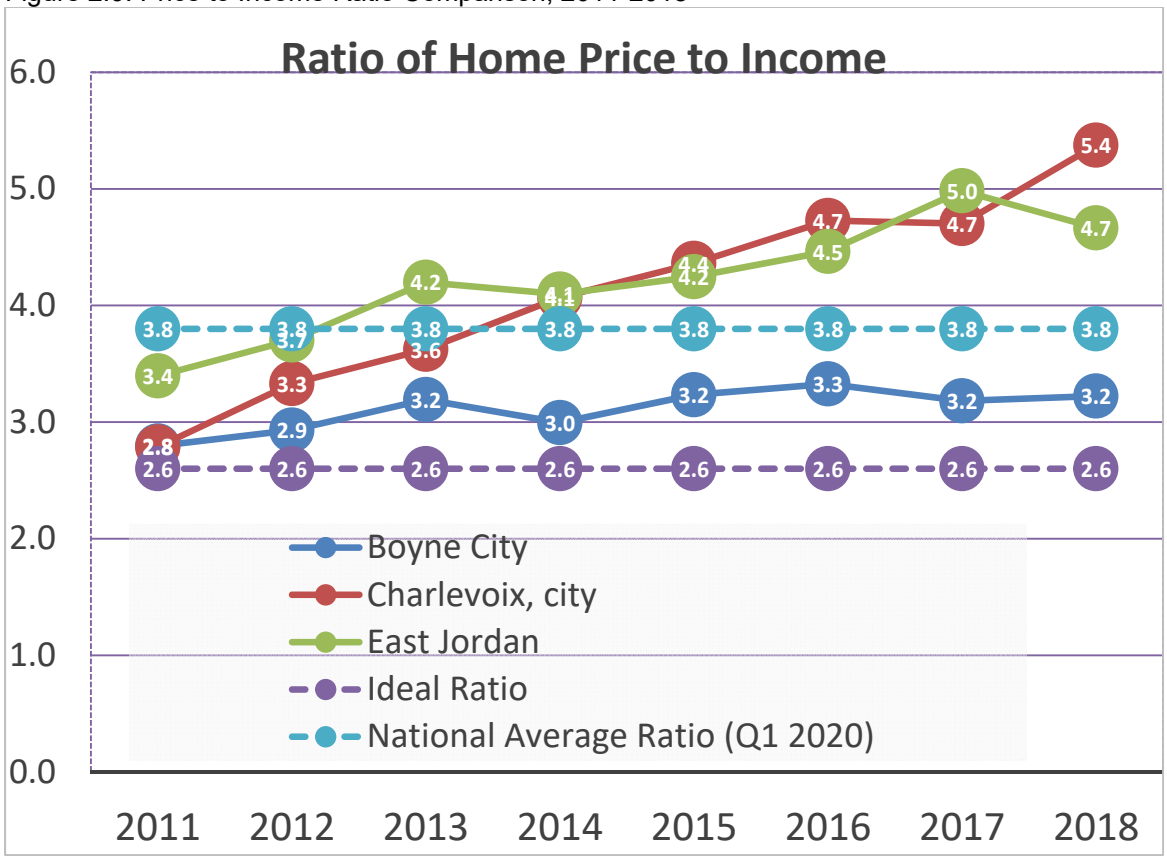
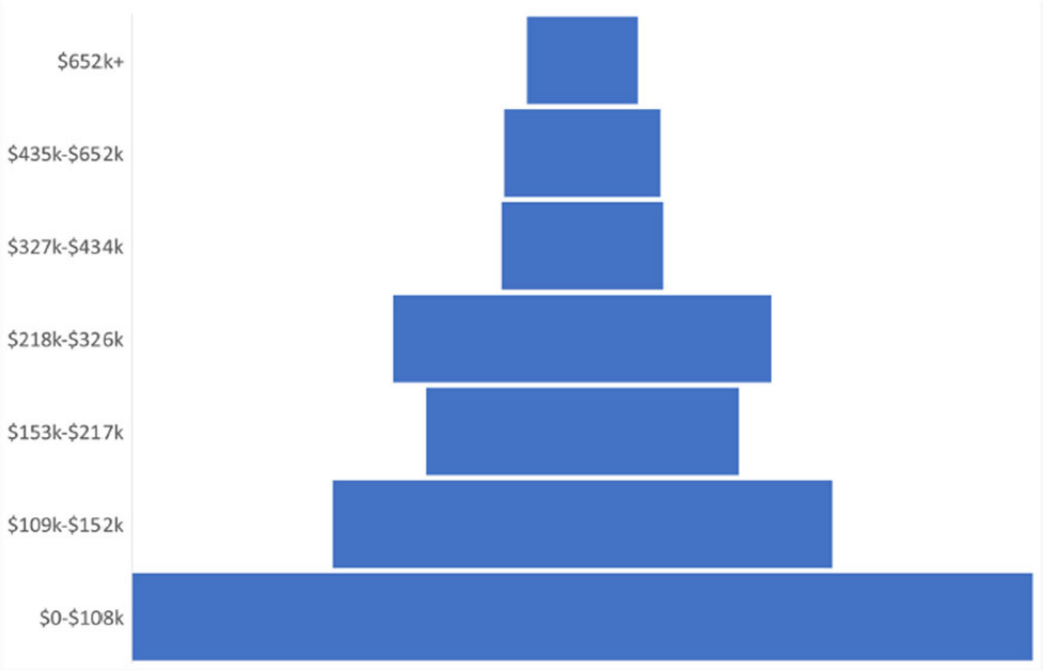


Figure 2.10: City of Charlevoix Households by Highest Priced Home They Can Afford Based on Income, 2019



The United Ways of Michigan, including the Char-Em United Way, representing Charlevoix and Emmet Counties, produced a report entitled *ALICE in Michigan: A Financial Hardship Study*. ALICE, which is an acronym for Asset Limited, Income Constrained, Employed, are those households with income above the Federal Poverty Level but below the basic cost of living. Based on a calculation of the actual costs of basic necessities such as child care, transportation, housing, and healthcare, the report establishes the ALICE Threshold, "the average income that a household needs to afford the basic necessities… for each county in Michigan. Households earning below the ALICE Threshold include both ALICE and poverty-level households" (ALICE, 2). Table 2.14 provides the ALICE data for the comparison communities, Charlevoix County, and the State of Michigan.

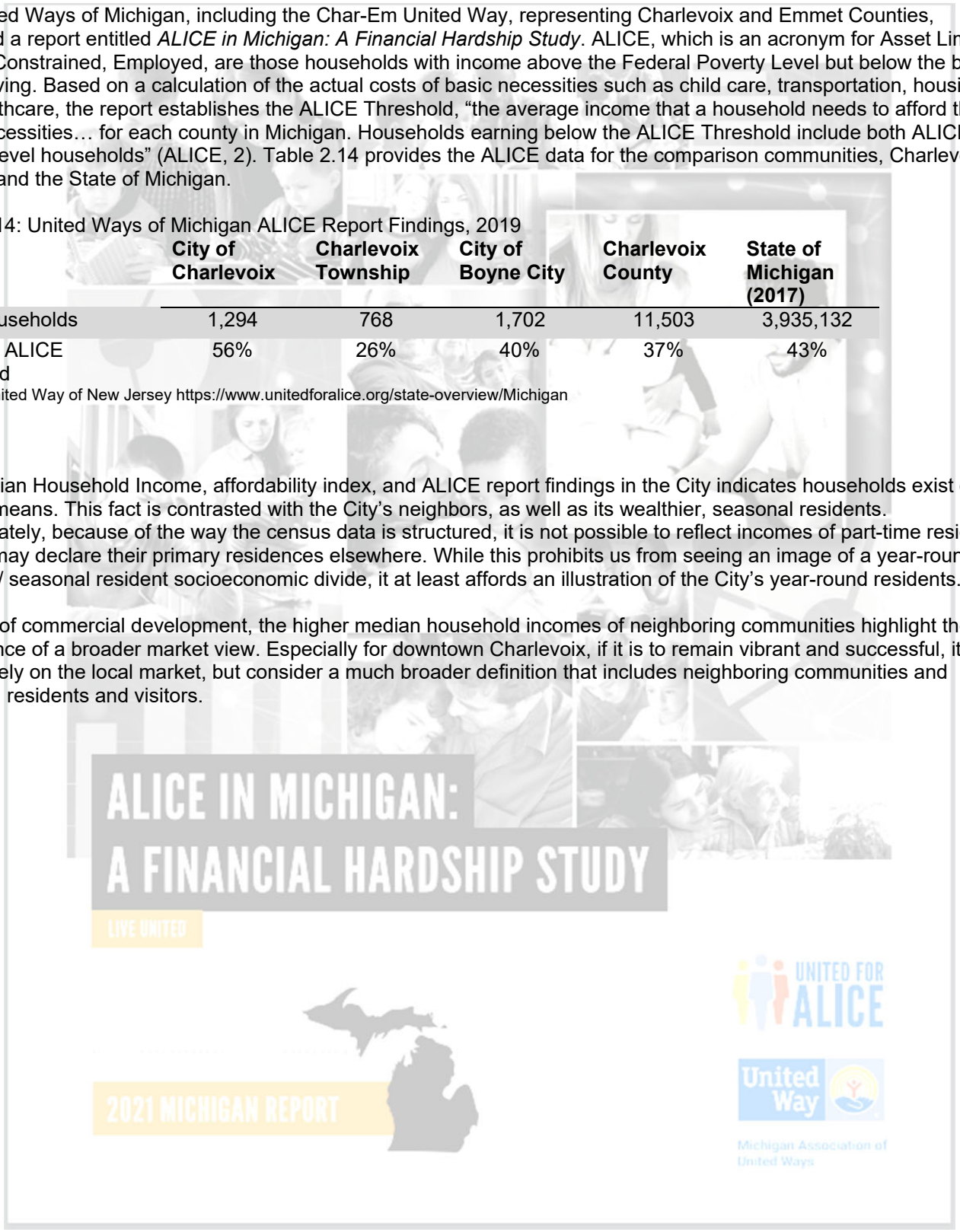
Table 2.14: United Ways of Michigan ALICE Report Findings, 2019

	City of Charlevoix	Charlevoix Township	City of Boyne City	Charlevoix County	State of Michigan (2017)
Total Households	1,294	768	1,702	11,503	3,935,132
% Below ALICE Threshold	56%	26%	40%	37%	43%

Source: United Way of New Jersey https://www.unitedforalice.org/state-overview/Michigan

The Median Household Income, affordability index, and ALICE report findings in the City indicates households exist on modest means. This fact is contrasted with the City's neighbors, as well as its wealthier, seasonal residents. Unfortunately, because of the way the census data is structured, it is not possible to reflect incomes of part-time residents, as they may declare their primary residences elsewhere. While this prohibits us from seeing an image of a year-round resident / seasonal resident socioeconomic divide, it at least affords an illustration of the City's year-round residents.

In terms of commercial development, the higher median household incomes of neighboring communities highlight the significance of a broader market view. Especially for downtown Charlevoix, if it is to remain vibrant and successful, it must not just rely on the local market, but consider a much broader definition that includes neighboring communities and seasonal residents and visitors.



Significance for Planning

Socioeconomics play a significant role in the development of a community's master plan. Demographic trends can be analyzed to help identify infrastructure and service needs, take into account seasonal and year-round residents, and help consider the land use implications where opportunities and demands are greatest.

The City has two interesting phenomena occurring related to the age of the population. When reviewing Table 2.3: Age Structure the first noticeable statistic is the largest percentage, the number of people within the family forming age group, those between the ages of 20 and 44 (32%). This is the highest percentage of people within this age group across all comparison communities. The second is the combined number of persons aged 45 and over (52%). The City is in the unique position to support the short-term needs of the millennials of the family forming age group while preparing for the increased demands of the empty nester, senior, and elderly populations. Creating and supporting an environment that promotes family expansion would have the long term benefits of improving school enrollment, bringing in a new workforce to allow for succession planning, and ideally, a new resident population dedicated to the Charlevoix community.

Charlevoix's aging population is important to recognize because it suggests an increase in the demand for medical and social services such as EMS, fire, and police, housing opportunities within walking distance to personal services and shopping, specialized recreation activities, and interconnected sidewalks trails, and alternative modes of transportation. Establishing programs to identify and implement effective solutions for aging in place and providing accessible housing for today's senior and elderly population will pave the way for future success.

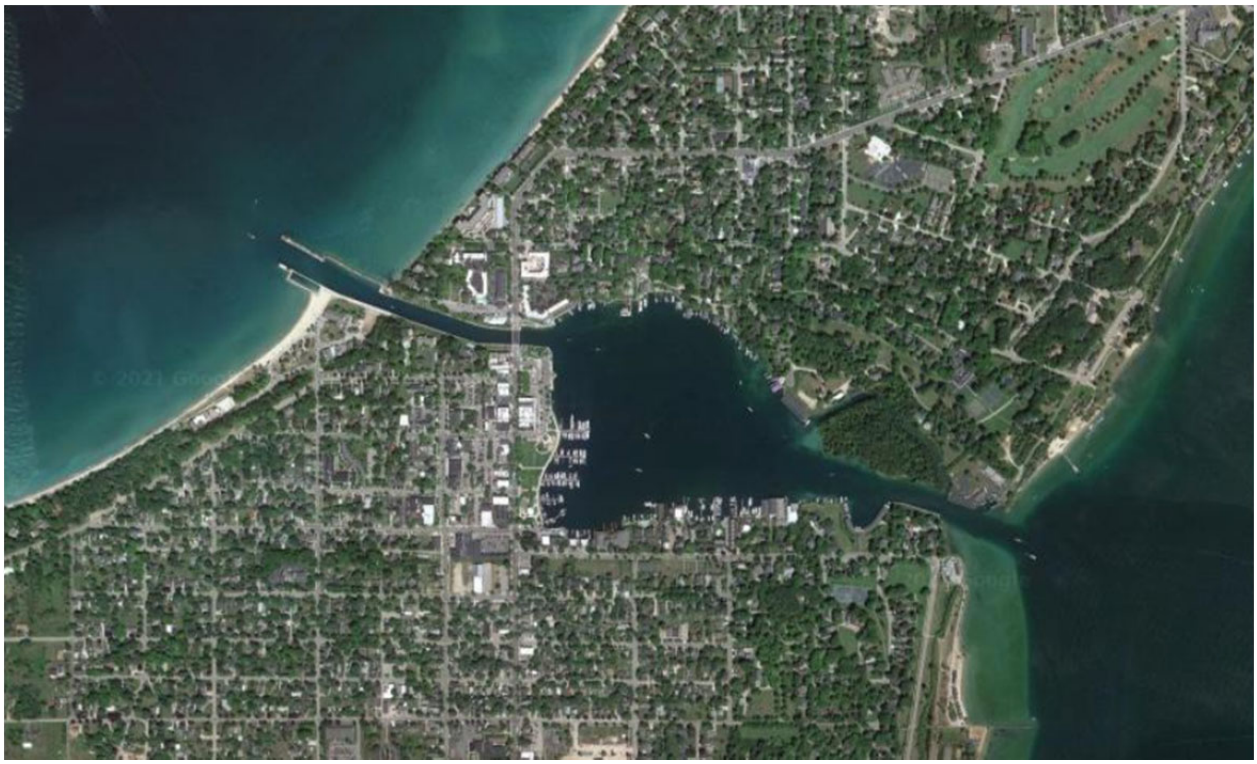
In the economic sense, the ability to support local retail and commercial enterprises is partially defined by income levels in Charlevoix and surrounding communities. As shown in this chapter, year round residents exist on modest means, however this is juxtaposed with the seasonal and short term visitors who vacation in the City. Understanding these indicators can help define the kinds of businesses that can be attracted to and supported by Charlevoix and shared regionally. The opportunity exists to spread the cost of services by partnering with surrounding townships to add or improve infrastructure that will guide private investment decisions.



3 Existing Land Use

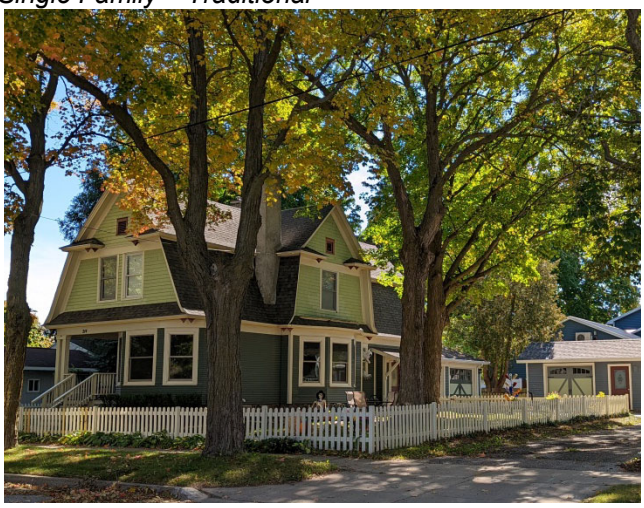
The following chapter is an analysis of how the land is currently being used. This analysis, especially when it incorporates changes from historical data, provides insight into the patterns within an area, the capacity of the area to support or accept future development, and the relationship among the various activities within the community. The City is centered around the Pine River Channel which was the source of prosperity for the early region. It was first used as a commercial fishing base and later a base of operations for the booming lumber trade. Passenger and freight shipping relied on the Channel and Lake Michigan as a source of transportation. So too did the center of commerce, downtown Charlevoix. Residential neighborhoods within walking distances surrounded the Channel.

As the City grew, this pattern continued with neighborhoods expanding outward from the center of town, albeit remaining fairly compact. Post World War II and the later part of the 20th century saw suburban residential infill development on larger lots with homes accompanied by garages. In the mid-20th century, auto-oriented commercial land uses developed along US 31, north and south of downtown. Much of the land use patterns in the City are clearly established with minimal opportunities for large scale development.



Residential

Single Family – Traditional









An estimated one in five homes in the city were built prior to 1939; 45% of homes were built before 1949. . Many of the oldest homes in the community are located near the center of the city (both north and south of the Pine River Channel). The majority were built as single family homes in the traditional styles, but were adapted one or more times to become multiple family residences. Historic architectural types such as Greek Revival, Victorian, Bungalows, and Craftsman style found in traditional single family residential areas lend Charlevoix its identifying character and charm. Included in this category are the historic private seasonal resort associations the Belvedere Club and the Chicago Summer Resort Company or “Chicago Club.”

The City currently has one residential district listed on the National Register of Historic Places: The Earl Young Local Historic District. Earl Young designed and built residential structures in two locations around the city: the triangular block bounded by Park Avenue, Clinton, and Grant Streets including individual houses on Park Avenue; and Thistle Downs, a secluded residential development along Round Lake’s north shore. In the 1920’s, Young also designed and built a lakeside subdivision called Boulder Park in Charlevoix Township. Young constructed and remodeled a total of thirty buildings throughout his fifty-five year building career. All of the buildings had a whimsical nature and were characterized by the creative use of stone. Buildings in the Earl Young Local Historic District were built between 1919 and 1954.

Over time the need for additional housing capacity introduced a mix of housing types to traditional neighborhoods. Common housing types included larger homes with the capacity to accommodate multiple family units were divided into duplexes and multiplexes and side yard space was utilized to create an additional dwelling unit. Historically, additional units were built to support multi-generational living. The mixed density of housing types was integrated into the neighborhood framework with the right scale and architectural style to be unobtrusive to surrounding uses.

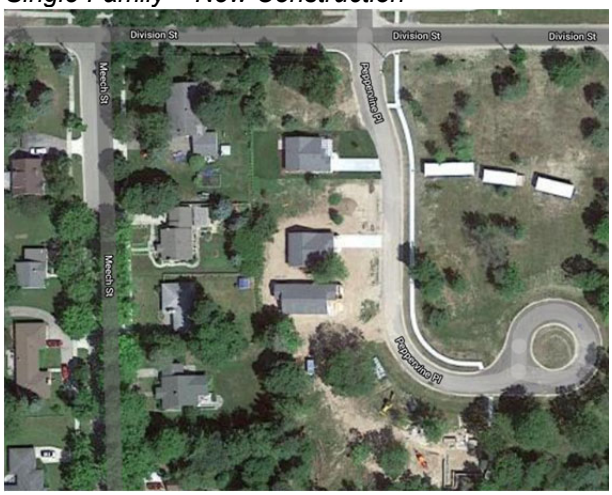
Single Family – Post War and Modern Suburban





The housing boom immediately following World War II produced the largest number of homes existing today in Charlevoix. The style of these homes include the typical suburban amenities such large lot, front yard setbacks, and an attached garage. This trend continued through the later 20th century with larger homes and expanded two car garages. The private development, the C & O Club developed in the 1990s is included. The housing units are a mixture of one-story and two-story structures. Added density was accomplished by integrating duplexes into the suburban residential model. Modern suburban subdivisions are the farthest from the city center and often lack access to neighborhood amenities such as sidewalks, parks, and schools.

Single Family – New Construction





The City has few undeveloped parcels large enough to accommodate a multiple unit development. However, one neighborhood of new single family residential units is under construction. Peppervine Place off of Division Street will be the modern subdivision style.

Each year the City of Charlevoix also sees a few newly constructed homes where the existing home is torn down and a new home is built on an existing single family lot. Favorable property values will continue to spur this type of redevelopment.

Multiple Family






The Multiple Family or Multi Family category encompasses many different styles of housing units. Multi family units include apartment buildings on May Street, Pine Cove Apartments and May Street Apartments. As well as Lake Harbor Apartments and the senior living facility American House on Petoskey Avenue. Other scattered units in the city have been converted from larger homes to multiple family buildings. Charlevoix's draw as a seasonal destination also brought on the development of attached condominiums. Example condo associations include Lacroft, Weathervane Terrace, Pointes North Inn, Edgewater Inn, Charlevoix Manor, and Park Place Condominiums. Condo developments are typically located close to downtown surrounding Pine River Channel or Round Lake. These units provide diversity within the housing stock of the city.

Commercial

Commercial land uses in the City are primarily found along US 31 (Bridge Street, Michigan Avenue, and Petoskey Avenue) which runs north-south through the City. The commercial areas can be described in two ways: downtown commercial and general commercial. Within both commercial areas is a growing multi family and mixed use component to allow for residential infill development. A description of mixed use land uses and site examples are provided following commercial land uses.

Downtown Commercial







The traditional and often historic buildings of downtown are largely comprised of commercial uses on the first floor with upper floor residential units making this a mixed use area. However, much of the focus is placed on the commercial uses as Downtown Charlevoix is the economic driver for the city. Buildings front Bridge Street with curbside parallel parking and a walkable streetscape with access to the retail, restaurants, office, and entertainment uses. Its location on Bridge Street allows for high visibility from passing traffic, but creates a need to maintain a safe pedestrian environment. Numerous crosswalks are provided at intersections as well as mid-block crossings to permit access to commercial and recreational uses on either side of the street. Additional commercial uses and surface parking lots as well as the residential neighborhoods west of Downtown can be accessed from Park Avenue, Van Pelt Alley, Clinton Street, Hoop Skirt Alley, Mason Street, and Antrim Street.

General Commercial



Commercial land uses north of Bridge Street on Michigan Avenue to the City limits and on south Bridge Street starting at Antrim Street are considered general commercial. North of Downtown, on Michigan and Petoskey Avenues, the commercial uses are mostly professional offices or residential in character such as bed and breakfasts. There is a multi family presence that includes a senior living facility, duplexes, and apartment buildings. Building placement on the lot, side and rear yard parking, and effective landscaping allow these uses to blend into the surrounding residential neighborhoods. However, while sidewalks line Petoskey Avenue road width and lack of crossing points deter pedestrian activity. Designated crosswalks are located just north of Fairway Drive at the golf course and just north of the Channel at the Weathervane Restaurant. Uses along Petoskey Avenue are largely stable with little or no redevelopment occurring.





South of Downtown, the commercial development is automobile-oriented due to location on US 31, typically minimal traffic congestion, onsite parking, and site access. Typical uses include commercial strip centers, drive-thru restaurants, and auto supply and auto repair uses. Much of the original single family structures fronting Bridget Street have been converted to multi family, commercial, or a mixed use. South Bridge Street has a number of sites currently under development and ideal for future redevelopment including the opportunity to add density along the corridor through infill development. Like north US 31, in this portion of the corridor the road width, higher auto speeds, and few pedestrian crossings also deters pedestrian activity.

Mixed Use





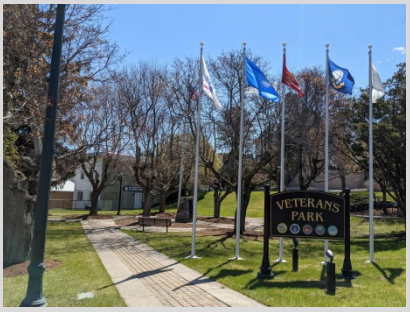
Downtown Charlevoix historically, is the primary mixed use area in the City. However, commercial uses have expanded throughout the city. Much of the expansion has been converting residential structures into commercial or mixed use over time. New commercial spaces are largely used for professional offices or small in-home businesses. Historically, a combination of lack of available space and high rent prices in Downtown Charlevoix had business owners seeking office space outside of the traditional commercial area. Today, mixed use conversions allow for a live-work space, ideal for residents who work from home or are able to work remotely. The demand for housing and a growing trend for employers to allow working remotely, thus a need for live-work spaces, will continue to drive mixed use development.

Industrial



North of the city, east of Mercer Road at Taylor and Ance Roads, lies the Charlevoix Business Park. With its close proximity to Petoskey Avenue and US 31, the Industrial Park has an ideal location for shipping and receiving of goods as well as being connected to the City water and sewer system. The City boundary runs through the Industrial Park where both the City and the Charlevoix Township have designated land for commercial and industrial use. Additionally, Township parcels are connected to the City's infrastructure, thus supporting economic growth for the region.

Recreation and Open Space







This category includes parks, athletic fields, and other recreational facilities. Most of the recreational facilities in the City are owned and operated by the City, including the Charlevoix Golf Club, a 62 acre, 9-hole public golf course located on the north side of the City. These facilities improve the quality of life of residents as well as attract visitors and tourists to the City. The City strives to be both a summer and winter destination by providing recreation activities year round. Additional information is provided in Chapter 4: Infrastructure as well as the City's 5-year Recreation Master Plan.

Institutions





Public and semi-public land uses include such things as City facilities, schools, churches, and other similar uses such as the Charlevoix Public Library. The building housing the library was originally built in 1927 and was used a school, most recently the Charlevoix Middle School, until 2002. Following its closing, the building was redesigned and rehabilitated and was opened back to the public as a library in 2006. The City has expanded their appreciation for historic buildings with the designation of the Earl Young Local Historic District and the Charlevoix Train Depot Historic District. The Earl Young "mushroom houses" and the Train Depot are listed on the National and State Registers for Historic Places. In 2021 a brand new Charlevoix Public Services Facility was opened that houses the public works and electric departments. The facility is located at 401 W. Carpenter St. Institutional uses are scattered throughout the City and are not concentrated all in one area. The scattered location generally benefits residents throughout the City by giving access to those services provided. City facilities and infrastructure are further discussed in Chapter 5.

Community Character Areas

Charlevoix has many unique areas and neighborhoods that help define its overall look and feel. These distinct sub-areas can be defined by multiple attributes, such as dominant land uses, the period of development, architectural character, lot size, street patterns, the location of development on a property and other such features. Sub-area plans, or a later and more detailed assessment, may document the forms that define community character so that future development is responsive to a particular neighborhood or setting. Five distinct character areas have been identified for Charlevoix including:

- Charlevoix Business Park
- Petoskey Avenue District
- Downtown Central Business District
- Central City Neighborhood District
- South US 31 Mixed Use District

Charlevoix Business Park

In 1937, the Chicago Club generously offered the City of Charlevoix an 18-hole golf course for $1. The City bought and operated the full course until 1974, when the back nine was converted to the Norman Ance Industrial Park, in order to spur local economic development. This partially developed district is approximately 18 acres and the available land, good access, and public utilities make it an ideal location for future employment. Included could be light industrial uses, manufacturing, and information technology companies. Geographically, the district is a peninsula of the City extending into Charlevoix Township, and its borders follow uneven lot lines, which creates an irregular border with Township land. This being the case, coordination and cooperation with the Township will be very important in future zoning decisions and its development.

Petoskey Avenue District

The Petoskey Avenue District generally follows Michigan Avenue starting at Dixon Avenue on the southwest along Petoskey Avenue to the City limits in the northeast. This area includes the professional offices located along Petoskey Avenue as well as the surrounding neighborhoods, golf course, and Depot Beach Park. Much of the newest development in the City has or is occurring in the Petoskey Avenue District including the C & O Club and Peppervine Place which is currently under development. While having a significant residential population, many of this district's homes are the farthest from the City center. Future planning should consider how to connect this district with city services and commercial areas downtown.

Downtown Central Business District





The Downtown Business District is generally defined by State Street east to Round Lake and from Dixon Avenue south to Hurlbut. It is a vibrant, mixed use area that many consider to be Charlevoix's most important asset and a regional focal point for events, culture, recreation, tourism, and commerce. It was also the first area in Charlevoix to develop during the mid to late 19th century. Later, during the 20th century, residential and commercial development spread to its north and south.

The City Marina, and the numerous festivals and events such as the Farmers' Market in East Park provide a significant boost to the local economy. Further supporting these efforts is the Downtown Development Authority/Main Street Board, which has been instrumental in accomplishing district improvements, economic development, and events. In 2015 Charlevoix was accepted into the Michigan Main Street program as a Select level community. The program utilizes volunteers to lead a comprehensive revitalization effort focused around traditional downtowns. The DDA/Main Street Board and their committees are hard at work organizing projects and securing buy-in and funding from the community.

Central City Neighborhood District

The Central City Neighborhood District is an "L" shape surrounding the Downtown Central Business District, on either side of US 31. The district starts at the City limits on the west, follows Garfield Avenue on the south, to Round Lake and Lake Charlevoix on the east. This core neighborhood contains the oldest homes and the smallest lots in the city. It has also seen the most infill development accommodating a variety of housing types as well as a mixture of uses. The proximity to downtown Charlevoix will continue to drive demand for housing and accommodations in this area. The need to support a mix of year round and seasonal residents and a variety of housing types across a range of housing values is especially important for this district.

South US 31 Mixed Use District









The South US 31 Mixed Use District is generally defined as land uses south of Garfield Avenue to the City limits, excluding the Belvedere Club property. Throughout the City's history, US 31 on the south side of Charlevoix has been a prime commercial corridor. It currently contains a mix of retail shops, salons, real-estate and professional offices, restaurants and a number of homes that have been converted to commercial uses. The corridor commercial area is supported by single family and multi family residential land uses to the east and west as well as institutions and recreation facilities throughout. This vibrant mix of uses creates a unique quality of life for district residents.

Significance for Planning

The demographic and existing land use analysis indicates population, housing, and economic demands are driving redevelopment in the City. The City has a strong housing market with rapidly increasing property values which creates an opportunity for residents and property owners to repair or renovate their properties for a quick return on investment. Although the City lacks significant amounts of vacant land to do large-scale projects, private developers are also investing in the community through smaller infill projects or adding vertical space where feasible such as the Hotel Earl's recent third floor addition creating additional hotel rooms as well as a rooftop outdoor entertainment space.

Residential infill and redevelopment often means creating smaller, more affordable units that meet the missing middle housing option, a housing type discussed in the Target Market Analysis completed by Housing North. With the City's focus on housing solutions and an incremental investment in housing development, the opportunity exists to create movement in the housing market which would open up new housing units. New housing options – at all price points – allow residents and new home buyers an opportunity to find the right fit for their housing needs. As movement occurs, housing units become available and the potential to attract new residents to the City grows. With a focus on year round occupancy there is opportunity to have a sizeable increase in population. As this is a regional issue, the same can be said for growth in surrounding townships. With Charlevoix as the economic center of the surrounding region, such increases may put pressure on the City and its facilities, but it may also strengthen the economy by continued and expanded support for local businesses and bring jobs

Since the design and appearance of a neighborhood can directly correlate with property and resale values, care should be taken to ensure infill development, or redevelopment is consistent with existing forms. To accomplish this, the character of Charlevoix's districts must be assessed to identify the forms and features that are desirable and those that should be preserved and enhanced. Typically, such things as garage location, home placement, the location of doors and windows, and roof pitches are analyzed to determine which forms are the most important. Based on this kind of de tailed analysis the zoning ordinance can incorporate features to better protect character and achieve more balanced and attractive neighborhoods as renovation, or redevelopment occurs over time. Additional information and recommendations for the future of Charlevoix's Community Character Areas can be found in Chapter 7 Future Land Use Plan.

4 Infrastructure and Mobility

When examining what makes a community thrive, many may point to the more visible assets in the American City. Strong employment opportunities, bustling downtown business districts, funded schools, dependable public safety, and vibrant recreation opportunities could all be highlighted. While these are critical to creating an economic, safe, and social fiber to the community, just as important to that fiber is the infrastructure that permits it to exist. The hot mix asphalt of our roadways provide businesses with the ability to expand beyond the confines of a locality, transforming into regional, state, and nationwide commercial enterprises. It is these same roadways and logistics that bring goods into the community, such as the food lining our pantries or the wood and stone supporting our homes. The buried electrical lines and water mains below our streets ensure that businesses have the required inputs to activate their capital, and that residents can live hygienic and comfortable lives. Without dependable infrastructure, residents and businesses with the means to leave will, and those that choose to stay or those that are not afforded the luxury of choice will find their health and economic wellbeing diminished. In a similar vein, communities that maintain their infrastructure will find themselves the target for relocating businesses, entrepreneurs wanting to build, and prospective residents wanting to settle.

This chapter will serve as an inventory of the City of Charlevoix's efforts to effectively manage their integrated infrastructure. Mobility is also considered; transportation and recreation are measured uses of the built infrastructure. If roads, trails, and sidewalks are considered the city's output, enhance mobility is the consequential impact. With infrastructure built in consideration to the community's demand and usage, we can enable our residents to work, conduct business, recreate, and travel to the best of their own ability, rather than to the best that our restricted built environment permits.



Utilities



As a home rule city in the state of Michigan, the City of Charlevoix has authority to construct, operate, and maintain public utilities for city properties and contiguous properties outside of city limits. The City currently provides Water, Sewer, and Electric services to properties in Charlevoix. These utilities operate as enterprise funds, meaning that although they are publicly managed and administered as a function of the local government, they are managed in a business-like manner. In a typically year, the revenues from user charges exceed variable costs to save for greater, systemic capital improvements. User fees and utility rates are set by City Council each year to adjust for increasing costs of operation and industry standards. Administrative plans for utility improvements are greater detailed in the City of Charlevoix Capital Improvement Plan, and annual details regarding system maintenance are noted in the City Budget.

Water Supply

Charlevoix's water treatment plant, located adjacent to Michigan Beach Park, was opened in April, 1987. It is a direct filtration facility that intakes water from Lake Michigan. Water is obtained via a 1,400 foot long, 2 ft. diameter intake pipe. The Water Department provides safe and reliable drinking water to approximately 5,000 users through the City of Charlevoix and Charlevoix Township. The service area covers 2.5 square miles through 37 linear miles of buried water mains. Treated water can be pumped at a maximum rate of 3,000,000 gallons per day (gpd), but current production varies from 400,000 gpd in the winter to nearly 2,500,000 gpd in the summer. Water storage consists of a 300,000-gallon elevated tank in the north part of the City, and a 1,000,000-gallon above-ground storage reservoir at the treatment plant.

Capital Improvements continue to increase the Water Department's ability to serve customers in Charlevoix. A 450 KW generator was installed in the water treatment plant to better ensure fire suppression and to continue operations during power outages. Filter Rehabilitation has been occurring throughout recent years to provide greater water quality. Projected improvements in future years include water tower maintenance, replacements to the static mixer and chlorination system, and upgrades to the pump and monitoring systems. Starting in 2021, engineering will be conducted to install north-south water mains behind the downtown businesses on Bridge Street between Antrim, Mason, and Clinton for a needed improvement over the decades-old water main that are currently servicing these buildings.

Water quality continuously meets or exceeds the standards set and monitored by the Environmental Protection Agency. Further information on water quality can be viewed on the City's website.

Wastewater

City's wastewater treatment plant was built in 1973 and is located off Lakeshore Drive in Charlevoix Township. Charlevoix provides wastewater treatment services to about 2,200 users located in the City and Charlevoix, Hayes, and Marion Townships. The plant has been rated for 2,000,000 gallons per day, although present flows range from 750,000 gpd in the summer to approximately 350,000 gpd in the winter.

Improvements have been made to the city wastewater treatment plant that have increased treatment capacity and increased energy efficiencies. Future improvements to the system will include upgrades to the lift stations and sewer collection system, with Antrim Street maintenance occurring in 2021.

The City continuously meets or exceeds state and federal standards in wastewater collection and treatment.

Table 4.1: Sewer System by the Numbers

System Item	Number
Wastewater Treatment Plant	1
Lift Stations	17
Manholes	796
Force Main Pipes	74,100 feet (14.03 miles)
Gravity Sewer Pipes	175,500 feet (33.24 miles)

Storm Water

The City storm water system consists of 55,500 feet (10.5 miles) of storm sewer pipes. These pipes have large variation in size, ranging from 4 to 60 inches in diameter. The system utilizes 246 manholes and 439 catch basins. Stormwater infrastructure is some of the oldest in the city, as our most dated piece was installed sometime in the 1890's.

The quality of Charlevoix's water resources is greatly affected by the flow of stormwater runoff. In several areas, mostly along side streets, drainage has become an issue because curbs, gutters, and other appropriate drainage systems are lacking. However, even for those neighborhoods with storm drains, water quality remains an issue because contaminants such as sediment, oil, gasoline, and chemicals from lawns, streets, sidewalks, buildings and parking lots, eventually end

up in Lake Charlevoix, Round Lake and Lake Michigan. Given the community's unique environment and its reliance on tourism, these are especially good reasons to monitor and enhance water quality.

Charlevoix has recently partnered with the Tip of the Mitt Watershed Council and the two other cities in Charlevoix County (Boyne City and East Jordan) in enacting a unified stormwater control ordinance. The ordinance included regulations and standards for development that changes earth or impacts storm water runoff and water quality. Stormwater management may be required of developers, either through built or natural infrastructure, whichever befits the project at hand. The City also works with Charlevoix County under a countywide Stormwater Management Ordinance that establishes permit requirements for certain construction projects. This ordinance is administered and enforced by the County Drain Commissioner. This is another regulatory measure intended to help protect water quality and prevent adverse impacts from development.

While much of Charlevoix is served by an ample stormwater system, large areas on the north and south sides currently lack this infrastructure. This increases the potential for street and yard flooding. Charlevoix, as well as most other Michigan cities, also face the challenges of aging stormwater infrastructure and limited budgets for their replacement or upgrade. Despite this fact, the City understands the importance of infrastructure enhancements and the need to incorporate best management practices that help preserve and protect water quality. Improvements are scheduled to begin in 2021, starting with a complete re-engineering of Antrim Street both in surfacing and utilities, and a responding replacement of Mason Street's collector for better compatibility and overflow prevention when linked to the 48-inch pipe being installed on Antrim. Downtown alleys, corridors, and parking lots will consider resurfacing to brick pavers in future improvements to decrease burden on the city's storm water system.

Electric Service

Charlevoix is just one of forty communities in the State of Michigan to provide public power services to its residents[5]. The municipally owned electric system provides overwhelming benefits to residential and commercial customers, and to the City of Charlevoix. Electric services are on average cheaper to residents in Charlevoix than to other communities in Michigan and across the United States. [6][7] Benefits come to the City of Charlevoix in having greater local control of the distribution of power and synergies with other public works; with Electric being controlled by city management, upgrades and replacements can be better integrated with other infrastructure. Timing road repairs, water main upgrades, and buried electric line replacements can decrease costs, share personnel, and reduce impact to city traffic. Sharing facilities, vehicles, equipment, and employee benefit plans further reduce costs, saving the customers money and giving our city professionals greater efficacy. Cash flow from the electric services can be responsibly borrowed by the city for other functions, decreasing short-term debt to private lenders. Customers in Charlevoix will also find their energy department to be more responsive to their input and better prioritize local objectives than a national corporation would.

The electric department along with the public works department is housed in the newly built Charlevoix Public Services Facility located at 401 W. Carpenter St. The building was completed in 2021. Charlevoix's Electric Department serves not just those in the city, but customers in Charlevoix, Eveline, Hayes, and Marion Townships. The electric system consists of the Westenbroek Substation, the Industrial Substation, and both overhead and underground distribution lines. For a more specific breakdown of the Electrical System in Charlevoix, see the chart below:

[5] Public Power in Michigan, *American Public Power Association. https://www.publicpower.org/public-power-michigan*
[6] City of Charlevoix Fee Schedule, 2021-2022. Passed by City Council February 15th, 2021.
[7] Michigan Electricity Rates & Consumption, *Electricitylocal.com.* 2021
https://www.electricitylocal.com/states/michigan/charlevoix/#ref

Table 4.2: Electric System by the Numbers

ELECTRIC SYSTEM DETAILS	Inside City Limits:	Outside City Limits:
Miles of Overhead Lines	33.9	26.7
Miles of Underground Lines	37.8	47.1
Total Miles of Lines	71.7	73.8
Combined Total of Miles of Lines	145.5	
Number of Service Meters	2,931	1,529
Grand Total of Service Meters:	4,460	

Despite out-of-city-limit customers making up just 34.3% of total meters on the electric system, 50.7% of the line buildout is devoted to these customers, including 55% of the more expensive underground connections. While providing electric service to these customers is more costly on a per-meter basis than providing to those in the city (largely due to density), the City still supports its neighboring customers with its reliable power services. To account for the inequities in the cost of providing service, customers outside of city limits have fees more reflective of these increased costs.

The City of Charlevoix owns small portions of the Belle River Coal Plant with Detroit Edison, the Campbell Coal Plant with Consumers Energy, a Combined Cycle Natural Gas Plant in Ohio, the Natural Gas Turbine Plant in Kalkaska, various landfill gas plants, a wind farm and solar facilities. The City gets its remaining power from various forward purchases and daily purchases off the market. All of the City of Charlevoix's purchases are through the Michigan Public Power Agency (MPPA) in Lansing. MMPA membership also provides power supply opportunities that would not be available if the city operated independently. The Electric Department will continue to review power supply alternatives in cooperation with the MPPA.

In April 2020, the City of Charlevoix City Council approved a proposal for an Electric Distribution System Study. The final report was made available in April 2021. The scope of the study was to review the capacity of the electric distribution substations and distribution system under various operating conditions. Several recommendations were provided along with cost estimates that will be used to develop a strategy and budget to implement the recommendations.

Sustainable Energy

The City of Charlevoix offers multiple programs customers can take advantage of to promote sustainable energy generation and lower their monthly electric bill.

- The Voluntary Green Pricing Renewable Energy Program was established to allow customers to guarantee a portion, or all, of their energy is sourced from renewable energy infrastructure. The program is free for customers to sign up and adds a small increase to the kilowatt per hour rate to reflect the price of purchasing renewable energy.
- Wanting to permit customers greater efficacy in how they can obtain power, the Electric Department allows residents and business the ability to install their own renewable energy generators, such as solar panels, to the premises. The renewable energy generators can offset part or all of the premises' energy costs, and if the generator exceeds the electric usage, will be reimbursed for excess energy contributed to the system.
- Out-of-date appliances and lighting can demand an unsustainable and expensive amount of energy to power, but the high costs of new appliances can be out of reach for many customers, creating a conundrum that results in latent demand for efficient capital to go unrealized. The City of Charlevoix identified that a gap exists between affordable energy consumption and affordable lighting and appliances, and partnered with Energy Smart to assist owners in retooling for energy savings. Residential, commercial, and industrial customers buying various appliances can apply for a rebate through the City of Charlevoix Energy Smart website, making the costs associated with efficient energy use more tangible for those in the City.

Significance for Planning

New developments and parcels undergoing redevelopment all require an adequate connection to the city's utilities that will fully satisfy their needs. Should a development's prospective uses exceed the capacity of the underlying utilities, public-private partnerships could be explored to make the project feasible, changes to the property's usage could be recommended by city planners or department heads, or new locations could be explored for areas where the designated use would better fit the built infrastructure. The Planning and Zoning department will continue to collaborate with public works, electric, water, and sewer departments to ensure developments meet proper capacity.

With sustainability a core focus of the City of Charlevoix, promotion should continue to occur for renewable energy programs and sustainable appliances. Solar panels are permitted by right in each residential zoning district and each non-residential district except for marine commercial, but further study is needed to determine whether current ordinances surrounding installation deter use. Likewise, aggregating data about the usage of these programs could help better determine the state of sustainability in Charlevoix help target marketing and promotions.

The City may identify and adopt green energy policies for City government's owned and operated built environment and set goals such as:

- Reduce greenhouse gas emissions by X% by 20XX;
- Reduce energy use by X% by 20XX;
- Generate or buy 100 percent of all electricity from renewable resources by 20XX;
- Maintain or reduce the cost of energy at facilities.

The City may also consider public-private partnerships with surrounding municipalities and private utility companies to identify ideal locations, build, and operate utility-scale solar and wind energy systems. Additionally, the City should continue to support installation of electric charging stations throughout the city for vehicles and electric bicycles.



Park Facilities



The City of Charlevoix holds over 125 acres of public park land, distributed across 15 parks. These parks, in order from largest to smallest, include:

- Charlevoix Golf Club (61 acres)
- Mt. McSauba Recreational Area (59 acres)
- Michigan Beach Park (17 acres)
- Ferry Beach Park (5 acres)
- East Park (4 acres)
- Depot Beach Park (4 acres)
- Carpenter Street Ball Park / Dog Park (3 acres)
- Elm Street Tennis Courts (.6 acres)
- Robert Bridge Memorial Park (.5 acres)
- Water Tower Park (.45 acres)
- Coast Guard Park (.43 acres)
- Hoffman Park (.33 acres)
- Community Skate Park (.3 acres)
- Veteran's Park (.2 acres)
- West Dixon Park (.1 acres)

Charlevoix's quality and abundance of park land positions the City of Charlevoix as a leader across the nation's municipalities. The National Recreation and Park Association notes that for communities under 20,000 in population, the median acreage per 1,000 residents is 12, with the upper 25% of communities having 20.8[8]. Charlevoix far exceeds these measures, providing 52.88 acres per 1,000 residents. Likewise, the median number of residents per-park in communities under 20,000 in population is 1,300, with the lower quartile having 908 residents per-park. The City of Charlevoix's large number of parks provides ample opportunity to for residents to recreate, as the City has a 158 resident-to-park ratio.

A majority of Charlevoix's park facilities are oriented around passive recreation, including walking, hiking, biking, jogging, swimming, and wildlife and scenic viewing. This aligns with the public's use of our parks. A survey conducted in 2017 asked park patrons what their top reasons were for visiting our parks, and 7 of the top 10 answers mention a form of passive recreation (2 mention events/festivals, and 1 mentioned active recreation). Active recreation opportunities offered by the City of Charlevoix include skateboarding, skiing, snowboarding, tennis, baseball, basketball, golf and disc golf.

Development opportunities exist to better utilize our existing parks. In Spring 2021, The Charlevoix City Council approved the development of 1.5 unused acres of the Carpenter Street Ball Park to be designated as a dog park. This action will accomplish a major goal highlighted in the Parks and Recreation Master Plan, as a dog park was the 4th most desired additional park facility. The park facility is expected to open in late summer 2021. Currently, Coast Guard Park on the north side of Charlevoix is undeveloped and underutilized, with nearly 70% of 2017 Park Master Plan respondents saying they do not visit the park[9]. It should be noted that Coast Guard Park is only accessible by water. Depot Beach Park, which is less than 1000 feet to the north, had 85% of respondents visit it within the past year, and is in the top half of frequently visited parks. Development of Coast Guard Park could represent an expansion of recreation uses from Depot Beach, or host new park uses synergistic with the assets currently in the area.

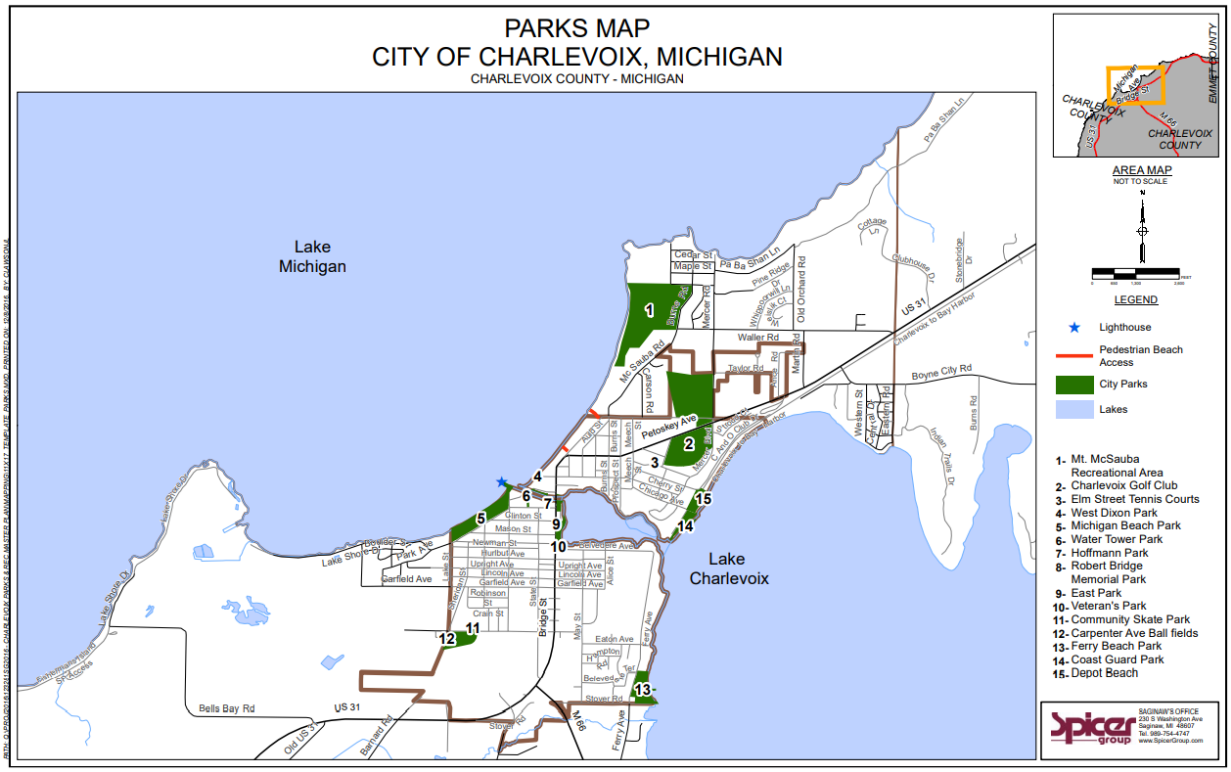
Two state parks are in close proximity to the City of Charlevoix. Fisherman's Isle State Park is located south of Charlevoix off US 31 and is composed of dense woods, campgrounds, and Lake Michigan Shorelines. Young State Park is east of Charlevoix, on the eastern edge of Lake Charlevoix on Boyne City Road. Additionally, there are various roadside parks along US 31 outside of the city that provide transient patrons opportunity to rest and enjoy scenic views of Lake Michigan to the west and smaller lakes to the east.

Significance for Planning

> Park facilities and subsequent recreation program provide vibrancy to the urban environment while protecting selected natural resources in the City. Possible zoning or charter amendments that could impact these areas should consider the City's role in stewardship of the open and public space, inclusivity for those of all ages, and the programming that helps to attract and retain year-round residents. Planning functions should be parallel with the recommendations established in the 2021 Parks and Recreation Master Plan, when it is launched. Development of parcels adjacent to and in proximity of park land should consider how their use is harmonious with the use of the parks.

[8] 2020 NRPA Agency Performance Review. *National Parks and Recreation Association.* Page 8. Accessed online at https://www.nrpa.org/siteassets/nrpa-agency-performance-review.pdf.
[9] Charlevoix Downtown Plan. 2019. *Networks Northwest.* Pages 42-65. Accessed online at https://www.cityofcharlevoix.org/DocumentCenter/View/1000/Charlevoix-Downtown-Plan-PDF.

Figure 4.1: Parks Map, City of Charlevoix





Transportation



Mobility is a quintessential component to building a community with a regional, statewide, and nationwide footprint. By examining traffic counts, road uses, parking capacity, transportation services, and non-motorized transportation, the City of Charlevoix and its public boards and committees can better craft plans and policies that will enhance transportation in a synergistic manner.

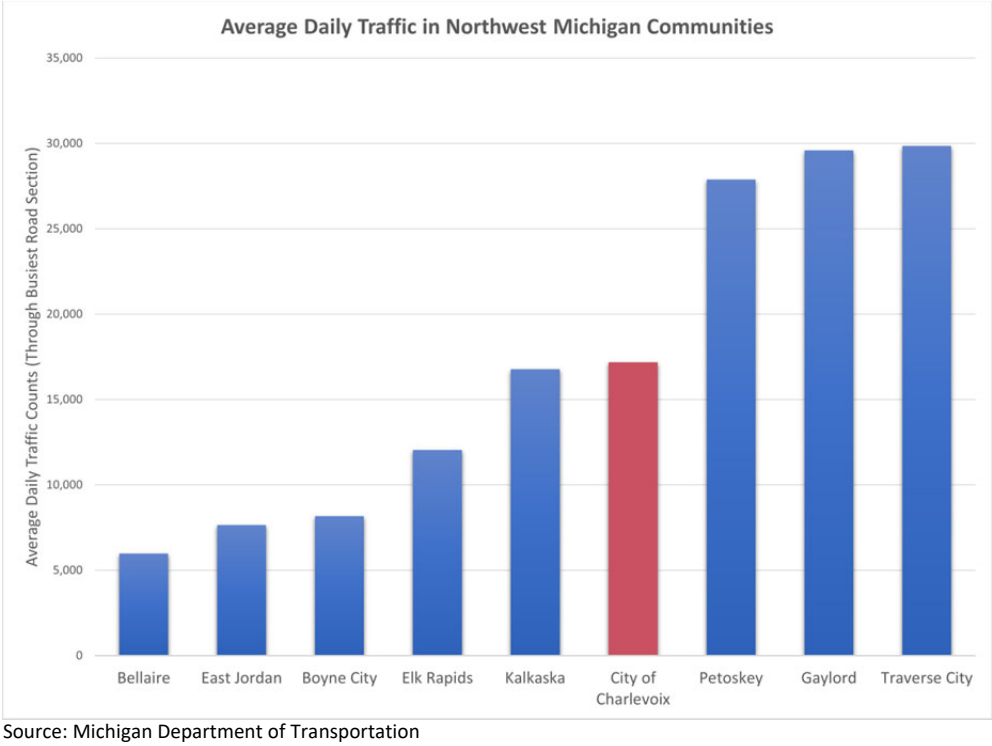
Roads and Transportation

Charlevoix's street pattern is mainly configured as a grid and its most apparent traffic congestion issues are concentrated downtown, and especially around the Memorial Bridge. While additional channel crossings have been explored, they are not practical considering financial constraints and the seasonal nature of traffic backups. Except for sections of Bridge Street and two one-way streets, all City streets are two lanes wide. Overall, traffic congestion, even during most summer months, is not significant, except for a few concentrated problem areas. Traffic congestion on US 31 is primarily between Nicholls Street and Carpenter Avenue. This results from heavy seasonal traffic volumes, bridge openings on US 31, and congestion related to the downtown traffic light and numerous intersecting side streets that empty onto Bridge Street. While traffic can be an issue during the peak tourist season, offseason it is minimal and congestion is seldom a problem for year-round residents. While previous studies have been completed by the Michigan Department of Transportation concerning bridge traffic and backups, summer-time traffic counts and further evaluation by a transportation engineer is warranted.

Charlevoix has approximately 26 miles of streets within city limits. The city maintains 23 miles of these streets, with the remaining 3 miles designated as state trunklines and maintained by the Michigan Department of Transportation. The City uses the Pavement Surface Evaluation and Rating System to survey roads for improvement, rating roads between 1 – 10 on criteria such as age, raveling, cracks, rutting, distortion, and general structural condition. At the time of the last evaluation, 12% of City streets had ratings of 4 or lower, indicating structural improvement should be scheduled. These repairs are regularly scheduled and indicated in the Capital Improvements Plan (Charlevoix Tomorrow).

With the convergence of high traffic highways US 31 and M66, transient populations traveling through Charlevoix, downtown businesses oriented around the interstate serving as a regional economic destination, and the City's large seasonal and short-term population, the City records comparatively high traffic counts. A chart below compares the City's traffic counts to others in Northwest Michigan.

Figure 4.2: Northwest Michigan Comparative Traffic Counts



Source: Michigan Department of Transportation

Regional Road Network

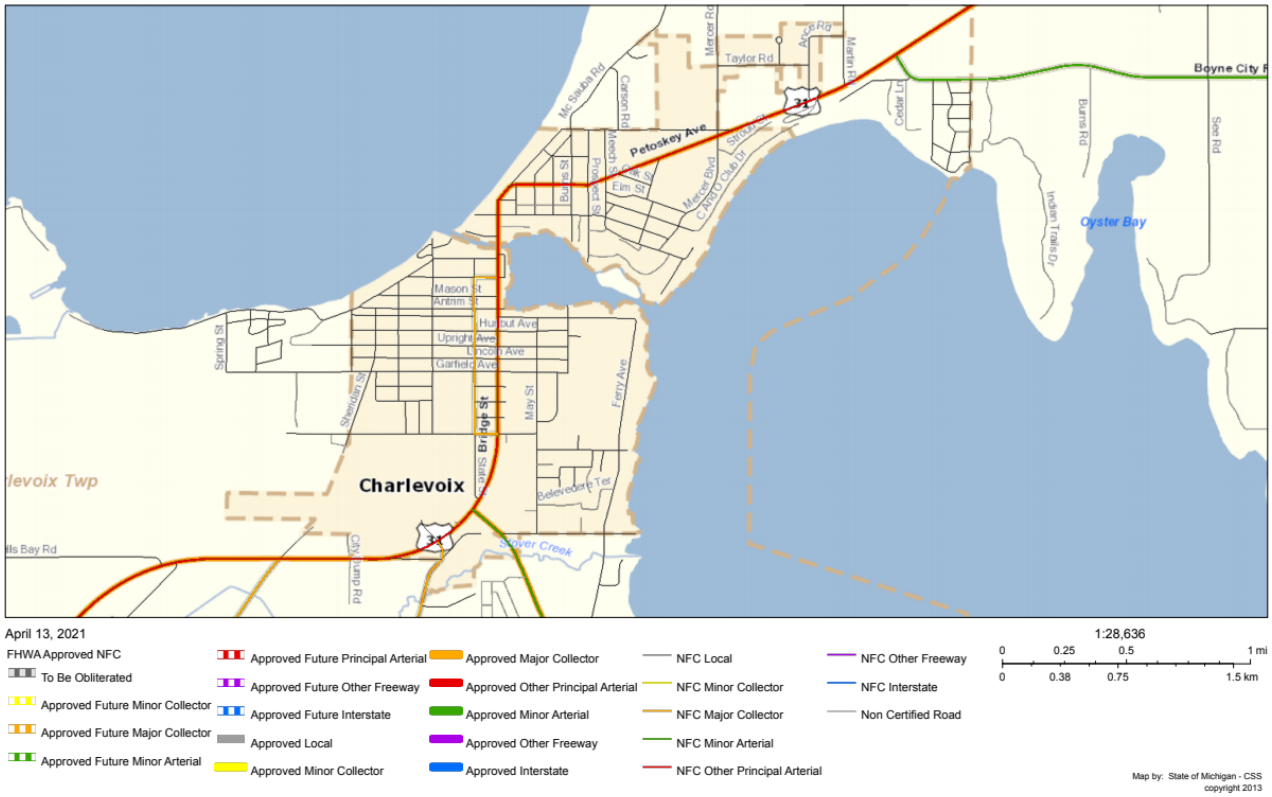
Two main highways access Charlevoix. From the east, M 66 enters near the south City limits, making Ironton and East Jordan easily reachable. US 31 cuts right through the middle of Charlevoix and connects with Petoskey to the north and Elk Rapids and Traverse City to the south. The County Road Commission maintains two other regional roads outside the City limits. The Boyne City-Charlevoix Road runs from US 31 to the north of Charlevoix, through Horton Bay into Boyne City. On the south side, Marion Center Road runs south from US 31 to Ellsworth and Central Lake.

Functional Classification

All Michigan streets, roads, and highways have a National Functional Classification (NFC) designation. The NFC is a planning tool that Federal, State and local transportation agencies have used since the late 1960s to help organize a hierarchy of roads. The Federal Highway Administration (FHWA) developed this system to classify all streets, roads and highways according to their function. Basic to this classification is the recognition that roads and streets do not serve a purpose independent of one another; rather, each is part of a network. This system helps determine how traffic can best be channeled through the street network efficiently and logically. Functional classification is important to state and federal aid formulas, and for a community's own fiscal planning — especially when it comes to determining maintenance priorities. Charlevoix has a four-tiered hierarchy, and the Functional Classification Map should be referenced for exact designations. Streets should be designed, constructed, and maintained in accordance with this hierarchy:

- Principal Arterials: Principal arterials generally carry long distance, through-travel. They also provide access to important traffic generators, such as employment centers and shopping areas and includes US 31 within the City. This is an important route through the City and is also the primary entrance, or gateway from outlying areas.
- Minor Arterials: The primary function of minor arterials is to move traffic between principal arterials and local streets and between major parts of the City such as neighborhoods, employment and shopping. M-66 between Charlevoix and East Jordan and Boyne City Road between Charlevoix and Boyne City are designated as such by MDOT. These minor arterials provide important roadway links into Charlevoix and to major activity areas considered secondary gateways.
- Collector Streets: These streets serve as a link between local and arterial streets. The City's collector streets include a majority of State Street, and small portions of Clinton and Carpenter Streets.
- Local Streets: Local or neighborhood streets primarily access individual properties and homes. Charlevoix has a well interconnected grid of local streets on either side of the lake. Such a pattern helps disperse local trips and reduces overall traffic congestion on major streets. A pattern of interconnected local streets should be maintained with all new developments and redevelopment. A majority of streets in Charlevoix are local streets.

Figure 4.3: National Functional Classification of Streets in Charlevoix



Significance for Planning

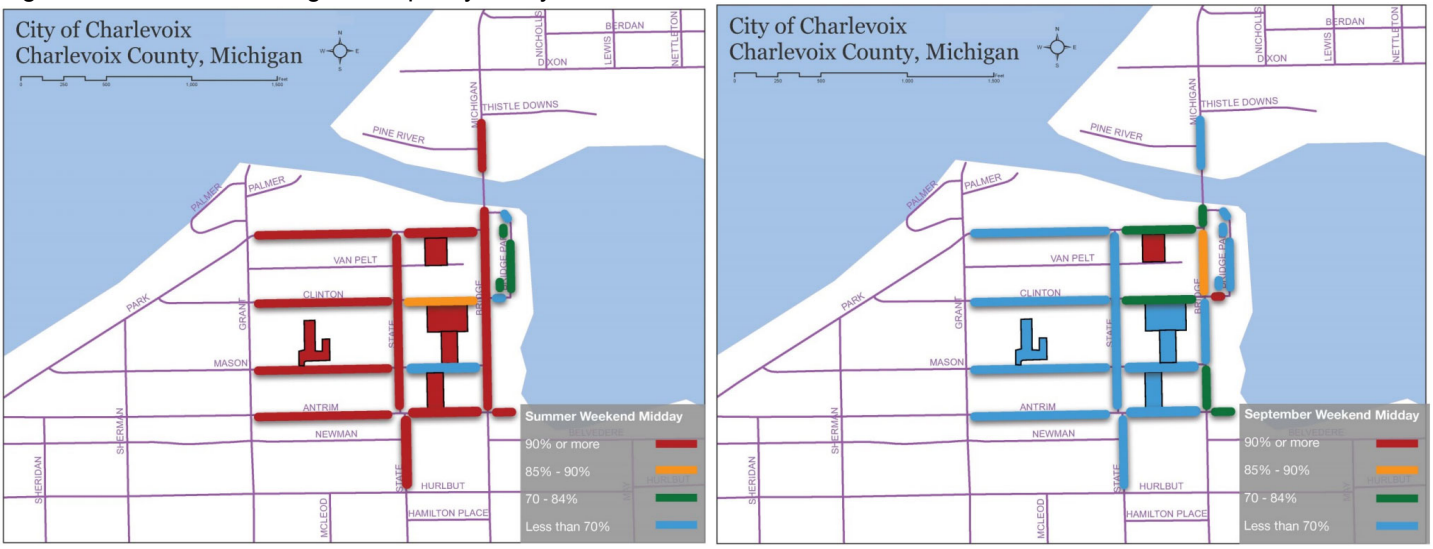
Summertime traffic backups on US 31 make left turns especially difficult for a number of intersections, including West Dixon, Pine River Lane, Park Avenue, Mason and Antrim Streets, Belvedere and Hurlbut Avenues. Consequently, future development and its level of intensity should be carefully considered when reviewing zone changes and subsequent development requests affecting these intersections. Developments should consider actions or additions that alleviate traffic or parking concerns. This can be accomplished by promoting alternative transportation options, such as designated spaces for bicycles, user-friendly and accessible gateways to the local sidewalk system, or through encouragement of ridesharing.

Transportation and traffic studies should be encouraged and carefully evaluated, especially for any development that does not have secondary means of access.

Downtown Parking

Downtown Charlevoix currently has 470 public on street parking spots, 239 public off street parking spots (lots), and 455 private off street parking spots, for a total 1,164 spots. The same factors that influence high traffic counts (a thriving central business district, transient users along state trunklines, a strong tourism industry, and high seasonal residents) also create challenges for parking in the city. During busy summer months, both street and lot parking fill to levels near maximum capacity on the weekends, creating difficulties for the various stakeholders and their differing uses of downtown. A pre-pandemic parking study commissioned noted this problem is not persistent year-round, with weekend parking capacity opening up as early as September. However, the Covid-19 crisis altered travel trends with the onset of remote work opportunities and mass retirement of baby boomers. Anecdotally, visitors have been staying later into the fall months and time will tell if tourists and part time residents maintain an extended vacation season.

Figure 4.4 and 4.5: Parking Lot Capacity Study, Summer and Fall Weekends



Since the Parking study was conducted in 2018, aggressive measures have been taken to better utilize these parking spaces in Charlevoix. The municipally owned parking lots have transitioned from all day parking to two hour parking, helping to increase parking turnover and better clear spots for downtown patrons seeking to spend in the community's small businesses. Side streets along Park, Clinton, and Antrim continue to be unenforced, allowing visitors to recreate and enjoy Charlevoix at their own pace. Smart parking meters have replaced mechanical ones, providing visitors with more forms of payment, more easily adjustable rates (which can better account for high-use times), and data collection for policy guidance. The implementation of these strategies help to better management of parking spaces, while shifting use and encouraging non-motorized transportation for those who have the ability to do so. In addition to these administered strategies, the City will be expanding parking supply by surfacing the Palmer Street lot, to be completed in 2021. This lot will add 34 parking spots near the pine river channel.

Significance for Planning

As the City and the Main Street DDA look to expand the downtown and build capacity for additional commercial and residential occupants, parking should be considered, but should not be the determining factor. The vibrancy of downtown and the walkability of city streets create an ideal atmosphere for nearby residents and visitors to pursue alternative forms of transportation. Affordable housing in and near downtown should be available to eliminate the need for employees of downtown businesses to park in the downtown. Residents who are able to walk or bike to destinations in town may reduce the number of cars for their household and reduce the need for parking. Charlevoix is highly desirable vacation destination combined with an active downtown, parking problems are typical during the summer months. The City should maximize parking on the perimeter of downtown to ease traffic flow across the channel. The 2018 Downtown Parking study still has recommendations the city has yet to enact concerning the expanding supply, shifting usage, reducing parking demand, and improving management of parking resources. The city should consider pricing parking based on demand, improving bicycle parking and signage, and creating more partnerships to share parking while providing shuttling during large events.

Charlevoix County Transit

Charlevoix County Transit is a demand-response service that provides residents the ability to schedule trips around the county for a modest fee. The County Transit is a curb-to-curb service, meaning that residents can schedule (or same day call at a lower priority) to have the county transit bus pick them up at their current location and drop them off at their desired location. Services extend to Petoskey for medical-related trips and communities across Northern Michigan for Veterans Affairs medical centers. Charlevoix County Transit has transportation agreements in place with the Bergmann Center, Charlevoix County Probate, Head Start, and North Country Community Mental Health Authority. A service expansion created during the COVID-19 pandemic, the County Transit also has a grocery delivery program, enabling those who have difficulty accessing grocery stores to have their ordered food delivered to their place of residence. While not an official service, a growing use of the transportation service is students accessing schools outside of their residential district.



The service is funded primarily by fares and a .2483 county-wide millage. While the Charlevoix County Transit Master Plan notes that the state does not provide performance guidelines for rural county transit programs, the service operates within industry norms for metrics such as cost per hour, cost per mile, passenger trips per mile, and passenger trips per hour. The CCT's cost per passenger is slightly higher than industry standards, though this can be largely attributed to the higher costs of operating a demand-response system.

According to the Charlevoix County Transit rider survey, a majority of riders used the service to get to and from work (58.3%), followed by shopping (25%), and personal errands (21.7%)[10]. Survey respondents were largely frequent patrons, with 61% indicating they use the service more than 4 times a week, and an additional 23% using it 2-3 times a week.
While a majority of respondents have a driver's license, 90% of respondents indicated they did not have a vehicle available to make their current trip.

Significance for Planning

The Charlevoix County Transit program provides a needed and equitable service for those who do not otherwise have the ability or resources to travel across the county. Because the service is funded, operated, and evaluated at the county level, the City of Charlevoix has little ability to influence the service. However, city policymakers and staff look forward to promoting the service within the community and working with the county should they pursue optimizing the county transit model. The Charlevoix County Transit Master Plan discusses a conceptual "circulator" service that would make regular stops in Boyne City, Charlevoix, and East Jordan. Knowing that most patrons do not have accesses to motorized vehicles, it would be paramount that the Cities partner with Charlevoix County in ensuring these pick-up/drop off locations are accessible and walkable for residents.

[10] Charlevoix County Transit Master Plan, *KFH Group, State of Michigan, Charlevoix County.* 2020. Presented to Charlevoix County Board of Commissioners February 12th, 2020. Accessed online at https://www.michigan.gov/documents/mdot/Charlevoix_County_Transit_-_Transit_Master_Plan_Summary_692708_7.pdf.

Charlevoix Marina

Also in downtown Charlevoix, at East Park on Round Lake is the City's 69 slip marina. Slips are designated primarily for private use and may be reserved through the Michigan Department of Natural Resources reservation system. Residents and visitors alike rely on the marina for temporary and overnight docking. The City has eight seasonal dock slips, four of which are allocated to non-tax paying or non-resident boat owners and four are allocated for tax-paying resident boat owners. The marina provides an ideal docking location for boats en route to Lake Michigan through the Pine River Channel, lakeshore residences on Lake Charlevoix, Boyne City, or East Jordan. The marina is equipped with a boater's lounge, laundry facilities, and restrooms. Diesel and gasoline, marine repair, marine supplies, and pump-outs are available at nearby Ward Brothers' Boats. The Charlevoix Marina is often a destination for seasonal boat travel due to its proximity to the downtown. The marina offers an alternative mode for travelers visiting the city and enjoying the many attractions and regular activities in downtown.



Beaver Island Boat Company

Boat ferries have been the primary transportation option for the 32-mile trip to Beaver Island for over 100 years. This tradition continues with the current ferry service, the Beaver Island Boat Company (BIBCO). BIBCO is a private transportation service located at a round lake dock within Downtown Charlevoix. The company works in partnership with the Beaver Island Transit Authority, a governmental authority that owns one of the ferries and contracts operations out to BIBCO. Services provided by the Beaver Island Boat Company include passenger, vehicle, and freight transportation, as well as historical island tours. These services are available from mid-April to December.

Two boats provide most of Beaver Island Boat Company's services. The 130-foot-long *Emerald Isle* can transport up to 296 passengers and 20 vehicles pers trip, while the 171-foot-long *Beaver Islander* transports up to 171 passengers and 11 vehicles. Annually, these boats transport 35,000 customers, 6,000 vehicles, 11,000 tons of freight to and from Beaver

Island. The company also has overnight/weekly parking options for patrons, and a shuttle service to bridge gaps in transportation.

Like many transportation options, the ferries to and from Beaver Island can be viewed as a conduit of economic development. The Beaver Island Boat Company directly accounts for 20 jobs within the City of Charlevoix, and 55 positions county-wide. The company reports 1.2 million in community expenditures, which includes spending contributed to the local economy for items such as salaries, contractors, local materials and more. The average visitor using the Beaver Island Boat Company spends $350 during their trip to Charlevoix/Beaver Island, and the company brings 34,000 visitors to the Charlevoix/Beaver Island area annually.

Significance to Planning

The City has unique ties to Beaver Island that should be continually promoted and addressed. The Beaver Island Boat Company helps facilitate this important economic and historical link, while directly benefiting the city and its residents through transportation, economic externalities, and cultural heritage tourism. Improvements to the walkability and parking of downtown Charlevoix should take into consideration the ferry connection to Beaver Island, making it easier for residents, businesses, and visitors to access this vital service.

Other Services

City and area residents have access to other public and private transportation services in Charlevoix. The Ironton Ferry is ferry service provided by Charlevoix County south of the City of Charlevoix, between the city and East Jordan. The ferry circumvents travelers from going around the South Arm of Lake Charlevoix and through East Jordan to get to Boyne City. The ferry can eliminate up to 10 miles of additional travel, though residents of the City of Charlevoix may find that Boyne City Road provides the fastest travel option to Boyne City. A regional, shared-use travel option for Charlevoix residents can be found in the Indian Trail bus service. Indian Trails has bus routes networking across Michigan, and Charlevoix's route contains stops at Petoskey, Alanson, Mackinaw City, and St. Ignace to the north, and Traverse City, Cadillac, Big Rapids, and Grand Rapids to the South. One-way and round-trip tickets can be bought online at Indian Trails' website, and the bus stop in Charlevoix is located at the Beaver Island Boat Company building downtown.

Charlevoix Municipal Airport



The Charlevoix Municipal Airport is a general utility public airport currently hosting two charter-based operators, Island Airways and Fresh Air Aviation. These commercial operators provide transportation to and from Beaver Island. CVX also serves the needs of a local flying club, local general aviation pilots, business jets, transient charter operations, local businesses, flight training, Coast Guard, medical flights and other periodic military operations. The Airport currently provides one all-weather runway and one seasonal grass landing strip. Leasable hanger space, public terminal, flight training, aircraft maintenance/repair, accessibility to car rental, and refueling equipment are among its amenities. The Airport also receives traffic from seasonal residents returning to the community throughout the year with especially heavy traffic during the summer months. In the winter, when the ferry is closed, CVX serves as the primary transportation service for transporting people, goods, services, groceries, and medicines, and providing medical services to and from Beaver Island.

The 10-year airport capital improvement program called for major renovations beginning in 2010 and extended through 2021. Scheduled improvements that occurred include throughout this period included a new runway overlay and grooving, enhanced airfield runway and taxiway lighting, and taxiway rehabilitation. Additional improvements occurred that were not originally listed in the CIP, most notably the construction of the south taxiway, which will encourage and assist in the development of larger corporate hangers, better utilizing both the transportation and economic development functions of the airport. Capital improvements at the airport continue to be planned for in the Charlevoix Tomorrow CIP, such as improving security gates, the creation of an Airport Layout Plan, expanding through the Railroad ROW, and the construction of a T-hanger.

The airport receives funding through a variety of resources. Budgetarily, the airport exists as an enterprise fund, not unlike our utility systems in Charlevoix. This means that the airport is operated much like a business; rather than having its funding financed through property taxes or the general fund, the airport receives revenue from fees associated with customer use. Our local fees, fuel revenue, parking revenue, airport land leases, and hanger rents support the day-to-day operations of the facility. Capital improvements were previously funded by Federal Aviation Administration entitlements money. This has changed in recent years, as the airport is no longer designated as a primary airport and can no longer access the $1,000,000 federally allocated to these facilities. The change in status is due to operators within the airport not submitting enplanement numbers. The airport now falls into the State Block Grant Airports program, receiving $150,000 annually for capital improvements. While the funding amounts are lower, the City of Charlevoix has taken advantage of greater project eligibility and has used four years of the funding to increase the airport's fuel capacity, a use not previously permitted under the Primary status. The airport's fuel capacity has increased by three times the previous amount, from $10,000 to $30,000. With airport fuel sales serving as the greatest revenue source in airport operations, this capacity upgrade increases the facility's ability to finance future projects. Further, expanded fuel capacity can increase the private sector's commercial activity. Jet turbine operations continue to climb, with operations increase from 1,500-1,600 annual to 2,000-2,100 over the course of 2 years.

Airport operations, while primarily focused on the transportation of goods and people, should also be viewed as an important catalyst to economic development and community benefit. A Community Benefits Analysis performed by the State of Michigan noted that the Charlevoix Municipal Airport had an input-out ratio to the local community was 3.54, and 3.86 for the State of Michigan as a whole. This means that for each dollar (private and public) used by the airport or in activities conducted at the airport, the relevant activities provide economic gains equivalent of $3.54 to the community. The airport is both directly and indirectly accountable for job creation in Charlevoix and the surrounding region; 77 jobs exist directly in the airport and 236 positions off-site exist due to the airport's suppliers, re-spending, reliance on air transport, cargo services, or are funded in part by visitor spending attributed to the airport. The average community visitor drawn by airport activities spends $60 within the community per visit. The airport logged 98,000 passengers in 2018, although this number does not account for the full variety of airport uses.

Significance for Planning

The Airport is an essential link between the Charlevoix community, Beaver Island, and distant metropolitan/international areas. The city should continue to expand and enhance the Airport and surrounding area to create an attractive regional transportation hub for employers, tourists, and residents. Charlevoix Municipal Airport serves as an important economic catalyst for Charlevoix, Beaver Island and Northern Michigan. The airport can be considered as an on/off ramp to and from our community, as it is often the first and last thing many visitors to the area see. As such, landscaping and placemaking features around the airport could enhance visitor perception of the community. The airport also brings valuable dollars into our area hotels, retail, restaurants, and businesses. Many of our local businesses use our airport to transport their goods and services to regional/national/international markets. It is in the City's best interest to promote, update and improve its airport to bring more people, businesses, and revenue to our community to help ensure future economic growth.

It is important to consider the airport when making planning and zoning decisions in the surrounding area. Future developments could be positively impacted by the asset, such as industrial developments that frequently use aeronautical services when shipping goods or facilities that can take advantage of frequent fliers. It is also likely that some uses could be negatively impacted the high volumes and active environment that occurs around the airport. Even when in alignment with the zoning ordinance, developers should consider ways to best utilize the airport as resource when planning their construction or business.

Non-motorized Pathways



2021 Community Survey results indicate 43.4% Charlevoix residents participate in non-motorized transportation everyday. Another 30.7% engage in non-motorized transportation a few times a week. The majority of survey-takers are active residents whether for transportation or recreation purposes. Additionally, 68% rated the quality of sidewalks good or excellent. When asked to share thoughts on public services, survey-takers requested sidewalks be installed with coordination from Charlevoix Township on Park Avenue to the hospital and Ferry Avenue between Stover Road and M-66.

Sidewalks

The City of Charlevoix has constructed and maintains 13.86 miles of sidewalk throughout the city. Sidewalks are typically installed with consideration to traffic, safety, and connectivity. As a result, large portions of our sidewalk system are built around US-31/Bridge Street/Petoskey Avenue and local streets with higher vehicle traffic, such as State, Dixon, Belvedere streets. Sidewalks are considered multi-use infrastructure, accommodating different purposes including, but not limited to, transportation, recreation, fitness, and public safety. As a result of the variation in uses, differing populations can be seen utilizing this infrastructure, including transient residents of other communities cycling through Charlevoix and using the sidewalks as gap between trails, families leisurely walking after work, volunteers riding motorized utility vehicles to water the petunia baskets lining the streets, or visitors strolling along the cement between stores. The City of Charlevoix Department of Public Works is responsible for the construction and maintenance of sidewalks in the city. A map of the city's current sidewalk system can be seen below.

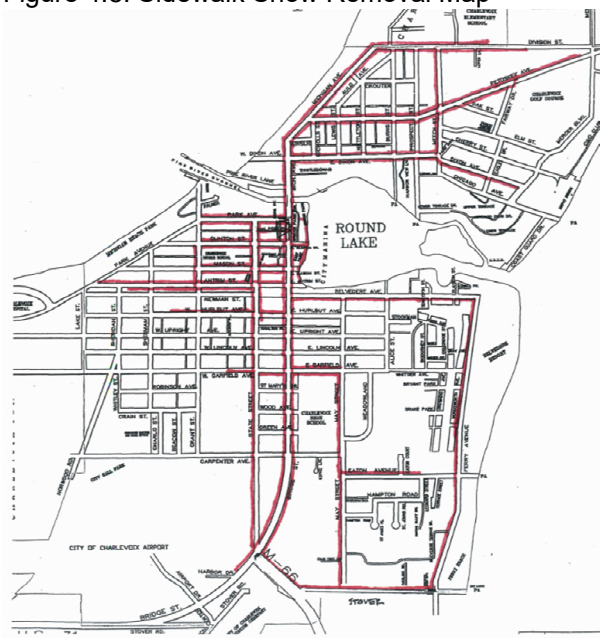
Figure 4.6: Sidewalk System, South Side



Figure 4.7: Sidewalk System, North Side (Enhanced)



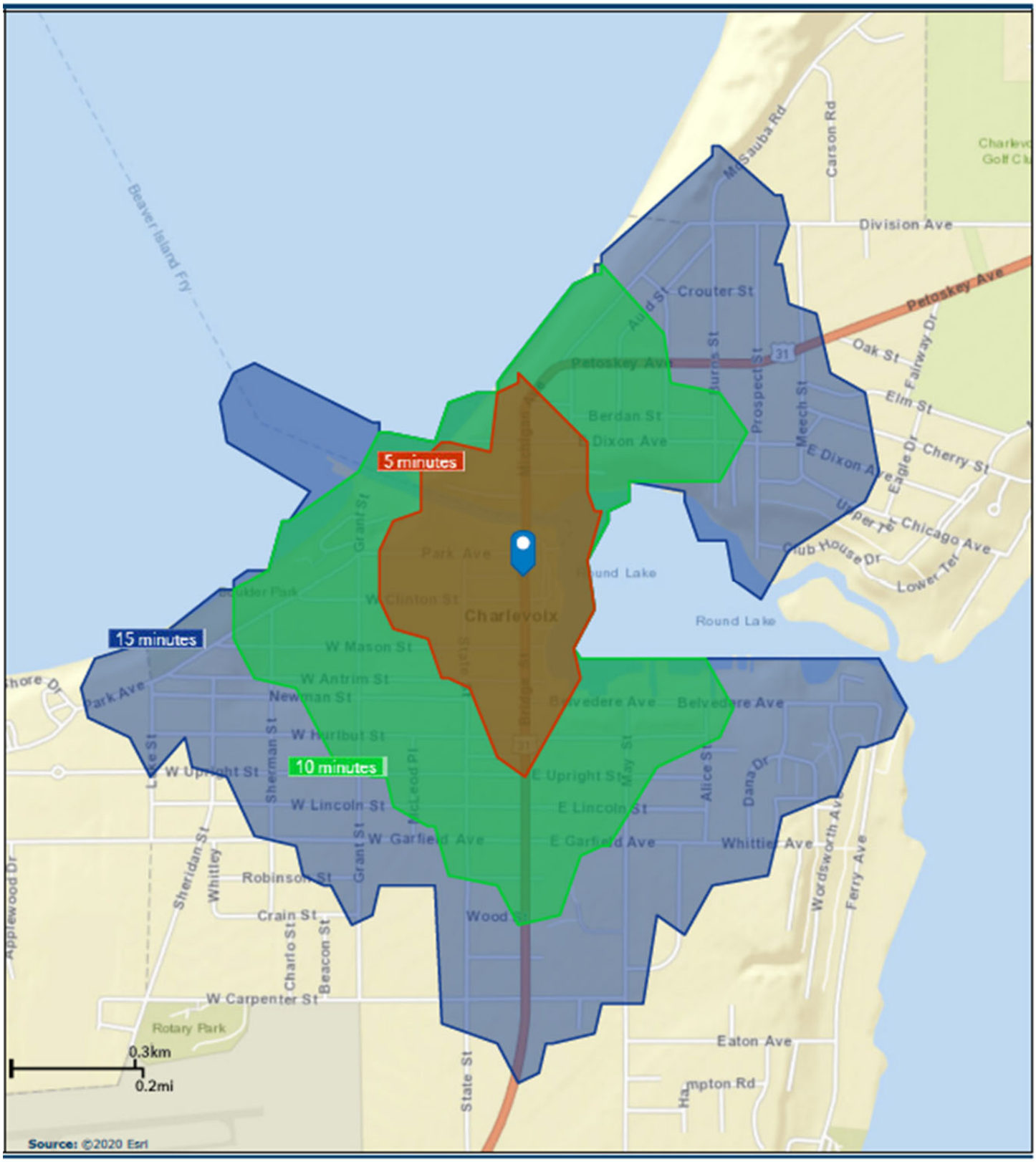
Figure 4.8: Sidewalk Snow Removal Map



Critical to sidewalk discussion is the year-round use of the infrastructure. A sidewalk that is not maintained during winter serves little purpose, as residents will likely use the cleared roads for their convenience. This can create safety concerns for both pedestrians and vehicle operators, especially considering the shorter days in the winter, visions obstructed by snowfall, and harsher road conditions giving operators less control over their vehicles. With Charlevoix known as a "winter city" that offers plenty of snow-based activities, consideration occurs to the snow removal on City sidewalks. The city removes snow on selected sidewalks around the city, as seen in Figure 4.8 (snow removal routes are colored red). Charlevoix does not currently have a snow removal ordinance mandating property owners care for the sidewalks adjacent to their homes.

Residents and visitors alike are drawn to the downtown core for events, activities, and services. Figure 4.9 is the estimated area that a person may walk for 5, 10, and 15 minutes to reach downtown. The analysis was completed using ArcGIS, and considered an average walking speed of about 3 miles per hour and paths and roads that allow pedestrian traffic. Much of the neighborhoods north and south of downtown are within the 15 minute walk range; however, residents who live in areas outside of this range would likely seek alternative forms of transportation if their destination. Sidewalk connectivity can improve the walkable area and decrease dependence on motor vehicles.

Figure 4.9: City of Charlevoix Common Walk Times to Downtown



Significance for Planning

Sidewalks serve as the base unit for non-motorized transportation and recreation in Charlevoix. Continued maintenance of sidewalks should remain a high priority for the City of Charlevoix's Public Works Department. A city sidewalk survey was completed in 2021. This survey updates the sidewalk inventory while describing the physical conditions of our sidewalks and where repairs are most needed. Common conditions impacting our sidewalks include vertical faults between panels, surface cracking, and surface spalling. Repairs and proper maintenance of sidewalks should take precedent over the construction of new sidewalks, except in cases where expansion is critical to provide connections and continuity of the network and accessibility. Sidewalk expansion discussions should consider factors such as traffic counts of the adjacent street, number of people served, and the marginal impacts to safety, transportation, and connectivity to city assets. These factors must be weighed against the financial liability of perpetual maintenance and care of sidewalks. New private developments within the city that have public use or rely on our local workforce should consider how to connect with the city's sidewalk system. This can be accomplished by developers providing their own non-motorized path within their site/parcel, partnering with the city on a joint development agreement before construction, or having an on-going private/public partnership concerning the actions and costs of sidewalk maintenance, similar to what occurs for other forms of built infrastructure.

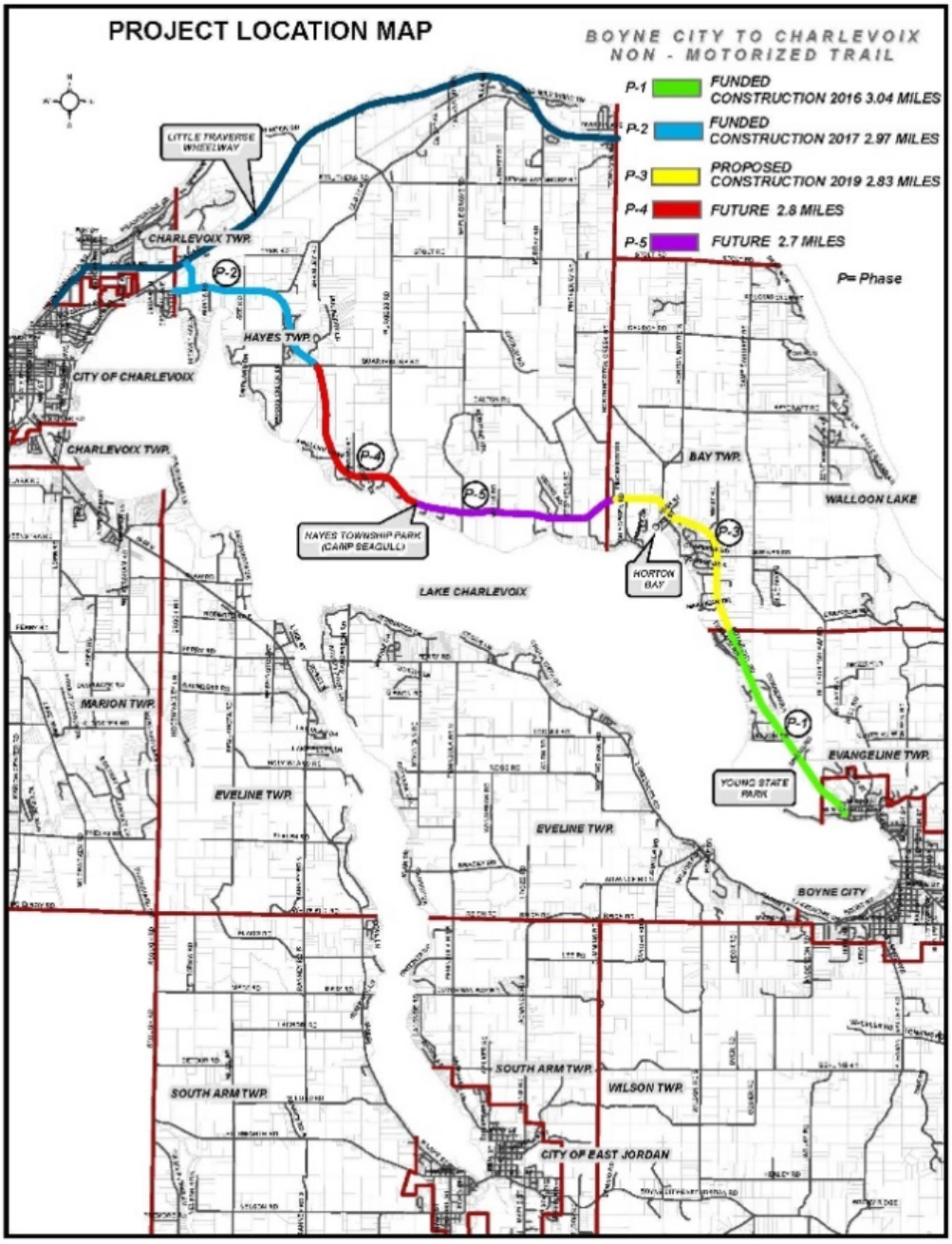
Discussions of best serving our residents, businesses and visitors in the winter should continue. Our active sidewalk clearing network is robust and covers a large portion of our total sidewalks. To increase walkability, designated winter trails or transportation routes can be established to heighten awareness, or the City can explore the equity and impacts of passing a sidewalk snow removal ordinance. In the downtown district, past plans have highlighted the economic benefit that could occur by having more active and consistent snow removal. This can be accomplished through built infrastructure such as a sidewalk-heating system, by passing a snow removal ordinance, or by hiring out the services of a private company to remove snow more consistently from areas adjacent to storefronts. Continued public input and financial analysis is needed to determine which solution could serve the City of Charlevoix best.



Trails

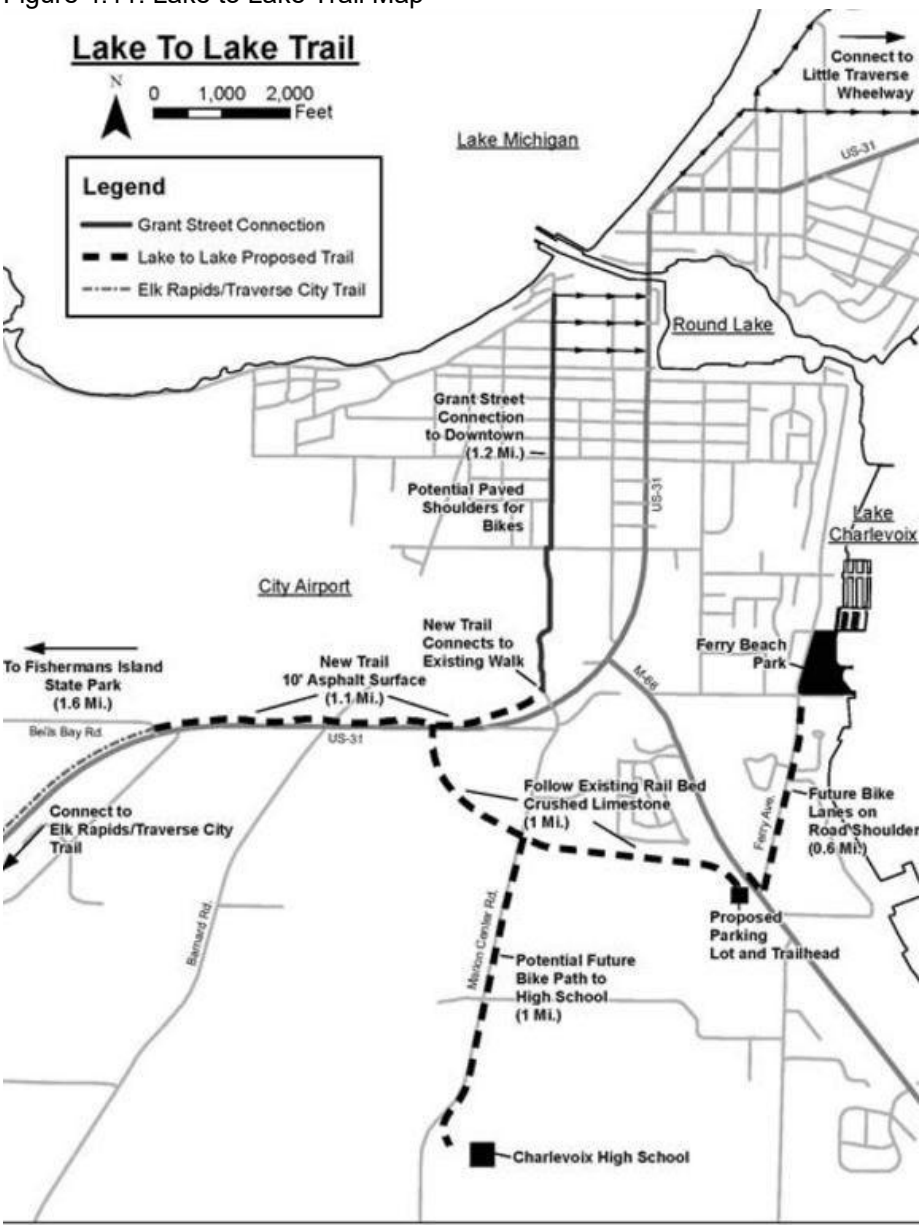
The City of Charlevoix is both a leader and collaborator in bringing high quality trails to area residents and visitors. These trails serve passive recreational purposes for activities such as walking, jogging, bicycling, cross-country skiing, rollerblading, and more. However, the value added to transportation by trails should not be overlooked. With safe and inviting trails available to bicyclists, the city becomes more accessible to those living miles beyond city limits. Unlike local sidewalks, trail infrastructure is similar to principal arterial streets, connecting communities adjacent, regional, and across the state with contiguous non-motorized pathways. Charlevoix was designated one of the first four Pure Michigan Designated Trail Towns in 2019, providing greater outreach of City trails statewide.

Figure 4.10: Boyne City to Charlevoix Non-Motorized Trail Map



Source: Top of Michigan Trails Council. https://www.trailscouncil.org/boyne-city-charlevoix-trail/

Figure 4.11: Lake to Lake Trail Map



Source: Top of Michigan Trails Council. https://www.trailscouncil.org

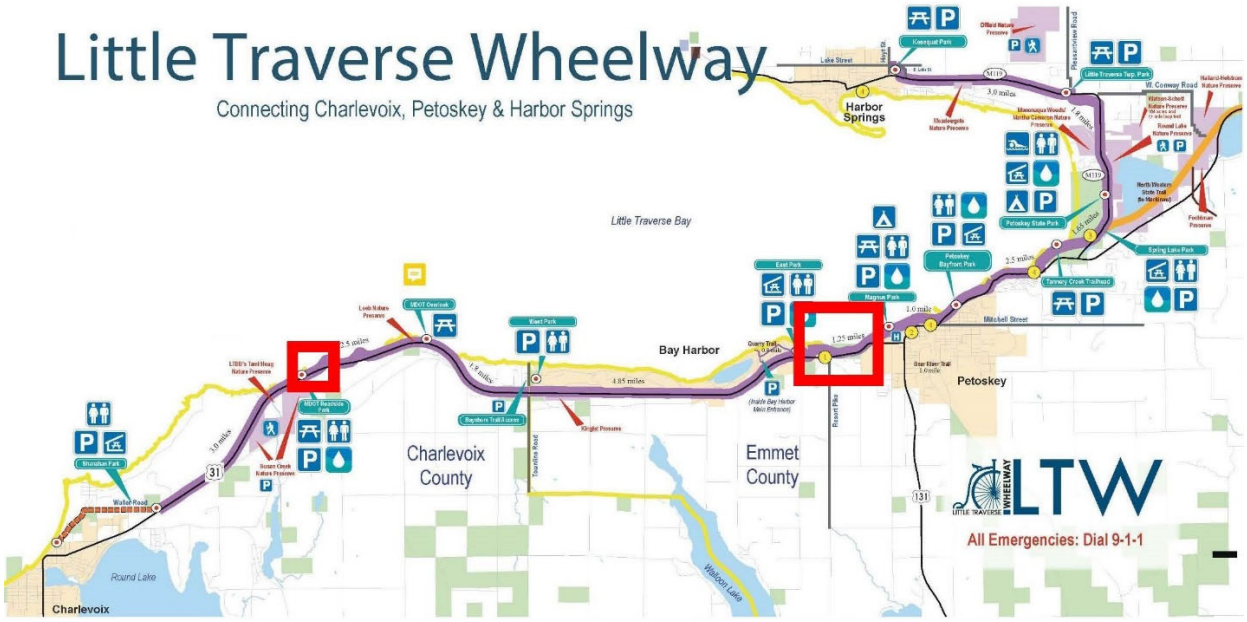
Boyne City to Charlevoix Non-Motorized Trail

The Boyne City to Charlevoix Non-Motorized Trail (Figure 4.10) first started constructed in 2016, though desire for the trail was formally recognized in 2003 by the Boyne City to US-31 Citizens Trail Committee. The trail is being constructed in 5 different phases to better align with funding opportunities available. Phases 1 and 2 are completed. Phase 3 from Spring Water Beach Road/Park of the Pines to Horton Bay is to be constructed Fall 2022. It is anticipated construction will continue Spring & Summer of 2023. Phases 4 and 5 have been engineered, funding is secured and it is anticipated that construction will begin sometime after the completion of Phase 3. The project is funded by a large collaboration of local governments, non-profits, and state agencies. When completed, the trail will be just over 14.5 miles in length and connect the City of Boyne City with the Little Traverse Wheelway.

Lake to Lake Trail

The 3 mile Lake to Lake Trail located in the southern portion of Charlevoix provides connectivity between Lake Michigan, Lake Charlevoix, and the Charlevoix High School, with a trailhead and parking off of M-66 (Figure 4.11). The trail was built to provide a safer route for travelers looking to avoid the busy roads of M-66 and US-31 when traveling between the two lakes. The trail will connect to the prospective Charlevoix-Norwood segment of the Nakwema Trailway along US-31.

Figure 4.12: Little Traverse Wheelway Trail Map



Source: Top of Michigan Trails Council. https://www.trailscouncil.org/little-traverse-wheelway/

Figure 4.13: Nakwema Trailway Map



Source: Nakwema Trailway, nakwematrailway.org

Little Traverse Wheelway

The Little Traverse Wheelway is a scenic non-motorized trail north of the City of Charlevoix. The 26 mile-long path follows US-31 and the Little Traverse Bay, connecting Charlevoix, Petoskey, Harbor Springs, and many roadside parks and businesses along the way. The trail varies in width from 6'-10', providing plenty of spaces for bicycling, rollerblading, skateboarding, and other forms of non-motorized travel. While the trail is a large transportation milestone, it serves as a historic one as well; a portion of the trail by Petoskey existed as far back as 1880[7].

Nakwema Trailway

The Nakwema Trailway will be a 45 mile trail extending from Traverse City to the City of Charlevoix. The project is in the early stages, with a connector to Acme currently engineered, the Acme-Elk Rapids portion undergoing engineering, and the remaining portions still in early design phases. Through Charlevoix, the trail will link to the Lake to Lake trail, ultimately connecting to the Little Traverse Wheelway. When the project is complete, there will be a continuous 325 mile trail network, including the state-wide Iron-Belle Trail. Major project partners for this trail include TART Trails, Top of Michigan Trails Council, Networks Northwest, the regional local governments, and the Michigan Department of Transportation and Department of Natural Resources.

Other trails exist within or around Charlevoix that serve explicitly recreational purposes. Mt. McSauba holds multiple hiking and cross-country skiing trails throughout the park, and Fisherman's Isle State Park and the Charles Ransom Natural Preserve provide forested hikes just outside of city limits.

Significance for Planning

Charlevoix's trail system is a key asset for recreation and inclusive transportation for those in the City and neighboring townships. These resources were not built overnight, nor were they built unilaterally. The City of Charlevoix must continue to partner with relevant stakeholders in maintaining this infrastructure, identify ways to safely connect trails together and with local sidewalk systems, and collaborate in building new trails where there is need and community demand. With a prospective non-motorized trail being engineered between Traverse City, Elk Rapids, and Charlevoix, the City of Charlevoix can work with the Traverse Area Recreation and Transportation Trails, inc. and the Top of Michigan Trails Council to create a connective system extending from the Traverse Area to Harbor Springs. In early 2021, City Council approved of the construction of a North Side Trail that would connect the Wheelway to downtown, creating the substantial action towards a contiguous trail system throughout Northwest Michigan.

5 Housing and Neighborhoods

The City of Charlevoix is primarily a residential community that garners much of its strengths from the quality of the housing stock and the stability of long-standing neighborhoods. Charlevoix is a mature community where 45% of the housing stock is 70 or more years old. The City's original housing was built to accommodate a seasonal resort community, but later expanded to support a year-round population. The occupancy of today's housing is a mix of year-round, seasonal, and temporary residents each with a different set of needs. The challenge of providing housing for this mix of residents is further complicated by the need to provide housing that supports the population during different stages of life and is affordable at various income levels.

Traditional, detached, single family homes are the bedrock of Charlevoix housing stock making up 55% of the available housing units (according to the 2019 ACS). The Charlevoix Master Plan Community Survey results indicate a desire to preserve and enhance this housing type and every effort should be made to stabilize and encourage reinvestment in these neighborhoods. Market studies and even market trends have shown neighborhood reinvestment may come in a variety of forms. Identifying important architectural qualities, ideal scale, and neighborhood amenities will be integral to maintaining the unique sense-of-place of the City.

The City must continue to explore and permit new housing options desired by the broader community which can attract new residents. Often referred to as "missing middle housing," duplexes, townhomes, and live/work spaces are ideal for young professionals, empty nesters, and seniors. Housing types of this nature are not new to the City, and could be incorporated into the existing neighborhood framework with appropriate context sensitive design guidelines.



Supporting Community Needs

Charlevoix's original, older, single family homes were built to suit the needs of a (summer) seasonal population, and therefore, were often not built with modern amenities a typical resident is looking for such as garages and central air conditioning and were built before building code or accessibility concerns were considered. While the housing stock is generally well maintained and many homes have been retrofitted with these amenities, homes that are missing one or more convenience are undesirable to the average home buyer. The City must also consider the limited number of homes available. Because there is a limited supply, and demand for desirable housing is so high, a potential resident may expand their house search beyond the city limits to find ideal housing. As Charlevoix continues to attract year-round residents finding homes with modern upgrades will be challenging.

However, Charlevoix's historic homes are a highly desirable feature for long term and new residents to the city. Their historical significance for the community and quality in design are part of the reason historic homes maintain their value, which in turn encourages homeowners to invest in maintenance and upkeep of the property. Investment and connection to the community are ideal ways to build and maintain a year-round population. Nevertheless, older homes pose many barriers for older residents who have mobility and functional challenges. Common housing concerns in older homes are ramps to replace stairs, first floor bathrooms, and 36-inch wide doorways. In order to allow senior residents the opportunity to Age in Place, they will retrofit their home to accommodate universal design standards. Aging in Place refers to a resident's desire to remain in their home as they grow older. The Area Agency on Aging of Northwest Michigan and the Charlevoix County Commission on Aging serve Charlevoix County and can be resources for supporting mobility, home modifications, and adaptive equipment.

The charm and uniqueness of historic homes is an essential contributor to the Charlevoix community image and therefore, protecting and preserving Charlevoix's stock of historic homes is an essential priority. The National Historic Preservation Act, state and local ordinances can play an important role in protecting historic places and supporting their rehabilitation. While federal preservation tax credits are solely intended for commercial structures, state historic tax credits can be used to improve residential structures. According to the Michigan Economic Development Corporation (MEDC), the State of Michigan passed Public Act 343 – State Historic Tax Credit in December 2020 which will help support place-based projects while promoting the preservation of Michigan's historic resources, Miplace.org. How the State Historic Preservation Office creates and administers the program is still being developed, however, the program will provide $1 million total for owner-occupied residential projects.

Making necessary housing improvements and even completing routine maintenance can be a major strain on an already low, reduced, or fixed income budget. The US Department of Agriculture and the US Department of Housing and Urban Development each offer home improvement grants for qualifying seniors and low-income residents. However, additional programming or grant funding may be needed for those who do not qualify for state of federal financial assistance. The City should seek partnerships among multiple agencies including the Area Agency on Aging, the Commission on Aging, Northern Homes Community Development Corporation, and Habitat for Humanity to support seniors and the income-constrained residents who are unable to make the changes needed to meet their housing needs.

High land costs and lagging wages or underemployment make it increasingly difficult for potential buyers to purchase and finance a house. A Community Land Trust (CLT) is a nonprofit, community-based organization whose mission is to provide affordable housing in perpetuity by owning land and leasing it to those who live in houses built on that land. Homes are made affordable by offering home buyers a chance to purchase a house without the land. According to the Lincoln Institute of Land Policy, "The community land trust and the homeowner agree to a long-term ground lease agreement (typically 99 years) that spells out the rights and responsibilities of both parties. Among the homeowner's rights are the rights to privacy, the exclusive use of the property, and the right to bequeath the property and the lease. The CLT has the right to purchase the house when and if the owner wants to sell." Northern Homes Community Development Corporation is a Community Land Trust that serves Antrim, Emmet, and Charlevoix Counties that is working with the Charlevoix County Land Bank Authority to utilize this mechanism in Boyne City. Increasing CLT property is an effective way to introduce more limited income home buyers to the market. This includes those young professionals who grew up in Charlevoix and who would like to stay in the community and purchase a home of their own. By purchasing a home within or near the ideal affordability index ratio, a home buyer can maintain an affordable cost of living and ideally, save for the future.

Charlevoix should be prepared to offer a variety of housing types that fit a variety of lifestyles. Rather than retrofit their homes, some seniors may seek to downsize to a home that better fits their needs, but wish to stay in the Charlevoix community. Ideally, this home becomes available for a young family who are able to move out of an apartment or smaller starter home. This cycle is continued by allowing a single person or young couple to move into the start up space.

Movement in the housing market allows new residents to enter the community while long term residents can find ideal housing at various stages of life.

Community Response to Short Term Rentals

Charlevoix has seen this cycle disrupted by growing short-term rental property market that has caused many owner-occupied single family homes to be converted into dedicated vacation rental properties where there are no primary occupants. Seasonal occupancy is not new in Charlevoix and cities across northern Michigan have throughout their history always attracted a seasonal population. While the bitter cold, snowy winters are often unattractive for visitors, the summer season is ideal for vacationers who are looking for a warm place with opportunities to recreate near fresh water resources. Traditionally, vacation rentals consisted of motels, hotels, and bed and breakfasts for renting rooms. In the 1950s vacation rentals began to appear in the U.S. and listings were placed in the newspapers. This allowed rental owners to capitalize on the vacant periods when a home wasn't occupied. The home sharing industry evolved as online platforms such as VRBO (Vacation Rentals by Owner) which launched in 1995, and later, the site AirBNB was founded in 2008, enabled a rapid proliferation of short-term rental bookings. The expansion of this potentially lucrative market trend has caused Charlevoix residents to consider how to "keep the lights on" throughout the year.

Short Term Rental Quick Facts

- 83% of travelers prefer to be near water-whether the ocean or a lake, VRMA.org .
- As of 2015 14% of travelers book a private home or apartment for at least one trip in the year. Additionally, vacation rental owners generate an average of $27,360 in annual income, Rentalsunited.com.
- 71% of travelers with children said access to cook their own meals was a major reason they chose a vacation rental, VRMA.org.
- Starting in 2017, Millenials are predicted to spend $1.4 trillion on travel each year by 2020, VRMA.org (Vacation Rental Management Association).
- Millenials comprise 40% of leisure travelers who book online. They also spend more each day on trips than other age groups, VRMA.org.

The Charlevoix City Council and Planning Commission heard residents' concerns and sought to maintain balance between year-round residences and short term rental property opportunities in the City. After seeking input from the community, the Council moved forward with two policy directions. First was the creation of a Short Term Rental Ordinance in 2020 to limit the number of short term rental properties to 80 units total. Owners of short term rental properties are required to register each unit with the City. In 2021, the City reached the maximum number of 80 units allowed and a waiting list is in effect. Proper Short Term Rental management is necessary to maintain neighborhood quality and keep Charlevoix an attractive community for all who want to live, work, or visit here. Short Term Rentals are required to be up to date on all county and state building codes, follow noise and nuisance ordinances, and meet maximum capacity restrictions, along with other requirements. The Zoning Administrator acts as an enforcement officer for these matters, and will conduct periodic inspections of Short Term Rentals.

The second policy direction the City Council identified was to encourage deed restrictions for existing owner-occupied properties. In this context, the deed restriction is a voluntary restriction to have the property remain owner-occupied or occupied by a primary renter in perpetuity. The City should continue with efforts to incentivize this program, even offering a financial incentive to voluntarily deed restrict one's property. A lump sum payment may encourage current property owners while development bonuses may encourage a developer to create new deed restricted units. The City may also provide deed restricted housing by requiring the restriction on any units that are created by city-initiated projects or public-private partnerships. Properties held by a community land trust (CLT) are often one such example. Deed restricted properties ensure year-round housing will be available for years to come.

Expanding Housing Choices



Due to reduced land supply, the most impactful way to create new housing in the City is to identify redevelopment and infill development opportunities. Infill development refers to development or redevelopment of land that has been bypassed, remained vacant, and/or in underused as a result of the continuing urban development process. By emphasizing the development of passed-over parcels, the community can maximize use of existing public facilities thus reducing public infrastructure costs, reduce farmland and open space loss, reduce lengthy commutes, increase physical activity, and grow the tax base. Permitting accessory dwelling units (ADUs) is one example of infill development.

New housing should address the needs of current and potential residents not currently being met. Interestingly, two demographic groups are ideal candidates for smaller, modern units that require minimal upkeep, but have access to food, transportation, and other community services. Due to Charlevoix's large baby boomer population, the City is experiencing a decline in average household size and an increase in the age of the population, while millennials who have delayed or foregone starting a family are attracted to Charlevoix's combined natural features and downtown living. The City has identified one such opportunity by permitting ADUs in the R2 – Residential Medium Density District. The district largely surrounds downtown Charlevoix and the mixed uses along Bridge Street. According to the Zoning Ordinance language adopted in 2019, accessory dwelling units are defined as "a second unit on an owner-occupied single-family parcel that is a minimum of three-hundred (300) and less than six-hundred-fifty (650) square feet and is either attached to the principal dwelling or in a separate structure on the same parcel." As previously discussed, ADU structures were built throughout the City's history, but by allowing ADUs by right new units can be built more easily with the City's approval. The City is currently considering permitting ADUs in the R1 – Residential Low Density District.

The City should consider expanding the permitted use of ADUs in the remaining residential districts as well as a permitted use accompanying a residential use in any other zoning district. In addition to the R1 – Residential Low Density and R2 – Residential Medium Density Districts, the City has two other residential zoning districts that may be suitable for ADUs with appropriate development standards in place. As identified in Chapter 3, Existing Land Use, the City has five distinct community character areas each with its own overall look and feel. Introducing ADUs and other dwelling types into each character area will require input from the residents and careful consideration regarding size, scale, location, buffering, and overall design. Creating effective development standards that complement the character of the surrounding area will ensure new building types and uses are built with minimal disruption to the neighborhood.

In 2021, the City was certified as a Redevelopment Ready Community (RRC) through the Michigan Economic Development Corporation (MEDC). According to the program's website, to become redevelopment ready a (Michigan) community must plan for new investment and reinvestment, identify assets and opportunities, and focus on limited resources, Miplace.org. The City completed a multi-year process of reviewing internal processes, holding discussions for future development, and creating supporting plans, and upon completion, they can now identify Priority Redevelopment Sites to be marketed by the MEDC. Priority Redevelopment Sites are properties that are vacant or underutilized, and ready to bring greater use and value to the community. The site selection process is currently ongoing and includes discussions with the property owner in order to gauge their willingness to see the property transformed, either through sale, or their own redevelopment efforts. Through the RRC program and with MEDC marketing assistance, the City has the potential to create additional housing through infill development in a timely manner and also create a catalyst for further residential and mixed use development.

Building Capacity in Downtown Charlevoix

Many potential redevelopment sites are located in downtown Charlevoix. These sites may or may not be selected as an RRC Priority Redevelopment Site, but should be considered for potential new or expanded uses in the future. Downtown Charlevoix's existing infrastructure of walkable, higher-density, mixed uses provides the ideal location for further infill development and redevelopment. Downtown properties are underutilized for a variety of reasons including single story structures with the potential to build a second story, third story, and/or rooftop patio,

Downtown Residential Economic Impact

Impacts of Downtown Housing

DOWNTOWN HOUSING HAS IMPACTS BEYOND JUST RENT CHECKS.

Many North Carolina Main Street communities made it a priority to create downtown housing. This has proven to be an effort worth doing. While there is a wide range of monthly rents for a downtown apartment, the average is around $950 per month. This allows property owners to receive revenue from space that may well have sat vacant for years. But the landlord isn't the only one who benefits.

How much buying power does a resident in a downtown apartment unit bring? If that unit is occupied by a couple paying rent of $950 per month, here is what they spend over the course of a year.

Of course, not every dollar that they spend will be spent downtown. Some will be spent on vacation, on the trip to the regional mall, and through online purchases. But downtowns have an opportunity to meet many of the goods and services needs of that couple. So when they lease a downtown apartment, they are not just bringing their rent check; they are bringing considerable purchasing power that has the potential to benefit a wide array of businesses.

Average Annual Expenditures

Rent	$11,400
Food at Home	$3,008
Food away from Home	$2,392
Alcoholic Beverages	$398
Utilities & Public Services except phone	$1,777
Telephone	$991
Personal Services	$263
Housekeeping Supplies	$500
Household Furnishings and Equipment	$1,303
Men's Apparel	$295
Women's Apparel	$514
Footwear	$261
Vehicle related Expenses	$2,181
Health Insurance	$2,213
Medical Services	$571
Drugs	$327
Fees and Admissions	$426
Audio and visual equipment and services	$696
Pets	$447
Personal care products and services	$522
Reading	$63
Education	$809
Tobacco/Smoking Products	$279
Cash Contributions	$1,100
Personal Insurance and Pensions	$4,325
Everything Else	$3,649
Total	**$40,710**

structures that only cover a small percentage of the surface area of the lot, or single structures may be combined and redeveloped with one or more adjacent lots for a larger cohesive project.

The City of Charlevoix's Main Street Downtown Development Authority is actively involved with creating and implementing solutions to improve housing within the downtown. The Main Street DDA offers a Downtown Housing Grant to property owners seeking to build or convert square footage designed for year-round housing. The matching grant provides financial incentive to help downtown building owners better utilize their vacant or underperforming space, while retooling the properties to help address housing needs. $50,000 is available throughout 2021-2022 fiscal year.

In May 2021, the Main Street DDA in partnership with the Michigan Main Street and Downtown Professionals Network, underwent a thorough e valuation of downtown known as the Downtown Charlevoix 2021 Futures Vision Design. As part of the study, Main Street DDA conducted a survey which included visual preferences to identify the right look and feel for downtown buildings. The Futures design process was strongly focused on housing, but also sought to incorporate new commercial, mixed use, and recreation opportunities in underutilized spaces. Based on the survey input collected and meetings with community stakeholders, the project designers presented redevelopment concepts that addressed unmet needs within downtown. The Futures Vision Design was intended to be a starting point in which community leaders, stakeholders, and the public can create a plan for future development.





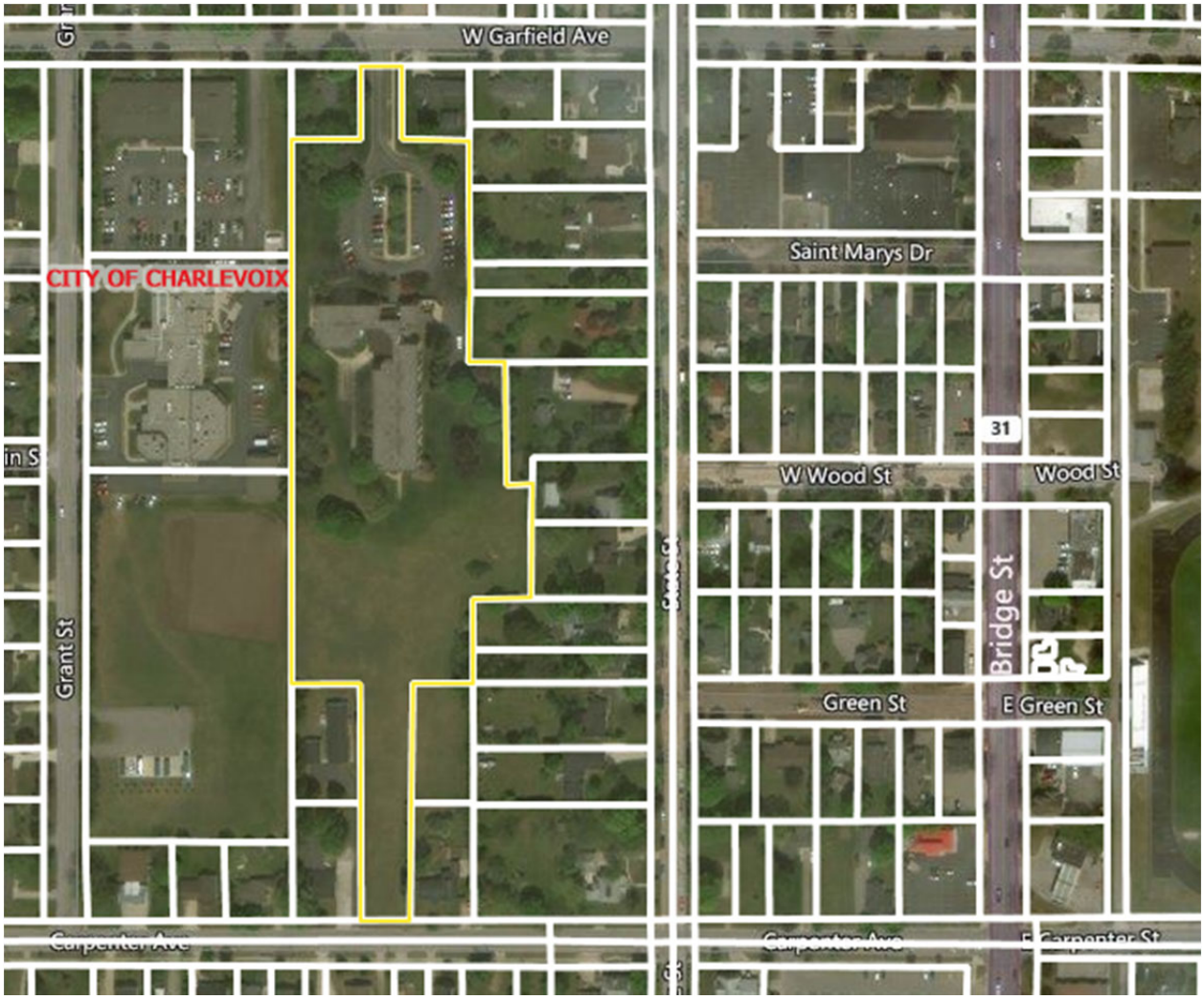
Neighborhood Redevelopment and Infill

The majority of the City's vitally important housing stock is located outside of the downtown, within established neighborhoods. Like downtown, there are many opportunities for redevelopment and infill housing. Underutilization in Charlevoix neighborhoods can also take a variety of forms such as homes that have been neglected and require significant repair, non-residential properties, especially vacant buildings, that have outlived their use, and undeveloped or underdeveloped greenfield sites that have avoided further development due to one or more site challenges. Much of the redevelopment opportunities in Charlevoix neighborhoods will require public-private partnerships between the City, local property owners, housing agencies, and public or private funding sources. There are several larger sites that might be suitable for development, but require a coordinated planning effort. They include:

The Community Reform Church located at 109 Elm Street has largely undeveloped areas that may be suitable for additional housing. Some reconfiguration of the sites may allow for additional development on portions of the Church site north of Elm Street as well as the greenspace between Elm Street and Cherry Street. The property is currently zoned for residential use and is largely surrounded by residential uses.



210 Garfield Avenue West is owned by the City of Charlevoix Housing Commission. The southern portion of the site is vacant with site access from Carpenter Avenue. The property is currently zoned for residential use and is largely surrounded by residential uses. Additionally, the City should consider partnering with Charlevoix County to determine the feasibility of relocating the Northwest Michigan Health Department offices and the Charlevoix County Sheriff's Office which are located just to the west along Grant Street. Combining these properties would allow for large scale redevelopment project that would likely accommodate several residential unit types.



There are several parcels on both the west and east side of May Street, almost to Stover Road, that are largely undeveloped or underutilized. 1021 May Street is owned by Charlevoix Public Schools and is currently used as the bus garage. Vacant property to the west, north, and east across May Street may be suitable for housing development. The properties on the west side of May Street are currently zoned for high density residential while the vacant properties on the east side of May Street are zoned for medium density residential.



Neighborhood infill development on a smaller scaler should include the conversion of older, larger, once single family homes, into multiple unit residential or mixed use spaces. Many completed conversions can be seen as you travel the City's main thoroughfares; however, opportunities exist in the core neighborhoods. In order to encourage home conversions, programs may be needed to provide financial support to property owners, but creating multiple, smaller units within an existing home will provide the community with additional housing while preserving the character of the neighborhood.

Creating Regional Housing

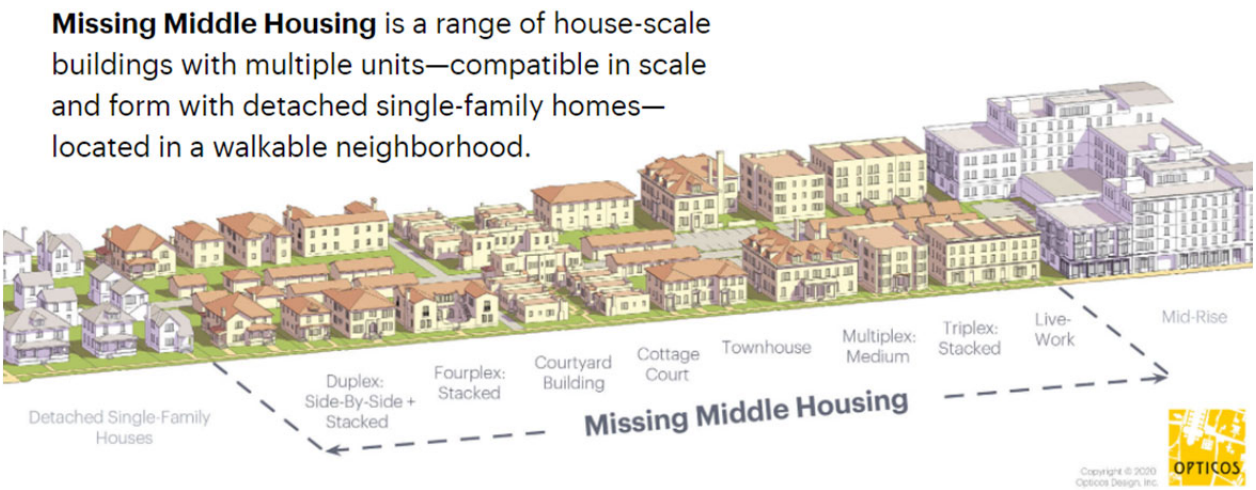
As recognized by regional entities such as Housing North, providing residents and potential residents affordable, quality housing is a challenge faced by communities across Charlevoix County and northwest Michigan. The City of Charlevoix may seek partnerships with surrounding townships to develop large parcels of land outside of the City limits. As the City has an established municipal infrastructure system and currently provides service to residential, commercial, and industrial properties in surrounding areas, the City may partner with Charlevoix Township and potential developers to extend municipal infrastructure so as to provide utilities to areas that will create new, desired housing units. This may or may not involve an Act 425 of 1984 agreement which transfers property by contract between certain local units of government. Any large-scale development project should incorporate a mixture of housing types as well as uses compatible with placemaking such as walkable neighborhoods, access to multi-modal transportation, technology infrastructure, access to food and household goods, and community spaces that support a population aged 8 to 80 (880cities.org).

Residential Design Guidelines

As the City explores opportunities to create new housing or expand existing housing types, consideration should be given for the impact on the existing neighborhood. Context sensitive design will ensure redevelopment does not occur at the expense of the current residents. The City should consider creating Residential Design Guidelines to identify the character and community needs of the five specified community character areas. Like sub-area plans, the Guidelines would collect community input specific to each neighborhood and produce an existing conditions report, which would then inform a set of design guidelines for continued development in that area. The Guidelines would identify the appropriate size, scale, location, buffering, and overall design for various redevelopment and infill projects, ensuring a seamless transition into the existing neighborhood framework.

Much of the housing solutions discussed in this chapter are representative of Missing Middle Housing. This is a phrase coined by Daniel Parolek in 2010 to describe a diverse set of housing options that are compatible in scale and form with detached single-family homes. Missing Middle Housing types include duplexes, fourplexes, cottage courts, and

townhomes all of which can be incorporated seamlessly into the existing neighborhood through a set of residential design guidelines. However, Missing Middle Housing aims to go beyond just adding new residential housing types by expanding the spectrum of affordability and supporting walkable neighborhoods with access to good and services.



Source: missingmiddlehousing.com

Significance for Planning

Housing development or redevelopment throughout the City, whether by an individual property owner, a public-private partnership between the City and another entity, or a private development project, should all support the goal of creating a quality, sustainable development that interacts and functions well with the surrounding community. Incorporating housing solutions that seamlessly transition into the existing neighborhoods is one example, but housing development should support the larger urban framework. All projects should seek to meet the needs of the greater community by encouraging a mix of land uses for access to goods and services, new units at all price points to expand affordable housing options, a well-designed multi-modal transportation system that supports non-motorized travel throughout the City and into the surrounding region, and green infrastructure and green design that enhance Charlevoix's natural features. In addition to quality, affordable housing, Charlevoix residents seek a high quality of life in which to live, work, and play. In short, the city needs expanded housing options and new housing units that support all residents.



6 Goals and Objectives

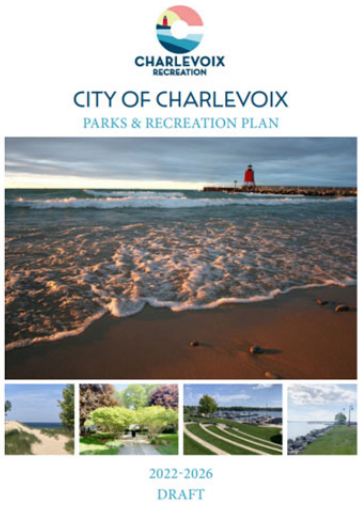
Public Involvement

The City is committed to engaging residents and creating a place welcoming to all residents and visitors of Charlevoix. Residents are encouraged to serve on public boards and bodies, participate in public meetings, and connect with City staff. Charlevoix's master plan was informed through these on-going engagement efforts as well as other targeted methods which sought to maximize public participation and solicit resident and stakeholder feedback. Very recently, in 2020 and 2021 the City underwent a number of separate initiatives and each included an opportunity for the public to participate in the process and have their voice heard. The input collected and the results of each individual effort by various boards such as the City Council, Planning Commission, Main Street Downtown Development Authority, and other public boards and bodies were included in discussions for the creation of this plan. A summary of these efforts is listed below.



- 2021: City of Charlevoix completes Redevelopment Ready Communities process and becomes Redevelopment Ready Certified. The Michigan Economic Development Corporation oversees the RRC process which empowers communities to shape their future by building a foundation of planning, zoning, and economic development best practices.

- 2021: Charlevoix Main Street and Downtown Development Authority hold the Charlevoix Downtown Futures program offered through the Michigan Main Street. Project consultant, Downtown Professionals Network, prepared a Market Analysis, survey including a visual preferences options, opportunities for reactivating downtown including concept drawings.



- 2021: City of Charlevoix updates five year Parks and Recreation Plan. Led by the City's Recreation Department and consultant Beckett & Raeder, completed the plan update which included an updated inventory of parks and recreation facilities, updated goals and objectives, and priority projects for the planning period.

- 2017-2021: Charlevoix Area Chamber of Commerce forms Housing and Business Park Initiative to connect key stakeholders, discuss community challenges to adequate housing, and identify potential solutions. Members of the Planning Commissioners joined a round table discussion with the HBPI where they completed a SWOT (strengths, weaknesses, opportunities, and threats) analysis of housing in the region. The SWOT analysis was completed on April 28, 2021. A follow up stakeholder meeting was held on July 12, 2021.

- 2021: The City conducted outreach for the master plan by attending the Charlevoix Farmers' Market on May 27, 2021. Staff met with residents and visitors to the market and heard input about what they love about the city.



- 2021: The City prepared a 40 question Community Survey that was mailed to 3,485 utility bill recipients and was available electronically on the City's website as well as social media accounts. 637 responses were collected in total. 130 were received electronically and 507 responses were received via paper copies. The survey mailing had a 15% response rate. The survey was available during the spring and summer of 2021.

- 2021: On December 20 the City Council and Planning Commission hold joint work session to discuss housing initiatives and housing goals and challenges.

Community Survey Results

Networks Northwest community planners provided staff support for the plan update and collected public input for inclusion in the plan. Staff conducted a survey of the Charlevoix community from April 26 – June 8, 2021. Responses were solicited through utility bills, the City's website, and the City's social media pages. 637 total responses were collected with a mail in response rate of 15%. The Community Survey asked 40 multiple choice or open-ended questions to gauge the community's interest and satisfaction with topics such as housing and neighborhoods, business and economy, transportation and infrastructure, energy, winter amenities, and general demographics and city government affairs. The goals, objectives, and action items expressed in this plan are directly influenced by the results of the Community Survey. The following are a sample of the survey results received.

- 51% Permanent residents
- 47% Lived in city over 21 years
- The following "strongly influences" why people reside in Charlevoix:
    - Northern Michigan location 87%
    - Environment / Natural features 81%
    - Safety and security 81%
- 59% Prefer one-family homes
- Want (need) AFFORDABLE housing
- Want sidewalks, Short Term Rentals are a threat
- Want Big Box store (local shopping options)
- 43% Use non-motorized transportation EVERYDAY
- 80% Want power from sustainable energy sources
- 73% YES: local government deals with issues

When asked "what are the top three priorities the Master Plan should focus on improving or preserving?" Survey-takers indicated:

1. Parks and Open Space: 33%
2. Neighborhoods: 29%
3. Redevelopment of vacant and/or underutilized properties: 27%

As mentioned above, the City prepared an update to the Parks and Recreation Plan in 2021. This plan is an in-depth look at the City's recreation facilities and the community's needs for future park improvements. Based on changing demographics and operational capacity the City will pursue appropriate recreation opportunities. Chapter 4 of the Master Plan identifies current parks and open spaces and refers to the City's Parks and Recreation Plan for further information.

Participants in the Community Survey recognize the challenge of maintaining strong neighborhoods while encouraging development of a variety of housing types. This plan seeks to celebrate Charlevoix's many unique neighborhoods and their long-standing cohesive qualities. Residents love their neighborhoods, but see opportunities for change and betterment of the community. Applying context sensitive solutions smart growth principles would allow redevelopment to benefit all city residents and potential new residents.



Smart Growth and the City of Charlevoix

Charlevoix is committed to the principles of Smart Growth, which is an initiative that began to evolve in the early 1990s. Its overall goal is to provide a framework for communities to grow in ways that support economic development and jobs; create strong neighborhoods with a wide range of housing, commercial, and transportation options; and achieve healthy communities that provide residents with a clean environment. The following principles are the foundation for achieving Smart Growth. More information can be found in Appendix .

1. Provide a mix of land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development to existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

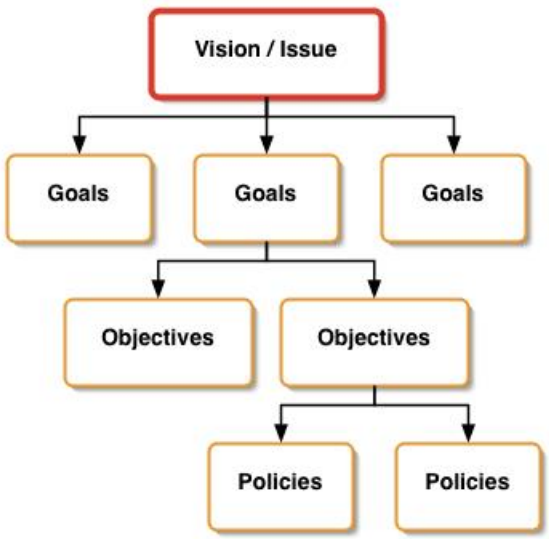
Both the Michigan Association of Planning and the Charlevoix County Future Land Use Plan identify the need and importance of Smart Growth and encourage municipalities to integrate these principles into master plans, land use regulations, and policies.

How this Chapter is Organized

The chapter begins with a short vision statement that describes community values and a future direction for Charlevoix. Following are six broad goals, which help define *how* the community will achieve its vision.

Each goal is further supported by more focused and specific objectives. Chapter 8 contains action items associated with each goal and objective that are categorized into an implementation matrix. The matrix outlines who is responsible for a particular action item, when it should be done, and which funding sources are available for its completion.

The following diagram shows how goals, objectives, and action items are organized:





The Vision Statement

Charlevoix will build on its distinctive character, downtown, and diverse neighborhoods, while respecting its unique setting and environment and creating a foundation for future economic prosperity and personal success. We collaborate with elected officials and other public bodies.

Community Goals and Objectives

GOAL 1: Protect and enhance Charlevoix's small town character, unique downtown, cultural and historic resources, and scenic beauty.

1) PRESERVE AND ENHANCE CHARLEVOIX'S UNIQUE SMALL TOWN CHARACTER
2) ENHANCE SCENIC BEAUTY
3) PRESERVE AND ENHANCE THE DOWNTOWN
4) PROTECT HISTORIC AND CULTURAL RESOURCES

GOAL 2: Maintain a diverse, regional economy that supports sustainable year-round housing and business development.

1) ENCOURAGE REGIONAL COLLABORATION ON ECONOMIC DEVELOPMENT
2) PROMOTE CHARLEVOIX AND THE REGION AS A VIABLE PLACE TO LIVE AND WORK YEAR-ROUND
3) ENCOURAGE ECONOMIC SUSTAINABILITY AND GROWTH IN DOWNTOWN CHARLEVOIX



Source: Charlevoix's Redevelopment Ready Communities program property information packet.

GOAL 3: Work cooperatively with surrounding municipalities, governmental agencies, non-profits, and private sector organizations on a variety of issues.

1) Cooperate with Charlevoix County and Surrounding Townships on Planning and Zoning
2) Coordinate efforts to provide safe and efficient transportation systems
3) Work cooperatively to encourage and facilitate alternative forms of transportation
4) Coordinate efforts on natural resource protection
5) Continue to promote our unique historical ties to Beaver Island
6) Work with Charlevoix schools on future facility usage

GOAL 4: Provide high quality public services, infrastructure, utilities, and amenities to Charlevoix that are sustainable and cost effective.

1) Provide high quality public services and infrastructure at a lower cost to the taxpayers.

GOAL 5: Reflect high environmental standards in land use policies, public education and in the design of municipal facilities, utilities, and stormwater management systems.

1) Implement best management practices to address water quality
2) Integrate environmental best practices into city utilities and operations

GOAL 6: Create housing that meets the needs of all residents, ensuring all are safely and adequately housed.

1) Encourage higher density in appropriate locations
2) Promote infill development
3) Preserve and create new dedicated affordable housing units

7 Future Land Use

The Future Land Use Plan and Future Land Use Map serve as a guide for how the community envisions itself in the next 15 to 20 years. They describe a generalized preferred organization of how the land should be used to best serve the public good in the coming years. It preserves the community's core values and extends them as guiding principles in building a compatible future. It is based on an analysis of the land uses in the city, existing land use, demographics, housing conditions, community infrastructure, transportation and mobility, community engagement, and the goals and objectives set forth by the community.

The Future Land Use Map is a graphic representation of the Future Land Use Plan; it is not a Zoning Map in its purpose or in a legal sense. Land use categories tend to be more general than zoning classifications. They incorporate the community goals and ensure that the community's neighborhoods are protected, new housing is encouraged, the desired community character is upheld, economic development is encouraged, natural features are protected, and residents are served by a connected multi-modal transportation system. The Master Plan's relationship with the Zoning Ordinance is further explained later in this chapter.

Community Character Plan

Charlevoix's Future Land Use Plan takes the form of a "Community Character Plan" – it identifies how different areas should look and function, in addition to what the land use should be. While a traditional future land use plan focuses on appropriate land uses for different areas of the city and basic dimensional requirements, the community character plan also discusses the look and feel of streets, how buildings should look and function, how uses relate to each other, and overall intensity of development within the context of a specific area.

Charlevoix has several distinct areas of commercial, residential, industrial, and mixed land uses. The future land use categories generally align with the Community Character Areas described in Chapter 3, Existing Land Use. The Community Character Plan recognizes the differences between these areas but also describes how the different areas can transition into each other and contribute to an overall connectivity throughout the entire city. Each of these future land use areas has a different combination of design, use, and intensity that creates its own context. The purpose of a Community Character Plan is to identify all of the parts that add up to create character, not just land use and dimensional standards.

The Plan establishes several character and neighborhood areas and offers recommendations on use, intensity/scale, and defining characteristics. The components of the Plan include the following:

1. Land Use: Uses which are appropriate within the character area.
2. Defining Characteristics: Unique qualities of the character area as well as the degree of human activity (intensity) within the character area
3. Buildings: How the building looks and functions and where it is located on the lot

Interpreting the Plan

The Future Land Use Plan is a general framework used to guide land use and policy decisions within the City. The Future Land Use Map in this chapter shows general locations for the broad future land use areas described below. Each future land use category is explained in greater detail on the following pages with the community character guidelines specifying the preferred land uses, defining characteristics, and designs for each area, as well as pictures showing the planned character of each area.

The elected and appointed officials of the City of Charlevoix are responsible for the interpretation of the intent of the Community Character Plan and the future land use categories.

Downtown Core

Key Characteristics: The Downtown Core future land use category is aligned with the Downtown Central Business District Community Character Area. It is the most formally and intensely developed of the future land use categories. The highly intense neighborhood character is focused on commercial activity with the support of short and long term living opportunities. Planned residential density may increase the activity during the day and night. The unique and historic character of downtown should be protected through the preservation, rehabilitation, or adaptive reuse of historic structures. A mixture of uses in downtown encourages an active community connection. The future land use plan for the Downtown Core should align with the recommendations presented in the Downtown Charlevoix Futures Summary Report.

Appropriate Land Uses: The existing mix of commercial, residential, office, municipal, and civic uses are appropriate and encourage shared spaces for permanent residents and visitors to the city. A goal of this future land use area is reactivation of underutilized spaces. Alternative and new uses should be encouraged such as pop-up and micro-retail opportunities. Expanded parking should be encouraged where it is reconfigured into scaled parking structures. Electric charging stations for all electric modes of transportation should accompany parking areas.

Building and Site Design: Reuse and re-occupancy of existing buildings is preferred whenever possible. Infill of new buildings or onto existing buildings should be built right to the sidewalks and surrounding lot lines or buildings. Small or no setbacks should be encouraged. New construction and infill buildings should match the feel and character of existing buildings including transparent and welcoming first floor storefronts and the use of materials similar to or complimentary to existing facades. Signs should be attractive, with projecting signs encouraged.

Housing Character: Residential uses should be multi-family units incorporated into a multi-story, mixed use building. Housing should be attainable for a variety of occupants including short and long term occupants as well as renter- and owner-occupied units. Future development should include a variety of unit types and sizes.

Transportation and Mobility: The Downtown Core should continue to be highly accessible by a variety of transportation options. Residents and visitors alike should find an ease navigating to and through the downtown core. Bridge Street will continue to serve as state highway US 31 which allows access to the regional destinations as well as the only pedestrian path to neighborhoods north of the bridge. Memorial Bridge, a double-leaf bascule bridge, opens to create a 90-foot channel which permits cruising boats and yachts to enter and exit Round Lake and the Charlevoix Marina. The City should continue to maximize access to the Downtown Core and surrounding neighborhoods via the Charlevoix Marina.

Downtown Charlevoix's grid network of streets and sidewalks, bicycle lanes, and the bicycle route encourage the use of alternative forms of transportation and therefore reduce the need for vehicular parking. Bridge Street should continue to be highly walkable with pedestrian access through existing alleyways and across the bridge. Bicycle and other two-wheeled vehicle parking and charging should be encouraged in strategic locations. On-street parking spaces should be utilized for short-term parking, while off-street parking and charging areas should be used for downtown residents and employees and long-term visitors.

Natural Features: Natural features should enhance while blending in seamlessly with the urban character of downtown Charlevoix. Efforts to reduce stormwater runoff through green infrastructure and low impact design are encouraged. Public and shared spaces should incorporate pocket parks, sidewalk trees and planters, and parking lot rain gardens in an effort to introduce natural features and reduce the amount of impervious surface. Downtown buildings are encouraged to incorporate green roofs where appropriate.

Planned Character





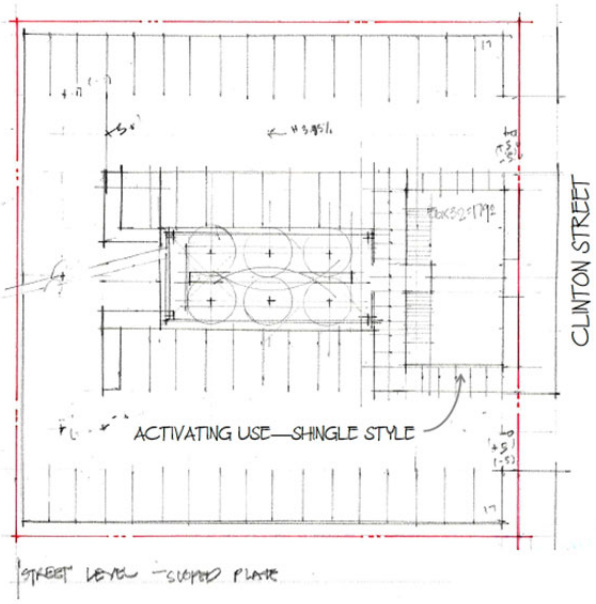
Scheme 1, displayed above, shows a two-story development of about 6,000 square feet (+/-) with no parking located on the parcel.

Scheme 2, displayed right, shows a two story development of about 3,000 square feet (+/-) wrapping the corner, with parking located on the northern portion of the parcel, to the rear of the structure.



Downtown Charlevoix Futures | Charlevoix, Michigan | 2021

Source: Downtown Charlevoix Futures Summary Report, State and Antrim Mixed Use



Configuration 1: Clinton Street-Hoop Skirt Alley parking area

Two levels with sloping parking decks and an activating use along Clinton Street.



Activating mixed use structure along Clinton Street
North Elevation

The concept depicted in configuration 1 for the Clinton-Hoop Skirt Alley parking area structures parking on two sloped levels and places new and activating uses along Clinton Street.

Source: Downtown Charlevoix Futures Summary Report, Clinton Street – Hoop Skirt Alley Parking

Charlevoix Corridor

Key Characteristics: On the perimeter of the Downtown Core area, along Bridge Street, the north side of Belvedere Avenue, and along Petoskey Avenue, the Charlevoix Corridor area has been added to allow for a gradual transition and buffer zone between the Downtown Core area to the City Center Residential and Neighborhood Residential areas. The Charlevoix Corridor area is the gateway district to the City of Charlevoix. The streetscape should be designed to be welcoming for all coming into the city on Petoskey Avenue and Bridge Street.

While these areas will still be predominantly residential, the district will allow for limited commercial that will provide services for surrounding residences within walking distance. The combination of home occupations, commercial, and residential spaces generates a high- to medium-level of intensity. Activity in this area will be less than the downtown core, but more than the surrounding residential neighborhood. Like the downtown core, this mix of uses encourages community connection and a variety of complimentary uses. Unique and historic resources should be protected through the preservation, rehabilitation, or adaptive reuse of historic structures. The Charlevoix Corridor future land use category is a new district that incorporates portions of both North and South US 31.

Appropriate Land Uses: The Charlevoix Corridor is transitional zone that permits a mix of commercial, professional and medical offices, residential, and civic, and transitional or temporary spaces that can be used as business incubators. Office uses make compatible neighbors as they tend to keep quiet daytime hours and generate minimal traffic. The proximity to downtown makes this an appropriate area for higher density housing with similar height restrictions as the central business district so it would not be too imposing on the adjacent residential uses.

Building and Site Design: Reuse and re-occupancy of existing buildings is preferred whenever possible. Where new construction and infill buildings are introduced the site design should maximize lot frontage by orienting the building towards the street and allowed building height by building multiple stories. New buildings should match the feel and character of surrounding buildings such as similar lot line setbacks and the use of materials similar to or complimentary to existing facades. Onsite parking should be located to the side or rear of the lot and access should be designed in such a way as to be shared among multiple users. Shared parking maximizes the use throughout the day and reduces individual use parking requirements. Signs should be minimal and not detract from the neighborhood character.

Housing Character: Future development should include a variety of unit types and sizes. Housing types should include a mix of multi-family units incorporated into multi-story, mixed use buildings, multi-story, single family, attached units, and single family homes converted into live-work spaces or multiple-family units. Housing should be attainable for a variety of occupants including short and long term occupants as well as renter- and owner-occupied units.

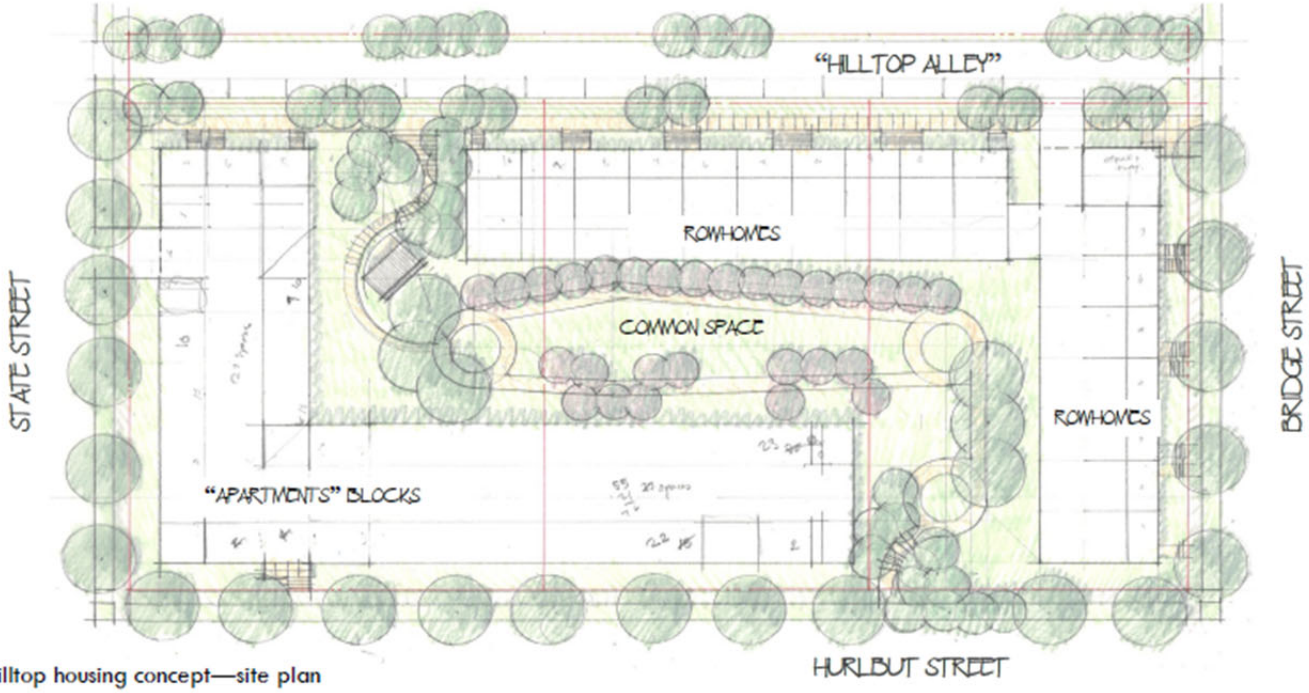
Transportation and Mobility: The Charlevoix Corridor area should be highly accessible by a variety of transportation options. Charlevoix's grid network of streets and sidewalks, bicycle lanes, and the bicycle route encourage the use of alternative forms of transportation. Bridge Street and Petoskey Avenue should continue to be highly walkable with pedestrian access through alleyways and appropriate intersections and mid-block crossings. Bicycle parking should be encouraged in strategic locations. On-street parking spaces should be utilized for short-term parking, while off-street parking located in the rear of buildings should be used for downtown residents and employees and long-term visitors. Coordination with MDOT and access management practices should be considered where new development occurs.

Natural Features: Natural features should also transition to a more prominent role in the Charlevoix Corridor area. Efforts to reduce stormwater runoff through green infrastructure and low impact design are encouraged. Street trees should be incorporated into the streetscape design to beautify the right-of-way and promote placemaking. Ornamental trees, shrubbery, pocket gardens, and rain gardens should be considered for front yard and parking lot landscape opportunities to incorporate natural features while reducing the amount of impervious surface. Buildings are encouraged to incorporate green roofs and living walls on building facades where appropriate. Natural features located in park and recreation areas should support a variety of purposes such as active play, rest areas, and pollinator habitats.

Planned Character







Hilltop housing concept—site plan

Source: Downtown Charlevoix Futures Summary Report, Hurlbut and State Housing Concept

City Center Residential

Key Characteristics: The City Center Residential future land use community character area is aligned with the Central City Neighborhood District Community Character Area. The neighborhood character is made up of primarily residential uses with secondary, complementary home occupations spaces. Activity in this area is typically during the day with some evening and night activity. Proximity to the downtown core and downtown edge areas and ease of accessibility through the city's historic grid network of streets and sidewalks encourages a more active environment. The mixture of uses generates by a medium level of intensity. The City Center Residential area has the City's oldest neighborhoods as well as the City's only residential historic district. The neighborhood's historic resources should be protected through the preservation, rehabilitation, or adaptive reuse.

Appropriate Land Uses: Uses in the City Center Residential area should be primarily residential in nature. Home occupations and other mixed uses such as public institutions, day care centers, and parks that may be appropriate.

Building and Site Design: Reuse and re-occupancy of existing buildings is preferred whenever possible. Infill of new buildings or onto existing buildings should match the character of surrounding buildings. New single family structures are encouraged to provide an accessory unit on site. Buildings should be oriented towards the street with lot line setbacks similar to those of surrounding buildings. Garages should not dominate the front façade of the home. The architecture and design should be residential in nature and building materials should be similar to or complementary to existing facades. Signs should be minimal and not detract from the neighborhood character.

Housing Character: Residential uses should be a mix of housing types and a variety of building and unit sizes. Housing types may include single family attached and detached units with an accompanying accessory unit, multi-story, single family, attached units, and single family homes converted into home occupation spaces or multiple-family units. Multi-family units incorporated into multi-story mixed use buildings may be appropriate on the periphery of the neighborhood where use intensity increases. Housing should be attainable for a variety of occupants including short and long term occupants as well as renter- and owner-occupied units. Future development should include a variety of unit types and sizes.

Transportation and Mobility: The City Center Residential area should maintain connections with surrounding areas and be highly accessible by a variety of transportation options. Roads within the City Center Residential area follow Charlevoix's historic grid network and also have common elements including sidewalks, pedestrian scale lighting, and a tree canopy. The network of alleys, sidewalks, and bicycle lanes support connectivity within the area and in between adjacent areas and the use of alternative forms of transportation. Expanded sidewalks in this area should help guide people to the downtown area and other key destinations and create a welcoming streetscape. On-street parking provides an alternative parking option for residents and business owners who do not have onsite parking.

Natural Features: Natural features in the City Center Residential area should promote community connection as well as provide active and passive recreation opportunities. Street trees, rain gardens, and plantings of native grasses and wildflowers should be incorporated into the streetscape to encourage walkability, diverse wildlife habitat, and beautification of the urban environment. The City should consider opportunities to install community gardens, parklets, and urban forest arboretums to support a variety of purposes such as active play, passive recreation, rest areas, and wildlife habitats.

Planned Character



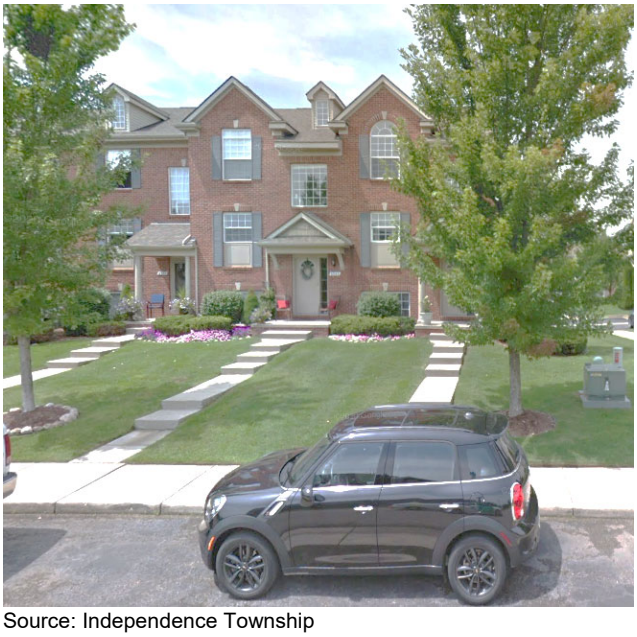


Source: Missing Middle Pattern Book, City of Norfolk





Source: Form-Based Code, City of Traverse City



Source: Independence Township



City of Charlevoix Library

Community Mixed Use

Key Characteristics: The Community Mixed Use future land use community character area is largely located in the South US 31 Mixed Use Community Character Area. It is a high intensity area that is intended to support commercial, multiple family residential, and mixed use planned developments. A mix of uses and spaces generate day, evening, and night activity. Development shall focus on adapting existing uses, redevelopment of underutilized sites, and providing infill development where appropriate. The Community Mixed Use area's activity levels, building mass, and accessibility will be similar to that of the downtown area. Sidewalks as part of a pedestrian-friendly street network and shared open spaces shall provide access throughout and promote community connections.

Appropriate Land Uses: The Community Mixed Use areas are encouraged to have a wide variety of retail, office, residential, and recreational uses. Commercial uses should support daily needs such as a grocery store, family clothing store, and casual dining restaurants. Existing multiple family residential uses are intended to stay and more housing options are encouraged. Planned developments with a mix of building types and uses that is interconnected with the surrounding area is encouraged. The goal of this area is to allow existing uses to continue while creating an opportunity for different types of uses in the future if sites are redeveloped.

Building and Site Design: A mix of building types should be allowed in the Community Mixed Use area while mixed use, multi-story buildings are the preferred development type. New and infill development should be harmonious with existing land use patterns while maximizing site potential. Select sites may accommodate large retail stores, but commercial uses should be incorporated into a mixed use development with a harmonious design that includes architectural variation, small or no setbacks, and parking that is located in the rear of the building. All developments should include public open space or connectivity to surrounding uses, attractive landscaping, and screening as appropriate.

Housing Character: Residential uses should be a mix of housing types and a variety of building and unit sizes. Housing types should be a mix of multi-family units incorporated into multi-story, mixed use buildings, multi-story, single family, attached units, and single family homes converted into home occupation spaces or multiple-family units. Housing should include rental- and owner-occupied units primarily intended for permanent residents. Housing should be attainable for occupants at various income levels.

Transportation and Mobility: The Community Mixed Use area should focus on "people-oriented design." Future development that accommodates cars, but people come first. Pedestrian, bicycle, and transit travel are the primary modes of transportation, while vehicular use is secondary. Expanded sidewalks in this area should connect people to key destinations and create a welcoming streetscape. Bicyclists should be able to use streets safely as they travel throughout the area and into surrounding neighborhoods. On-street parking spaces should be utilized for short-term parking, while off-street parking should be used for residents, employees, and long-term visitors. Bicycle and other two-wheeled parking should be encouraged in strategic locations.

Natural Features: The Community Mixed Use area should strive to create a balance between urban development and meaningful open spaces and natural features. Efforts to reduce stormwater runoff through green infrastructure and low impact design are encouraged. Innovative solutions such as urban forests as part of the area's tree canopy coverage, community gardens or orchards, and stormwater harvesting are opportunities to enhance the natural environment as well as reduce the neighborhood's energy footprint. Buildings are encouraged to incorporate green roofs and living walls on building facades where appropriate. Street trees should be incorporated into the streetscape design to beautify the right-of-way and promote placemaking. Ornamental trees, shrubbery, pocket gardens, and rain gardens should be considered for front yard and parking lot landscape opportunities to incorporate natural features while reducing the amount of impervious surface. Natural features located in park and recreation areas should support a variety of purposes such as active play, rest areas, and wildlife habitats.

Planned Character





Source: Missing Middle Pattern Book, City of Norfolk





Source: City of Traverse City



Source: City of Traverse City

Neighborhood Residential

Key Characteristics: The Neighborhood Residential future land use community character area is largely located in the Petoskey Avenue District and South US 31 Mixed Use Community Character Areas. It is a low intensity area that is intended to support primarily residential activity with secondary, complementary home occupations. The intensity of this neighborhood area shall be low due to the primarily day time activity, lower levels of traffic and pedestrian movement, and reduced building mass compared to other neighborhoods in the city. The Neighborhood Residential area's unique and historic resources should be protected through the preservation, rehabilitation, or adaptive reuse of historic structures.

Appropriate Land Uses: Uses in the Neighborhood Residential area should be primarily residential in nature. Home occupations and mixed use spaces may be appropriate. Uses that support and enhance residential neighborhoods may be appropriate such as public institutions, day care centers, parks, and other neighborhood commercial uses with a residential component.

Building and Site Design: Reuse and re-occupancy of existing buildings is preferred whenever possible. New construction and infill buildings should match the feel and character of existing buildings including the use of materials similar to or complementary to existing facades. The site design and building orientation of residential uses should permit an accompanying accessory dwelling unit. Setbacks should be similar to those of surrounding buildings and garages should not dominate the front façade of the home.

Housing Character: Residential uses should be a mix of housing types and a variety of building and unit sizes. Housing types may include single family attached and detached units, accessory units, and single family homes converted into hoe occupation spaces or multiple-family units. Mixed use buildings may be appropriate along the perimeter of the neighborhood adjacent to more intense areas. Housing should include rental- and owner-occupied units primarily intended for permanent residents. Housing should be attainable for occupants at various income levels.

Transportation and Mobility: The residential streets located within the Neighborhood Residential area should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible. Cul-de-sacs are highly discouraged. An expanded sidewalk network is encouraged to increase pedestrian access and connections to surrounding areas.

Natural Features: Both public and private property should provide natural features in the Neighborhood Residential area. Street trees, rain gardens, and plantings of native grasses and wildflowers located in the public right of way are opportunities to incorporate natural features while creating a welcoming streetscape. Natural features located in park and recreation areas should support a variety of purposes such as active play, rest areas, and pollinator habitats.

Planned Character





Source: City of Royal Oak

Private Club Residential

Key Characteristics: The Private Club Residential future land use community character area is located along Round Lake and Lake Charlevoix. It is a low intensity area that is intended to support primarily residential activity. The intensity of this neighborhood area shall be low due to the primarily day time activity, lower levels of traffic and pedestrian movement, and reduced lot coverage compared to other neighborhoods in the city. The Private Club Residential area's unique and historic resources should be protected through the preservation, rehabilitation, or adaptive reuse of historic structures.

Appropriate Land Uses: Uses in the Private Club Residential area should be primarily residential in nature. Uses include detached single family homes, other detached residential units, parks, clubhouses, boathouses, and other recreation related uses.

Building and Site Design: Rehabilitation and re-occupancy of existing buildings is preferred whenever possible. New construction should match the residential feel and character of existing buildings including the use of materials similar to or complementary to existing facades.

Housing Character: This area is intended to accommodate established detached single-family residential developments that are generally seasonal in nature, governed by a private club association, and in which the homes are privately owned, but the land is in common ownership.

Transportation and Mobility: The residential streets located within the Private Club Residential area should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible. An expanded sidewalk network is encouraged to increase pedestrian access and connections to surrounding areas.

Natural Features: Both public and private property should provide natural features in the Private Club Residential area. Street trees, rain gardens, and plantings of native grasses and wildflowers located in the public right of way are opportunities to incorporate natural features while creating a welcoming streetscape. Natural features located in park and recreation areas should support a variety of purposes such as active play, rest areas, and pollinator habitats.

Planned Character





Industrial

Key Characteristics: The Industrial future land use community character area is largely located in the Charlevoix Business Park Character Area. It is a low- to medium- intensity area that is intended to support light industrial, commercial, and residential as part of a planned development. The Industrial area's uses, building mass, and accessibility will largely accommodate low levels of primarily daytime activity. Development shall focus on adapting existing uses, redevelopment of underutilized sites, and providing infill development where appropriate.

Appropriate Land Uses: Industrial areas land uses include light industrial uses such as light manufacturing, assembly, warehousing, processing and distribution, and research facilities with no external off-site impacts. Commercial uses should support an associated industrial use, be of an industrial nature such as glass blowing or metal working, or require large warehousing or research space. Planned developments may incorporate multiple-family residential use into an industrial or mixed use building when residential areas house employees of the associated use. Like the Community Mixed Use area, the goal of this area is to allow existing uses to continue while creating an opportunity for different types of uses in the future if sites are redeveloped.

Building and Site Design: A mix of building types should be allowed in the Industrial area while medium- to large-sized industrial buildings are the preferred development type. Buildings should strive to maximize energy efficiency and green building design is encouraged. Development should be of a harmonious design that includes architectural variation, small or no setbacks, and parking that is located in the rear of the building. All development types should include public open space, attractive landscaping and screening as appropriate, and sidewalks as part of a pedestrian-friendly street network.

Housing Character: Housing types should be a mix of multi-family units incorporated into multi-story, primarily industrial use building. Housing should include rental- and owner-occupied units primarily intended for permanent residents.

Transportation and Mobility: Roads in Industrial area should be designed to be sufficient for truck traffic, without making them unsafe for other users. Bicyclists and pedestrians should be able to use streets safely as they travel throughout the area and into surrounding neighborhoods.

Natural Features: The Industrial area should strive to create a balance between large-scale development and meaningful open spaces and natural features. Efforts to reduce stormwater runoff through green infrastructure and low impact design are encouraged. Buildings are encouraged to incorporate green roofs and living walls on building facades where appropriate. Site landscaping should feature native grasses and wild flowers as opposed to turf grass, and natural features located on site should connect to natural features in surrounding areas to provide a continuous recreation area and wildlife habitat.

Planned Character




Source: LA Times

Public Facilities

Key Characteristics: The Public Facilities future land use community character area is not aligned with a community character area; however public facilities are located throughout the city. Public Facilities are typically long-term uses which serve specific and essential civic, municipal, and recreational functions in the community. Generally, Public Facilities areas are low intensity uses with the exception of the Charlevoix Municipal Airport. The size and scale of the facility is typically determined by the specific use, and activity at the facility generally occurs during daytime hours. Public Facilities uses provide active and passive recreation needs for the community and protect the scenic and environmental quality of sensitive natural areas. Public Facilities are generally owned by public agencies (city, county, state, or federal).

Appropriate Land Uses: Public Facilities uses generally support and enhance the surrounding neighborhoods. These uses include public institutions such as schools, libraries, municipal buildings, community centers, and parks and recreation facilities such as the golf course.

Building and Site Design: Building and site design should be based on the specific use, but should maximize site potential where possible.

Housing Character: Residential uses will not typically be combined with public facilities. However, should the opportunity to incorporate residential or mixed uses become available, the design should consider the appropriate future land use category for recommended residential housing types.

Transportation and Mobility: The Public Facilities areas should be highly accessible by a variety of transportation options.

Natural Features: Publicly owned public facilities are ideal opportunities to protect and enhance natural areas. Open spaces unsuitable for development or identified for preservation should feature plantings of native grasses and wildflowers as opposed to turf grass. Buildings are encouraged to incorporate green roofs and living walls on building facades where appropriate. Recreation areas and open spaces should provide a variety of wildlife habitat to encourage diversification and education opportunities.

Planned Character





Scenic Reserve

Key Characteristics: The Scenic Reserve future land use area is not aligned with a community character area; however scenic reserve areas are located throughout the city. Scenic Reserve areas are typically long-term uses which serve specific and essential functions in the community. Scenic Reserve properties include both public and private lands that have high scenic, recreational, and aesthetic value. These properties are typically coastal areas with environmental significance.

Appropriate Land Uses: Scenic Reserve uses generally support and enhance the surrounding neighborhoods. Appropriate land uses are limited to open space, shoreline beaches, and recreation facilities.

Building and Site Design: Scenic Reserve properties will typically be undeveloped, however where building and site design are required, maintain the natural topography and landscape should be the main consideration. Construction and development should have minimal impact on the natural environment.

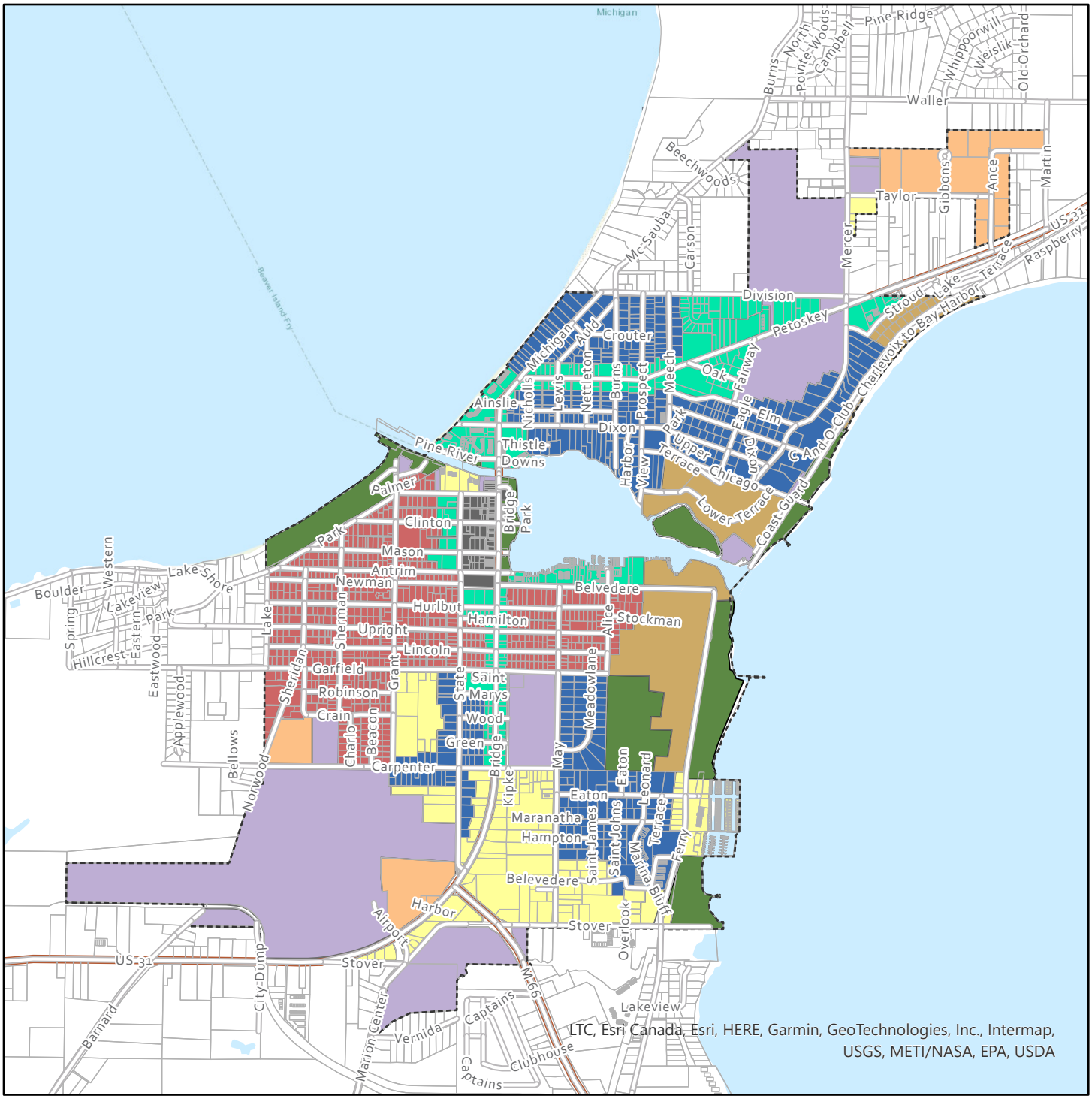
Transportation and Mobility: Accessibility to Scenic Reserve may vary depending on the location and type of use. Accessibility may be limited to maintain site features and preservation of sensitive habitats. Site access should be considered on a case-by-case basis.

Natural Features: Scenic Reserve areas are intended to provide natural areas in environmentally sensitive coastal areas of the city. Native plants and natural features should be preserved and re-established wherever possible. Recreation areas and open spaces should provide a variety of wildlife habitat to encourage diversification and education opportunities.

Planned Character







Map 7.1
Future Land Use Map

- Parcels
- City Boundary
- Roads
- Highways
- Water Bodies

FLU Designation

- Downtown Core
- Charlevoix Corridor
- City Center Residential
- Community Mixed Use
- Neighborhood Residential
- Private Club Residential
- Industrial
- Public Facilities
- Scenic Reserve

N
W E
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0 0.25 0.5 Miles

Networks Northwest
Talent / Business / Community

Zoning Plan

Section 33, 2(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires a Master Plan that is prepared in conjunction with this act to be the foundation for the community's zoning plan. The Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan to be created as the basis for the zoning ordinance. A zoning plan explains how the future land use categories in the Plan relate to the zoning districts incorporated in a community's Zoning Ordinance.

Current Zoning Districts

There are fourteen (14) zoning districts within the City, each of which is described below and in the current Zoning Ordinance. The Zoning Ordinance details the uses permitted in each district, and the schedule of lot, yard, and area requirements defines specific area, height, and bulk requirements for structures in each zoning district. The Zoning Map is also part of the Zoning Ordinance and illustrates the distribution of the defined zoning districts throughout the City.

The city is divided into the following zoning districts as shown on the Official Zoning Map:

Residential districts.

R1 - Low Density Single-Family Residential. This district is intended to provide stable, low density neighborhoods of predominantly single-family dwellings. This district also permits non-residential uses that contribute to the culture and well-being of single-family neighborhoods, such as parks, schools and churches.

R2 - Medium Density Single-Family Residential. The R2 District is intended to provide for residential neighborhoods where a mix of single-family residential, accessory dwelling units, single multiple-family dwellings, and attached dwellings are located.

R2A - Two-Family Residential. The R2A District allows for both single-family and two-family (duplex) dwellings in order to allow higher densities in appropriate locations and to provide expanded housing choices. This district also recognizes the existence of older residential areas in the city, where single-family homes have been or can be converted to two-family residences, in order to extend the economic life of these structures and allow the owners to justify the expenditures, repairs and modernization.

R4 - Planned High Density Residential. This district allows for higher density developments such as condominiums, apartment buildings, site condominiums, townhouses and clustered housing units.

PC - Private Club Residential. This district is intended to accommodate established single-family residential developments that are generally seasonal in nature, governed by a private club association, and in which the homes are privately owned, but the land is in common ownership.

Non-residential districts and mixed-use districts.

GC - General Commercial. This district accommodates retail and service establishments within the city, particularly along major corridors leading into and out of the city. The uses permitted in the GC District are intended to provide convenient and attractive retail, professional office and service establishments for the community and its rural trade area. This district is intended to accommodate larger scale commercial development and associated uses, due to larger lot sizes and consistency with the existing built commercial environment.

CBD - Central Business District. This zone regulates land within the area traditionally considered to be Downtown Charlevoix. Its purpose is to support the central activity area of the city by accommodating a mix of retail, office, service, entertainment and residential uses in a walkable, pedestrian-friendly environment. Business uses which are inconsistent with this purpose or which detract from the convenience of this district are not permitted.

CM - Commercial Mixed Use. This zone is intended to provide a transitional area between the GC and CBD districts on the south side and the CBD and R1 Districts north of the Bridge. This area south of the CBD includes a mix of residential and homes that have been converted to offices or mixed use buildings. Due to smaller lot sizes and structures with residential appearances, the area is intended for professional offices, mixed use buildings, retail and service establishments. This zone is intended to restrict larger scale commercial development, better suited for the outer north and south ends of the city.

MC - Marine Commercial. The MC District is established at locations in the community with water frontage to protect and promote the historic and unique heritage of the city. The historic marine use of the waterfront is a keystone to the ambiance of the “fishing village” feeling of the city. This district is intended to accommodate a mix of land uses including single-family, condominiums, marine related commercial and professional offices.

CH - Commercial Hospitality. The CH District provides for overnight lodging and complementary facilities and services, such as gift shops and restaurants. By precluding larger scale retail and other relatively intense commercial uses, it is intended to be limited to lodging and associated uses to complement the city as a vacation and wedding destination area.

PO - Professional Office. This district is intended to accommodate uses that are administrative and/or professional in nature in appropriate areas, without adverse impacts to adjacent residential land uses.

SR - Scenic Reserve. The purpose of this district is to protect the scenic attributes of certain properties along the shores of the city’s abutting lakes where development has not occurred and views to and from the water remain relatively unspoiled. The visual connection to the water and the views from the lakes are considered essential elements of the city’s character that bring economic health and vitality to the community. Scenic reserve areas may also be forested lands or natural areas intended to be protected from future development because of their community or environmental value. Any uses permitted within this district must be undertaken in a manner that will respect the environment and the scenic or visual value of the designated areas. The SR District includes both public and private lands that are also highly valued for recreational activities.

I – Industrial. This zone is intended to accommodate the industrial needs of the entire community in such a manner that unreasonable noise, dust, vibration or any other like nuisance shall not affect adjoining properties.

P - Public Facilities. This zone is intended to accommodate municipal, county and federal government related buildings and uses. Public facilities also include schools, public parking lots and the Charlevoix Public Library.

Overlay Districts

Charlevoix has four codified zoning overlay districts: Central Business District Overlay District, West Garfield Avenue General Commercial Overlay District, West Carpenter/State Street Industrial Overlay District, and North Side Professional Office Overlay District.

The intent of the overlay districts is to establish regulations in addition to the applicable regulations of the existing (underlying) zoning district that either supplement or replace those existing regulations. The overlay districts are applied in specific locations based on the environmental features, historic assets, scenic qualities, traffic conditions or other unique characteristics of the area, regardless of the established zoning districts.

In addition to the overlay districts outlined in the Zoning Ordinance, the City has two designated Historic Districts:

1. Charlevoix Train Depot Historic District located at 307 Chicago Avenue
2. Earl Young Historic Buildings District located at 300 Park Avenue, 302 Park Avenue, 304 Park Avenue (non-contributing), 306 Park Avenue, 308 Park Avenue, 310 Park Avenue, 101 Grant Street, 103 Grant Street, 303 Clinton Street, 305 Clinton Street, and 316 Park Avenue.

Relationship to the Master Plan

This Master Plan establishes the vision, goals, objectives, and policies guiding growth and development in Charlevoix for about the next 20 years. It contains specific strategies for managing the growth and change in land uses and infrastructure over this period, and, as required by statute, will be periodically reviewed and updated as necessary, at least once every five years. This section, along with the rest of the Master Plan, is intended to generally guide future changes to the Charlevoix Zoning Ordinance.

In considering a request to rezone property in Charlevoix, the Planning Commission shall consider the future land use map and the future land use descriptions provided in this plan. The Zoning Plan table shall be used to evaluate the degree to which the proposed rezoning is consistent with this plan, together with an evaluation of the specific request.

The following table is a list of future land use designations with their corresponding zoning district. Not every future land use category will match up with the current location or regulations of the zoning district to which it most closely corresponds. The recommended future revisions the in Zoning Ordinance are also discussed below.

Table 7.1: Zoning Plan

Future Land Use	Compatible Zoning District(s)	Proposed Zoning Revisions
Downtown Core	CBD – Central Business District; Central Business District Overlay District	Review use requirements and standards for residential uses
Charlevoix Corridor	R2A – Two-Family Residential; R4 - Planned High Density Residential; GC – General Commercial; CM - Commercial Mixed Use; MC – Marine Commercial; PO - Professional Office; P – Public Facilities North Side Professional Office Overlay District	This future land use category can be adapted into a new zoning district that encompasses the intent and uses described in these current zoning districts
City Center Residential	R2 – Medium Density Family Residential; R2A – Two-Family Residential; R4 - Planned High Density Residential; P – Public Facilities; West Garfield Avenue General Commercial Overlay District	Adapt residential districts to permit “missing middle housing” types and allow neighborhood commercial and mixed uses.
Community Mixed Use	R2 –Medium Density Family Residential; R2A - Two-Family Residential; R4 - Planned High Density Residential; GC – General Commercial; CH – Commercial Hospitality; West Carpenter/State Street Industrial Overlay District	Create a new Community Mixed Use zoning district suitable for large-scale, medium to high intensity activity.
Neighborhood Residential	R1 –Low Density Single-Family Residential; R2 –Medium Density Family Residential; R2A – Two-Family Residential	Adapt residential districts to permit “missing middle housing” types
Private Club Residential	PC –Private Club Residential	No changes
Industrial	I - Industrial	Permit limited residential and commercial uses.
Public Facilities	P – Public Facilities	No changes
Scenic Reserve	SR - Scenic Reserve	No changes

Other Zoning-Related Changes

In addition to the recommended zoning revisions above, City staff recommend the following general maintenance updates to the Zoning Ordinance.

Format

- Generally cleaning up the language of the zoning ordinance
- Adding graphics and diagrams

Zoning Classifications

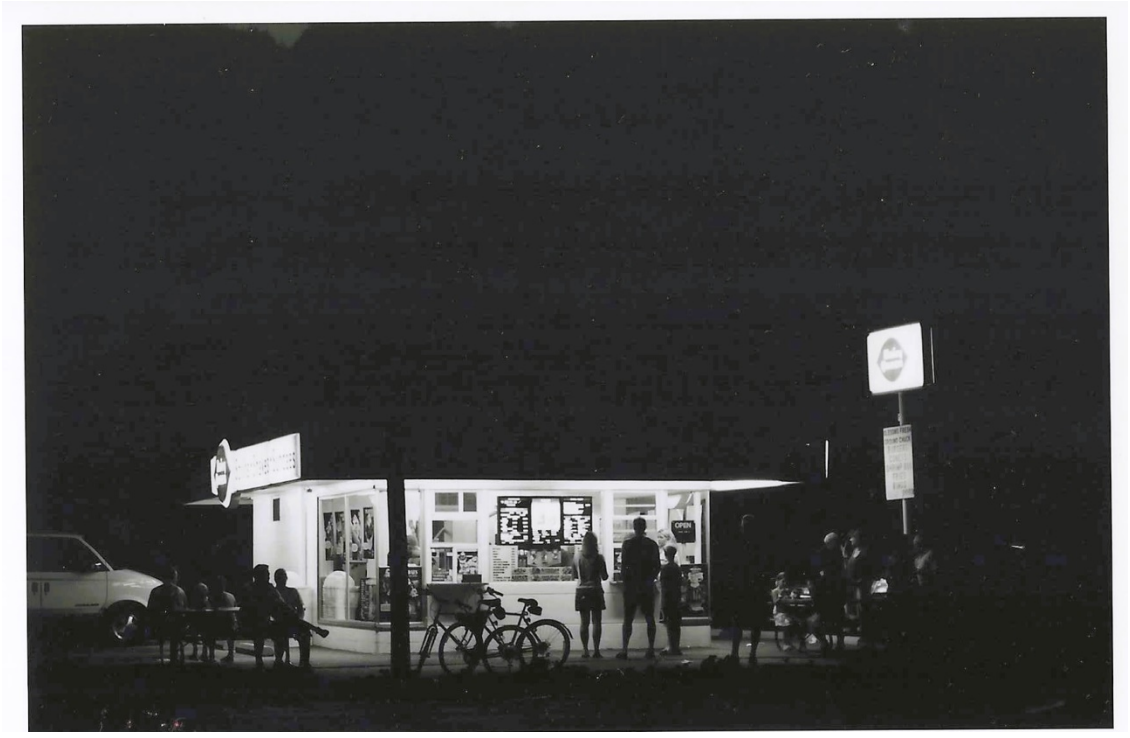
- Collapsing zoning districts into fewer categories
- Update GIS zoning map to reflect new zoning classifications
- Review residential and non-residential schedule of uses; update in accordance with this Plan

Residential

- Increase residential opportunities by allowing for denser housing developments and “Missing Middle Housing” and other “nontraditional” housing types
- Allow for expanded neighborhood commercial and live-work developments
- Review Section 153.116 Accessory Buildings,(5) Building Footprint and (9) Prohibited Uses
- Review Section 153.117 Residential Uses, (A)(I) Floor area requirements, (D) Accessory Dwelling Units, and (E) Boarding Houses
- Review Section 153.158 Renting of residential properties
- Review standards for Section 153.170 Building appearance

Parking

- Allow for shared parking among all uses and include parking maximums instead of minimums



Exploring Form Based Code

The City of Charlevoix is exploring the possibility of adopting form –based code (FBC) standards for appropriate areas of the City. According to the Michigan Chapter of the Congress for New Urbanism, "form-based codes are development regulations *(a type of zoning code)* used by local government agencies that emphasize the physical character of development *(its form)* and de-emphasize the regulation of land use." Under conventional zoning, land use is regulated by districts often segregating uses that may otherwise be compatible. Use regulations in the form-based code recognize that building forms can accommodate a variety of uses. Therefore, uses are organized by broader use groups, which are groupings or categorization of compatible uses which exhibit similar characteristics.

Form-based code originated from the early "design based code" which was often applied to specific areas such as historic districts or neighborhoods. Limited forms of form-based code have also focused on the physical form of new development. A fully realized form-based code differs from other design based codes by applying a broader set of planning and design principles. In addition to land use and design, form based code considers the relationship between buildings and streets, encourages walking, and use of alternative forms of transportation, and a tighter neighborhood fabric. To achieve the desired environment, FBCs utilize the following context-sensitive standards[11]:

- Mixed uses
- Minimum densities
- Small lots
- Build-to lines
- Street standards designed for pedestrians
- Interconnected streets
- Public open space
- Orientation to public realm
- Maximum parking

Ultimately, the inclusion of form-based codes standards within the City's Zoning Ordinance would create a hybrid code, or a combination of a standard zoning ordinance and form-based code. In this case, zoning districts would still regulate the permitted uses within each area of the City, but would in certain instances provide additional form-based standards that apply to certain zoning districts.



[11] White, Mark. Form Based Codes: Practical & Legal Considerations. November 18, 2009. https://www.cityofeastlansing.com/DocumentCenter/View/1541/FormBased-Codes--Practical--Legal-Considerations-PDF?bidId=

8 Implementation

A master plan is only useful as long as it is implemented and consulted when making land use decisions. This Chapter prioritizes master plan projects, outlines potential funding sources, and includes an "Implementation Matrix." The matrix includes the policies or action items and defines who will be responsible for the action, what the potential funding sources are, and when the item should be completed.

Project Priorities

The actions listed below in the implementation matrix are listed with" priority numbers" described by the following:

> **Priority 1** projects are those that should be given immediate and concentrated effort. These are the first projects that should be commenced after this Master Plan has been adopted. Any preliminary steps that must be taken to implement the action (such as seeking funding, changes in local ordinance, etc) should be commenced immediately. Those Priority 1 projects that have a longer time horizon should be revisited on an as-needed basis, and should be incorporated into other applicable long-term planning programs, such as capital improvement plans.
>
> **Priority 2** projects are those that are necessary to implement the plan, but either depend on commencement or completion of Priority 1 projects. Once commenced, however, these projects should be pursued until completion.
>
> **Priority 3** projects are those that implement elements of the plan, but are not urgent and can be delayed for a much longer period of time. These projects are more susceptible to budgetary constraints.

Some projects within the matrix do not have a specific timing period because they are based on less predictable factors such as funding sources, etc. The timing for these projects is explained within the matrix.



Potential Funding Sources and Partner Agencies

The following is a partial list of funding sources. It is important to understand that these funding programs will change over time, and as such, should be monitored. Further, new potential sources of funding should be sought out as these sources disappear. This list also provides several resources that provide direct assistance to the community.

Table 8.1: Implementation Funding Sources

Identifier	Source / Partner	Description
	FEDERAL SOURCES	
A	Community Development Block Grant (CDBG)	Administered by the Michigan Economic Development Corporation on behalf of the Michigan Strategic Fund. CDBG is a federal grant program utilizing funds received from the US Department of Housing and Urban Development (HUD). The CDBG program offers grants to eligible counties, cities, townships, and villages for economic development community development, and housing projects.
B	HOME Investment Partnership Program (HOME	Provides formula grants to states and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME is the largest federal block grant to state and local governments designed exclusively to create affordable housing for low-income households. HOME funds are awarded annually as formula grants to participating jurisdictions (PJs).
C	Building Resilient Infrastructure and Communities (BRIC)	Administered by the Michigan State Police on behalf of the Federal Emergency Management Agency (FEMA). BRIC grant program seeks to categorically shift the federal focus from reactive disaster spending toward research-supported, proactive investment in community resilience so when the hurricane, flood or wildfire comes, communities are better prepared. BRIC provides funds on an annual basis for hazard mitigation planning and the implementation of mitigation projects prior to a disaster.
	STATE SOURCES	
D	Redevelopment Ready Communities (RRC) Redevelopment Services Team	A service provided by the Michigan Economic Development Corporation for qualified Redevelopment Ready Communities. MEDC RRC can provide technical assistance as well as financial support.
E	Michigan Community Revitalization Program	The Michigan Community Revitalization Program (MCRP) is an incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC). The focus of the MCRP is to encourage and promote structural renovations and redevelopment of brownfield and historic preservation sites located in traditional downtowns and high-impact corridors. MCRP provides gap financing in the form of performance based grants, loans, or other economic assistance for eligible investment projects in Michigan.
F	Brownfield Redevelopment Grants	The Michigan Department of Environment, Great Lakes, and Energy provides Brownfield redevelopment grant funding to local units of government and other public bodies to investigate and remediate known sites of environmental contamination, which will be used for identified economic redevelopment projects.
G	Low Income Housing Tax Credit (LIHTC)	The Low Income Housing Tax Credit Program is an investment vehicle created by the federal Tax Reform Act of 1986, which is intended to increase and preserve affordable rental housing by replacing earlier tax incentives with a credit directly applicable against taxable income. Administered in Michigan by the Michigan State Housing Development Authority (MSHDA), this program permits investors in affordable rental housing who are awarded the credit- corporations, banking institutions, and individuals - to claim a credit against their tax liability annually for a period of 10 years.
H	Revitalization and Placemaking (RAP)	Incentive program that will deploy $100 million in American Rescue Plan funding to address the COVID-19 impacts in Michigan communities.
I	Resilient Lakeshore Heritage Program	is administered by the Michigan State Historic Preservation Office. Funding for the program is provided by the Paul Bruhn Historic Revitalization Grant from the National Park Service to support the preservation of historic buildings in rural communities located along the Great Lakes statewide.

J	State Historic Tax Credit	Upon final review and approval in mid-2022 by the Michigan Strategic Fund and the State Historic Preservation Office, the program will help support commercial and residential, place-based projects while promoting the preservation of Michigan's historic resources.
K	Transportation Alternatives Program (TAP)	The Michigan Department of Transportation's program funds non-traditional road projects (outside the traditional curb and gutter) such as streetscapes, non-motorized paths, and historical restoration of transportation facilities. Among its primary goals is to support Michigan's entitlement communities for high-priority urban revitalization projects and, therefore, US-31/Bridge Street appear to be candidates.
L	Department of Natural Resources Recreation Funding	DNR funding sources are available for recreation facilities improvements, updates, and maintenance. These sources include the Natural Resources Trust Fund, Land and Water Conservation Fund, Recreation Passport Grant Program, and Waterways Program Grants.
	COMMUNITY SOURCES	
M	Charlevoix County Community Foundation	Strives to be a trustworthy resource for philanthropy by building permanent endowment, addressing needs through grant making, and providing leadership resources to serve the Charlevoix community.
N	Charlevoix County Housing Solutions Fund	The Fund supports pre-development activities on housing construction or rehabilitation projects that are affordable to households earning between 60% and 120% of area median income (AMI) and will maintain affordability beyond the first occupant. Projects are selected based on access to amenities, proximity to employment opportunities, mobility options and partnerships with local municipalities and organizations. The fund is held by the Charlevoix County Community Foundation.
O	Development Assistance Grant Program	City credit program intended to help offset startup costs for City utilities. Residential, commercial, and industrial projects that meet the City's requirements are eligible for credits towards the utility installations costs associated with the development.
P	Charlevoix County Home Rehabilitation Program	Allocated through the Northwest Michigan Community Action Agency, funding is available for homeowners that need assistance with repairs that present a health and safety concern to the occupants.
Q	Charlevoix County Housing Ready Program	Headed by Housing North, the Housing Ready Program provides direct assistance to community officials and business to create housing solutions.
R	Northern Homes Community Development Corporation	The mission of Northern Homes Community Development Corporation is to create and preserve quality affordable housing opportunities for Northern Michigan residents through education, development, and partnering with local communities. The Corporation is a community land trust which can ensure long-term housing affordability.
S	Charlevoix Deed Restriction Program	The Deed Restriction Program was initiated from discussions with the Charlevoix Housing and Business Park Initiative and the many partners working to address the need for year-round housing. This will ensure that our important workforce can grow and remain in the community. The program will help balance the housing market that is faced with a growing percentage of the existing housing stock that are summer homes or vacation rentals. Funding may become available to incentivize deed restrictions of private property.
T	Charlevoix County Land Bank	The role of the Land Bank is to deal with unique property issues or to dispose of properties that may not sell at a public auction.
U	Neighborhood Enterprise Zone (NEZ) Act	A property tax exemption for the development and rehabilitation of residential housing located within eligible distressed communities
V	Customer Renewable Energy Projects	The City of Charlevoix offers its customers the opportunity to generate their own electricity and support renewable energy. Any City electric customer can install a renewable energy system (either solar or wind), connect to the City electric grid, and send surplus electricity back to the grid if generation exceeds use. Any surplus that is sent back to the grid is metered and the City pays the customer back for it.
W	Energy Waste Reduction Programs (Residential and Commercial)	The City offers various rebates and incentives for energy savings for residential, commercial, and industrial clients of the City of Charlevoix Electric System.
X	Land Information Access Association and Tip of the Mitt Watershed Council	Separately or often jointly, provide excellent opportunities improve coastal and climate resiliency through both planning and best management projects.

Table 8.2: Implementation Matrix

Goal 1	*Protect and enhance Charlevoix's small town character, unique downtown, cultural and historic resources, and scenic beauty.*				
Objective	**Action**	**Responsibility**	**Timing**	**Priority**	**Funding**
1. Preserve and enhance Charlevoix's unique small town character	When making decisions consider the features contributing towards Charlevoix's character; identify how development regulations can best protect and/or enhance them.	City Council, Planning Commission, City Staff	Ongoing	2	Local government
	Revise zoning regulations to encourage smaller scale development on commercial corridors with established maximum building sizes and parking away from the street side of buildings.		Ongoing		
	Continue to enforce the nuisance ordinance.		Ongoing		
	Complete a Climate Resiliency Assessment to identify vulnerabilities and actions/strategies to address vulnerabilities.		1-3 years	1	
2. Enhance scenic beauty	Coordinate ongoing efforts with City staff, MDOT, Charlevoix County and surrounding townships, and seek public input to secure grant funding for Corridor Improvement Districts on US 31 and M-66.	City Council, Planning Commission, City Staff	5-10 years	2	Local government, K
	Enforce existing landscaping design standards for commercial development, parking lots, and public lands including donation consistently.		Ongoing		
	Continue to support the Shade Tree and Park Commission and expand the Tree Planting Program, based on budget considerations. Seek alternative forms of funding, such as donations and grants.		Ongoing		
3. Preserve and enhance the downtown	Involve and educate the general public, building and business owners, and the DDA about the potential demand for greater flexibility in the Central Business District zone's allowed uses.	City Council, Planning Commission, City Staff, DDA Board	Ongoing	1	Local government
	Support local initiatives that preserve and enhance the downtown, such as trails and historic preservation, and focus economic development strategies and promotions appropriately.				
	Adopt downtown design guidelines for commercial properties		1-3 years		
	Pursue goals outlined by the Charlevoix Main Street DDA Board				

4. Protect historic and cultural resources	Continue to support the efforts of the Historic District Commission and the Charlevoix Historical Society with the designation of historic properties. Continue educating and supporting property owners about historic districts and seek to establish districts where there is strong support. Support improvements and long-term maintenance of the lighthouse.	City Council, Planning Commission, City Staff, DDA Board	Ongoing	2	Local government, E, H, I, J

Goal 2	***Maintain a diverse, regional economy that supports sustainable year-round housing and business development***				
Objective	**Action**	**Responsibility**	**Timing**	**Priority**	**Funding**
1. Encourage regional collaboration on economic development	Provide regional economic development services and support for businesses who wish to locate to Charlevoix. Pursue goals and recommendations outlined in the Economic Development Strategy prepared by the Chesapeake Group and the Marketing Strategy and Economic Development Strategy compiled for the RRC process. Aggressively market and provide incentives to businesses in emerging industries. Support and promote technological advances, such as high speed internet and fiber optic networks in Charlevoix to encourage economic development. Coordinate with Charlevoix Township, community leaders, and property owners to plan for and promote future development; explore 425 agreements where appropriate. Continue to support and promote expanding Coast Guard operations in Charlevoix.	City Council, City Staff, DDA, Planning Commission, Chamber, Visit Charlevoix	Ongoing	2	Local government, D, E, F

2. Promote Charlevoix and the region as a viable place to live and work year-round	Prepare subarea plans as a way to promote Charlevoix individual neighborhoods as unique places to live and work full-time. Ensure festivals and events are supportive of the goal of year-round activity and costs for staging events are appropriately balanced. Promote ”missing middle” housing options by encouraging developers through housing incentives and flexible Zoning Ordinance requirements. Work with the real estate community through the RRC program to help market Charlevoix to targeted groups interested in locating to the area. Support the Housing Business Park Initiative’s efforts to attract regional industry and address commercial and industrial business needs. Prepare “How to” brochures to clarify housing development options, business start up information, and site development process guidelines. *Investigate options for regulating rental property within the City through short-term rental regulations, a rental inspection program, licensing fees, lodging taxes or other means.*	City Council, City Staff, DDA, Planning Commission, Chamber, Visit Charlevoix	1-3 years	1	Local government, D, E, F
3. Encourage economic sustainability and growth in downtown Charlevoix	Support the Redevelopment Ready Communities program and prepare required materials for recertification. Support and expand current downtown winter activities and pursue other winter city recreational or promotional events. Pursue goals outlined in the Downtown Marketing Assessment and Development Strategy prepared by the Chesapeake Group. Identify funding sources to incentivize economic development and provide tax credits for downtown redevelopment projects. Prepare updated development plan for Main Street DDA tax increment financing district renewal.	City Manager, City Staff DDA	Annual 1-3 years	2 1	Local government

Goal 3	***Work cooperatively with surrounding municipalities, governmental agencies, non-profits, and private sector organizations on a variety of issues.***				
Objective	**Action**	**Responsibility**	**Timing**	**Priority**	**Funding**
1. Cooperate with Charlevoix County and surrounding townships on Planning and Zoning	Work with area townships, including Charlevoix, Marion, Norwood, Eveline, and Hayes on a regional plan. Hold annual meetings between the Charlevoix and Charlevoix Township, Marion Township, Norwood Township and Hayes Township Planning Commissions to discuss land use related topics and resolve any zoning issues. For border areas and properties, coordinate land uses, zoning regulations and street extensions that expand the City's grid. Cooperate with Charlevoix Township on an airport overlay district located around the Charlevoix Municipal Airport. Cooperate with Charlevoix County on the update and adoption of a countywide Natural Hazard Mitigation Plan	City Council, Planning Commission, City Staff	Annual	1	Local government, C
2. Coordinate efforts to provide safe and efficient transportation systems	Work with MDOT to study summertime traffic counts, review potential options to alleviate related traffic congestion and evaluate development proposals that may affect US 31 traffic, in particular for areas where there is no secondary access. Prepare regional trail map showing existing and proposed trail connections and city routes such as city bike route	City Manager, City Staff	Ongoing	2	Local government
3. Work cooperatively to encourage and facilitate alternative forms of transportation	Evaluate the local transportation system and look to integrate "complete streets" policies for future infrastructure planning and design. Increase public awareness and provide better signs that mark routes to promote walking and biking. Maintain snow cleared sidewalks in commercial and residential areas. Incorporate bike lanes into the design and future construction of streets and roads. Work with surrounding communities and Charlevoix County in the development of a regional trail system to connect with Boyne City, East Jordan, and Elk Rapids. Use current sidewalk inventory to prioritize new sidewalk connections and plowing. *Explore the viability of a multi-use transportation hub.*	City Council, Planning Commission, City Staff	Ongoing	1	Local government, K

4. Coordinate efforts on natural resource protection	Utilize Charlevoix County Brownfield Redevelopment Program to redevelop and revitalize undesirable properties Work with organizations like Tip of the Mitt Watershed Council, WATCH, the Little Traverse Land Conservancy, and the Lake Charlevoix Association to inform the public on water quality protection measures and conservation easements. Utilize Charlevoix County land bank to acquire and package parcels for redevelopment Coordinate Mt. McSauba usage with Charlevoix Township.	City Council, Planning Commission, City Staff	Ongoing	2	Local government, E, F
5. Continue to promote our unique historical ties to Beaver Island	Continue to invest in the airport to enhance commercial activity. Look to future implementation of the BIBCO Dock Optimization Study for better downtown flow and parking considerations.	City Council, City Staff	1-3 years	2	Local government
6. Work with Charlevoix schools on future facility usage	Work with the School regarding the future use of their properties within the City and Townships Include report of school enrollment, property investments, major program changes, and other such information in Planning Commission annual report	City Staff, Charlevoix Public Schools	Ongoing	2	Local government

Goal 4 ***Provide high quality public services, infrastructure, utilities, and amenities to Charlevoix that are sustainable and cost effective.***

Objective	Action	Responsibility	Timing	Priority	Funding
1. Provide high quality public services and infrastructure at a lower cost to the taxpayers.	Study public service consolidation with surrounding communities so that costs can be lowered, while maintaining or improving quality. Increase municipal water, sewer, and electric users to spread out operational costs. Coordinate with surrounding townships and explore 425 agreements where appropriate to expand infrastructure into areas without public water and sewer that does not encourage sprawl, but provides opportunity for new housing.	City Council, Planning Commission, City Staff	1-3 years	2	Local government

Goal 5	***Reflect high environmental standards in land use policies, public education and in the design of municipal facilities, utilities, and stormwater management systems.***				
Objective	**Action**	**Responsibility**	**Timing**	**Priority**	**Funding**
	Review landscape standards to require minimal site disturbance activities and native vegetation into the site landscape design.				
	Incentivize minimal impervious surface coverage and the use of porous surfaces in site development.				
	Implement Green Infrastructure projects as identified in the City of Charlevoix Green Stormwater Infrastructure (GSI) Visioning Report				
	Provide signs at the Marina and City boat launch concerning boat maintenance and measures to control the spread of invasive species.	City Council, Planning Commission, City Staff	Ongoing	1	Local government, L, M
	Coordinate with the DNR to provide proper signage regarding not dumping fish bait.				
	Coordinate with Tip of the Mitt Watershed Council to incorporate green infrastructure elements to City improvements.				
	Educate the public about ways to mitigate impacts on the stormwater system from lawn clippings, leaves and other organic waste.				
	Study options and consider implementing alternative methods of storing and collecting yard waste.				
2. Integrate environmental best practices into city utilities and operations	Partner with the County to implement a state-of-the-art Recycling Program.	City Council, Planning Commission, City Staff, Charlevoix County	Ongoing	1	Local government, L, M
	Purchase fuel efficient vehicles when replacing the City fleet.				
	Install additional electric vehicle charging stations.				
	Set a goal to incrementally increase the amount of renewable energy provided to the City and residential and commercial users.				
	Coordinate with local and state partners like MPPA and MMEA to source renewable energy.				
	Educate residential and commercial users about available City energy programs				
	Encourage residential and commercial users to opt in to the Voluntary Green Pricing Renewable Energy Program and other renewable and energy-efficient programs that become available.				
	Research the feasibility and potential grant opportunities available to power City buildings and facilities through alternative energy sources.				
	Continue to upgrade City facilities with energy features such as more energy efficient lights, motion sensing lights, and more efficient HVAC systems.				

Goal 6	*Create housing that meets the needs of all residents, ensuring all are safely and adequately housed.*				
Objective	**Action**	**Responsibility**	**Timing**	**Priority**	**Funding**
1. Encourage higher density in appropriate locations	Amend the zoning ordinance to accommodate higher densities in appropriate neighborhoods and the downtown. Expand allowable residential uses in all zoning districts. Provide incentives for higher density developments in the downtown area.	Planning Commission, City Staff	1-3 years	1	Local government
2. Promote infill development	Review the Zoning Ordinance to allow for further subdividing and subsequent development of vacant land provided that it is consistent with the surrounding neighborhood. Provide a variety of housing options for a range or incomes, ages, family sizes, and needs. Encourage context-sensitive “missing middle” housing infill development.	Planning Commission, City Staff	1-3 years	1	Local government, R, S
3. Preserve and create new dedicated affordable housing units.	Increase the number of owner-occupied and long-term rental residential units. Monitor the number of short term rental properties and ensure balance of new short-term rentals to new owner-occupied or long-term rentals. Adopt PILOT (Payment in Lieu of Taxes) ordinance when appropriate to incentivize development of housing within the budgets of more residents. Promote available housing incentive programs such as voluntary deed restrictions	City Council, Planning Commission, City Staff	Ongoing	1	Local government, N, R, S

Conclusion

Although this plan is a comprehensive guide for land use planning over the next 20 years, there is no way to predict what changes may occur that are not contemplated in this document. Therefore, decisions related to development should be considered carefully in light of the recommendations of the Master Plan.

The Michigan Zoning Enabling Act (Act 110 of the Michigan Public Acts of 2006) requires Charlevoix's Zoning Ordinance to be "based on a plan to promote the public health, safety and welfare, to encourage the use of lands in accordance with their character and adaptability, to limit the improper use of land, to conserve natural resources and energy, to meet the needs of the state's residents for food, fiber and other natural resources, places of residence and other uses of land." Since the zoning map is a part of the Zoning Ordinance, changes to zoning boundaries should be in conformance with the Master Plan. Change is constant and usually unpredictable, however, and there may be circumstances that warrant changes to the zoning boundaries that are not consistent with the Master Plan. If and when this occurs, the Master Plan should be updated to conform to the changed circumstances. Because of the time and process required for amending the Plan, such changes should be considered carefully.

The table below provides a list of evaluation factors that should be used to determine if a proposed development warrants a change to the land use designation on the Future Land Use Plan map. If future development decisions take these factors into account, and if the Plan is reviewed on a regular basis and updated when necessary, then Charlevoix can be assured that development will reflect the desires of its citizens, reflected through the adopted Master Plan.

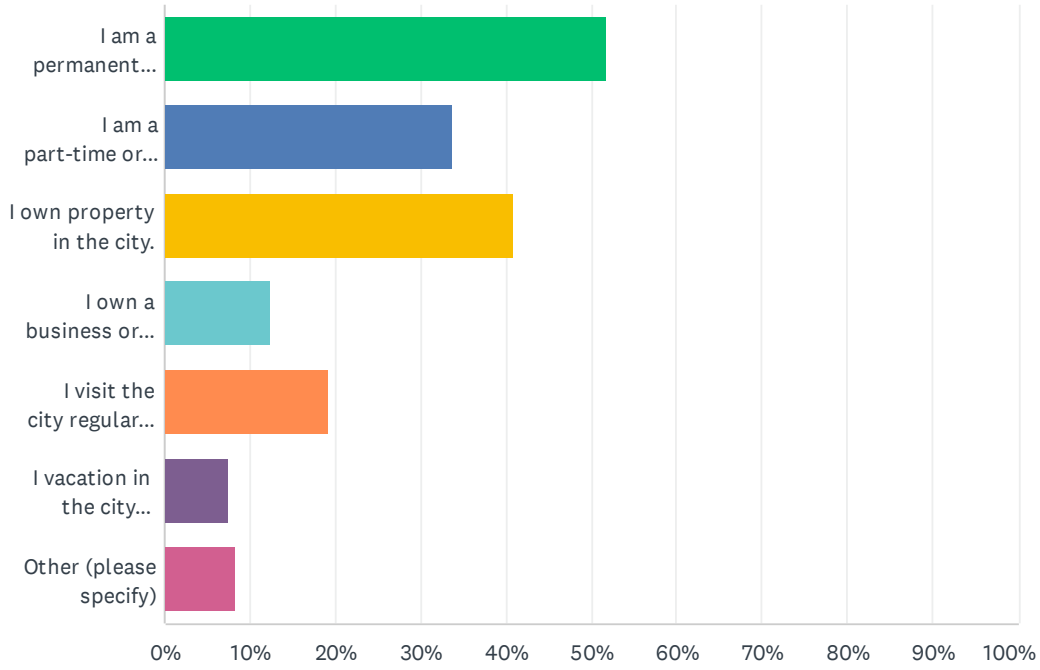
Future Land Use Evaluation Factors	
☑	Does the proposed new classification meet the qualifications noted in the appropriate section of the Master Plan?
☑	Are the zoning districts and their uses that may apply to the new classification compatible with and appropriate in the vicinity of the property under consideration?
☑	Have any conditions changed in the area since the Master Plan was adopted that justify this change?
☑	Will there be any community impacts that should be considered, such as increased traffic, or others that might create a need for additional services or improvements?
☑	Are there any environmental considerations that may be contrary to the intent of the existing or proposed classification of that land use?
☑	Was the property improperly classified when the plan was adopted or amended? Are the qualities of the property (or area) different than those that are described in the plan?
☑	Will there be any adverse effects on adjacent properties as a result of the proposed land use change?
☑	What impacts will result on the public health, safety, and welfare?

Appendix

Appendix

Q1 What is your association with the City of Charlevoix? Check all that apply.

Answered: 632 Skipped: 5



ANSWER CHOICES	RESPONSES	
I am a permanent resident.	51.90%	328
I am a part-time or seasonal resident.	33.70%	213
I own property in the city.	40.98%	259
I own a business or work in the city.	12.34%	78
I visit the city regularly to access services such as shopping or recreation.	19.15%	121
I vacation in the city seasonally.	7.44%	47
Other (please specify)	8.39%	53
Total Respondents: 632		

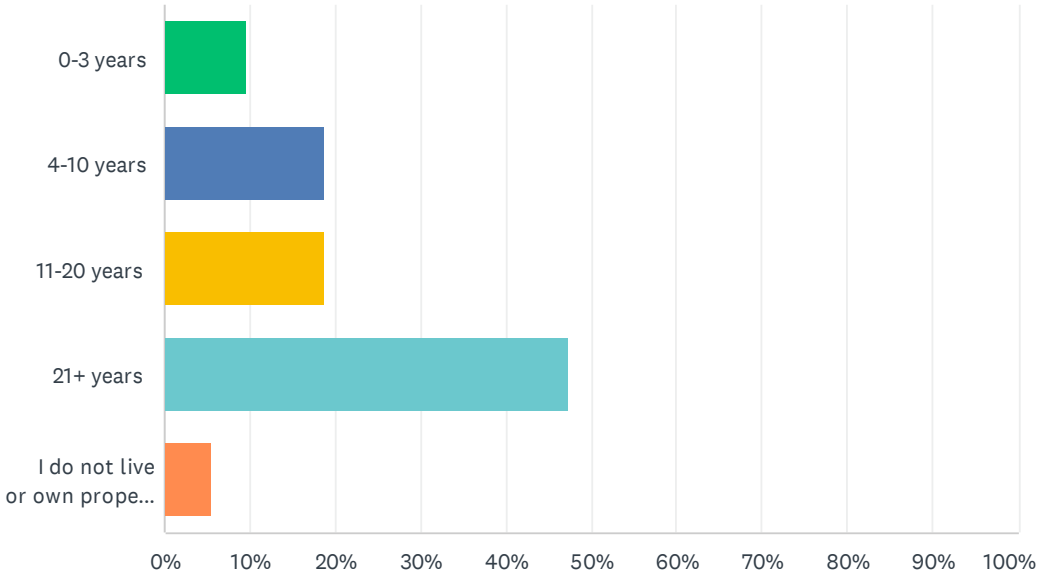
#	OTHER (PLEASE SPECIFY)	DATE
1	Charlevoix Township resident	10/7/2021 8:25 AM
2	I live in the township (Marion)	10/6/2021 6:32 PM
3	I pay city utilities; elec & sewer	10/6/2021 9:59 AM
4	township Marion	10/1/2021 9:02 AM
5	I volunteer at the library, church, and art fair.	9/30/2021 10:10 PM
6	2-3 mos. rent in the south	9/30/2021 8:46 PM

7	(P.S.) I Made a copy[underlined] of this survey(with my answers) so this is not conveniently destroyed. (proof of my opinions)	9/30/2021 8:16 PM
8	I Live in Charlevoix Township, North	9/30/2021 3:38 PM
9	Grown up in Charlevoix K-12	9/30/2021 2:33 PM
10	I do come to CHX year round	9/30/2021 1:21 PM
11	WISH THE CITY WOULD CLSOE DOWN THE MAIN STREET ON FRIDAY EVENINGS OR SATURDAYS FOR ENTERTAINMENT AND FAIRS. BRING PEOPLE TO CHX	9/30/2021 12:31 PM
12	Long time prior resident	9/30/2021 12:30 PM
13	I live there on weekends	9/30/2021 12:26 PM
14	I live in Charlevoix golf and fitness	9/30/2021 12:26 PM
15	make the survey with larger print - hard to read	9/30/2021 12:21 PM
16	i do come to chx year round	9/30/2021 12:21 PM
17	I live in Marion Twp. utilities from charlevoix	9/30/2021 12:20 PM
18	Vacation Year Round	9/30/2021 12:16 PM
19	Treasurer of Business	9/30/2021 12:15 PM
20	weekends a summer vacations	9/30/2021 12:12 PM
21	Treasurer for Business	9/30/2021 12:11 PM
22	from nearby area	9/30/2021 11:58 AM
23	Family has a second (seasonal) home.	9/30/2021 11:50 AM
24	I grew up in Charlevoix	9/30/2021 11:33 AM
25	I live in Chx Township l block from city limits + home city of chx. Utilities, shop, recreation etc, I live year round.	9/30/2021 11:06 AM
26	I live in Charlevoix township	9/30/2021 11:00 AM
27	I live in Charlevoix Township	9/25/2021 3:51 PM
28	Rental Property	9/25/2021 3:20 PM
29	I live just outside the city limits in Charlevoix Township (north side)	6/15/2021 2:36 PM
30	Semi-retired business owner	6/9/2021 9:46 PM
31	I own 4 properties in Marion Township	6/8/2021 1:55 PM
32	I boat in the City. Northwest Marine, Charlevoix Yacht Club	6/7/2021 3:00 PM
33	I am a CVX native	6/7/2021 2:51 PM
34	Live in Charlevoix Township	5/27/2021 2:03 PM
35	I live in CUX Estates which should be part of the city.	5/27/2021 1:51 PM
36	For 33 years, CHS Grad 1977	5/19/2021 1:26 PM
37	I live in Marion Township but am on City electricity	5/19/2021 12:57 PM
38	grew up there,went to school there,may move back for retirement	5/17/2021 11:57 PM
39	We are currently building a home in Charlevoix	5/17/2021 5:57 AM
40	I was born here and both parents and grandparents lived in Chx	5/14/2021 4:59 PM
41	Full time employee in the City	5/14/2021 3:19 PM
42	We grew up in Charlevoix, graduated from CHS, own seasonal home	5/13/2021 11:20 AM
43	Live in Charlevoix township	5/12/2021 7:30 PM

44	We live in Charlevoix Township, my husband taught at the Charlevoix Middle School.	5/11/2021 12:19 PM
45	Grew up in Charlevoix, now retired and spend summers.	5/8/2021 7:47 PM
46	I live just outside the city	5/7/2021 11:40 AM
47	I live and run a business on the out skirts	5/7/2021 12:19 AM
48	Vacationed from 1986, lived/went to school from 1996-2001, now moving back with my family of 5 from CT	5/6/2021 9:59 PM
49	employee seasonal	5/6/2021 8:34 PM
50	Permanent resident of Chx Twp	5/6/2021 2:10 PM
51	former resident - may be again	5/6/2021 7:25 AM
52	norwood twp resident	5/5/2021 8:15 PM
53	We own rental properties.	5/5/2021 7:35 PM

Q2 How long have you lived, worked, or owned property in the city? Select one.

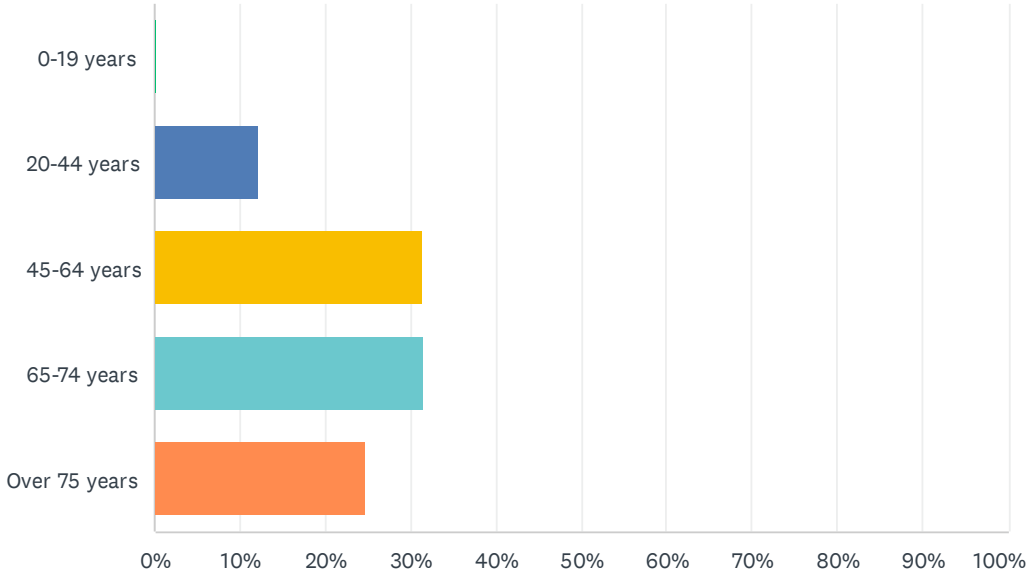
Answered: 632 Skipped: 5



ANSWER CHOICES	RESPONSES	
0-3 years	9.65%	61
4-10 years	18.67%	118
11-20 years	18.83%	119
21+ years	47.31%	299
I do not live or own property in the city.	5.54%	35
TOTAL		632

Q3 Select your age group.

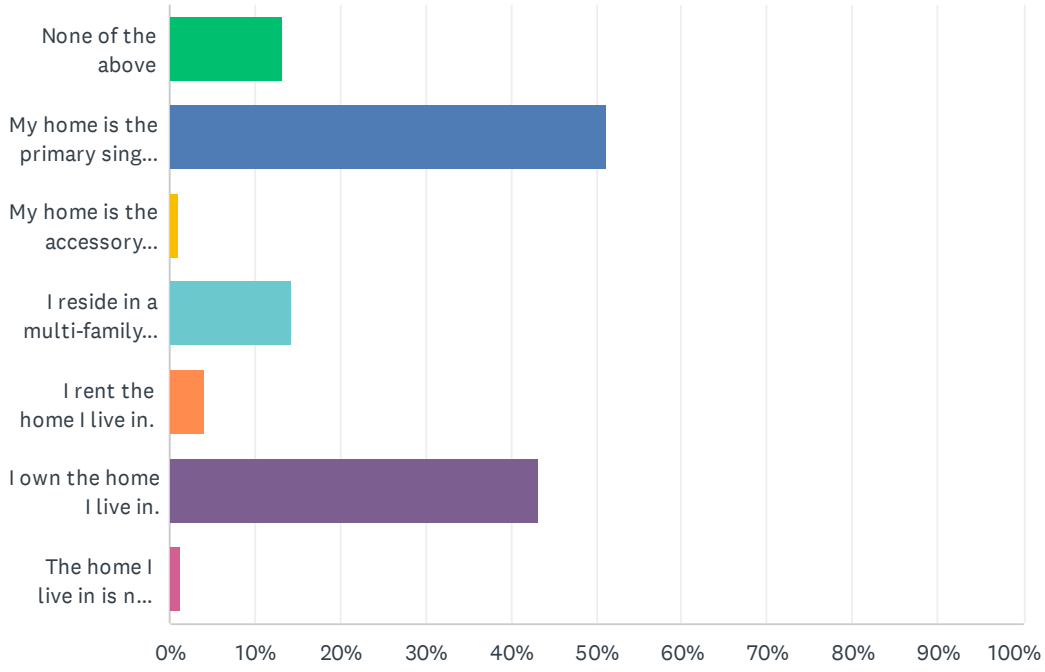
Answered: 632 Skipped: 5



ANSWER CHOICES	RESPONSES	
0-19 years	0.32%	2
20-44 years	12.18%	77
45-64 years	31.33%	198
65-74 years	31.49%	199
Over 75 years	24.68%	156
TOTAL		632

Q4 If you are a (seasonal or full-time) resident of the city, please identify the type of dwelling you live in. If you are not a resident, select none of the above and skip to question #7.

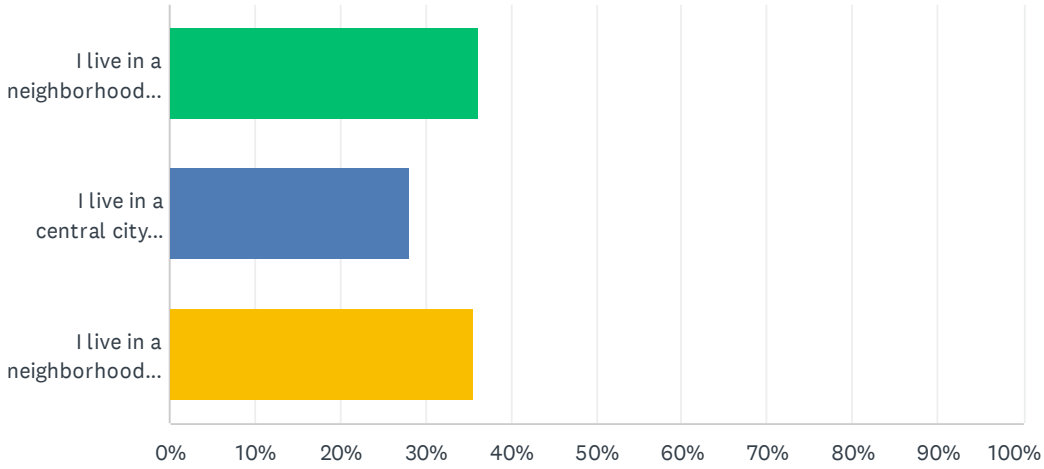
Answered: 605 Skipped: 32



ANSWER CHOICES	RESPONSES	
None of the above	13.22%	80
My home is the primary single family residence on my property.	51.24%	310
My home is the accessory dwelling unit on a single family property.	1.16%	7
I reside in a multi-family unit attached to another unit.	14.21%	86
I rent the home I live in.	4.13%	25
I own the home I live in.	43.31%	262
The home I live in is not mine and I don't pay any rent.	1.32%	8
Total Respondents: 605		

Q5 If you are a (seasonal or full-time) resident of the city, please identify which area of the City you live in. A comment box is provided if you would like to add specific cross streets or your address.

Answered: 539 Skipped: 98



ANSWER CHOICES	RESPONSES	
I live in a neighborhood north of the US 31 bridge.	36.18%	195
I live in a central city neighborhood near downtown Charlevoix,	28.20%	152
I live in a neighborhood south of downtown Charlevoix.	35.62%	192
TOTAL		539

#	PLEASE ENTER ANY ADDITIONAL DETAILS ABOUT YOUR NEIGHBORHOOD.	DATE
1	Hurlbut	10/7/2021 11:23 PM
2	Charlevoix Estates	10/7/2021 8:25 AM
3	Pine Point resident	10/7/2021 8:15 AM
4	Belveder Terrae	10/6/2021 8:34 PM
5	Own/lived in all	10/6/2021 8:21 PM
6	Township by McSauba	10/6/2021 8:04 PM
7	Hampton	10/6/2021 7:28 PM
8	I live in a subdivision south of town	10/6/2021 6:32 PM
9	W Upright St	10/6/2021 12:51 PM
10	Evergreen Lane Lakefront	10/6/2021 9:23 AM
11	Belvedere Club	10/6/2021 8:37 AM
12	No of Krist Gas station. Turn rt (fast) on Boyne/Charlevoix road. 1st Rd on right is raspberry lane	10/6/2021 8:29 AM
13	We rent our upstairs full time	10/5/2021 11:04 PM
14	Villas of Stover Court	10/5/2021 9:55 PM

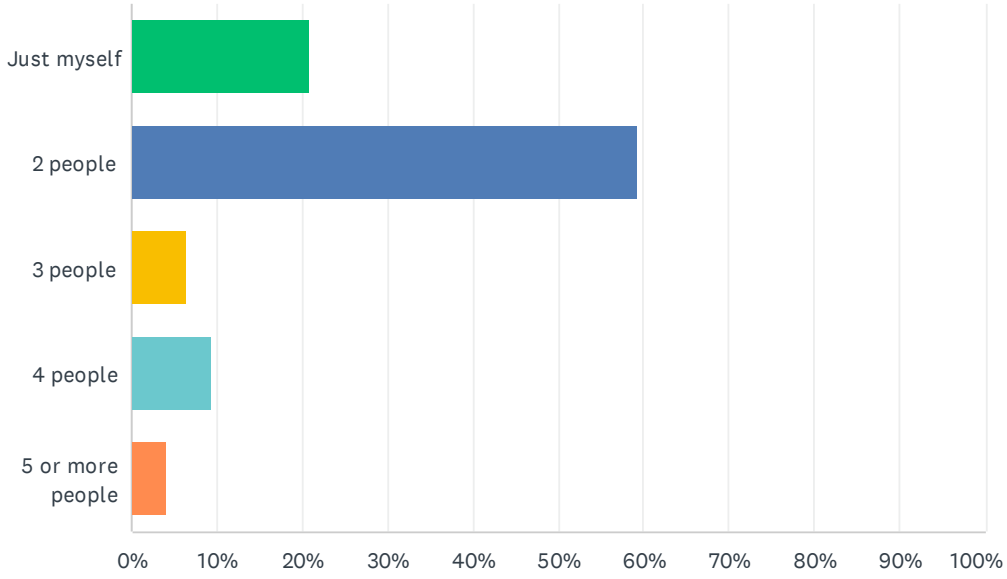
15	Marion center RD	10/5/2021 9:34 PM
16	bridge street and Garfield	10/5/2021 9:29 PM
17	chicago club	10/5/2021 9:25 PM
18	marina bluff	10/5/2021 8:51 PM
19	Marion twp - m66	10/5/2021 8:29 PM
20	I rent my apartment at Pine River Place	10/5/2021 7:58 PM
21	Boulder Park	10/5/2021 7:37 PM
22	East Lincoln 3 Alice	10/5/2021 6:07 PM
23	Noise, Burning, Blight	10/5/2021 5:29 PM
24	Boulder Park	10/5/2021 5:22 PM
25	Belvedere Ave	10/1/2021 11:55 AM
26	Applewood/Garfield	10/1/2021 10:04 AM
27	Belvedere Club	10/1/2021 8:52 AM
28	Foster Boat Works	10/1/2021 8:49 AM
29	condo complex	10/1/2021 8:13 AM
30	my second home is north my primary home is south	10/1/2021 8:09 AM
31	full street of slum lords have taken over my street. VRBO and AIRBNB on Nichols Street.	9/30/2021 11:01 PM
32	LaCroft Condo W Dixon	9/30/2021 10:31 PM
33	Subdivision	9/30/2021 10:27 PM
34	I live in Charlevoix Township but I consider Charlevoix to be "my town". I am in town every dary.	9/30/2021 10:10 PM
35	Belvedere club	9/30/2021 8:06 PM
36	May Street Apartments	9/30/2021 7:53 PM
37	Sugar Bush Knoll	9/30/2021 7:33 PM
38	Rine Lake Club	9/30/2021 6:31 PM
39	Belvedere Club	9/30/2021 6:02 PM
40	harbor club condo	9/30/2021 5:59 PM
41	Ferry beach neighborhood	9/30/2021 5:54 PM
42	Dixon + Meech St	9/30/2021 5:41 PM
43	North Charlevoix Township	9/30/2021 3:38 PM
44	Pine Point	9/30/2021 2:41 PM
45	Belvedere - Round Lake frontage	9/30/2021 1:21 PM
46	Near Ferry Beach	9/30/2021 12:38 PM
47	W Dixon St	9/30/2021 12:37 PM
48	Near the library	9/30/2021 12:34 PM
49	C+O Club Association	9/30/2021 12:33 PM
50	west end	9/30/2021 12:30 PM
51	Hurbut + Sherman	9/30/2021 12:29 PM

52	Evergreen Lane	9/30/2021 12:26 PM
53	MARION TOWNSHIP	9/30/2021 12:23 PM
54	Belvedere- round lake frontage	9/30/2021 12:21 PM
55	E. Dixon	9/30/2021 12:19 PM
56	sequanota club	9/30/2021 12:17 PM
57	Lincoln Street	9/30/2021 12:16 PM
58	Belvedere Club	9/30/2021 12:16 PM
59	Do not live in the city	9/30/2021 12:15 PM
60	Pointes North Condo	9/30/2021 12:13 PM
61	once R1-R2 now just Air BnB and VRBO,	9/30/2021 12:13 PM
62	do not live in the city	9/30/2021 12:11 PM
63	Mason Street	9/30/2021 12:07 PM
64	13 individual cottages set up a9 condominiums Charlevoix Township -not in city limits	9/30/2021 12:05 PM
65	applewood dr. off Garfield	9/30/2021 12:03 PM
66	Foster Boat Works Condo	9/30/2021 12:03 PM
67	C & O club neighborhood area ad chicago club neighborhood area. this area should have a nice name to call it	9/30/2021 12:00 PM
68	Belvedere Club	9/30/2021 11:21 AM
69	Evergreen point	9/30/2021 11:06 AM
70	Belevedere Club	9/30/2021 11:05 AM
71	Near Ferry Beach	9/30/2021 11:00 AM
72	Belvedere Avenue	9/30/2021 10:59 AM
73	I live in the Country Club north of downtown	9/30/2021 10:57 AM
74	I live in CVX TWP	9/30/2021 10:55 AM
75	belvedere club	9/30/2021 10:54 AM
76	109 E. Upright St.	9/25/2021 6:43 PM
77	Ferry Beach Area	9/25/2021 6:28 PM
78	Dunes Condos	9/25/2021 6:07 PM
79	Belvedere Terrace Condos	9/25/2021 4:59 PM
80	Charlevoix Township - Southside	9/25/2021 3:51 PM
81	108 E. Lincoln	9/25/2021 3:20 PM
82	Ferry Beach Area	9/25/2021 3:07 PM
83	Mystic Village Condos	6/15/2021 3:59 PM
84	Chx golf and fitness center	6/15/2021 3:22 PM
85	Charlevoix Township Northside	6/15/2021 2:36 PM
86	Michigan Ave. at US 31	6/14/2021 11:57 AM
87	Ferry Beach	6/14/2021 10:21 AM
88	Boulder Park	6/14/2021 9:50 AM
89	On Newman in the Valley	6/14/2021 9:45 AM

90	I live in Marion Township	6/8/2021 1:55 PM
91	411 Prospect St.	6/8/2021 11:35 AM
92	I am near the Castle, not City of Charlevoix	6/7/2021 3:15 PM
93	Marion Township	6/7/2021 2:46 PM
94	Westport subdivision	6/7/2021 2:19 PM
95	Small subdivision	6/7/2021 2:09 PM
96	Condo	5/27/2021 3:00 PM
97	On Clinton across from the Library	5/24/2021 8:08 AM
98	Outside of City Sugar Bush	5/19/2021 1:34 PM
99	Marion Twp	5/19/2021 1:26 PM
100	Grant & Carpenter	5/19/2021 12:41 PM
101	Foster boat works condo	5/18/2021 2:28 PM
102	Bridge St. & Upright	5/18/2021 10:58 AM
103	State St. near downtown	5/17/2021 11:36 AM
104	Charlevoix Estates	5/17/2021 11:27 AM
105	Marion Twp	5/17/2021 10:51 AM
106	Norwood	5/17/2021 5:57 AM
107	Meadowlane	5/14/2021 4:50 PM
108	Terrace St. & Eaton	5/14/2021 4:22 PM
109	State St & Carpenter	5/14/2021 3:19 PM
110	Township - near hospital	5/8/2021 6:03 AM
111	4 miles south of charlevoix	5/7/2021 9:40 PM
112	Norwood	5/7/2021 8:36 PM
113	I live in the Cultural Corridor.	5/7/2021 6:39 PM
114	Ferry Avenue/Foster Boat Works	5/6/2021 11:16 PM
115	Sugarbush knoll	5/6/2021 9:59 PM
116	Grant Street	5/5/2021 8:56 PM
117	use city facilities	5/5/2021 8:15 PM
118	Beaver Island	5/5/2021 1:13 PM
119	Directly off of US-31. Rent apartment above business.	4/29/2021 7:45 PM
120	House right off of Bridge St	4/29/2021 7:43 PM
121	I have a cottage on the Belvedere Club	4/29/2021 3:49 PM
122	I	4/27/2021 6:41 PM

Q6 How many people reside in your household full time?

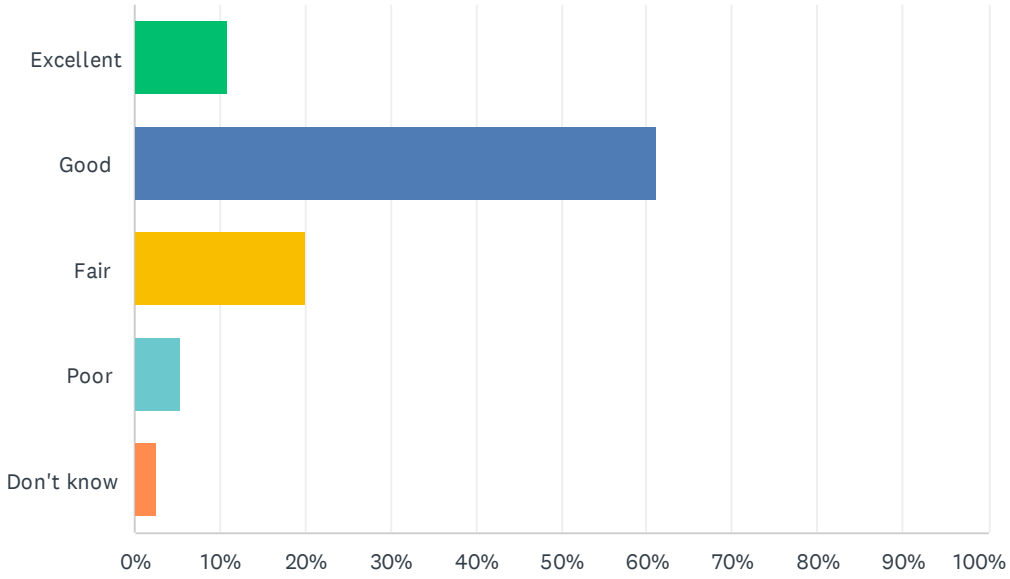
Answered: 544 Skipped: 93



ANSWER CHOICES	RESPONSES	
Just myself	20.96%	114
2 people	59.19%	322
3 people	6.43%	35
4 people	9.38%	51
5 or more people	4.04%	22
TOTAL		544

Q7 What is the overall quality of housing stock (appearance, cost, property maintenance) in the City of Charlevoix?

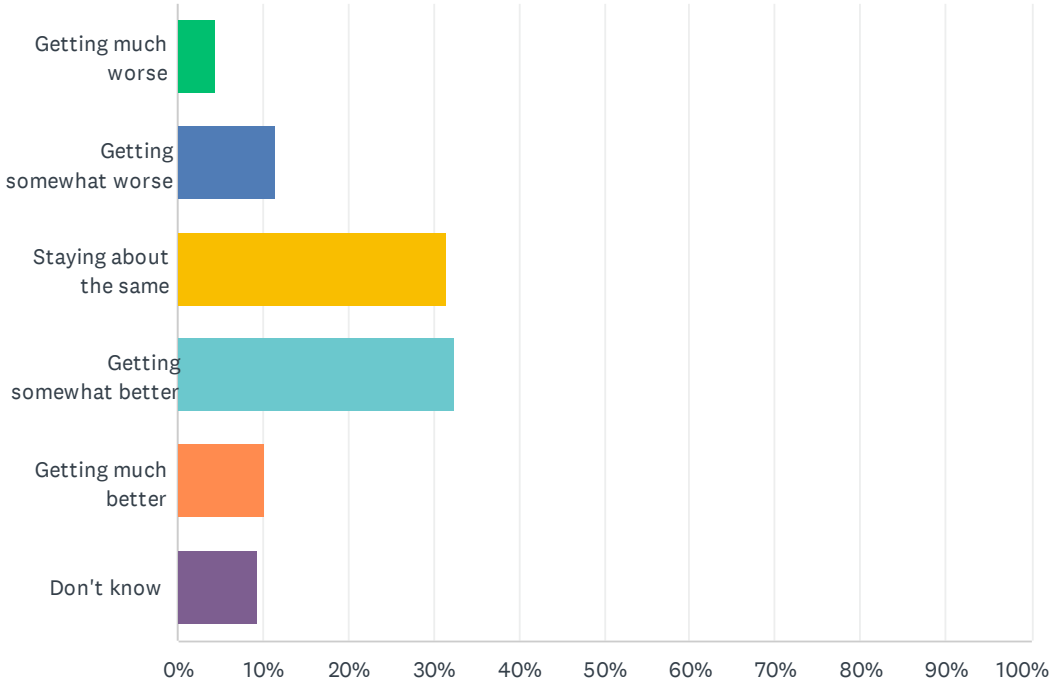
Answered: 592 Skipped: 45



ANSWER CHOICES	RESPONSES	
Excellent	10.98%	65
Good	61.15%	362
Fair	20.10%	119
Poor	5.24%	31
Don't know	2.53%	15
TOTAL		592

Q8 How is the quality of housing changing in the City?

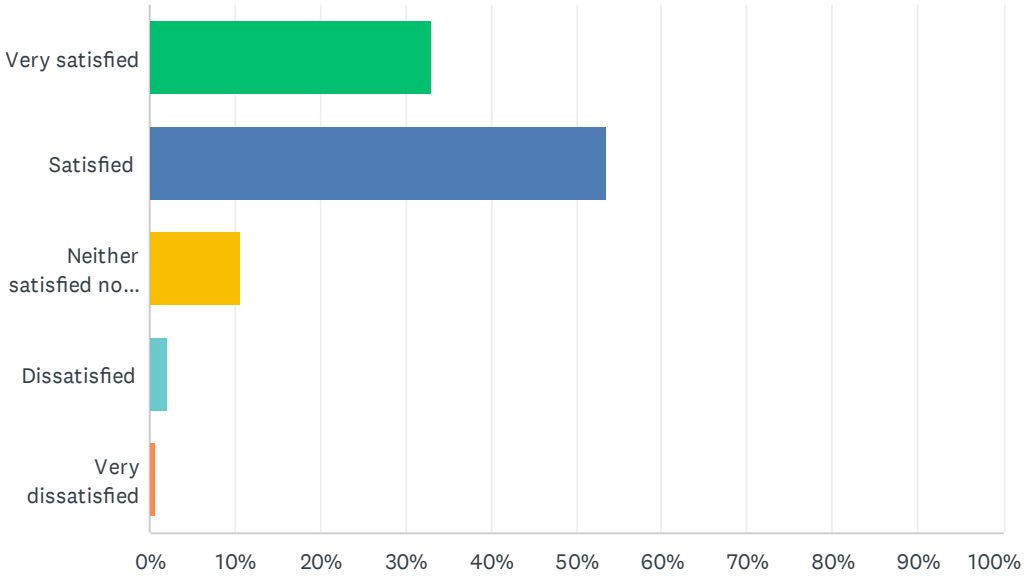
Answered: 591 Skipped: 46



ANSWER CHOICES	RESPONSES	
Getting much worse	4.57%	27
Getting somewhat worse	11.51%	68
Staying about the same	31.64%	187
Getting somewhat better	32.49%	192
Getting much better	10.32%	61
Don't know	9.48%	56
TOTAL		591

Q9 Are you satisfied with the overall quality of life in the City of Charlevoix?

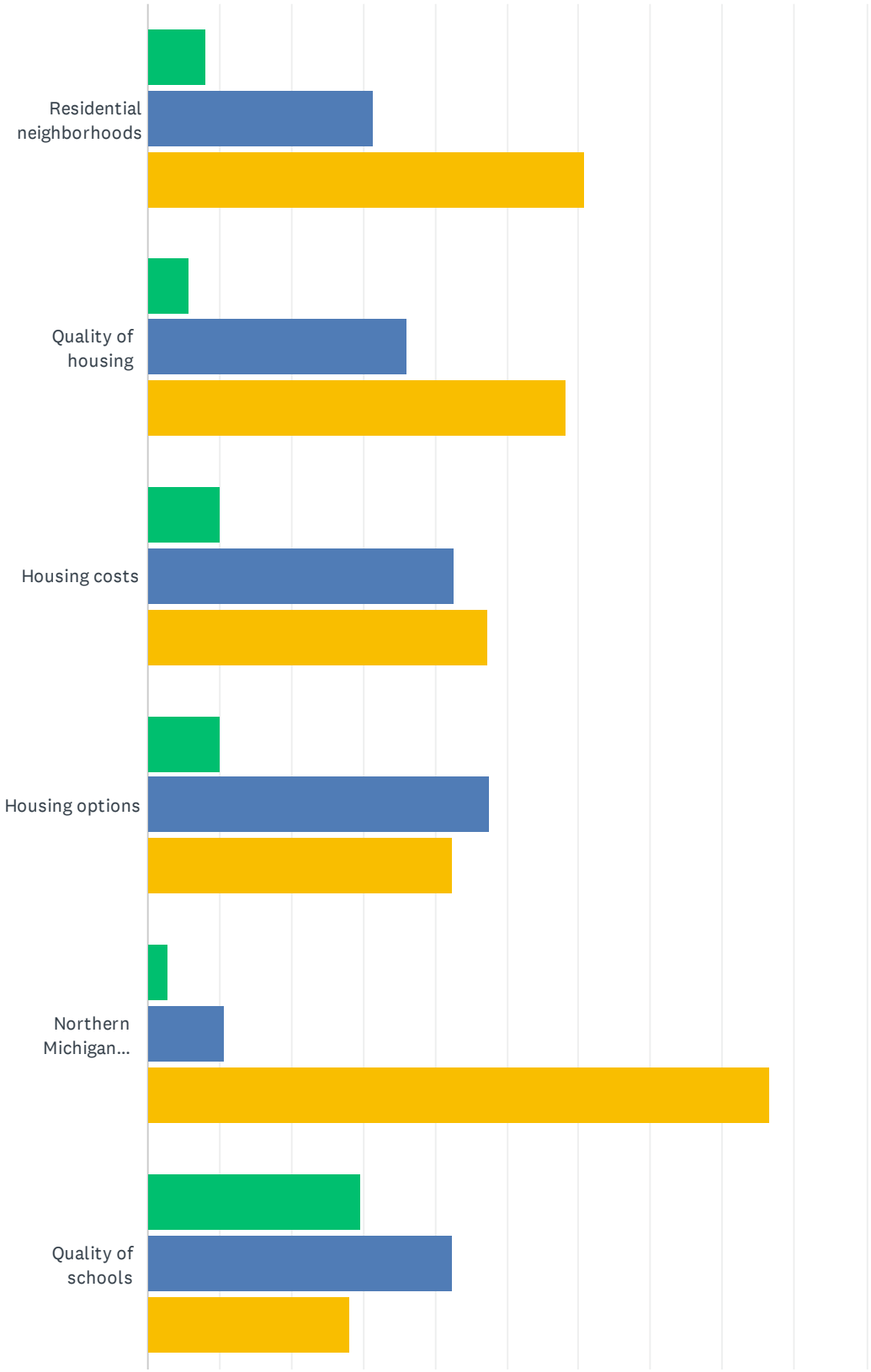
Answered: 597 Skipped: 40

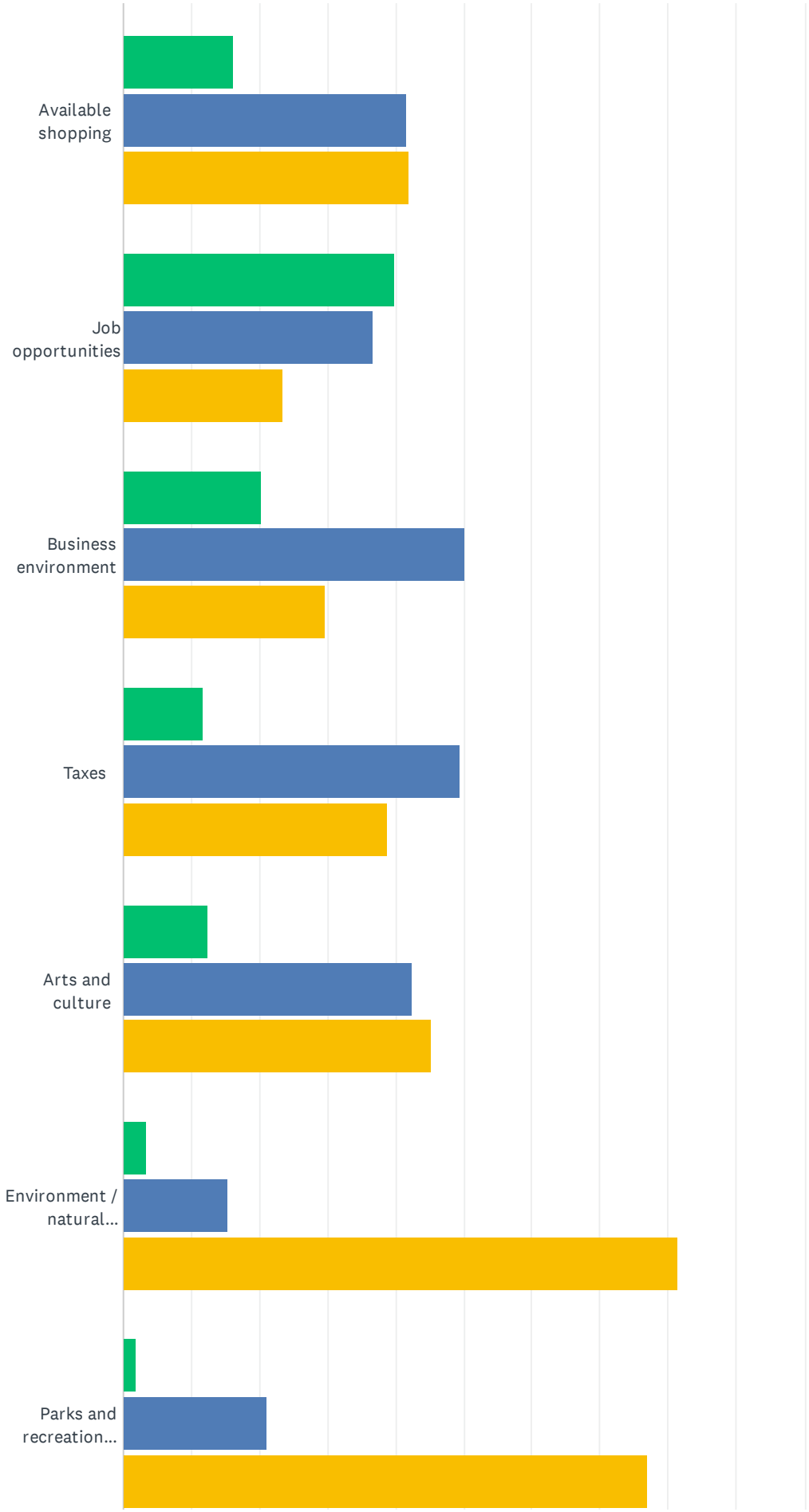


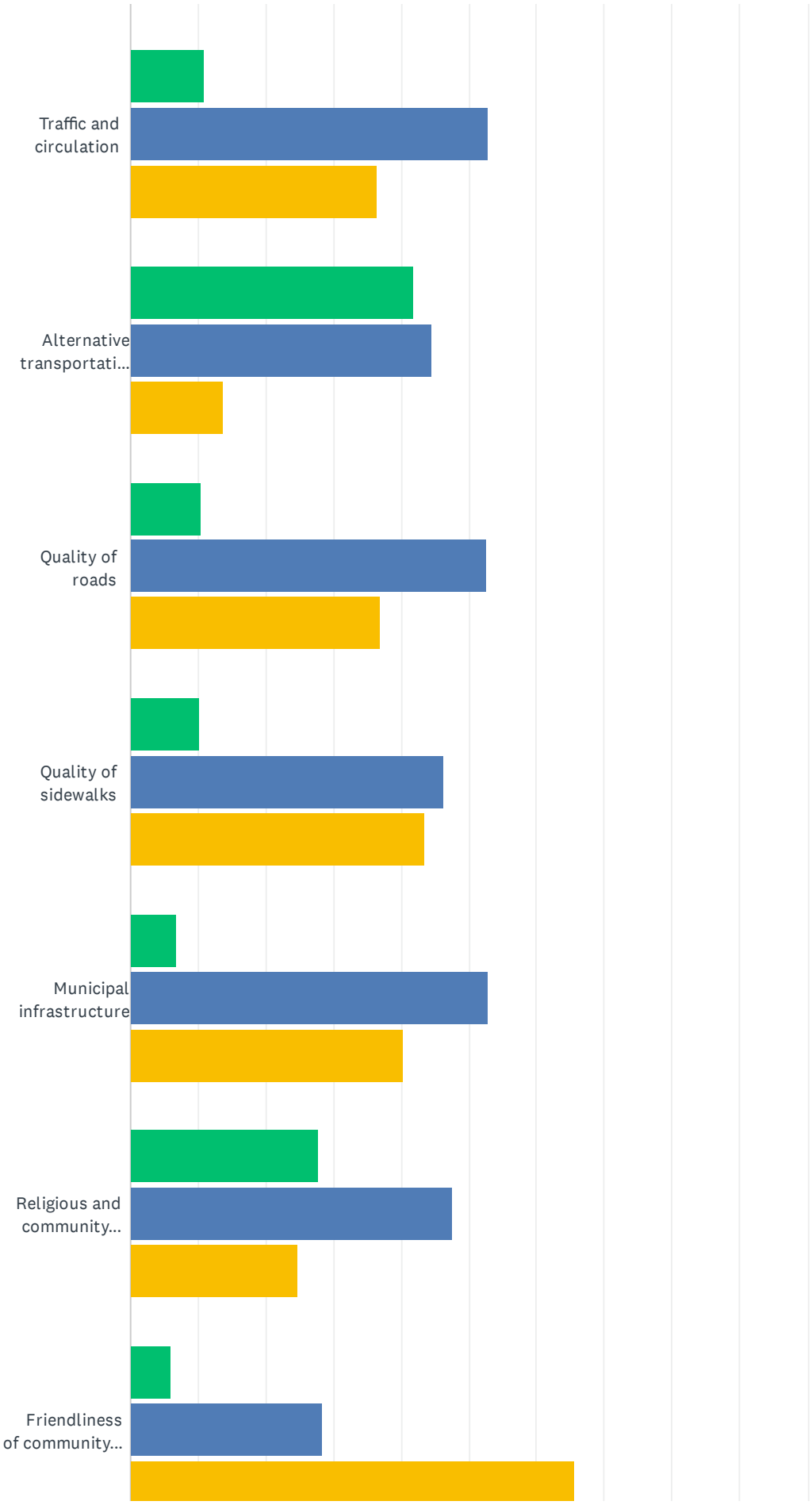
ANSWER CHOICES	RESPONSES	
Very satisfied	33.00%	197
Satisfied	53.43%	319
Neither satisfied nor dissatisfied	10.72%	64
Dissatisfied	2.18%	13
Very dissatisfied	0.67%	4
TOTAL		597

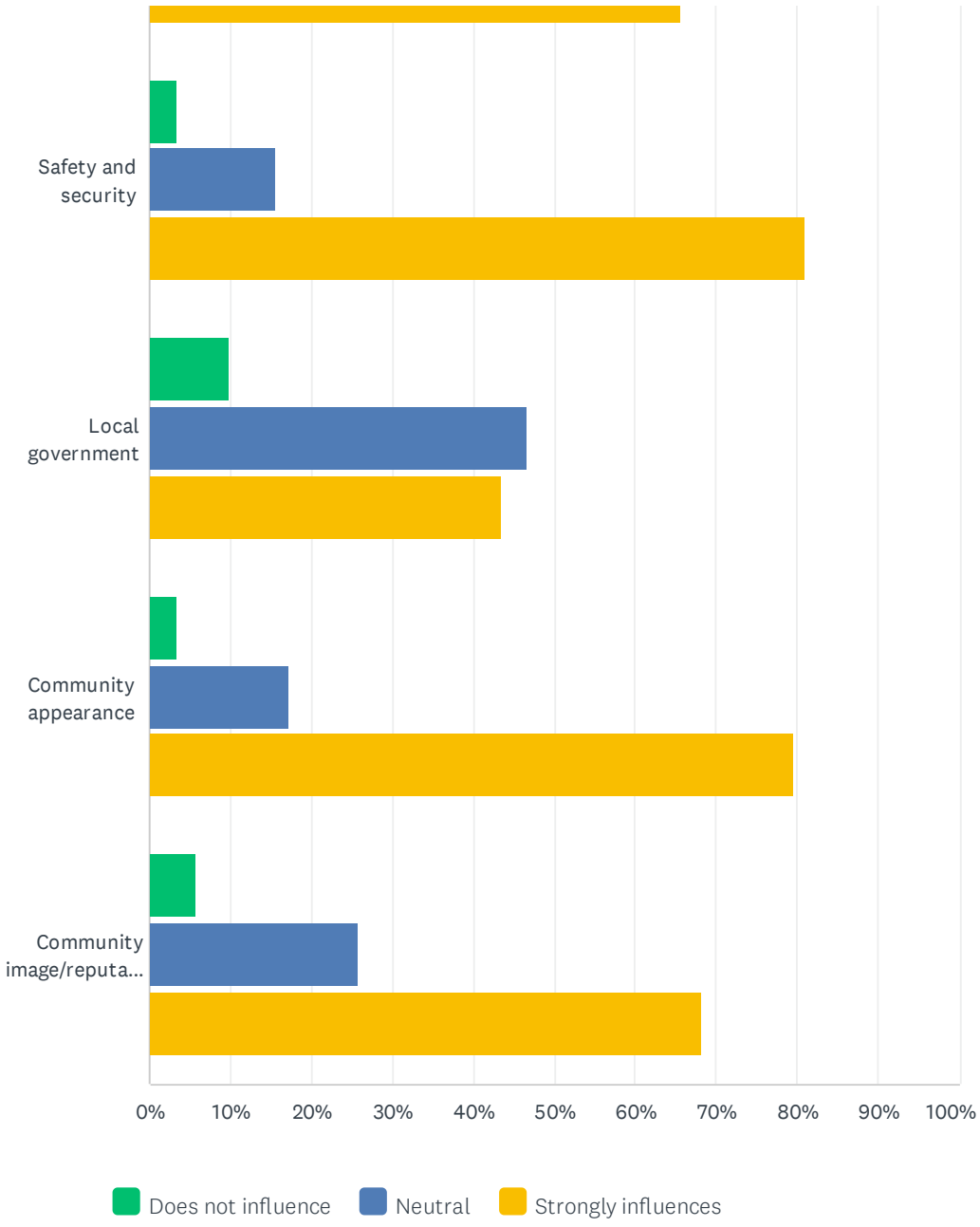
Q10 How do each of the following influence your decision to live in the City of Charlevoix. Select the circle that best applies to you.

Answered: 570 Skipped: 67




Available shopping
Job opportunities
Business environment
Taxes
Arts and culture
Environment / natural...
Parks and recreation...


Traffic and circulation
Alternative transportati...
Quality of roads
Quality of sidewalks
Municipal infrastructure
Religious and community...
Friendliness of community...

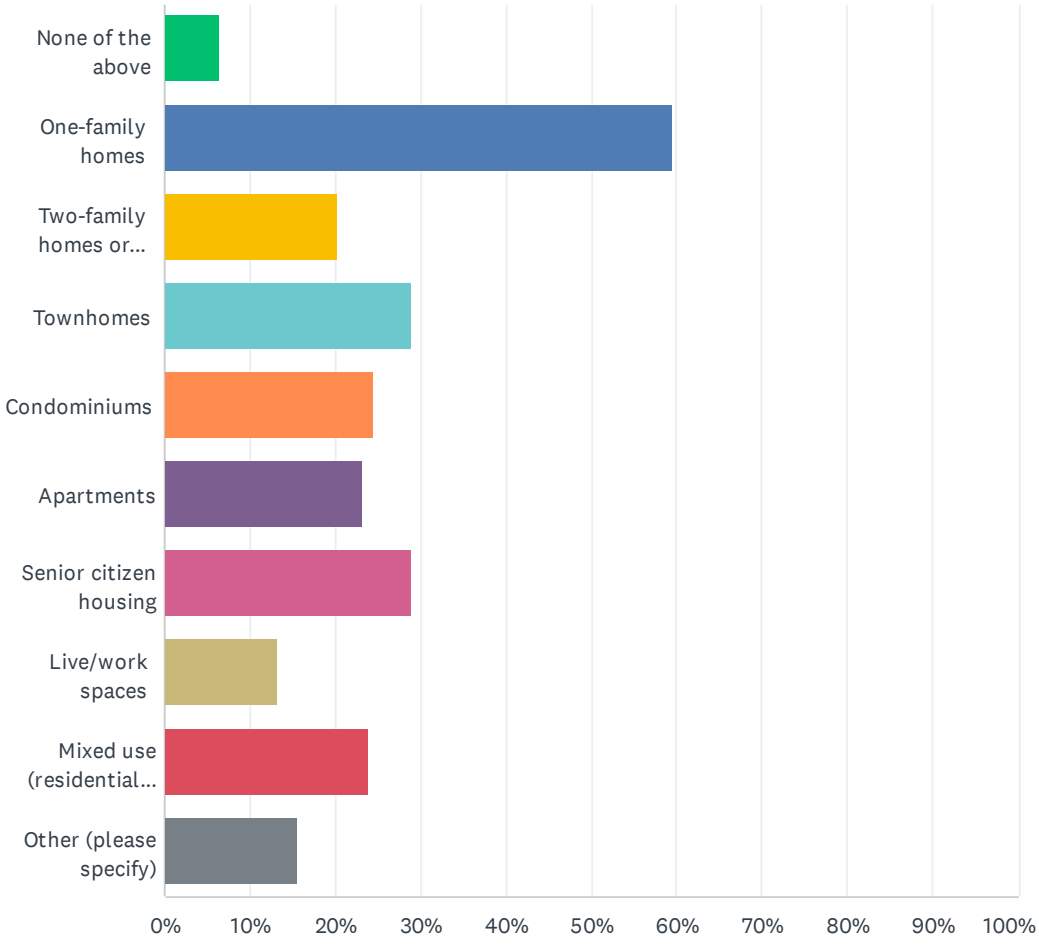

Safety and security
Local government
Community appearance
Community image/reputa...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Does not influence
Neutral
Strongly influences

	DOES NOT INFLUENCE	NEUTRAL	STRONGLY INFLUENCES	TOTAL
Residential neighborhoods	8.01% 43	31.28% 168	60.71% 326	537
Quality of housing	5.74% 30	36.14% 189	58.13% 304	523
Housing costs	10.04% 53	42.61% 225	47.35% 250	528
Housing options	10.06% 51	47.53% 241	42.41% 215	507
Northern Michigan location	2.73% 15	10.75% 59	86.52% 475	549
Quality of schools	29.58% 155	42.37% 222	28.05% 147	524
Available shopping	16.29% 86	41.67% 220	42.05% 222	528
Job opportunities	39.77% 206	36.68% 190	23.55% 122	518
Business environment	20.15% 106	50.19% 264	29.66% 156	526
Taxes	11.79% 62	49.43% 260	38.78% 204	526
Arts and culture	12.31% 66	42.54% 228	45.15% 242	536
Environment / natural features	3.32% 18	15.31% 83	81.37% 441	542
Parks and recreation facilities	1.83% 10	21.10% 115	77.06% 420	545
Traffic and circulation	10.80% 57	52.84% 279	36.36% 192	528
Alternative transportation options	41.79% 219	44.47% 233	13.74% 72	524
Quality of roads	10.44% 55	52.75% 278	36.81% 194	527
Quality of sidewalks	10.17% 53	46.26% 241	43.57% 227	521
Municipal infrastructure	6.90% 36	52.87% 276	40.23% 210	522
Religious and community institutions	27.70% 146	47.63% 251	24.67% 130	527
Friendliness of community residents	5.93% 32	28.33% 153	65.74% 355	540
Safety and security	3.51% 19	15.53% 84	80.96% 438	541
Local government	9.87% 52	46.68% 246	43.45% 229	527
Community appearance	3.36% 18	17.20% 92	79.44% 425	535
Community image/reputation	5.86%	25.90%	68.24%	

	31	137		361	529

Q11 What type of new residential development would you like to see come to the City? Check all that apply.

Answered: 569 Skipped: 68



ANSWER CHOICES	RESPONSES	
None of the above	6.50%	37
One-family homes	59.40%	338
Two-family homes or duplexes	20.21%	115
Townhomes	29.00%	165
Condominiums	24.43%	139
Apartments	23.20%	132
Senior citizen housing	29.00%	165
Live/work spaces	13.18%	75
Mixed use (residential/commercial)	23.90%	136
Other (please specify)	15.47%	88
Total Respondents: 569		

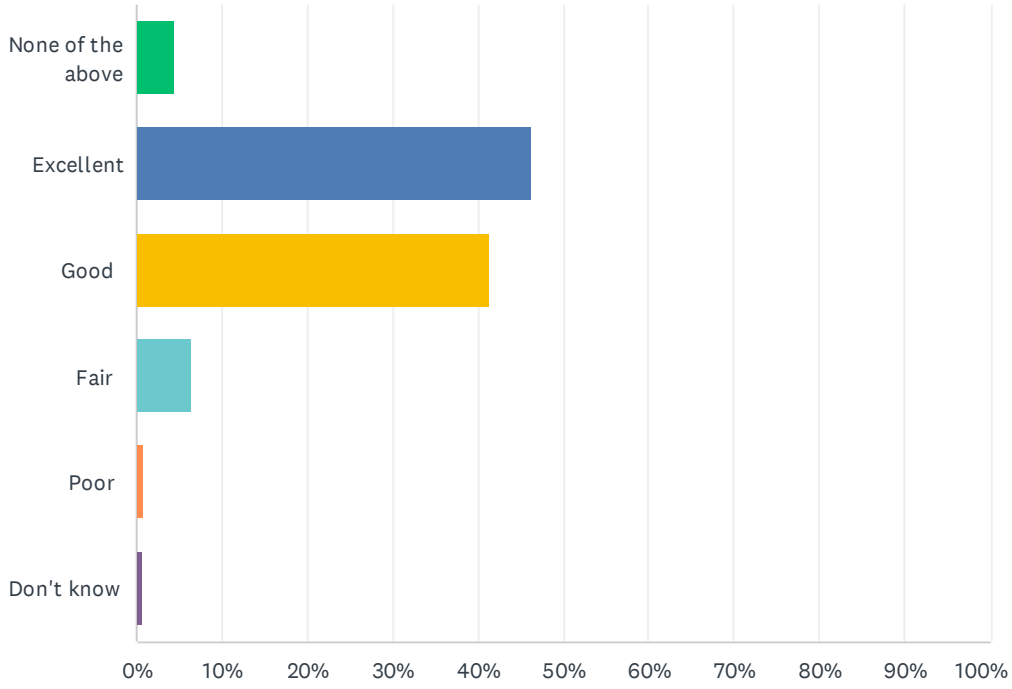
#	OTHER (PLEASE SPECIFY)	DATE
1	pocket home communities	10/7/2021 8:26 AM
2	some decent looking apartments	10/6/2021 9:05 PM
3	Low cost own/rental housing	10/6/2021 9:03 PM
4	low income housing	10/6/2021 6:34 PM
5	less than 1000 sq. footprint; tiny-home community	10/6/2021 10:01 AM
6	whatever the market will support	10/5/2021 10:59 PM
7	low income public housing	10/5/2021 9:46 PM
8	Housing for summer workers for low income families	10/5/2021 8:10 PM
9	More commercial	10/5/2021 7:38 PM
10	low income 500-700	10/5/2021 5:43 PM
11	charming as is- No large public development	10/5/2021 5:24 PM
12	affordable housing for workers	10/5/2021 1:41 PM
13	Low income- afforded needs to be a combo to provide this - all townships & city	10/2/2021 9:50 AM
14	all of the above	10/2/2021 9:39 AM
15	Affordable housing for businesses and young people	10/1/2021 11:22 AM
16	would not over build to control limited space access thru town as it currently exists	10/1/2021 9:08 AM
17	Afordble Housing Senior	9/30/2021 10:47 PM
18	Affordable Housing	9/30/2021 10:28 PM
19	It's too crowded already.	9/30/2021 8:18 PM
20	non-smoking/lower units	9/30/2021 7:54 PM
21	for lower income to work in the community	9/30/2021 6:32 PM
22	more bicycle friendly streets & trails	9/30/2021 6:23 PM
23	unknown	9/30/2021 5:42 PM

24	redo Antrim, needs re-paving	9/30/2021 4:53 PM
25	Less Weekly Rentals	9/30/2021 4:00 PM
26	Apartments over Garages	9/30/2021 3:38 PM
27	Whatever is privately funded. NOT GOVERNMENT!	9/30/2021 2:21 PM
28	None in city- go to county	9/30/2021 2:03 PM
29	Its fine just the way it is	9/30/2021 12:43 PM
30	depends on location	9/30/2021 12:37 PM
31	low income	9/30/2021 12:31 PM
32	Affordable housing	9/30/2021 12:27 PM
33	It's pretty densely populated now	9/30/2021 12:22 PM
34	affordable!! $80,000 - $100,000 - 150,000 for minimum wage workers!	9/30/2021 12:21 PM
35	I don't know	9/30/2021 12:18 PM
36	residential opportunities for the middle class are horrendous	9/30/2021 12:17 PM
37	No new residential	9/30/2021 12:16 PM
38	Affordable Housing!	9/30/2021 12:14 PM
39	senior citizen housing should be high end/luxury only. this will help to sustain the higher priced houses so elderly can transition comfortably to it and not leave charlevoix	9/30/2021 12:02 PM
40	we are fine now	9/30/2021 11:58 AM
41	more options for shopping	9/30/2021 11:54 AM
42	No developments in green belts!	9/30/2021 11:51 AM
43	affordable housing	9/30/2021 11:50 AM
44	good affordable housing	9/30/2021 11:36 AM
45	A mix	9/30/2021 11:23 AM
46	A Mix	9/30/2021 11:06 AM
47	Apartments above garages. Mini houses on back alleys	9/30/2021 10:57 AM
48	Thoughtfully planned maintenance of existing housing options	9/25/2021 6:09 PM
49	Affordable housing	9/25/2021 5:47 PM
50	Affordable housing	9/25/2021 3:53 PM
51	Lower income for workers	9/23/2021 9:41 AM
52	Affordable housing	6/14/2021 11:39 AM
53	Don't care	6/8/2021 3:00 PM
54	Small communal residential facilities for young families	6/8/2021 2:49 PM
55	No low income housing, plz	6/8/2021 2:26 PM
56	Low income housing	6/8/2021 1:57 PM
57	No more VRBO, ABB, etc.	6/8/2021 12:01 PM
58	Chx must encourage businesses to come to the area before new building	6/8/2021 9:54 AM
59	Several neighborhoods of mixed affordable $150k-$250k homes.	6/8/2021 9:45 AM
60	Affordable hsg disbursed in neighborhoods	6/7/2021 2:53 PM
61	Affordable single family houses. Charlevoix houses are way over-priced- too many airb&b and	5/27/2021 2:34 PM

	VRBO	
62	Trump tower 20 to 30 floor. what a view	5/27/2021 1:52 PM
63	Housing/Cost of living - lower costs	5/27/2021 1:41 PM
64	Low to medium income housing	5/23/2021 5:36 PM
65	We are too concerned with housing. The problem is second home owners and we don't need accessory dwelling units, it creates density and destroys the character of our neighborhoods	5/19/2021 4:09 PM
66	Affordable groceries	5/19/2021 12:58 PM
67	Low rent affordable housing	5/18/2021 1:26 PM
68	Small affordable housing for young people and families and for seasonal help.	5/18/2021 1:09 PM
69	Mix of the above is needed	5/17/2021 11:50 AM
70	Allow people to rent out other structures on their property ie. apartment above garage like TC did.	5/17/2021 11:39 AM
71	Affordable housing for working locals	5/17/2021 11:28 AM
72	Affordable	5/17/2021 10:53 AM
73	housing reserved for chx business workers	5/14/2021 4:07 PM
74	Occupy the empty spots.	5/14/2021 3:00 PM
75	Home price point will require manufactured houses. Need a new development.	5/13/2021 11:27 AM
76	More business	5/8/2021 8:53 PM
77	Parks	5/8/2021 5:51 AM
78	Carbon nuetral green housing development	5/7/2021 8:40 PM
79	We really need a place for average families to shop. Downtown shops are too expensive.	5/7/2021 6:47 PM
80	Affordable housing	5/7/2021 1:13 PM
81	we need more industrial development, not residential	5/7/2021 10:03 AM
82	AFFORDABLE homes for one family households would be great	5/7/2021 8:38 AM
83	Work force housing- zoning to require people to be working in the area	5/6/2021 9:23 AM
84	Housing that is affordable	5/5/2021 8:38 PM
85	Long term rental homes - ADU’s	4/29/2021 7:48 PM
86	Workforce housing - ADUs & long term rentals	4/29/2021 7:47 PM
87	All of the above but affordable.	4/29/2021 2:07 PM
88	One family home that are affordable	4/29/2021 6:49 AM

Q12 Please rate the overall condition (appearance, cost, property maintenance) of your residence. If you are not a resident select none of the above to be taken to question #18.

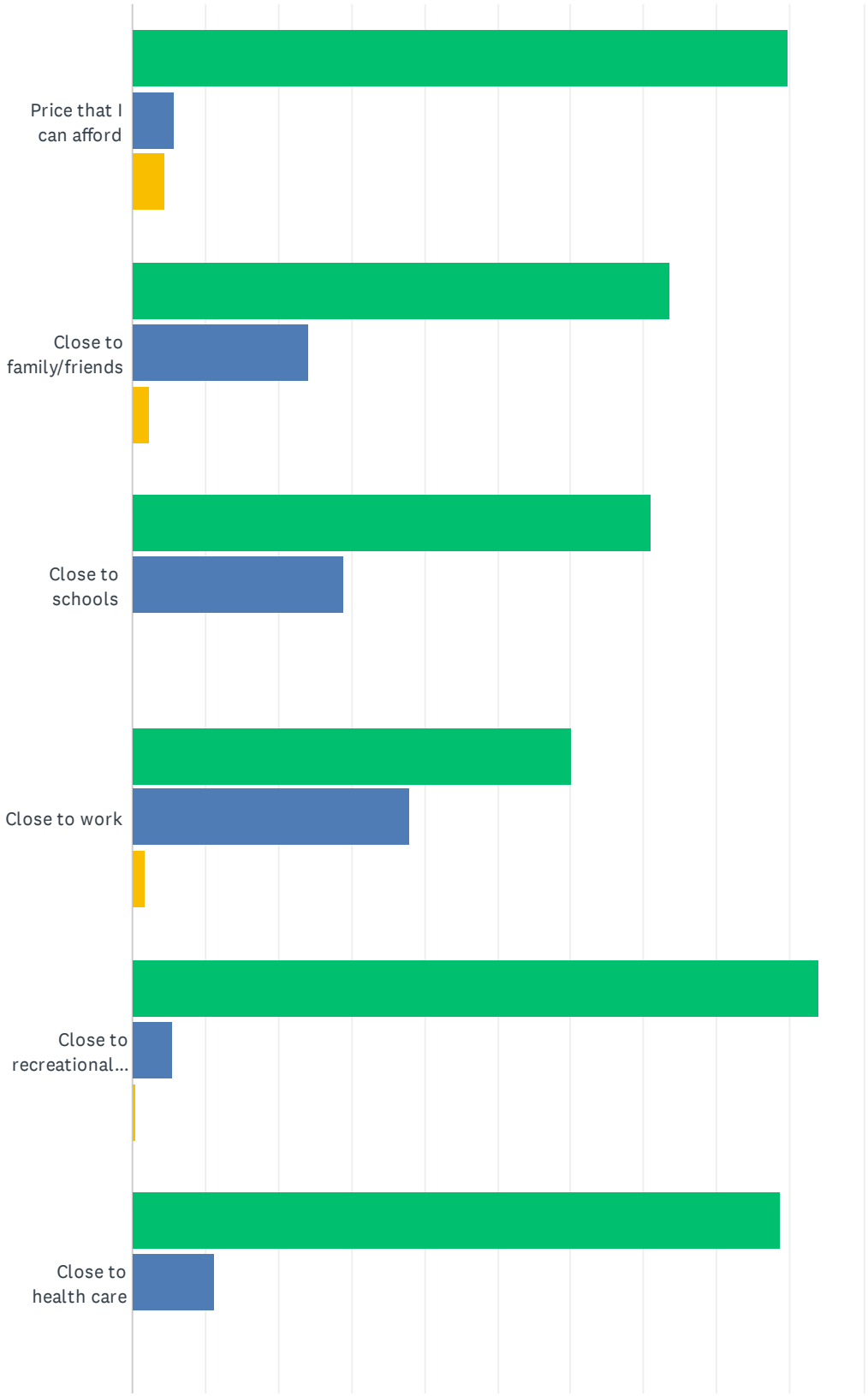
Answered: 527 Skipped: 110

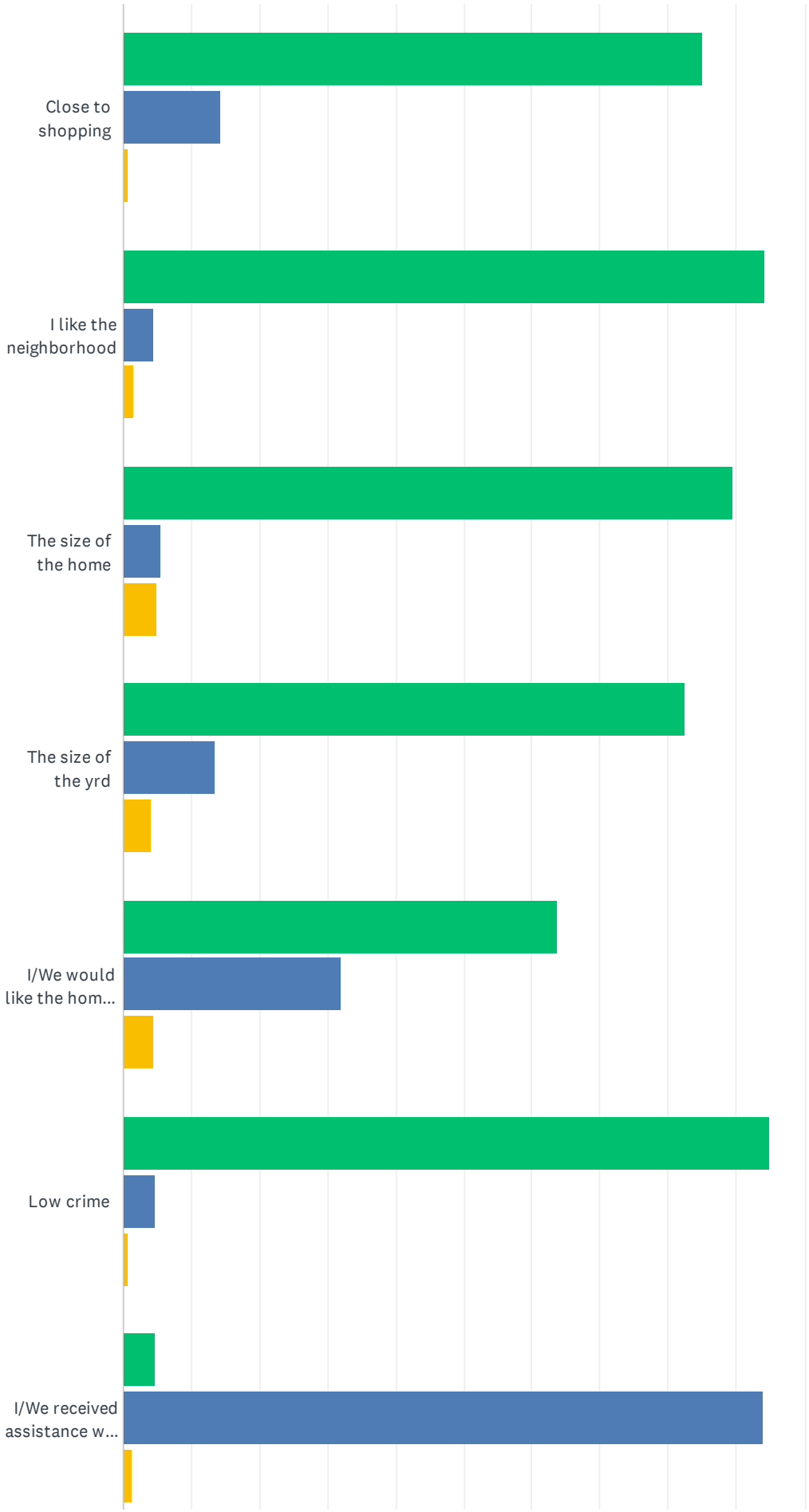


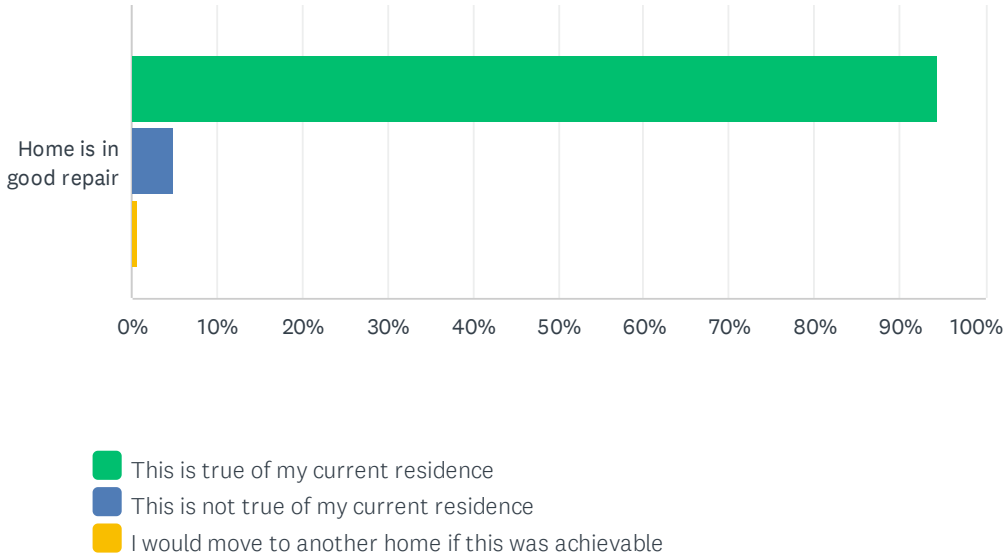
ANSWER CHOICES	RESPONSES	
None of the above	4.55%	24
Excellent	46.30%	244
Good	41.37%	218
Fair	6.45%	34
Poor	0.76%	4
Don't know	0.57%	3
TOTAL		527

Q13 Select whether the following statements are true or not concerning your current residence.

Answered: 514 Skipped: 123



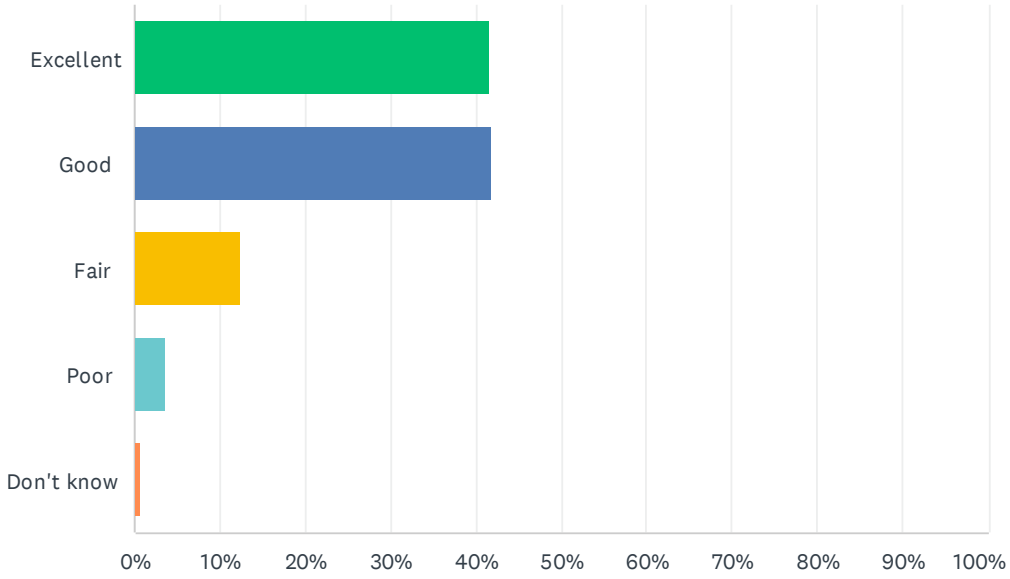

Close to shopping
I like the neighborhood
The size of the home
The size of the yrd
I/We would like the hom...
Low crime
I/We received assistance w...



	THIS IS TRUE OF MY CURRENT RESIDENCE	THIS IS NOT TRUE OF MY CURRENT RESIDENCE	I WOULD MOVE TO ANOTHER HOME IF THIS WAS ACHIEVABLE	TOTAL
Price that I can afford	89.84% 442	5.69% 28	4.47% 22	492
Close to family/friends	73.61% 343	24.03% 112	2.36% 11	466
Close to schools	70.98% 296	29.02% 121	0.00% 0	417
Close to work	60.23% 209	38.04% 132	1.73% 6	347
Close to recreational opportunities/nature	94.02% 456	5.57% 27	0.41% 2	485
Close to health care	88.66% 430	11.34% 55	0.00% 0	485
Close to shopping	85.13% 418	14.26% 70	0.61% 3	491
I like the neighborhood	94.16% 468	4.43% 22	1.41% 7	497
The size of the home	89.55% 437	5.53% 27	4.92% 24	488
The size of the yrd	82.52% 387	13.43% 63	4.05% 19	469
I/We would like the home to accessible when I/we become less physically able	63.66% 275	31.94% 138	4.40% 19	432
Low crime	94.78% 454	4.59% 22	0.63% 3	479
I/We received assistance with rent payments	4.76% 19	93.98% 375	1.25% 5	399
Home is in good repair	94.52% 431	4.82% 22	0.66% 3	456

Q14 Describe the quality of the amenities of your neighborhood such as sidewalks, trees, and nearby parks.

Answered: 519 Skipped: 118



ANSWER CHOICES	RESPONSES	
Excellent	41.62%	216
Good	41.81%	217
Fair	12.33%	64
Poor	3.66%	19
Don't know	0.58%	3
TOTAL		519

Q15 List the characteristics or features of your neighborhood you are most proud of.

Answered: 281 Skipped: 356

#	RESPONSES	DATE
1	Near open areas	10/7/2021 11:29 PM
2	Close to downtown	10/7/2021 11:24 PM
3	Well kept homes. Quiet, walkable neighborhoods.	10/7/2021 11:15 PM
4	Trees	10/7/2021 11:11 PM
5	Quiet	10/7/2021 9:23 AM
6	friendly neighbors. well-kept homes/yards. close to lake	10/7/2021 8:43 AM
7	affordability	10/7/2021 8:27 AM
8	very wooded and close to beach, quiet	10/7/2021 8:17 AM
9	the people in the neighborhood	10/6/2021 9:08 PM
10	Close to what I need with no car	10/6/2021 9:05 PM
11	Location/value	10/6/2021 8:42 PM
12	Overall surrounding beauty, close to many desirable ameneties	10/6/2021 8:41 PM
13	Year round, friendly, quiet, far away from the many festivals downtown.	10/6/2021 7:18 PM
14	shade trees / hedges	10/6/2021 7:00 PM
15	Round Lake!	10/6/2021 6:22 PM
16	Proud of our own achievements like the summer hanging flower baskets	10/6/2021 1:39 PM
17	Library Michigan Beach	10/6/2021 1:32 PM
18	Homogenous single family we know our neighbors safe	10/6/2021 12:58 PM
19	3 BR/ 2 1/2 Bath/ Garage	10/6/2021 9:31 AM
20	Neighbors care about their properties, well kept but road is poor condition (Cherry st.)	10/6/2021 9:19 AM
21	proximity to downtown / beaches	10/6/2021 8:55 AM
22	Lots of trees, green spare low density	10/6/2021 8:52 AM
23	Well kept. Plenty of woods and bike paths. Close to resturants	10/6/2021 8:31 AM
24	good neighbors (no more condos	10/5/2021 11:05 PM
25	I keep my street free of debris in front of my house	10/5/2021 11:04 PM
26	natural surroundings	10/5/2021 10:55 PM
27	Proximity to Ferry Beach, grocery store, downtown. Well maintained and friendly community.	10/5/2021 10:00 PM
28	Jim and Patty Andersons yacht club!	10/5/2021 9:53 PM
29	people keep their properties up neatly and are friendly	10/5/2021 9:33 PM
30	Neighbors	10/5/2021 9:04 PM
31	Well maintained, safe and lots of land	10/5/2021 8:53 PM

32	View of lake charlevoix. some homes that care of their property. beautiful trees, close to stores/church/town/hospital	10/5/2021 8:34 PM
33	Tall pine trees along grant st	10/5/2021 8:01 PM
34	Less overhead wires trees suffer look wacked	10/5/2021 7:51 PM
35	large lots	10/5/2021 7:40 PM
36	Close to downtown Low crime Good neighborhoods	10/5/2021 6:11 PM
37	Trees	10/5/2021 5:30 PM
38	Used to be peaceful until the tours began	10/5/2021 5:25 PM
39	close to lake michigan and the library	10/5/2021 1:42 PM
40	Lake Michigan Mushroom houses on our walk Can walk or bike downtown	10/5/2021 1:34 PM
41	the birds	10/5/2021 12:49 PM
42	closeness to town and to the lakes	10/2/2021 9:41 AM
43	grassy areas, trees! close to beaches	10/2/2021 9:31 AM
44	Amenities	10/1/2021 11:52 AM
45	close to downtown, dog park.	10/1/2021 11:34 AM
46	Neat and maintained	10/1/2021 10:06 AM
47	access to Lake Charlevoix	10/1/2021 8:58 AM
48	Belvedere Club	10/1/2021 8:54 AM
49	clean, well kept	10/1/2021 8:45 AM
50	tree-lined, walkable streets	10/1/2021 8:36 AM
51	close to beach. can walk to downtown easy	10/1/2021 8:31 AM
52	secluded	10/1/2021 8:14 AM
53	proximity to the lake and parks	10/1/2021 8:09 AM
54	Overall charm of belvedere club	10/1/2021 7:58 AM
55	Close to water.	9/30/2021 11:13 PM
56	Country feel	9/30/2021 10:57 PM
57	beautiful neighborhood well maintained lovely neighbors	9/30/2021 10:47 PM
58	walkability	9/30/2021 10:41 PM
59	the clubhouse, swimming pool	9/30/2021 10:37 PM
60	lake michigan	9/30/2021 10:32 PM
61	Good for families/ quiet	9/30/2021 10:29 PM
62	APPEARANCE	9/30/2021 10:22 PM
63	well maintained, friendly	9/30/2021 8:49 PM
64	Trees;clean	9/30/2021 8:20 PM
65	Trees	9/30/2021 8:08 PM
66	less units per building, trees planted, curved driveway.	9/30/2021 7:57 PM
67	My neighbors	9/30/2021 7:56 PM
68	Everyone looks out for one another!	9/30/2021 7:40 PM
69	Trees, surrounding homes & people, sidewalks	9/30/2021 6:43 PM

70	water - lake, Harbor in CHX, East Park, Bridge street, Bike trails	9/30/2021 6:37 PM
71	People keep up their homes & yards. I know most of my neighbors.	9/30/2021 6:18 PM
72	Proximity to town	9/30/2021 6:14 PM
73	Lake health, beach cleaning	9/30/2021 6:05 PM
74	beach access	9/30/2021 5:59 PM
75	Closeness to Lake Mich.	9/30/2021 5:50 PM
76	Nice Neighbors	9/30/2021 5:47 PM
77	Quiet, good neighbors, views	9/30/2021 5:42 PM
78	Excellent neighbors who maintain their property	9/30/2021 5:29 PM
79	Great neighbors, family history, close to everything.	9/30/2021 5:19 PM
80	Friendly neighbors	9/30/2021 4:55 PM
81	Well kept. clean, attractive, easy to walk around	9/30/2021 4:46 PM
82	The Trees Along The Road.	9/30/2021 4:01 PM
83	A community of friends but charging with STR's. Can walk, run, or go to the beach, perfect.	9/30/2021 2:42 PM
84	view of downtown, round lake	9/30/2021 2:36 PM
85	The neighborhood is tidy.	9/30/2021 2:05 PM
86	Walking distance to Lake Michigan Beach	9/30/2021 1:40 PM
87	I love the water view and the view of downtown	9/30/2021 1:28 PM
88	close to lake michigan	9/30/2021 12:40 PM
89	View, proximity to downtown beach access	9/30/2021 12:38 PM
90	Nature	9/30/2021 12:38 PM
91	Library Children's Park Sidewalks Trees General upkeep of property (except for a couple properties)	9/30/2021 12:37 PM
92	waterfront	9/30/2021 12:36 PM
93	Well maintained neighborhood close to beaches + hiking.	9/30/2021 12:34 PM
94	PUBLIC BEACHES	9/30/2021 12:34 PM
95	Close to the lake & HOSPITAL	9/30/2021 12:33 PM
96	Host people on our block live there all year. We are also close to hospital, downtown and lake. And the beautiful library.	9/30/2021 12:32 PM
97	historical homes	9/30/2021 12:31 PM
98	Physical appearance, close to school and parks, walking distance to downtown	9/30/2021 12:31 PM
99	Beautiful trees. Neighborhood well kept up.	9/30/2021 12:31 PM
100	Beach- Shared	9/30/2021 12:31 PM
101	location- great neighbors	9/30/2021 12:30 PM
102	Close to the beach and downtown	9/30/2021 12:30 PM
103	Quiet, scenic, private	9/30/2021 12:29 PM
104	mcsauba ski and trails :)	9/30/2021 12:28 PM
105	small and tight knit	9/30/2021 12:28 PM
106	up keep of yards and homes	9/30/2021 12:28 PM

107	nature	9/30/2021 12:27 PM
108	quiet, down traffic	9/30/2021 12:27 PM
109	Friendly faces, tree lined streets, gwd neighbors	9/30/2021 12:26 PM
110	Peoples/trees/nature	9/30/2021 12:25 PM
111	I love the waterfront and view of downtown	9/30/2021 12:24 PM
112	yards are pretty	9/30/2021 12:23 PM
113	privacy	9/30/2021 12:23 PM
114	clean up yards w/ junk!	9/30/2021 12:22 PM
115	Friendliness	9/30/2021 12:22 PM
116	Mature trees, well-maintained properties	9/30/2021 12:22 PM
117	lake view or closeness	9/30/2021 12:21 PM
118	The citys tree maintenance program is excellent, when an old tree is cutdown, a new one is planted quickly, thanks for doing such a great job	9/30/2021 12:21 PM
119	View of lake	9/30/2021 12:20 PM
120	Solid Construction/wood/stone	9/30/2021 12:19 PM
121	Well maintained houses houses and yards, and mature trees	9/30/2021 12:19 PM
122	everything	9/30/2021 12:18 PM
123	being near waterfront and East Park, and shopping, etc.	9/30/2021 12:18 PM
124	Proximity to Lake MI	9/30/2021 12:18 PM
125	Condo association	9/30/2021 12:15 PM
126	location	9/30/2021 12:15 PM
127	Friendly neighbors. The presence of wildlife that are free to wander and that are left alone	9/30/2021 12:15 PM
128	trees and wildlife	9/30/2021 12:09 PM
129	well maintained	9/30/2021 12:07 PM
130	Maintained grounds with nice landscaping	9/30/2021 12:06 PM
131	quiet, great friendly, caring neighbors	9/30/2021 12:05 PM
132	Beah/ Marina	9/30/2021 12:04 PM
133	quiet enjoyable	9/30/2021 12:04 PM
134	Quality and appearance	9/30/2021 12:03 PM
135	1) depot beach, its playground 2) sailing school, depot building and garden 3) municipal golf course	9/30/2021 12:03 PM
136	the character of the neighborhood NO ACCESSORY DWELLING SHIT It ruins the neighborhoods	9/30/2021 12:01 PM
137	near downtown, walkable lovely homes, most of them kept up	9/30/2021 12:01 PM
138	ON THE LAKE!(CHARLEVOIX)	9/30/2021 11:57 AM
139	trees, flowers, walkability, near the lake	9/30/2021 11:56 AM
140	Nice neighborhood and year-long/seasonal neighbors (except weekly rental people)	9/30/2021 11:56 AM
141	Playgrounds for children are not natural/equal to forest immersion. Ex: Beaches + use of old k-6 bldg. Identification/Learning stations about nature are set-up behind k-6	9/30/2021 11:56 AM
142	walkability to town	9/30/2021 11:55 AM

143	Sidewalks!	9/30/2021 11:53 AM
144	Location	9/30/2021 11:52 AM
145	Location	9/30/2021 11:52 AM
146	safety, neighbors, police well	9/30/2021 11:52 AM
147	mcsauba	9/30/2021 11:51 AM
148	proximity to town	9/30/2021 11:47 AM
149	Park in front yard	9/30/2021 11:24 AM
150	Lake View	9/30/2021 11:07 AM
151	Good neighbors & close to down town.	9/30/2021 11:07 AM
152	Lake Michigan	9/30/2021 11:06 AM
153	view/acess lake mich	9/30/2021 11:02 AM
154	Neighbors are wonderful people :)	9/30/2021 11:01 AM
155	Trails in Mc Sauba, rec area, and beach	9/30/2021 11:00 AM
156	The clean houses people can afford	9/30/2021 10:57 AM
157	Homes are well maintained as are yards	9/30/2021 10:55 AM
158	Smooth Streets	9/30/2021 10:55 AM
159	great neighbors	9/25/2021 7:09 PM
160	The street needs some repair	9/25/2021 6:57 PM
161	View of lake, park	9/25/2021 6:31 PM
162	Walkable to downtown, nature trails, parks, marina, shopping, restaurants, the character of homes	9/25/2021 6:12 PM
163	The downtown vibe	9/25/2021 5:28 PM
164	closeness to lake and part	9/25/2021 5:02 PM
165	great neighbors	9/25/2021 3:38 PM
166	update downtown area	9/25/2021 3:31 PM
167	Views, water access	9/25/2021 3:11 PM
168	Very near water/park	9/23/2021 9:42 AM
169	sidewalks, tree-lined street	9/23/2021 9:30 AM
170	Close to downtown and the water	6/15/2021 4:01 PM
171	Strong HOA rules	6/15/2021 3:52 PM
172	Golf course, pond, clubhouse, gym, pools & close proximity to dt Chx shopping and beaches. Great walking/biking trails. It's beautiful!!!	6/15/2021 3:30 PM
173	trees	6/15/2021 3:11 PM
174	Neighbors keep homes in good repair & consistent improvements	6/15/2021 3:03 PM
175	Beauty and access to nature	6/15/2021 2:53 PM
176	Golf, tennis ct., depot beach	6/15/2021 2:44 PM
177	trees nature	6/15/2021 2:29 PM
178	Mature trees near Lakes Michigan & Charlevoix and beautiful homes in the neighborhood	6/14/2021 12:00 PM
179	big lots - year round residents	6/14/2021 11:39 AM

180	Safe - near parks and Lake Charlevoix	6/14/2021 11:10 AM
181	Well kept homes and yards.	6/14/2021 10:41 AM
182	Family friendly Lake Michigan Park	6/14/2021 10:31 AM
183	My neighbors	6/14/2021 10:06 AM
184	Streets need to be repaved	6/14/2021 9:54 AM
185	The people and it is quiet	6/9/2021 9:50 PM
186	Yards and homes well cared for.	6/9/2021 9:36 PM
187	Lake Charlevoix & view	6/8/2021 2:43 PM
188	Views of Lake Michigan, sidewalks, mature trees	6/8/2021 2:28 PM
189	God's Country :)	6/8/2021 1:58 PM
190	Walking distance to downtown, Lake Michigan, and Lake Charlevoix public access.	6/8/2021 11:38 AM
191	Nearby parks/water	6/8/2021 9:46 AM
192	Close to Lake MI; love the deer in the neighborhood & upkeep of the homes.	6/8/2021 9:36 AM
193	Neat appearance, nice neighbors	6/8/2021 9:12 AM
194	Newly built condos along Pine River Channel - Not attractive design.	6/7/2021 3:03 PM
195	Trees/walkability/friendly	6/7/2021 2:55 PM
196	Low traffic, quiet	6/7/2021 2:39 PM
197	Waterfront	6/7/2021 2:27 PM
198	Out of town - no sidewalk - good road	6/7/2021 2:11 PM
199	view, walkability	5/27/2021 3:01 PM
200	Close to downtown and beaches	5/27/2021 2:34 PM
201	Walkability	5/25/2021 11:49 AM
202	The library and its park	5/24/2021 8:11 AM
203	Quick walk to beach and downtown	5/23/2021 5:38 PM
204	Smaller single family homes although 2 properties around the corner have built these ridiculous accessory units which have destroyed the character of that area	5/19/2021 4:13 PM
205	Friendliness, quiet, clean	5/19/2021 1:08 PM
206	The overall beauty	5/19/2021 12:59 PM
207	Lake view in winter and walk downtown anytime	5/19/2021 12:51 PM
208	Proximity to shopping	5/19/2021 12:43 PM
209	Quality of homes, wonderful trees, good neighbors	5/18/2021 3:54 PM
210	On Lake Charlevoix safe neighborhood	5/18/2021 2:31 PM
211	Streets and sidewalks	5/18/2021 2:06 PM
212	New road recently (3 years). Neighbors care for their homes.	5/18/2021 1:56 PM
213	Quality of amenities	5/18/2021 1:38 PM
214	Not crowded	5/18/2021 1:27 PM
215	Mature trees, quiet	5/18/2021 1:16 PM
216	Closeness to town. Most homes are in good shape. We do have a couple of eye sores(rentals) that the owner doesn't put $ into.	5/18/2021 11:01 AM

217	Charlevoix Public Library	5/18/2021 10:53 AM
218	Some home restorations are improving the area.	5/17/2021 11:51 AM
219	neighbors	5/17/2021 11:41 AM
220	Friendly neighbors close to school quiet area safe environment	5/17/2021 11:28 AM
221	Quiet and well kept	5/17/2021 11:09 AM
222	I am happy with the happiness of my own property around me, otherwise I have to look boats storages and gravel pit trucks. My road is very dangerous on how fast people drive.	5/17/2021 10:56 AM
223	Peaceful and quiet. friendly neighbors	5/17/2021 6:03 AM
224	sidewalks - close to stores and downtown	5/14/2021 5:04 PM
225	Trees, large yard, nice street, well kept houses	5/14/2021 4:53 PM
226	Trees	5/14/2021 4:45 PM
227	Close to restaurants/shopping	5/14/2021 4:37 PM
228	View of the water, nice neighbors, well kept area	5/14/2021 4:26 PM
229	Well tended homes and yards with sidewalks	5/14/2021 3:50 PM
230	Peaceful	5/14/2021 3:23 PM
231	The lakefront and the ability to walk.	5/14/2021 3:03 PM
232	E. Hurlbut is a nice mailing address	5/14/2021 2:50 PM
233	Clean streets, lots of shade trees	5/14/2021 2:29 PM
234	Close to downtown, Michigan beach, well kept neighborhood, friendly neighbors	5/13/2021 11:33 AM
235	the library is close and is wonderful	5/11/2021 2:37 PM
236	Beautiful downtown community	5/11/2021 9:31 AM
237	Good mixture of year round, Short term rentals and seasonal homes	5/10/2021 7:16 PM
238	Quiet	5/10/2021 5:48 PM
239	Neighbors take care of their homes and yards and know each other.	5/10/2021 2:02 PM
240	Access to Lake MI	5/10/2021 1:59 PM
241	Neighbors care about their property	5/10/2021 9:24 AM
242	Close to nature trails, lake, housing location offers privacy and adequate yards and distance from neighbors, diverse wildlife	5/9/2021 1:32 PM
243	Shared wooded space, single family homes	5/9/2021 10:55 AM
244	We've had our family home since 1965, street is older, large single family homes, idyllic neighborhood and very safe	5/8/2021 7:54 PM
245	Bi weekly trash pickup	5/8/2021 12:29 PM
246	Historic	5/8/2021 6:07 AM
247	Older neighborhood and homes have been updated and renovated	5/7/2021 10:47 PM
248	Quiet, private, close to forest near Lake Michigan.	5/7/2021 8:47 PM
249	Being close to Lake Michigan.	5/7/2021 6:43 PM
250	Good neighbors, well maintained homes	5/7/2021 6:26 PM
251	I love that I can walk a short distance to downtown.	5/7/2021 3:04 PM
252	The vegetation, (the trees, the lake, beaches) the bike trail, the people, and the location	5/7/2021 1:29 PM
253	quiet, friendly neighbors, close to walking/biking trail	5/7/2021 1:17 PM

254	Up keep of beautiful lawns and their homes	5/7/2021 12:28 PM
255	Proximity to Lake Charlevoix	5/7/2021 12:04 PM
256	quiet, great neighbors,	5/7/2021 10:53 AM
257	Close to the lake	5/7/2021 8:16 AM
258	I enjoy the ability to walk on multiple tree-lined streets and proximity to parks, beaches, and shopping.	5/7/2021 7:55 AM
259	Pride is a sin.	5/7/2021 7:14 AM
260	Friends	5/7/2021 3:15 AM
261	It seems quiet, and I really like a secluded wooded neighborhood close to town.	5/6/2021 10:07 PM
262	Proximity to parks and downtown. Trees planted along a streets.	5/6/2021 9:50 PM
263	Quiet and low noise level. Trees and green.	5/6/2021 1:08 PM
264	Quiet, year-round neighborhood characterized by folks to care for their property and the community.	5/6/2021 11:06 AM
265	Close to schools, downtown, parks, etc.	5/6/2021 10:28 AM
266	NA	5/5/2021 9:00 PM
267	All new homes geared to retirees or singles & couples. Nicely landscaped.	5/5/2021 8:49 PM
268	nice yard, green space, trees	5/4/2021 1:20 PM
269	Clean and Well Maintained	5/4/2021 10:47 AM
270	Well kept residences for most part. Healthy busyness near local businesses. Close to downtown. Roads and sidewalks in good condition.	4/29/2021 7:55 PM
271	Close to the lake, close to downtown and restaurants, nice trees, and some nice yards.	4/29/2021 7:53 PM
272	Shared open space and amenities such as beach and boat slips	4/29/2021 3:54 PM
273	Pride has nothing to do with it. I like where I live.	4/29/2021 9:20 AM
274	Location	4/29/2021 9:14 AM
275	My neighbors are nice and the area is pretty. We can walk to the lake.	4/29/2021 6:53 AM
276	Quiet, close to nearby recreation, walkable	4/28/2021 1:13 PM
277	Waterfront living downtown. There's nothing better. Loving the marina and park right outside my front door.	4/28/2021 11:59 AM
278	Low crime and fairly quiet area	4/28/2021 11:54 AM
279	My neighborhood is close to downtown so I enjoy the foot traffic on my street!	4/28/2021 11:53 AM
280	Everything we would need is extremely walkable! Very close to downtown, parks, and the water. Very nice area. We love our neighbors	4/27/2021 6:47 PM
281	Walkable, close to Mt. McSauba, lots of people outside, quiet at night, nice landscaping.	4/27/2021 4:06 PM

Q16 List the characteristics or features of your neighborhood you would like to see changed.

Answered: 247 Skipped: 390

#	RESPONSES	DATE
1	Better upkeep of sidewalks	10/7/2021 11:29 PM
2	better parking for my place	10/7/2021 8:53 AM
3	all good	10/7/2021 8:46 AM
4	none	10/7/2021 8:43 AM
5	more year-round residents	10/7/2021 8:27 AM
6	cla elementary cleaned up and maintained - somthing to slow down traffic on division st.	10/6/2021 9:08 PM
7	None	10/6/2021 8:42 PM
8	Fix ferry beach park up, use DPW for added park	10/6/2021 8:41 PM
9	None	10/6/2021 8:28 PM
10	Beer Cave sign and weeding by sign	10/6/2021 8:09 PM
11	Need curbside recycling.	10/6/2021 7:18 PM
12	Bridge lights covered so they don't shine in windows	10/6/2021 7:08 PM
13	go back not old sideyard setbacks and front yard setbacks	10/6/2021 7:00 PM
14	Not allowing residents to put personal landscaping stuff on legal road right away	10/6/2021 1:39 PM
15	More Sidewalks	10/6/2021 1:32 PM
16	Better enforcement of trash ordinance; trailers and mobile homes s/b eventually replaced by higher quality housing.	10/6/2021 12:58 PM
17	Not rentals	10/6/2021 9:31 AM
18	Repave our road- cherry street Replacing plumbing in road to homes (sewer)	10/6/2021 9:19 AM
19	eagle DR @ Dixon needs repair, sink hole?	10/6/2021 8:55 AM
20	Lawn maintenance mowers and blowers are too loud	10/6/2021 8:52 AM
21	None thank you	10/6/2021 8:31 AM
22	roads and sidewalks added traffic control	10/5/2021 11:08 PM
23	no more condos	10/5/2021 11:05 PM
24	Clean streets, better parking, petunias on streets	10/5/2021 11:04 PM
25	trees trimmed or removed for lake view	10/5/2021 10:59 PM
26	Ferry Avenue between m-66 and Stover Road - pedestrian road markings/paint	10/5/2021 10:00 PM
27	Goodwill Store	10/5/2021 9:53 PM
28	speed limits lowered on m66 - better patrols - trucks are going 80 mph in early morning. improved home regs.	10/5/2021 8:34 PM
29	strictly enforce no smoking indoors	10/5/2021 8:01 PM
30	underground wiring system	10/5/2021 7:51 PM

31	Intrusion of the tours into the neighborhood!!!	10/5/2021 7:40 PM
32	Lack of care and maintenance on the part of some neighbors. I hate yard waste sitting on street for long periods-- HELP!!!	10/5/2021 6:11 PM
33	Need sidewalks	10/5/2021 5:30 PM
34	Blasting at cement factory too powerful- destroying nearby houses	10/5/2021 5:25 PM
35	more trees, power lines underground, less grass, more wildflowers	10/5/2021 1:42 PM
36	One neighbor who has junk and lots of vehicles in yard	10/5/2021 1:34 PM
37	hillside across street taken care f- poison ivy and agressive plants	10/5/2021 12:49 PM
38	nothing	10/2/2021 9:41 AM
39	I'd like the road repaired with better drainage	10/1/2021 11:24 AM
40	low income housing	10/1/2021 8:58 AM
41	Ferry Park improvements	10/1/2021 8:41 AM
42	stop planting trees under powerlines!	10/1/2021 8:31 AM
43	city involvement in waterfront/shoreline protection	10/1/2021 8:25 AM
44	sidewalk from M-66 down Ferry Road	10/1/2021 8:14 AM
45	better snow removal of roads	10/1/2021 8:05 AM
46	Roads	9/30/2021 11:13 PM
47	NO MORE VRBO AND AIRBNB'S	9/30/2021 11:01 PM
48	less gas stations and liquor stores	9/30/2021 10:47 PM
49	i wouldn't change anything	9/30/2021 10:41 PM
50	Don't need any changes	9/30/2021 10:40 PM
51	a better place for children to play!	9/30/2021 10:37 PM
52	beach	9/30/2021 10:32 PM
53	NONE	9/30/2021 10:22 PM
54	less construction!	9/30/2021 8:49 PM
55	Too many[underlined] airplanes using the airport!!	9/30/2021 8:20 PM
56	less gas station, more wildflowers, less alcohol, more trees, more affordable clothing stores, (more nonsmoking in the low income buildings we have) I can't breathe in my apartment but cannot afford to move.	9/30/2021 7:57 PM
57	certain trees cut down	9/30/2021 7:56 PM
58	Homes need to be held to standards of up keep, yard maintenance, etc	9/30/2021 6:43 PM
59	turn over empty stores, allow larger yachts in harbor	9/30/2021 6:37 PM
60	No golf carts driven by teens + children	9/30/2021 6:05 PM
61	*Less Rentals	9/30/2021 5:47 PM
62	Nothing	9/30/2021 5:42 PM
63	None	9/30/2021 5:29 PM
64	Residential blight nearby. Antrim Street needs rebuilt	9/30/2021 5:19 PM
65	I Do Not like the rental across the street. I would prefer a year round rental. I feel unsafe.	9/30/2021 4:01 PM
66	I do wish people kept up their properties a little better	9/30/2021 3:54 PM
67	Nothing	9/30/2021 3:44 PM

68	more restaurants downtown	9/30/2021 3:34 PM
69	less/fewer seasonal owner-only, but I understand this is hard. We currently one but plan to be full time I 1.5 years	9/30/2021 2:36 PM
70	Trees on outlawn trimmed and those over hanging sidewalks. Wider street and utility wires removed (at parks grant)	9/30/2021 2:23 PM
71	I'd like government to get out of our business. This survey is for developers no government.	9/30/2021 2:05 PM
72	Bike lanes/routing	9/30/2021 1:40 PM
73	none	9/30/2021 1:28 PM
74	More shopping that is NOT tourist aimed	9/30/2021 12:42 PM
75	speed limit enforced	9/30/2021 12:40 PM
76	no trash or lawnclippings trees left at curb! Make a set day for pickup	9/30/2021 12:36 PM
77	fix the eroded beach access walks	9/30/2021 12:35 PM
78	More families with children. Immediate neighbor is Air BnB + not as well kept as others. Don't care for constant change in tenants.	9/30/2021 12:34 PM
79	improved roads	9/30/2021 12:33 PM
80	Better sidewalks, bike lanes, recycling pickup, compost for food scrap pickup or dropoff	9/30/2021 12:32 PM
81	none	9/30/2021 12:31 PM
82	none	9/30/2021 12:31 PM
83	Paved Roads	9/30/2021 12:31 PM
84	like to see dilaptated houses fixed up	9/30/2021 12:30 PM
85	Nothing	9/30/2021 12:29 PM
86	sidewalk or bike path on mercer!!!!	9/30/2021 12:28 PM
87	n/a	9/30/2021 12:28 PM
88	No Blight! -keep grass cut	9/30/2021 12:28 PM
89	none	9/30/2021 12:27 PM
90	more pedertrian friendliness	9/30/2021 12:27 PM
91	love it as is	9/30/2021 12:26 PM
92	Sidewalks repaired Sidewalks added	9/30/2021 12:25 PM
93	Street to be listed as "No through traffic"	9/30/2021 12:25 PM
94	none	9/30/2021 12:24 PM
95	Prospect Street needs repair	9/30/2021 12:23 PM
96	Snow plowing	9/30/2021 12:22 PM
97	Replace ancient trees that are badly damaged	9/30/2021 12:19 PM
98	nothing	9/30/2021 12:18 PM
99	I wish seasonal renters would maintain/work on their properties as if THEIR home value mattered	9/30/2021 12:18 PM
100	1) Start plowing sidewalks on West Dixon Ave 2)Enforce leash laws for dogs	9/30/2021 12:18 PM
101	year round residents, families with children	9/30/2021 12:17 PM
102	Rentals, daily, weekly	9/30/2021 12:17 PM
103	More affordable housing for local residents	9/30/2021 12:15 PM

104	love my neighborhood lived here 45 years	9/30/2021 12:15 PM
105	Add sidewalks. Add curb and gutters	9/30/2021 12:15 PM
106	LESS SHORT TERM RENTERS	9/30/2021 12:10 PM
107	Fix Prospect St.	9/30/2021 12:08 PM
108	Improve Ferry Beach	9/30/2021 12:06 PM
109	Park Improvements	9/30/2021 12:04 PM
110	trees removed for more lake views	9/30/2021 12:04 PM
111	none	9/30/2021 12:03 PM
112	improvements only no accessory dwelling units	9/30/2021 12:01 PM
113	CONSISTENT ZONING	9/30/2021 11:57 AM
114	slower auto speeds	9/30/2021 11:56 AM
115	Eliminate weekly VRBO/Air Bnb's Utilities (wires underground)	9/30/2021 11:56 AM
116	Street Light light up my house at night	9/30/2021 11:56 AM
117	more year round homeowner, residents vs. seasonal	9/30/2021 11:55 AM
118	friendly neighbors	9/30/2021 11:55 AM
119	Street Lights	9/30/2021 11:52 AM
120	indoor walking park in winter	9/30/2021 11:51 AM
121	Clean up some neighbor property	9/30/2021 11:50 AM
122	street lights on pine river lane	9/30/2021 11:47 AM
123	less noise	9/30/2021 11:24 AM
124	Keep Yards Clean	9/30/2021 11:09 AM
125	Less Noise	9/30/2021 11:07 AM
126	Removal of sign warning of school children - school is closed for over 20 years	9/30/2021 11:07 AM
127	No More Building	9/30/2021 11:06 AM
128	none	9/30/2021 11:02 AM
129	houses needing repair	9/30/2021 11:01 AM
130	Better lighting and longer hours at ice rink and ski hill	9/30/2021 11:00 AM
131	more full time residents and less 2nd home owners	9/25/2021 7:09 PM
132	Ferry Beach park needs improvement	9/25/2021 6:31 PM
133	maintaining neighborhoods infrastructure, amazing work by city of Charlevoix	9/25/2021 6:12 PM
134	more year-round residents/families	9/25/2021 5:49 PM
135	less yard junk	9/25/2021 3:38 PM
136	Quality of yard maintenance	9/25/2021 3:23 PM
137	Ferry Beach improved	9/25/2021 3:11 PM
138	none	9/23/2021 9:30 AM
139	All ok	6/15/2021 3:52 PM
140	More units - park river place - HUD House	6/15/2021 3:46 PM
141	None	6/15/2021 3:30 PM

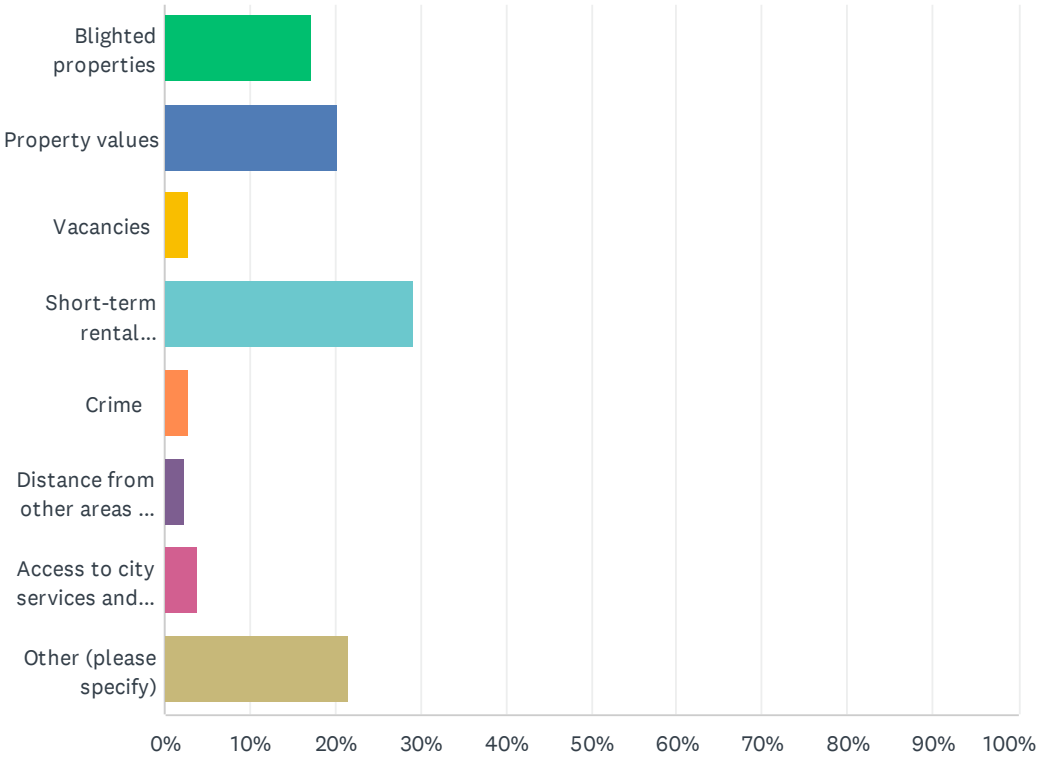
142	fix sidewalks	6/15/2021 3:11 PM
143	more trimming of old maples. Plant new maples	6/15/2021 3:03 PM
144	Road condition	6/15/2021 2:53 PM
145	complete the sidewalks	6/15/2021 2:44 PM
146	none	6/15/2021 2:29 PM
147	lower taxes	6/15/2021 2:11 PM
148	None I can think of	6/14/2021 12:00 PM
149	Cost of water usage!	6/14/2021 11:51 AM
150	City streets dept. property turned into Park.	6/14/2021 11:10 AM
151	Removal of electrical and other wires	6/14/2021 10:47 AM
152	Less junk in back yards and no RV parking.	6/14/2021 10:41 AM
153	Sidewalk on Park Ave.	6/14/2021 10:31 AM
154	Improve Ferry Beach Park. Utilize City street department property corner Ferry & Stover to recreational use.	6/14/2021 10:25 AM
155	None	6/14/2021 10:00 AM
156	Everyone in Boulder Park be on City Sewage	6/14/2021 9:54 AM
157	Storm drain for Lake Newman	6/14/2021 9:46 AM
158	A few more year round residents	6/9/2021 9:50 PM
159	City building and grounds moved to a new location & park in current location	6/8/2021 2:43 PM
160	New street lights, old style, that shine down, not up.	6/8/2021 2:28 PM
161	Road infrastructure	6/8/2021 2:22 PM
162	Need enforcement of zoning rules ie. size trailer stored on property junk sitting out for months.	6/8/2021 12:03 PM
163	Less short term rentals. Some streets need repaving.	6/8/2021 11:38 AM
164	Better beach access from Michigan Ave.; dune walkovers are always in despair.	6/8/2021 9:36 AM
165	No empty storefronts	6/8/2021 9:29 AM
166	Curb/sidewalks along Bridge St. south of downtown	6/8/2021 9:20 AM
167	Condition of streets (ours and surrounding) are horrible	6/8/2021 9:12 AM
168	Improve view of Lake Michigan with trimming	6/7/2021 3:03 PM
169	There is a problem with guest parking at the Earl.	6/7/2021 2:55 PM
170	Improve public beach at Ironton Park	6/7/2021 2:39 PM
171	None	6/7/2021 2:21 PM
172	None	6/7/2021 2:11 PM
173	sidewalks	5/27/2021 2:51 PM
174	CUX Estate should be annexed.	5/27/2021 1:53 PM
175	Some houses are in disrepair. I assume the owners cannot afford to paint the houses or install siding. Housing repair grants may help.	5/25/2021 11:49 AM
176	sidewalks are getting bad	5/24/2021 8:11 AM
177	More full-time residents	5/23/2021 5:38 PM
178	Get rid of the accessory dwelling units around the corner, these are not people who live here, just vacation.	5/19/2021 4:13 PM

179	street lights	5/19/2021 1:08 PM
180	Internet access	5/19/2021 12:59 PM
181	Different trees in the terrace	5/19/2021 12:51 PM
182	Relocate recycling center	5/19/2021 12:43 PM
183	underground electric	5/18/2021 3:54 PM
184	Leaves and grass piles in the street	5/18/2021 2:41 PM
185	Remove City buildings on Sever Rd. Clean up Ferry Beach Park	5/18/2021 2:31 PM
186	n/a	5/18/2021 2:06 PM
187	Happy with my neighborhood.	5/18/2021 1:56 PM
188	More crosswalks on 31	5/18/2021 1:47 PM
189	N/a	5/18/2021 1:38 PM
190	The long term rentals fixerd up.	5/18/2021 11:01 AM
191	Road and sidewalks upgraded	5/17/2021 11:51 AM
192	sidewalks updated - people not being allowed to store multiple boats, grills, etc. junk outside esp. on W. Upright 100 block	5/17/2021 11:41 AM
193	N/a	5/17/2021 11:28 AM
194	Better street drainage and curbs.	5/17/2021 11:09 AM
195	One house nice people poor condition	5/17/2021 11:03 AM
196	Speed limit mostly	5/17/2021 10:56 AM
197	More bike paths	5/17/2021 6:03 AM
198	Larger lots - larger, newer homes	5/14/2021 5:04 PM
199	n/a	5/14/2021 4:53 PM
200	Cleaner streets/sand removed from gutters	5/14/2021 4:37 PM
201	nothing	5/14/2021 4:26 PM
202	less traffic	5/14/2021 3:50 PM
203	Enforcement of blight properties	5/14/2021 3:23 PM
204	The weeds growing in the empty lot.	5/14/2021 3:03 PM
205	Sidewalks everywhere THAT ARE PLOWED ALL WINTER LONG!!!	5/14/2021 2:29 PM
206	Replace or major repair to sewer main on Antrim St. Many homes have tree root issues at house lead to main connections. We each spend about $100 a year on plumbers. And repair the street!	5/13/2021 11:33 AM
207	the street lights are ugly and shine in our window. It would be great to have underground wiring	5/11/2021 2:37 PM
208	More restaurants in town	5/11/2021 9:31 AM
209	none, maybe cut down or trim tress to improve maintain views of water.	5/10/2021 7:16 PM
210	More space	5/10/2021 5:48 PM
211	It's a short block between Bridge and State and too many people use it to cross over and drive too fast.	5/10/2021 2:02 PM
212	Added Street Lamps	5/10/2021 1:59 PM
213	Blighted properties on the way to our neighborhood	5/10/2021 9:24 AM
214	Addition of side walks, dog parks, road repairs	5/9/2021 1:32 PM

215	style of homes (prefer not ranch-style, more varied & historic), sidewalks	5/9/2021 10:55 AM
216	Enhanced Township access to beach at Mich. Ave.,/Division St., build stairs so more accessible to young children and older people	5/8/2021 7:54 PM
217	Many homes in disrepair and trash in the yard. Cars on lawn.	5/8/2021 12:29 PM
218	Bike lanes, trails	5/8/2021 6:07 AM
219	Short term rentals	5/8/2021 5:51 AM
220	None	5/7/2021 10:47 PM
221	Less noise from snow mobiles, ATV, lawn mowers and leaf blowers.	5/7/2021 8:47 PM
222	BLIGHT. HOMES THAT ARE FILTHY, DILAPIDATED, AN EMBARASMENT TO MYSELF AND THE CITY WHERE I LIVE.	5/7/2021 6:43 PM
223	Speed limit decreased and enforced	5/7/2021 1:17 PM
224	Would love to have sidewalks down our road	5/7/2021 12:28 PM
225	Great as it	5/7/2021 12:04 PM
226	New Sidewalks, less traffic	5/7/2021 10:53 AM
227	Drinking Water quality	5/7/2021 8:16 AM
228	Sidewalks on even one side of the street.	5/7/2021 7:14 AM
229	Better streets	5/7/2021 3:15 AM
230	Better upkeep of several homes	5/7/2021 1:04 AM
231	I'd like the option of municipal utilities in the area.	5/6/2021 10:07 PM
232	More year round residents More flexibility in zoning rules	5/6/2021 9:50 PM
233	Please are allowed to keep so much crap in their yard. People live in the city and think they live on 10 acres in the country. Also projects go on for ever, neighbor build a shed and 3 years later still no siding looks like crap.	5/6/2021 2:19 PM
234	More sidewalks and drainage for the road. Especiall in winter.	5/6/2021 1:08 PM
235	Side walks down Grant Street, drivers don't pay attention and go to fast makes our family feel unsafe walking on the road without sidewalks	5/5/2021 9:00 PM
236	I just moved there, so don't know yet.	5/5/2021 8:49 PM
237	junk collections around backs of houses	5/4/2021 1:20 PM
238	NA	5/4/2021 10:47 AM
239	More sidewalks leading to lake areas. Beautification between sidewalks and roads	4/29/2021 7:55 PM
240	More upkeep of front lawns in neighborhoods downtown.	4/29/2021 7:53 PM
241	NA	4/29/2021 3:54 PM
242	Improve parks	4/29/2021 9:14 AM
243	Cost is outrageous for a young couple to live here. There are too many summer homes/vacation rentals. Please build affordable housing for the workforce.	4/29/2021 6:53 AM
244	Several vacation homes/very few neighbors to interact with,	4/28/2021 1:13 PM
245	Maybe more parking	4/28/2021 11:59 AM
246	SIDEWALKS!!!! Its so inconsistent in the morning!	4/28/2021 11:54 AM
247	More housing diversity. The only "apartments" or "condos" by my house hold seasonal residents that are never here. Young people and those who work in our community should have the chance to affordably live in our neighborhood.	4/27/2021 4:06 PM

Q17 What is the biggest threat to the viability of your neighborhood? Select one.

Answered: 419 Skipped: 218



ANSWER CHOICES	RESPONSES	
Blighted properties	17.18%	72
Property values	20.29%	85
Vacancies	2.86%	12
Short-term rental properties	29.12%	122
Crime	2.86%	12
Distance from other areas of the city	2.39%	10
Access to city services and amenities	3.82%	16
Other (please specify)	21.48%	90
TOTAL		419

#	OTHER (PLEASE SPECIFY)	DATE
1	no threats	10/7/2021 1:28 PM
2	speeding on residential streets	10/6/2021 9:08 PM
3	second homes destroy community	10/6/2021 7:18 PM

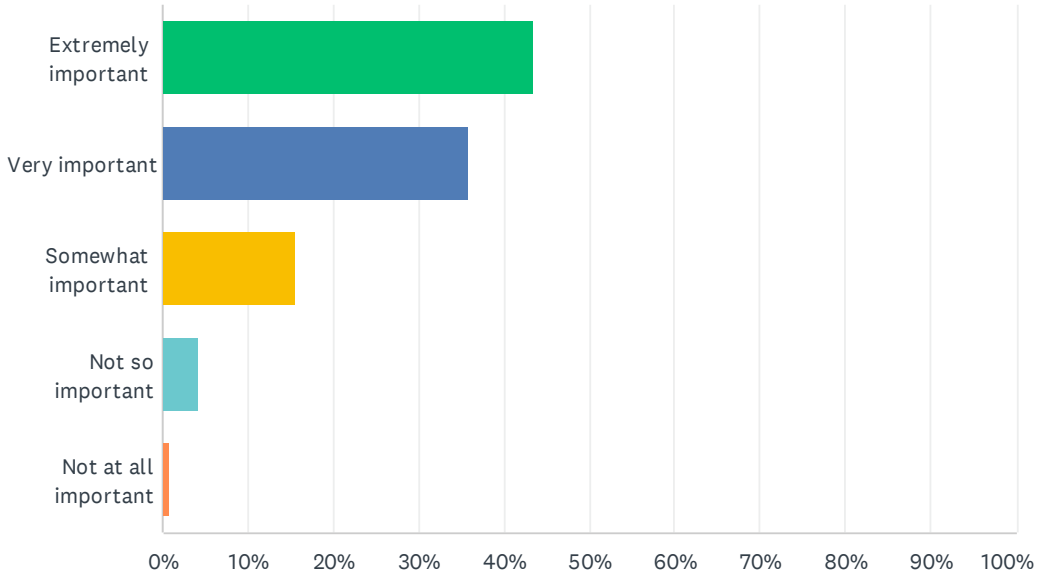
4	Phillips old gas station on north side	10/6/2021 7:00 PM
5	Nasty neighbors	10/6/2021 1:39 PM
6	Rentals/ Weekly or daily	10/6/2021 9:31 AM
7	none	10/6/2021 8:31 AM
8	no more condos	10/5/2021 11:05 PM
9	traffic too fast on Michigan Ave	10/5/2021 10:52 PM
10	none	10/5/2021 8:01 PM
11	Tree trim for wires no shade hot in summer	10/5/2021 7:51 PM
12	Cement Company	10/5/2021 7:40 PM
13	none	10/5/2021 5:35 PM
14	Cement factory blasting	10/5/2021 5:25 PM
15	Prices too high for families	10/5/2021 1:34 PM
16	None	10/2/2021 9:41 AM
17	Affordable - single family homes	10/2/2021 9:31 AM
18	no shopping / high priced in town: we shop in Petoskey	10/1/2021 9:04 AM
19	lake MI rising, h2o	10/1/2021 8:25 AM
20	sidewalks	10/1/2021 8:14 AM
21	None	10/1/2021 7:58 AM
22	No thraet.	9/30/2021 10:57 PM
23	DEER	9/30/2021 10:47 PM
24	none	9/30/2021 10:41 PM
25	No real threat	9/30/2021 10:40 PM
26	no beach	9/30/2021 10:32 PM
27	None	9/30/2021 8:08 PM
28	Higher taxes	9/30/2021 7:16 PM
29	Parking blocking street by public beach very dangerous to kids, pedestrians+ driving	9/30/2021 6:05 PM
30	None	9/30/2021 5:42 PM
31	Proposed affordable housing development	9/30/2021 5:29 PM
32	City water and sewer costs- skyrocketed in past few years.	9/30/2021 2:23 PM
33	NONE	9/30/2021 2:05 PM
34	None	9/30/2021 12:42 PM
35	see #16	9/30/2021 12:40 PM
36	Rising lake level	9/30/2021 12:38 PM
37	NEED MORE SHOPPING + RESTAURANTS	9/30/2021 12:34 PM
38	Over Building	9/30/2021 12:31 PM
39	none of the above :)	9/30/2021 12:30 PM
40	Commercial traffic	9/30/2021 12:25 PM
41	high property tax	9/30/2021 12:21 PM

42	DEER	9/30/2021 12:18 PM
43	The continual growth of St Marys' cement and the "dust" it creates + collects in my house + car	9/30/2021 12:18 PM
44	seasonal residents	9/30/2021 12:17 PM
45	COST OF FEES AND AVAILABILITY TO ZONING FOR IMPROVEMENTS MAYBE A TAX INCENTIVE FOR IMPROVEMENTS INSTEAD OF INCREASES	9/30/2021 12:09 PM
46	Reducing the size of park space	9/30/2021 12:04 PM
47	Municipal Neglect	9/30/2021 12:03 PM
48	Charlevoix lake water levels too high- property and home damage potential increase 2) threat of asian carp fish	9/30/2021 12:03 PM
49	Cars drive to fast	9/30/2021 11:56 AM
50	tax increases	9/30/2021 11:24 AM
51	Tax Increases	9/30/2021 11:07 AM
52	None	9/30/2021 11:04 AM
53	Affordable housing	9/25/2021 6:31 PM
54	Capping/limiting construction aimed at visitors instead of resident.	9/25/2021 6:12 PM
55	not enough tourist amenities, poor use of city space	9/25/2021 3:38 PM
56	Increased traffic from Yacht Club, Restaurant	9/25/2021 3:11 PM
57	Your gonna need more units for folks soon	6/15/2021 3:46 PM
58	None	6/15/2021 3:30 PM
59	None it's wonderful McSauba Rd	6/15/2021 2:29 PM
60	Taxes	6/15/2021 2:11 PM
61	None	6/14/2021 10:41 AM
62	Former Street Dept property use	6/14/2021 10:25 AM
63	People who leave two or more boats in yard looks trashy	6/14/2021 9:54 AM
64	Houses across Mason St. from the library are in poor condition.	6/8/2021 3:01 PM
65	None	6/8/2021 2:43 PM
66	None	6/8/2021 9:36 AM
67	Taxes	6/8/2021 9:20 AM
68	Unattractive condos nearby	6/7/2021 3:03 PM
69	None	6/7/2021 2:21 PM
70	Lower cost of living areas	5/27/2021 1:41 PM
71	accessory dwelling units, destroys neighborhoods	5/19/2021 4:13 PM
72	Presence of recycling center	5/19/2021 12:43 PM
73	neighboring properties poorly maintained	5/18/2021 2:06 PM
74	None	5/18/2021 1:56 PM
75	Earl Hotel parking encroaching down Dixon Ave.	5/18/2021 1:16 PM
76	I don't mean downtown shopping. I mean big store options.	5/17/2021 10:56 AM
77	None	5/14/2021 4:45 PM
78	None	5/14/2021 3:50 PM

79	No current issues	5/13/2021 11:33 AM
80	seasonal homes used for three months or less	5/10/2021 7:16 PM
81	short-term rentals based on not properly vetting renters or having stricter rules for large parties	5/9/2021 10:55 AM
82	None	5/7/2021 10:47 PM
83	Not protecting the forest.	5/7/2021 8:47 PM
84	Need better stores, Kmart,target, no affordable shopping, more convenient restaurants, Popeyes, chick a fil. Etc	5/7/2021 6:26 PM
85	Basic utilities- drinking water, power, police protection	5/7/2021 8:16 AM
86	Nearby industrial/commercial properties give me pause for concern.	5/6/2021 10:07 PM
87	Maybe the distance from town.	5/5/2021 8:49 PM
88	Nothing. Noise along main roads (certain drivers disrespect for residents along 31)	4/29/2021 7:55 PM
89	No threats.	4/29/2021 9:20 AM
90	neighborhood friendlyness/sidewalks	4/28/2021 11:54 AM

Q18 How important is it for the City of Charlevoix to attract new businesses/uses to the city?

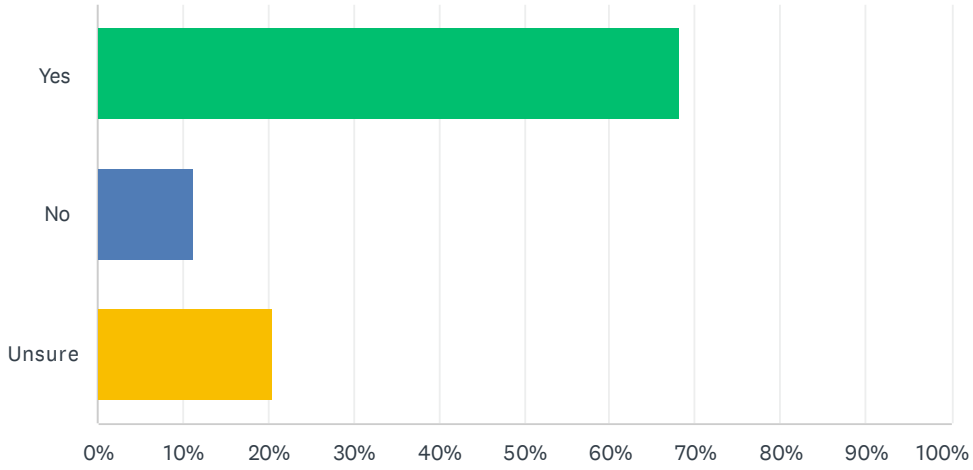
Answered: 559 Skipped: 78



ANSWER CHOICES	RESPONSES	
Extremely important	43.47%	243
Very important	35.78%	200
Somewhat important	15.56%	87
Not so important	4.29%	24
Not at all important	0.89%	5
TOTAL		559

Q19 Would you support the use of local government incentives to retain existing businesses and attract new businesses to the city?

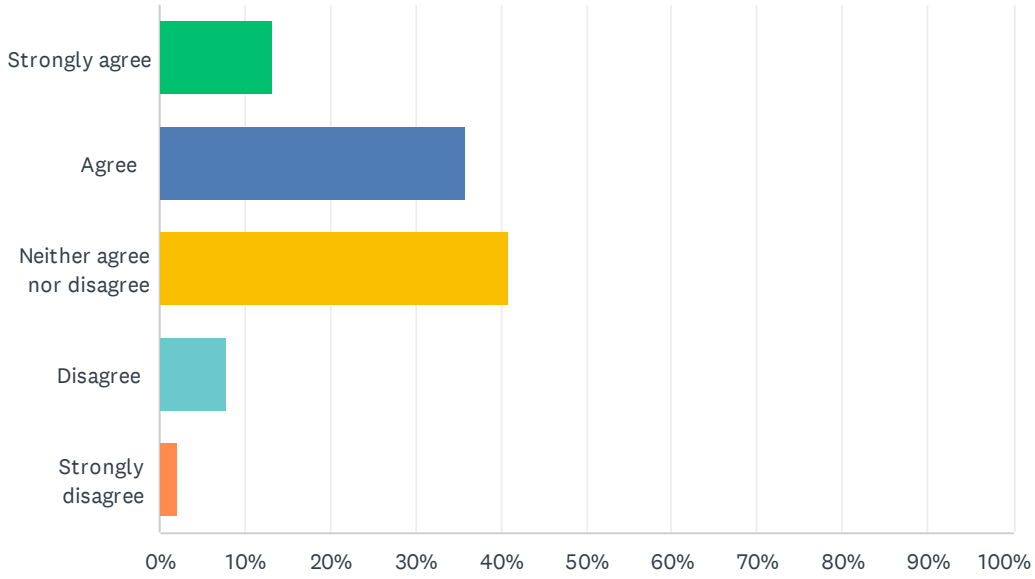
Answered: 562 Skipped: 75



ANSWER CHOICES	RESPONSES	
Yes	68.15%	383
No	11.39%	64
Unsure	20.46%	115
TOTAL		562

Q20 City government encourages new businesses and supports existing businesses in the City.

Answered: 553 Skipped: 84



ANSWER CHOICES	RESPONSES	
Strongly agree	13.20%	73
Agree	35.80%	198
Neither agree nor disagree	40.87%	226
Disagree	7.96%	44
Strongly disagree	2.17%	12
TOTAL		553

Q21 What type of business or service would you like to see come to the City?

Answered: 309 Skipped: 328

#	RESPONSES	DATE
1	More varied shopping options at least. 1 big store- Kmart	10/7/2021 11:29 PM
2	Restaurants	10/7/2021 11:20 PM
3	Quality of life businesses- those that pay a living wage.	10/7/2021 11:16 PM
4	Affordable eateries	10/7/2021 9:23 AM
5	more restaurants	10/7/2021 8:53 AM
6	big box store - Target / Meijer	10/7/2021 8:47 AM
7	more high-tech. small convention/meeting space	10/7/2021 8:43 AM
8	restaurants, unique shopping	10/7/2021 8:34 AM
9	less tourist-oriented business, more business targeting year-round residents - must shop in Petosky, T.C. or online to obtain what I need	10/7/2021 8:28 AM
10	restaurants, industry	10/7/2021 8:12 AM
11	affordable housing, family restaurants, meijer-type shopping, parking	10/7/2021 8:07 AM
12	taxi - uber	10/6/2021 9:09 PM
13	A large department store to fill K-Mart building or something like K-Mart, Walmart, etc.	10/6/2021 9:08 PM
14	Welcome all	10/6/2021 8:43 PM
15	Anything different, stop the same/same	10/6/2021 8:29 PM
16	Life sustaining jobs. No more seasonal stores (t-shirt shops, galleries, etc).	10/6/2021 7:52 PM
17	Buisnesses that don't rely on tourists.	10/6/2021 7:19 PM
18	More art galleries	10/6/2021 7:00 PM
19	Restaurants Coffee Houses	10/6/2021 1:33 PM
20	Quality Big Box (home depot) Coffee shops (starbucks) Highend restaurant at ferry beach Regular shuttle to castle farms	10/6/2021 1:00 PM
21	Dont know	10/6/2021 9:31 AM
22	-More "open" restuarnts on Sundays + Mondays on the northside -A northside grocery store!	10/6/2021 9:20 AM
23	stores to bring in vacationers	10/6/2021 8:55 AM
24	More	10/6/2021 8:52 AM
25	Electronic and clean restaurant, farm supplies	10/6/2021 8:32 AM
26	more arts - a theater that shows art films - no more events every weekend in the park - I'd like to use them	10/5/2021 11:06 PM
27	target or walmart to replace kmart that is gone now	10/5/2021 11:02 PM
28	department store	10/5/2021 10:56 PM
29	shoe repair shop	10/5/2021 10:52 PM
30	Light manufacturing such as Wojan & Harbor Industries	10/5/2021 10:01 PM

31	All nude bar serving mid-eastern food and music	10/5/2021 10:00 PM
32	environmental safe	10/5/2021 9:36 PM
33	Department store, traffic control, toy store	10/5/2021 8:35 PM
34	K mart wall mart	10/5/2021 8:25 PM
35	Tech. company, solar/wind/alternative energy	10/5/2021 8:11 PM
36	organic farm with produce stand	10/5/2021 8:02 PM
37	I would say a general retail store using existing empty store fronts/box stores (use what we have	10/5/2021 7:52 PM
38	K-mart type store - home store casual restaurants	10/5/2021 7:41 PM
39	Bakery, dining, auto repair	10/5/2021 6:11 PM
40	Art galleries- antique stores	10/5/2021 5:31 PM
41	ethnic restaurants indoor skating (ice/roller) in old Kmart	10/5/2021 1:42 PM
42	family restaurant shopping- ? target, meijer	10/5/2021 12:49 PM
43	a really good bakery	10/2/2021 9:41 AM
44	Recreation center - multi-use facility	10/2/2021 9:32 AM
45	Chinese Restaurant	10/1/2021 11:35 AM
46	Meijer, Target, Trader Joes	10/1/2021 11:25 AM
47	Target / Meyer's	10/1/2021 9:05 AM
48	another drive thru restaurant. sick of just McDonalds	10/1/2021 8:46 AM
49	fitness center	10/1/2021 8:42 AM
50	rei type outdoors	10/1/2021 8:37 AM
51	additional restaurants. fill downtown vacancies	10/1/2021 8:31 AM
52	?	10/1/2021 8:25 AM
53	more variety of restaurants	10/1/2021 8:09 AM
54	more successful local retail	10/1/2021 7:59 AM
55	ANYthing but cheap tshirts and alcohol! Over-saturated per capita.	9/30/2021 11:15 PM
56	Market on northside of town	9/30/2021 11:02 PM
57	Affordiable Retail	9/30/2021 10:58 PM
58	Medium Price Clothing and General Merchandice business	9/30/2021 10:49 PM
59	more restaurants more quality stores expand the city shopping areas and make better use of available property in stores. need less gas stations and convenience shops for liquor etc need more entertainment	9/30/2021 10:48 PM
60	nothing in particular	9/30/2021 10:41 PM
61	Light manufacturers,	9/30/2021 10:41 PM
62	culvers; affordable clothing, decorative items, etc	9/30/2021 10:38 PM
63	dining/outdoor venues- concerts	9/30/2021 10:32 PM
64	Food options / trades	9/30/2021 10:32 PM
65	RETAIL	9/30/2021 10:22 PM
66	Shoe store	9/30/2021 10:11 PM

67	1 or 2 more fast food options	9/30/2021 8:49 PM
68	Wal-mart	9/30/2021 8:21 PM
69	MFG	9/30/2021 8:08 PM
70	A department store, parking, more handicap parking on the channel for fisherman, less vacant business building, ANOTHER BRIDGE!	9/30/2021 7:58 PM
71	Afordable stores	9/30/2021 7:57 PM
72	KFC Olive Garden	9/30/2021 7:42 PM
73	City leaders did nothing to support business thru covid	9/30/2021 7:17 PM
74	Shoe store, toy store, sporting goods, clothing store, hobby store <-- reasonable prices	9/30/2021 6:50 PM
75	Restraunt/Bar/outdoor dining enhanced marina facilities	9/30/2021 6:44 PM
76	restaurants, Bars,- more - would bring more year round residents	9/30/2021 6:38 PM
77	More fast food options	9/30/2021 6:24 PM
78	Restauraunts	9/30/2021 6:24 PM
79	Affordable food establishment	9/30/2021 6:05 PM
80	Year round business- Restaurants-less breweries	9/30/2021 5:51 PM
81	No opinion	9/30/2021 5:42 PM
82	More restaurants	9/30/2021 5:30 PM
83	Target, Italian Restaurant, toy store, Culvers, Menards	9/30/2021 4:02 PM
84	more "ethnic" restaurants	9/30/2021 3:55 PM
85	Recreational for Family	9/30/2021 3:39 PM
86	K-MART	9/30/2021 2:39 PM
87	nothing specific to mind, sorry	9/30/2021 2:37 PM
88	Affordable clothing shopping	9/30/2021 2:24 PM
89	Target, KMART...	9/30/2021 2:24 PM
90	Coop health food store, 3rd wave coffee	9/30/2021 1:41 PM
91	I miss the KMart, the small multi-department store	9/30/2021 1:28 PM
92	Big Box Stores	9/30/2021 12:42 PM
93	year around in downtown buildings	9/30/2021 12:41 PM
94	Retail, Restaurants	9/30/2021 12:37 PM
95	something other than tourism businesses	9/30/2021 12:35 PM
96	More ethnic food, speciality grocery, Target type store.	9/30/2021 12:35 PM
97	RESTAURANTS/ SHOPPING	9/30/2021 12:34 PM
98	Health food store, farm-to-table spot. Actual coffee shop that is good :)	9/30/2021 12:34 PM
99	Tech	9/30/2021 12:33 PM
100	Mediterranean, asian restaurants	9/30/2021 12:32 PM
101	do not know!	9/30/2021 12:31 PM
102	unsure	9/30/2021 12:31 PM
103	Restaurants	9/30/2021 12:31 PM
104	Trader Joe	9/30/2021 12:31 PM

105	more tech based business	9/30/2021 12:29 PM
106	Restaurants/ night lite / entertainment	9/30/2021 12:29 PM
107	Speciality meat market. Oleson's is NOT kept up- UGLY DIRTY Store!	9/30/2021 12:29 PM
108	coney island	9/30/2021 12:28 PM
109	big box store, Walmart, etc.	9/30/2021 12:28 PM
110	affordable retail	9/30/2021 12:27 PM
111	affordable places to shop + get the loss of k-mart + dollar tree has forced trips to other cities to get items @ a reasonable price.	9/30/2021 12:26 PM
112	Dog park Indoor family center/play area	9/30/2021 12:26 PM
113	Health Food store	9/30/2021 12:26 PM
114	I miss the kmart. The small multi department store	9/30/2021 12:25 PM
115	Affordable retail - repurpose kmart! or takedown & build Affordable Housing	9/30/2021 12:23 PM
116	Food service	9/30/2021 12:22 PM
117	none	9/30/2021 12:21 PM
118	New restarant	9/30/2021 12:20 PM
119	A good coffee shop, a small grocery store north of the bridge (not junk-food store inside gas station)	9/30/2021 12:20 PM
120	Keep the pot shops out of town	9/30/2021 12:19 PM
121	family shoe store, practical clothing store, not boutique	9/30/2021 12:19 PM
122	Don't care - just keep out big stores + chain stores/hotels	9/30/2021 12:19 PM
123	manufacturing	9/30/2021 12:18 PM
124	?	9/30/2021 12:18 PM
125	Industrial	9/30/2021 12:16 PM
126	More private-sector jobs	9/30/2021 12:16 PM
127	r	9/30/2021 12:15 PM
128	Sports goods	9/30/2021 12:15 PM
129	Less bars! Something to fill the gap by K-Mart going out of business. More recreational - miss our bowling	9/30/2021 12:13 PM
130	Professional type, tech jobs, manufacturing (light)	9/30/2021 12:12 PM
131	AFFORDABLE CLOTHING AND HARDWARE, HOUSEHOLD ITEMS AND BUILDING SUPPLIES	9/30/2021 12:10 PM
132	Bakery that makes doughnuts, like "cop" doughnuts. Dollar tree. Taco Bell	9/30/2021 12:07 PM
133	affordable clothing/ low income housing	9/30/2021 12:06 PM
134	fed ex office/toy store for all aged youth 2-18 yr old bakery/ice cream nice men's clothing and shoes tailor yacht concierge service soda fountain	9/30/2021 12:06 PM
135	Greek &/or Coney Island restaurants	9/30/2021 12:05 PM
136	more affordable clothing stores not more T shirt shops	9/30/2021 12:05 PM
137	stronger retail, better restaurants	9/30/2021 12:05 PM
138	Target	9/30/2021 12:04 PM
139	Any business that pays a good wage	9/30/2021 12:02 PM

140	Store like Target, Something that carry's everything you need without traveling to Petoskey	9/30/2021 12:00 PM
141	poor recruitment efforts by Chamber (am a member for 15 years)	9/30/2021 11:57 AM
142	SUPERMARKET	9/30/2021 11:57 AM
143	None	9/30/2021 11:57 AM
144	Downtown Parking (additional) Furniture/Appliance Store	9/30/2021 11:56 AM
145	Variety of Businesses	9/30/2021 11:53 AM
146	More stores locally, for all!	9/30/2021 11:53 AM
147	more diverse restaurants mex, chinese, etc	9/30/2021 11:52 AM
148	Better retail choices	9/30/2021 11:52 AM
149	INDUSTRY!	9/30/2021 11:50 AM
150	starbucks, restaurants	9/30/2021 11:47 AM
151	Northside Restaurants, Manufactoring	9/30/2021 11:39 AM
152	lumber yard	9/30/2021 11:25 AM
153	Factories- Fast Food somewhere people can get food FAST on lunch hour	9/30/2021 11:10 AM
154	Lumber wood	9/30/2021 11:09 AM
155	family affordible restraunts	9/30/2021 11:08 AM
156	a big box store. Don't want to drive to Petoskey for essentials. Amazon is a savior, unfortunately.	9/30/2021 11:07 AM
157	Skilled Trades	9/30/2021 11:06 AM
158	uncertion	9/30/2021 11:03 AM
159	A discount store	9/30/2021 11:03 AM
160	Olgas or Firehouse Sub	9/30/2021 11:02 AM
161	Manufacturing/employers in park. Grocery north of bridge	9/30/2021 11:01 AM
162	more restaurants and shopping	9/30/2021 10:57 AM
163	Wider variety of restaurants	9/30/2021 10:56 AM
164	Walmart	9/30/2021 10:56 AM
165	shoe shop like Carey's, a jeweler, like Reusch's, a gift shop like Shop of the Gulls, high-end shops like Mettlers.	9/25/2021 7:10 PM
166	Target	9/25/2021 6:58 PM
167	Walmart	9/25/2021 6:45 PM
168	continued support of current local business	9/25/2021 6:14 PM
169	more non-tourists based industry	9/25/2021 5:50 PM
170	indoor family activities in the offseason	9/25/2021 3:54 PM
171	Year-round tourism: cross country ski events, winter concert series, kayaking events	9/25/2021 3:42 PM
172	Services, Home & Personal	9/25/2021 3:11 PM
173	Walmart	9/23/2021 9:42 AM
174	High paying, light industry, professional	6/15/2021 3:53 PM
175	Restaurants - more not just hamburger joints. KFC - Taco Bell	6/15/2021 3:47 PM
176	ethnic restaurants	6/15/2021 3:12 PM

177	retail, big box Walmart, Meijer	6/15/2021 2:53 PM
178	- more casual restaurants - boutique shops to draw visitors - more water fun available via Round Lake	6/15/2021 2:31 PM
179	Republican headquarters	6/15/2021 2:12 PM
180	Kmart	6/14/2021 11:51 AM
181	Occupy all downtown stores	6/14/2021 11:10 AM
182	More food options for families.	6/14/2021 10:42 AM
183	A bigger variety store	6/14/2021 10:32 AM
184	Merge city and township	6/14/2021 10:18 AM
185	Health food store	6/14/2021 10:01 AM
186	mix of restaurants, shops, more art, and clothing	6/14/2021 9:55 AM
187	We have enough bars	6/14/2021 9:47 AM
188	Can't think of anything.	6/9/2021 9:37 PM
189	Retail like Walmart, Target, Big Lots, bring back Kmart!	6/8/2021 3:02 PM
190	Toy store, home furnishings, hardware	6/8/2021 2:56 PM
191	Italian restaurant	6/8/2021 2:44 PM
192	1. Target store or similar. 2. A good bakery	6/8/2021 2:29 PM
193	factory	6/8/2021 2:22 PM
194	Real retail for clothes house hold items	6/8/2021 1:59 PM
195	A store similar to Kmart.	6/8/2021 11:38 AM
196	Target to replace Kmart or something similar	6/8/2021 11:30 AM
197	City government does not consider root problems of all problems (housing, unemployment) which is lack of manufacturing/educational facilities.	6/8/2021 9:56 AM
198	1 - only 1- retail store to replace Kmart - (Target, Meijer, small version)	6/8/2021 9:47 AM
199	Better restaurants, less bars. Better quality retail, not souvenir or t-shirt shops.	6/8/2021 9:36 AM
200	A department type store to fill the space at the old Kmart bldg.	6/8/2021 9:29 AM
201	Manufacturing	6/8/2021 9:21 AM
202	Not sure.	6/8/2021 9:12 AM
203	General store, family restaurant	6/7/2021 3:17 PM
204	Clothing stores, eateries	6/7/2021 3:03 PM
205	Light manufacturing	6/7/2021 2:55 PM
206	Fast food and groceries	6/7/2021 2:48 PM
207	Competitive Marine Services	6/7/2021 2:39 PM
208	Target	6/7/2021 2:11 PM
209	General merchandize Kmart type	5/27/2021 2:51 PM
210	Charlevoix needs affordable shopping. Downtown is not affordable for most of the residents of Chx. The loss of Kmart hurt many Chx residents.	5/27/2021 2:36 PM
211	Community theatre, antique stores; specialty home decor stores; crafts and high level crafts such as hand loomed things ie blankets, things; jewelry store, high end consignment store	5/27/2021 2:07 PM
212	Living wage full time employment	5/27/2021 1:42 PM

213	Year round jobs through manufacturing, etc. Not all dependent on tourism.	5/25/2021 11:50 AM
214	viable transportation like Uber. non-tourist oriented shopping.	5/24/2021 8:15 AM
215	Year round businesses. However it’s a double edge sword if we can’t provide housing for actual working people we can’t attract new business and services	5/23/2021 5:39 PM
216	More Value Stores - Walmart	5/20/2021 1:59 PM
217	don't really care	5/19/2021 4:13 PM
218	manufacturing	5/19/2021 1:28 PM
219	something like a Walmart	5/19/2021 1:08 PM
220	Shopping - groceries - clothing - household items $ General doesn't do it!	5/19/2021 12:59 PM
221	Tech & environmental	5/19/2021 12:52 PM
222	light manufacturing	5/19/2021 12:44 PM
223	Greater retail - dining entertainment	5/19/2021 12:37 PM
224	moderate price restaurants, sporting goods store,	5/18/2021 3:55 PM
225	much improved grocery stores, butcher shops, and bakeries.	5/18/2021 2:07 PM
226	Department stores. Another fast food restaurant.	5/18/2021 1:57 PM
227	Divercity	5/18/2021 1:38 PM
228	Large type employer	5/18/2021 1:28 PM
229	A good restaurant	5/18/2021 1:16 PM
230	Shoe store, reasonably priced clothing, etc.	5/18/2021 12:17 PM
231	Shoe store and repair	5/18/2021 10:54 AM
232	Year-round sustainable business, not tourist based services.	5/17/2021 11:52 AM
233	We need industry for young families to have viable work.	5/17/2021 11:42 AM
234	Anything except more sale of alcohol too many	5/17/2021 11:28 AM
235	A big box store like the Kmart now gone.	5/17/2021 11:15 AM
236	More food & more stores- chain Everything costs too much.	5/17/2021 10:57 AM
237	Less costly stores and restaurants	5/14/2021 5:05 PM
238	Waterfront dining	5/14/2021 4:53 PM
239	Light industrial	5/14/2021 4:38 PM
240	gift stores, local goods, restaurants	5/14/2021 4:26 PM
241	light manufacturing high tech	5/14/2021 4:08 PM
242	Eateries	5/14/2021 3:34 PM
243	Tech, office professional	5/14/2021 3:24 PM
244	City/Twp join	5/14/2021 3:14 PM
245	Something that provides jobs - a call center-, USCG ship	5/14/2021 3:04 PM
246	Downtown stores for shopping	5/14/2021 2:30 PM
247	Current mix works for our family and visiting friends. Do not lose Olsens! Let restaurants have reasonable use of sidewalks and block off parking as necessary as done in 2020. Promotes a great atmosphere for downtown	5/13/2021 11:41 AM
248	show store, store that sells household goods	5/11/2021 2:38 PM
249	More restaurants	5/11/2021 9:31 AM

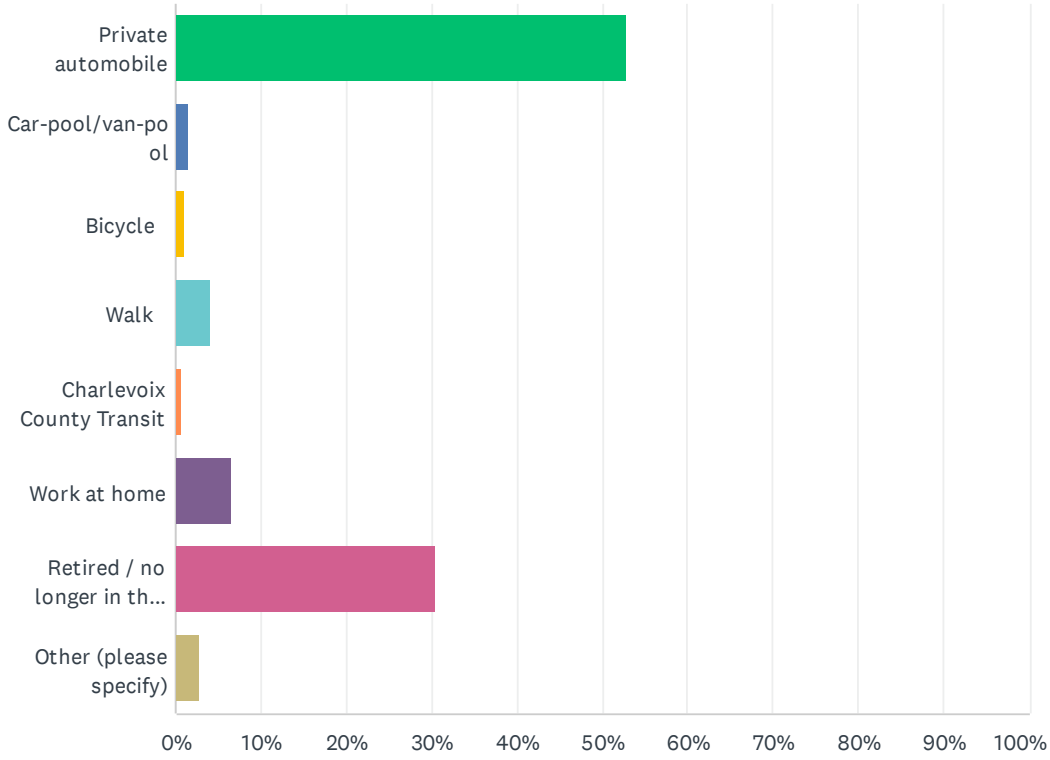
250	no idea	5/10/2021 7:17 PM
251	Kid friendly, inexpensive stores	5/10/2021 5:49 PM
252	Target or equivalent (smaller than Wal-Mart)	5/10/2021 2:02 PM
253	Taxi services, public transportation, more shopping options for clothing and household goods	5/10/2021 2:01 PM
254	Make it affordable for small businesses to achieve their dream of having a business in downtown Charlevoix.	5/10/2021 9:26 AM
255	Affordable groceries and other amenities without driving to Petoskey or Traverse	5/9/2021 5:43 PM
256	Larger chain stores and restaurants such as Target, Kohls, Olive Garden, etc.	5/9/2021 1:35 PM
257	n/a	5/9/2021 10:57 AM
258	Manufacturing jobs, anything other than retail, full time permanent jobs	5/8/2021 8:57 PM
259	City should make concerted effort to support existing and new businesses in areas where people often go to Petoskey, TC, etc. (e.g., moving co., party/equipment rentals, home furniture stores, etc.).	5/8/2021 7:56 PM
260	Target store	5/8/2021 12:30 PM
261	1. Businesses which create jobs with a living wage. 2. Business environment which supports small businesses/start-ups also. Not sure which really comes first, the business or the demand. We need affordable housing in and around here as well as jobs which support the average person and families. I guess it's what every town needs. I know we could use more year-round activity, but that's tough with our location and being predominantly a summer-focused resort town.	5/8/2021 8:29 AM
262	A business that offers affordable clothing, books and toys for children, ages birth to 12. Play and sports clothing for everyday.	5/8/2021 7:52 AM
263	lumber yard	5/8/2021 6:08 AM
264	Target	5/8/2021 5:56 AM
265	Year round sports facility	5/8/2021 1:56 AM
266	Education, business to environmentally compliment protecting nature.	5/7/2021 8:50 PM
267	We need a new big box store to replace Kmart. Locals cant really buy clothes downtown, we dont want to run to Petoskey for everything.	5/7/2021 6:56 PM
268	Starbucks, Kroger.	5/7/2021 6:44 PM
269	Light industrial, fast foods, trade school, Target, Walmart,	5/7/2021 6:28 PM
270	Walmart.	5/7/2021 3:05 PM
271	A grocery store on the north side of the bridge and something like a Meijer put in at the old Kmart	5/7/2021 1:31 PM
272	Better selection of restaurants	5/7/2021 1:17 PM
273	Something for kids to do indoors when can't be outside: a rollerskating rink, bowling alley, trampoline gym park, hands on activities place. Would also like a shoe store or a department store that carries all things (Target, Walmart, TJmax, Kohls, etc. There is no where to buy bras or underwear in town. LOL	5/7/2021 12:31 PM
274	Another casual quick chain where Burger King was - Culver's or Qdoba or Jimmy Johns are all good choices. Also adventure golf, place for families after beach days.	5/7/2021 12:16 PM
275	A full size grocery store and a recreation center for winter use.	5/7/2021 11:43 AM
276	manufacturing and/or technology	5/7/2021 10:06 AM
277	Walmart, bowling, indoor ice rink, dinner theater,	5/7/2021 8:19 AM
278	Year round, maybe health care or internet related.	5/7/2021 7:15 AM

279	Remote work hubs for tech companies	5/7/2021 6:58 AM
280	Something affordable everyday shopping, miss K-Mart	5/7/2021 3:17 AM
281	Shoe store. Target.	5/6/2021 11:32 PM
282	Health food store, cannabis dispensary, more winter events downtown, more reliable contractors/builders, a Flatbread (franchise)/wood-fired pizza, miniature golf, Rocking Horse Toy Co., bookstore/coffee	5/6/2021 10:21 PM
283	Thai or Italian restaurant Natural food or Eco friendly store Shoe store	5/6/2021 9:55 PM
284	less tourist oriented businesses	5/6/2021 8:39 PM
285	Manufacturing.	5/6/2021 8:21 PM
286	Something to replace Kmart that sells a little bit of everything. Driving to petoskey is inconvenient	5/6/2021 8:15 PM
287	A real bakery not the garbage we have now that stocks nothing. Restaurants, no more women’s clothes boutiques. Town used to be fun now not so much	5/6/2021 2:21 PM
288	Manufacturing and tech businesses	5/6/2021 2:16 PM
289	Year round businesses. Not heavy industrie.	5/6/2021 1:09 PM
290	The mix we have seem sufficient.	5/6/2021 11:06 AM
291	Replacement for Kmart	5/6/2021 10:43 AM
292	Sporting Goods, Health Foods Grocery	5/6/2021 10:29 AM
293	Large year round employers. If we have year round employees living here, the services needed will follow. No need to focus on drawing shops/restaurants because they will come if viable. Please focus on attracting businesses that create year round decent paying jobs.	5/6/2021 9:29 AM
294	Affordable restaurants	5/5/2021 9:03 PM
295	A Target type business, one stop shop	5/5/2021 8:51 PM
296	Target in the old Kmart Building. Work with the township to get a store here that has items for all. Currently we shop in petoskey as they have the stores that are reasonable in cost and have items we need. Encourge people to shop local bring in TARGET!!!!	5/5/2021 8:23 PM
297	better, updated indoor dining options, allow more al-fresco dining opportunities within the "park" downtown. Allow food trucks to rotate thru a position near the park, having them sign up for a spot near the trout pond and allow each truck to use space for a permitted/assigned amount of days each week . Use this green space during the summer for tourists to enjoy picnic type atmosphere.	5/4/2021 1:25 PM
298	No preference	5/4/2021 10:48 AM
299	Community Events or business with younger aged (20-40s) goals and interests in mind.	4/29/2021 7:57 PM
300	Breweries, food trucks, live music, events Thursday -Saturday to keep people active.	4/29/2021 7:56 PM
301	CHARLEVOIX is a resort town. It has “resort stuff.” When I need things not offered in town I go elsewhere.	4/29/2021 9:23 AM
302	Department store	4/29/2021 9:14 AM
303	Businesses that pay a livable wage (matching the high cost of living)	4/29/2021 6:55 AM
304	year round, well paying jobs,	4/28/2021 1:35 PM
305	Another major grocery store, home improvement store (like the old Wolohan) a big box, like Walmart.	4/28/2021 12:00 PM
306	More shopping. The empty K-mart building would make an EXCELLENT Target or SOMETHING!	4/28/2021 11:54 AM
307	It's hard to attract new businesses when housing is such an issue.	4/28/2021 11:53 AM

308	Organic/better living stores. I moved from downstate and really miss Trader Joe’s. And oddly we don’t have a shoe store in town!	4/27/2021 6:52 PM
309	-Professional Services/Offices to promote well-paying jobs -Further enhance industrial opportunities outside of town to promote well-paying jobs -Small, affordable takeout food. Pita/Mediterranean, Chinese, Middle Eastern could all enhance options in Charlevoix. - "Vintage" "Retro" stores offering posters and décor, nostalgic goods, skateboards, vinyl's, and goods targeted towards youth and adults 20-50. -Flea Market -Butcher -Tailor -Electronics store	4/27/2021 4:19 PM

Q22 What is your primary mode of transportation to work? Select one.

Answered: 544 Skipped: 93



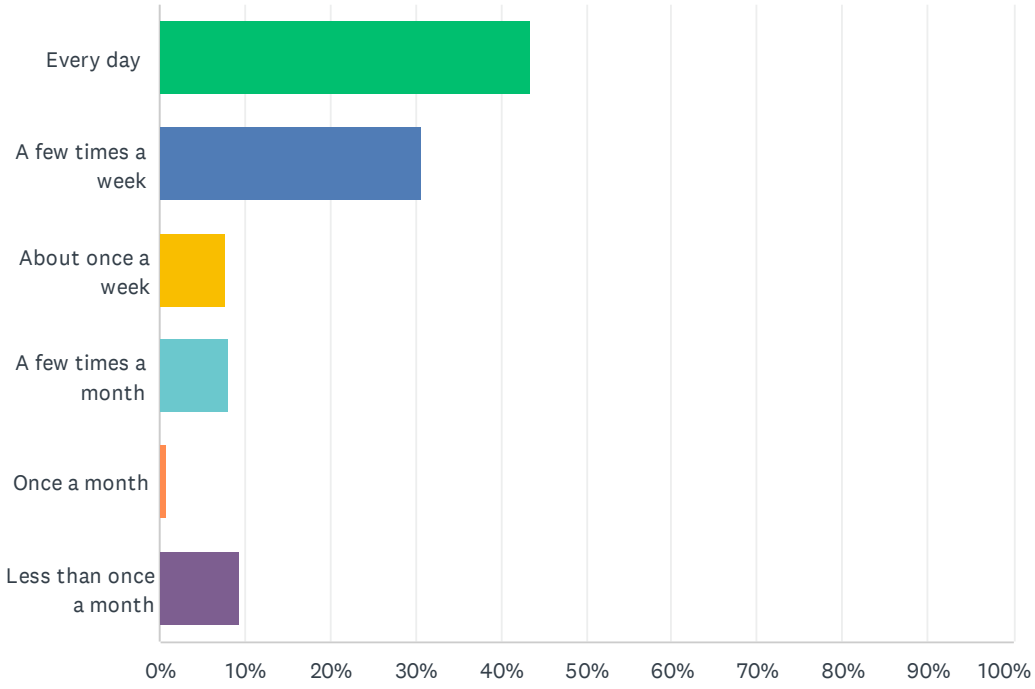
ANSWER CHOICES	RESPONSES	
Private automobile	52.94%	288
Car-pool/van-pool	1.47%	8
Bicycle	1.10%	6
Walk	4.04%	22
Charlevoix County Transit	0.55%	3
Work at home	6.62%	36
Retired / no longer in the workforce	30.51%	166
Other (please specify)	2.76%	15
TOTAL		544

#	OTHER (PLEASE SPECIFY)	DATE
1	Or bus	10/6/2021 9:12 PM
2	Scooter	10/6/2021 6:25 PM
3	Retired	10/6/2021 9:02 AM
4	Work remotely	10/1/2021 12:51 PM
5	scooter in summer	10/1/2021 11:36 AM

6	Retired	9/30/2021 11:06 PM
7	does not apply	9/30/2021 12:40 PM
8	Don't work in Charlevoix	9/30/2021 12:11 PM
9	no work in city - we have no work	9/30/2021 11:05 AM
10	Retired	6/16/2021 3:50 PM
11	Don't work in Charlevoix area	6/15/2021 3:20 PM
12	Don't work when there	6/15/2021 2:33 PM
13	Seasonal-do not work in Charlevoix; work in Fl.	6/8/2021 9:40 AM
14	Do not work in the Michigan area	5/27/2021 2:29 PM
15	Company vehicle	5/8/2021 9:00 PM

Q23 How often do you engage in non-motorized transportation (walking, biking, skateboarding, etc.)? This can be for travelling or recreation purposes.

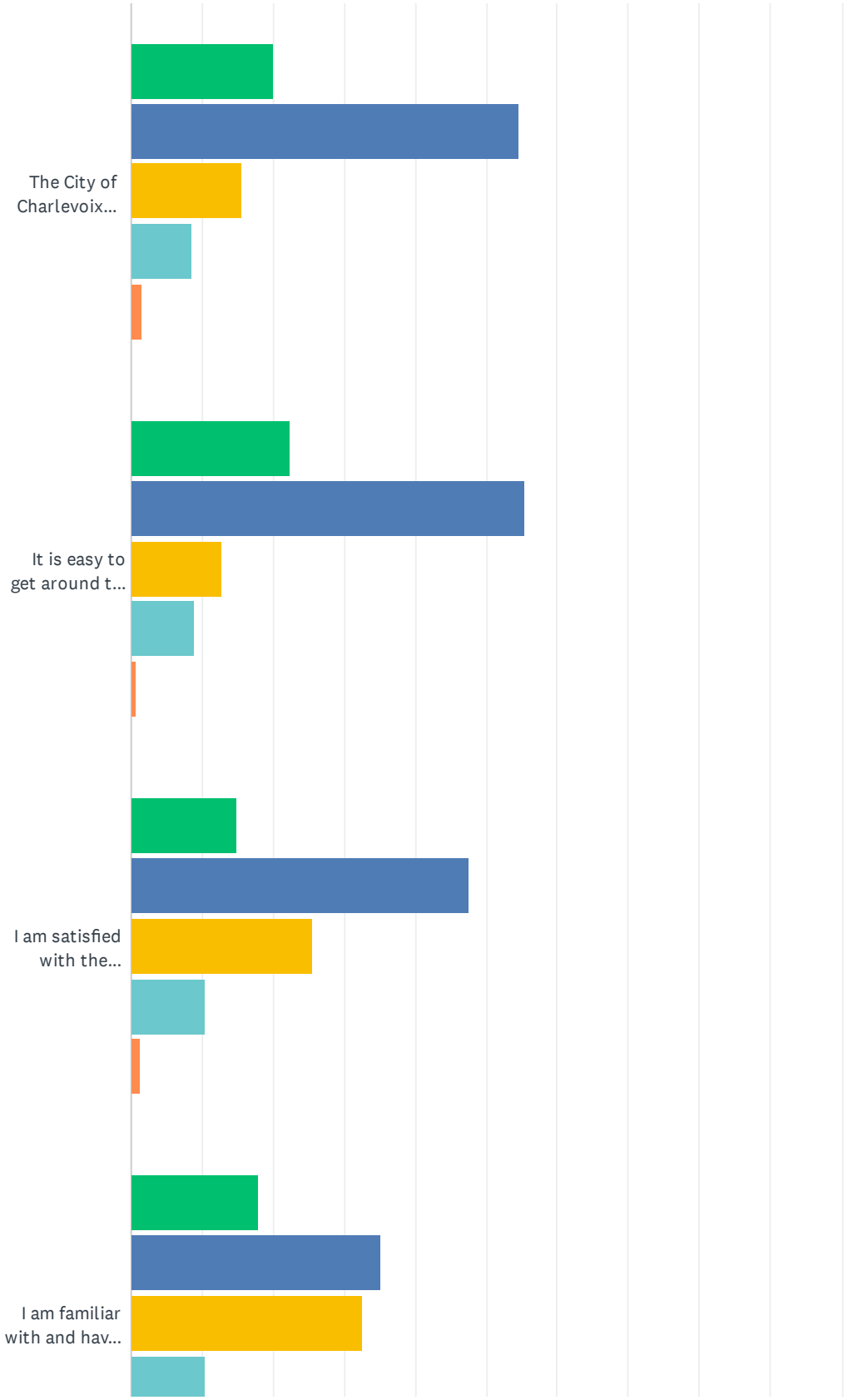
Answered: 560 Skipped: 77

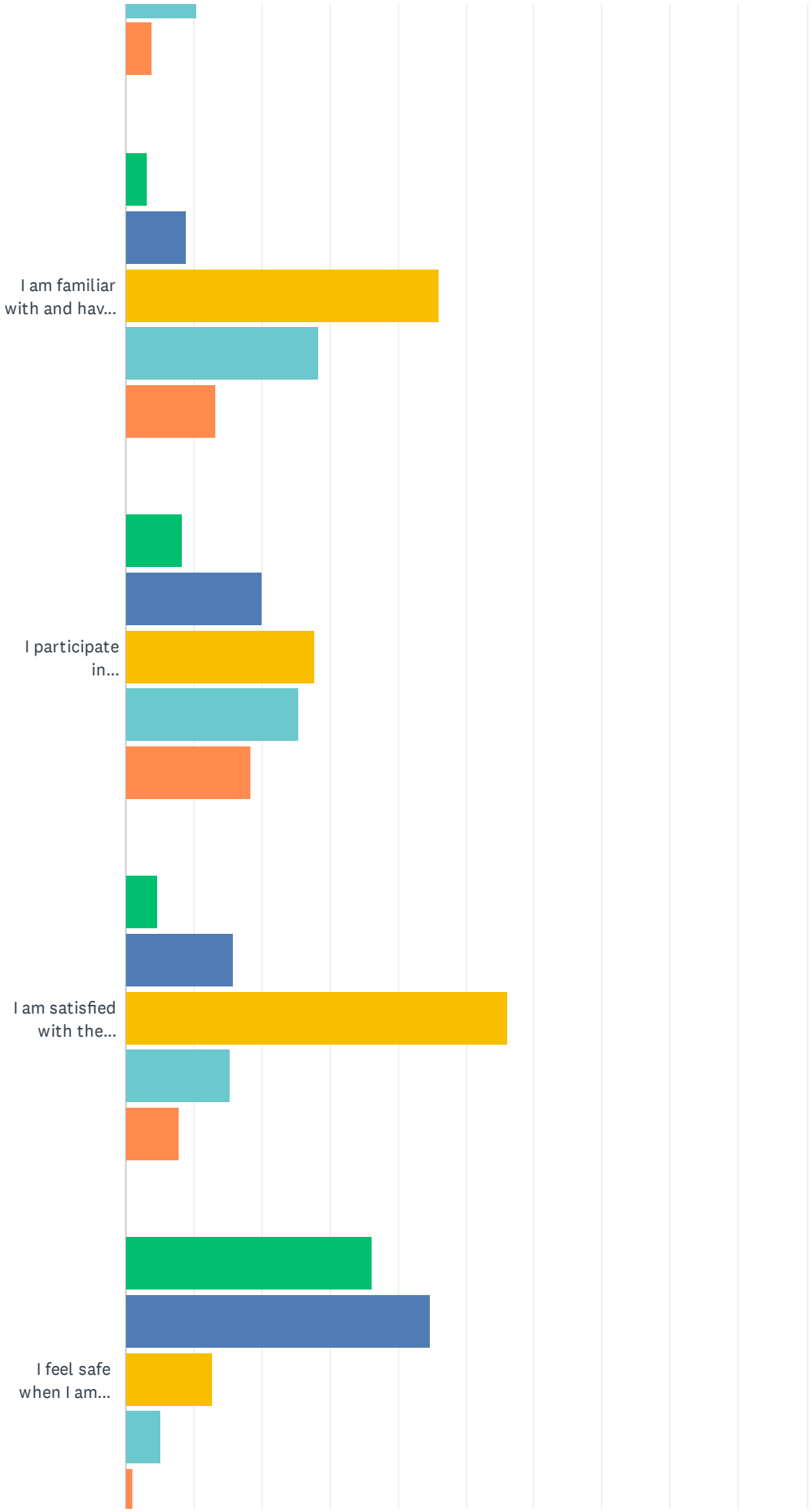


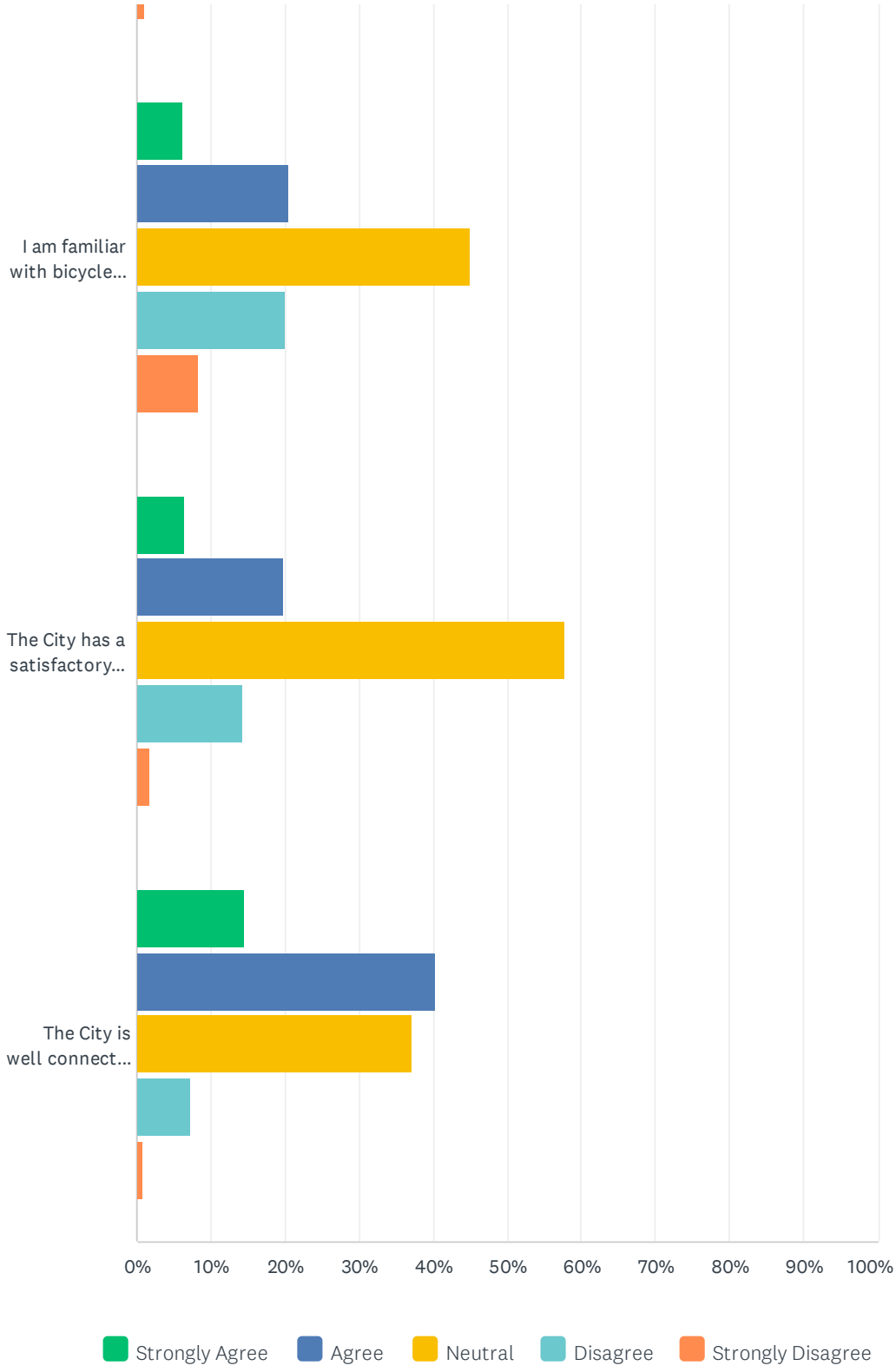
ANSWER CHOICES	RESPONSES	
Every day	43.39%	243
A few times a week	30.71%	172
About once a week	7.68%	43
A few times a month	8.04%	45
Once a month	0.89%	5
Less than once a month	9.29%	52
TOTAL		560

Q24 Please indicate your agreement to the following statements.

Answered: 560 Skipped: 77



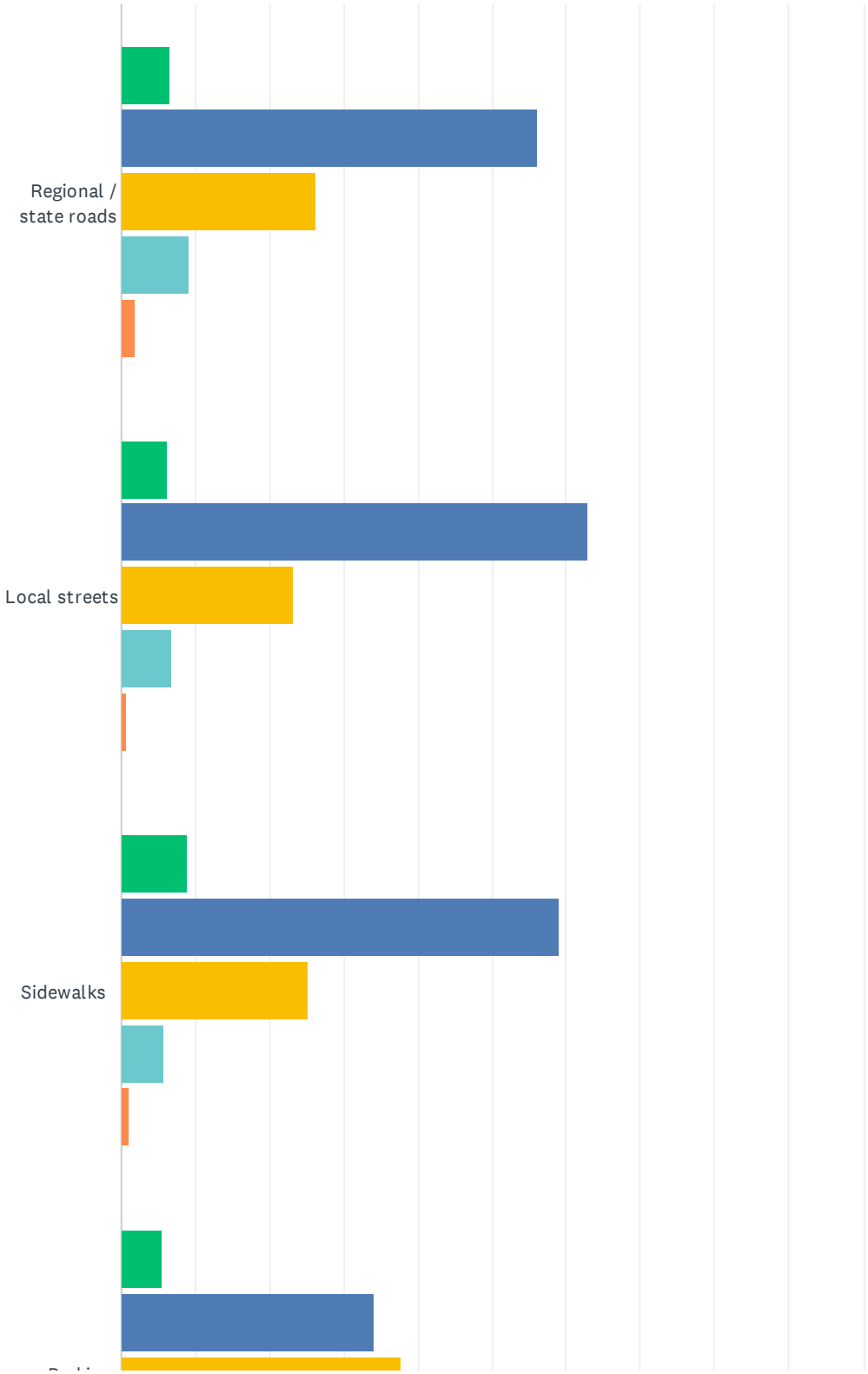

I am familiar with and hav...
I participate in...
I am satisfied with the...
I feel safe when I am...

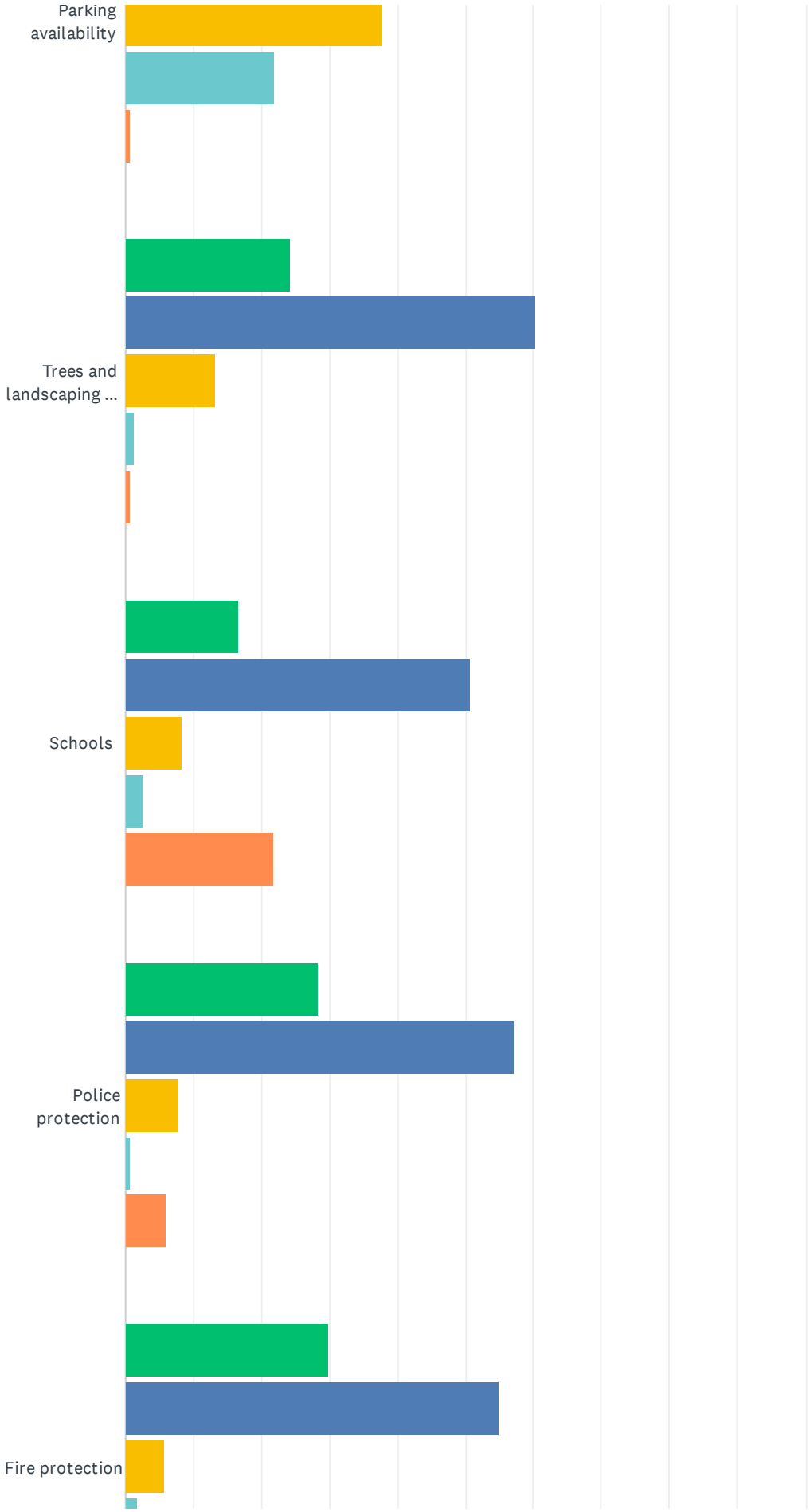

I am familiar with bicycle...
The City has a satisfactory...
The City is well connect...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree

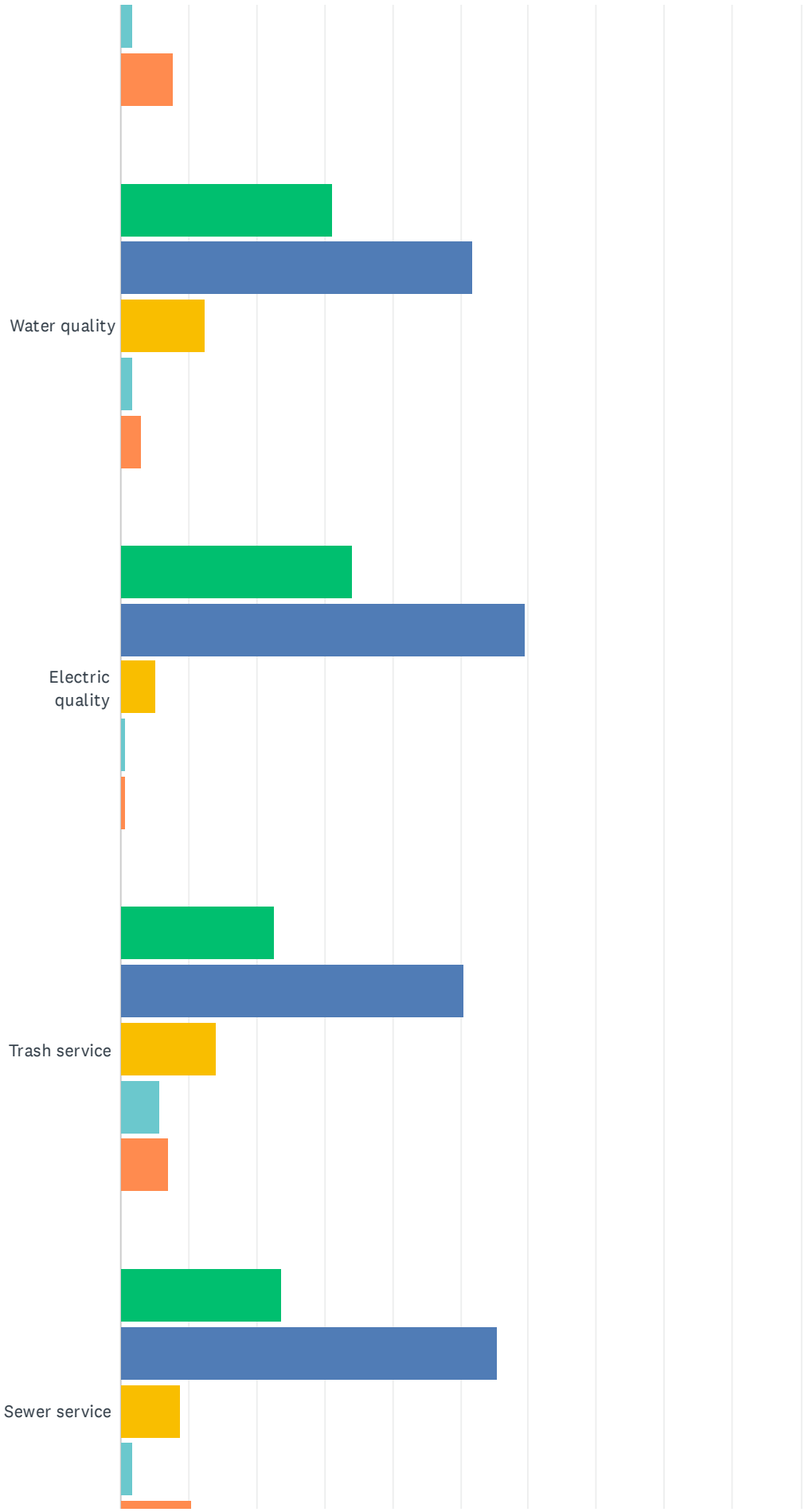
	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
The City of Charlevoix provides a satisfactory amount of infrastructure (sidewalks, road shoulders, lanes, paths) for non-motorized transportation.	19.96% 111	54.68% 304	15.47% 86	8.45% 47	1.44% 8	556
It is easy to get around the City without a vehicle.	22.32% 123	55.35% 305	12.70% 70	8.89% 49	0.73% 4	551
I am satisfied with the condition of non-motorized infrastructure.	14.91% 82	47.64% 262	25.64% 141	10.55% 58	1.27% 7	550
I am familiar with and have used the City's designated bike route.	17.82% 95	35.27% 188	32.65% 174	10.51% 56	3.75% 20	533
I am familiar with and have used the City's Bicycle Share program located at the Marina.	3.27% 17	9.04% 47	46.15% 240	28.27% 147	13.27% 69	520
I participate in non-motorized transportation in the winter months.	8.40% 43	20.12% 103	27.73% 142	25.39% 130	18.36% 94	512
I am satisfied with the infrastructure available for non-motorized transportation in winter months.	4.78% 24	15.74% 79	56.18% 282	15.34% 77	7.97% 40	502
I feel safe when I am walking/biking/other.	36.28% 197	44.75% 243	12.71% 69	5.16% 28	1.10% 6	543
I am familiar with bicycle rack locations and use them often.	6.12% 32	20.46% 107	44.93% 235	20.08% 105	8.41% 44	523
The City has a satisfactory amount of bike racks around the City.	6.44% 34	19.89% 105	57.77% 305	14.20% 75	1.70% 9	528
The City is well connected to regional trails.	14.47% 78	40.26% 217	37.11% 200	7.24% 39	0.93% 5	539

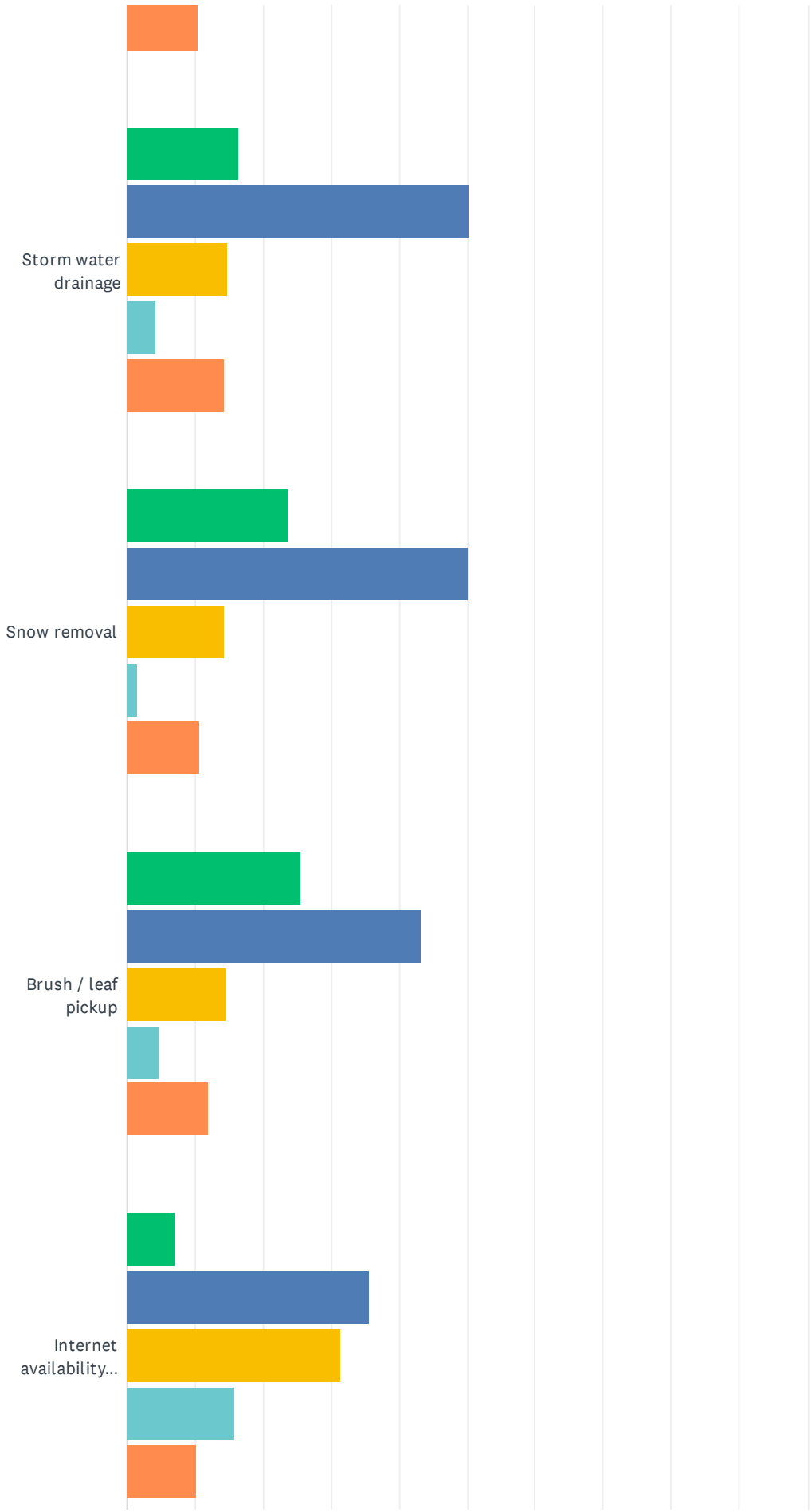
Q25 Please rate the quality of the following public facilities and services within the City of Charlevoix. Select the circle that best applies to the facility or service.

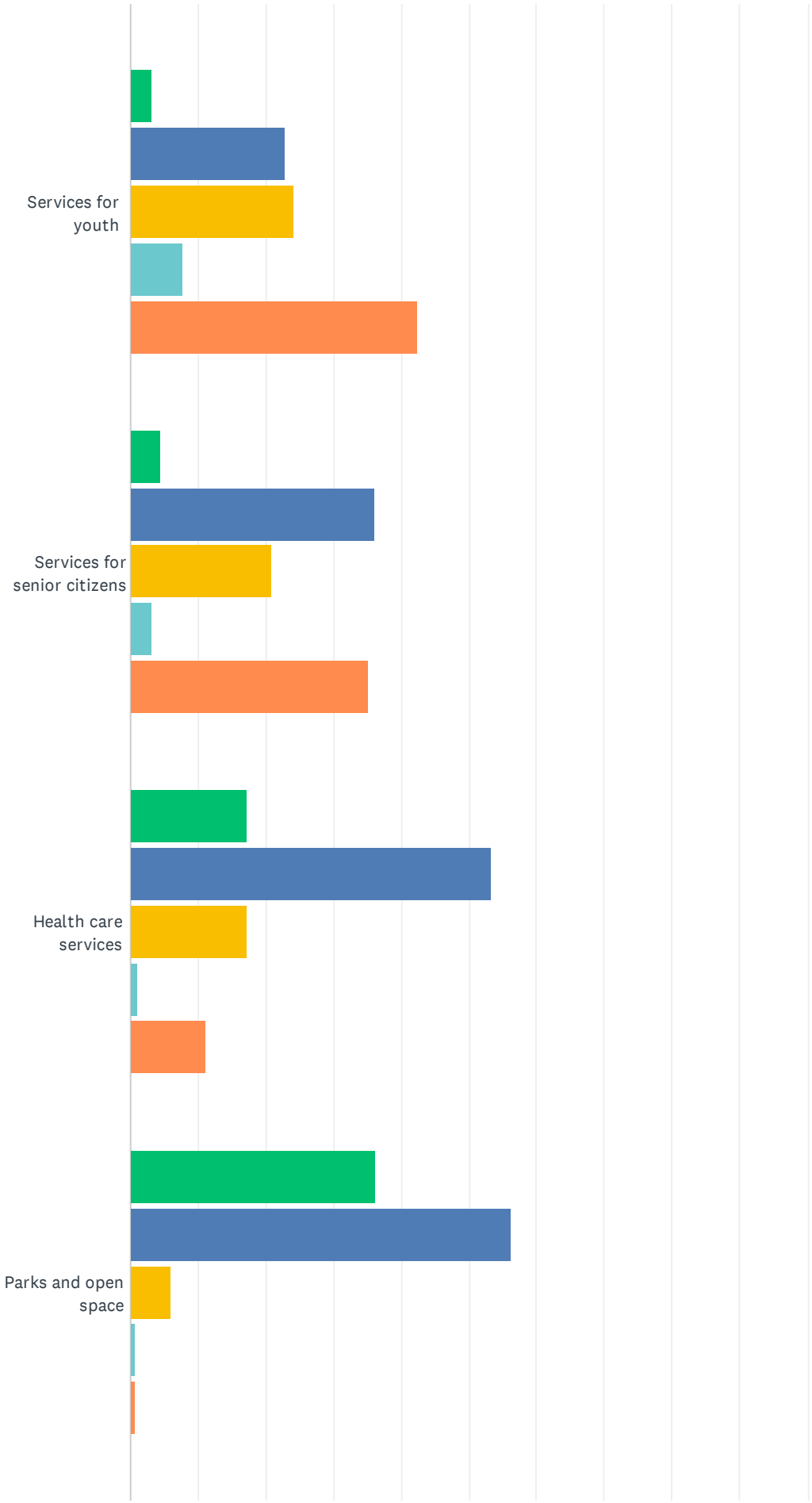
Answered: 564 Skipped: 73

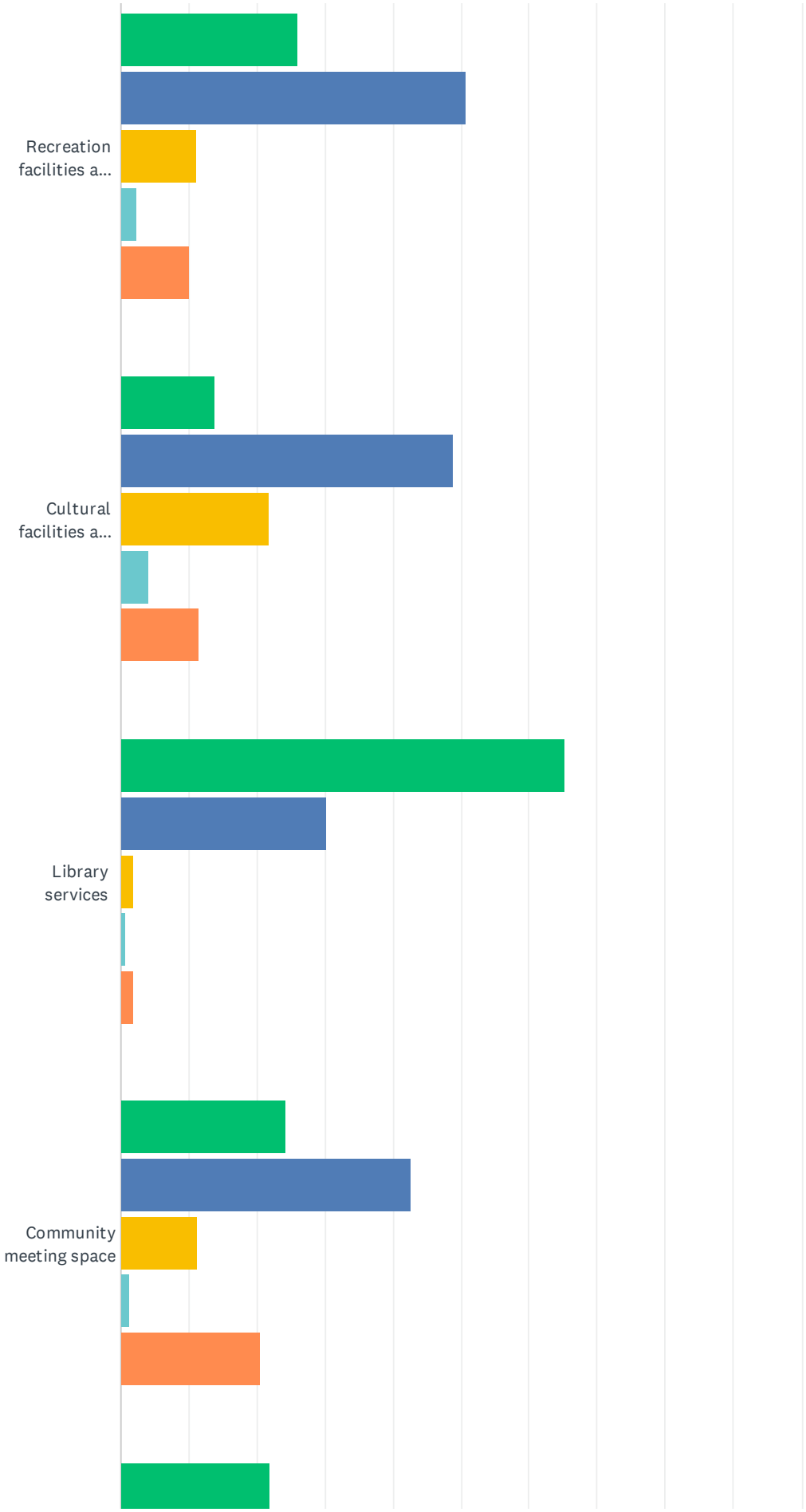


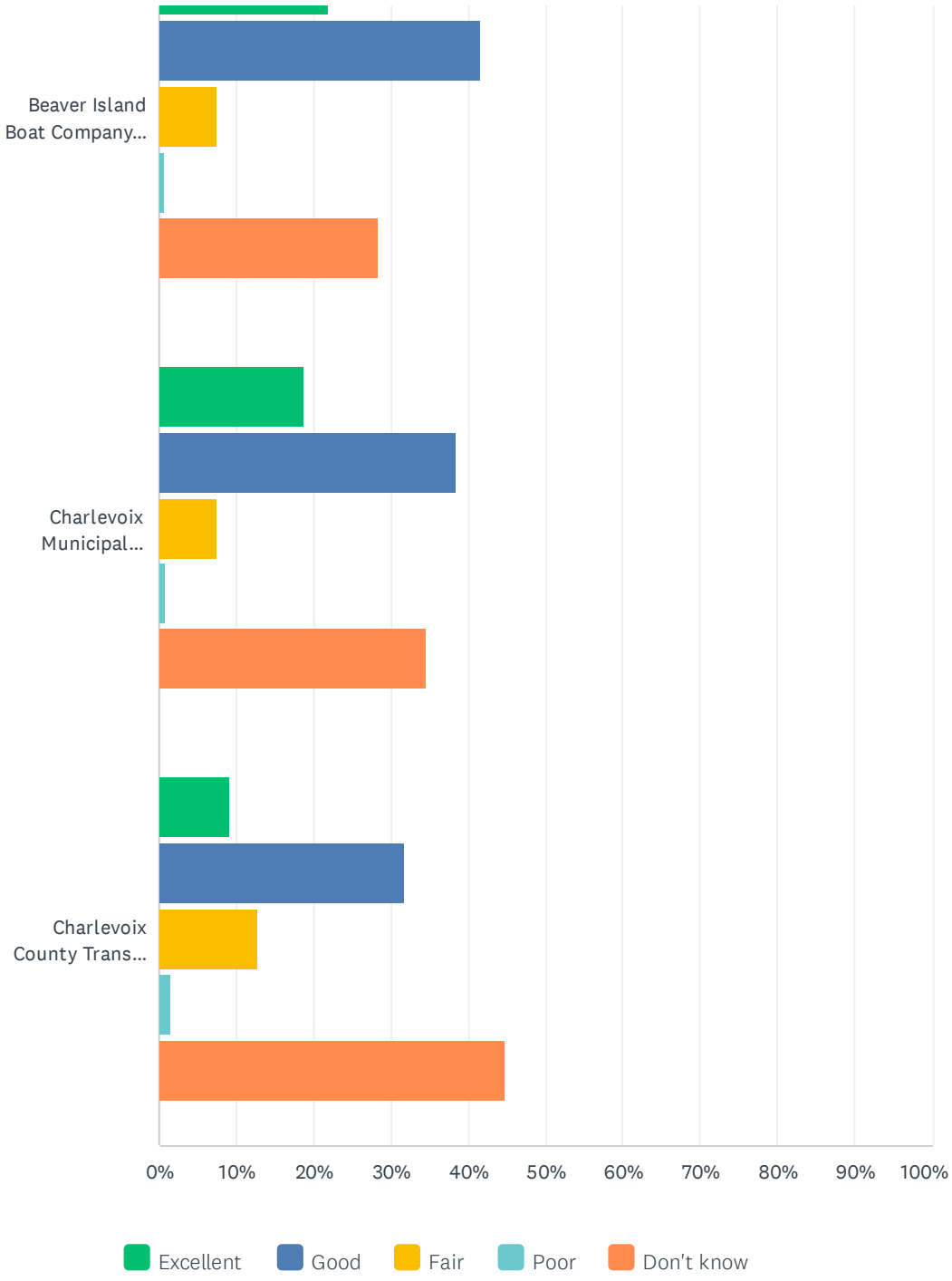

Parking availability
Trees and landscaping ...
Schools
Police protection
Fire protection


Water quality
Electric quality
Trash service
Sewer service


Storm water drainage
Snow removal
Brush / leaf pickup
Internet availability...


Services for youth
Services for senior citizens
Health care services
Parks and open space


Recreation facilities a...
Cultural facilities a...
Library services
Community meeting space


Beaver Island Boat Company...
Charlevoix Municipal...
Charlevoix County Trans...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Excellent
Good
Fair
Poor
Don't know

	EXCELLENT	GOOD	FAIR	POOR	DON'T KNOW	TOTAL
Regional / state roads	6.55% 35	56.18% 300	26.22% 140	9.18% 49	1.87% 10	534
Local streets	6.16% 33	62.87% 337	23.32% 125	6.90% 37	0.75% 4	536
Sidewalks	8.91% 48	59.00% 318	25.23% 136	5.75% 31	1.11% 6	539
Parking availability	5.54% 30	34.13% 185	37.64% 204	21.96% 119	0.74% 4	542
Trees and landscaping in public spaces	24.36% 134	60.36% 332	13.27% 73	1.27% 7	0.73% 4	550
Schools	16.73% 88	50.76% 267	8.37% 44	2.47% 13	21.67% 114	526
Police protection	28.34% 155	57.22% 313	7.86% 43	0.55% 3	6.03% 33	547
Fire protection	29.74% 163	55.11% 302	5.84% 32	1.64% 9	7.66% 42	548
Water quality	31.03% 171	51.91% 286	12.34% 68	1.63% 9	3.09% 17	551
Electric quality	34.06% 187	59.56% 327	5.10% 28	0.55% 3	0.73% 4	549
Trash service	22.53% 123	50.55% 276	14.10% 77	5.86% 32	6.96% 38	546
Sewer service	23.66% 128	55.45% 300	8.69% 47	1.66% 9	10.54% 57	541
Storm water drainage	16.35% 87	50.38% 268	14.66% 78	4.32% 23	14.29% 76	532
Snow removal	23.57% 124	50.00% 263	14.26% 75	1.52% 8	10.65% 56	526
Brush / leaf pickup	25.52% 136	43.34% 231	14.45% 77	4.69% 25	12.01% 64	533
Internet availability, service, price	7.14% 38	35.53% 189	31.39% 167	15.79% 84	10.15% 54	532
Services for youth	3.11% 16	22.72% 117	24.08% 124	7.77% 40	42.33% 218	515
Services for senior citizens	4.57% 24	36.00% 189	20.95% 110	3.24% 17	35.24% 185	525
Health care services	17.32% 93	53.26% 286	17.32% 93	1.12% 6	10.99% 59	537
Parks and open space	36.28% 197	56.35% 306	5.89% 32	0.74% 4	0.74% 4	543
Recreation facilities and programs	26.03% 139	50.75% 271	11.05% 59	2.25% 12	9.93% 53	534
Cultural facilities and programs	13.94% 74	48.78% 259	21.85% 116	3.95% 21	11.49% 61	531
Library services	65.26% 355	30.33% 165	1.84% 10	0.55% 3	2.02% 11	544

Community meeting space	24.32% 126	42.66% 221	11.20% 58	1.35% 7	20.46% 106	518
Beaver Island Boat Company services	22.03% 115	41.57% 217	7.47% 39	0.57% 3	28.35% 148	522
Charlevoix Municipal Airport services	18.71% 99	38.37% 203	7.56% 40	0.76% 4	34.59% 183	529
Charlevoix County Transit for transportation services within Charlevoix County	9.20% 47	31.70% 162	12.72% 65	1.57% 8	44.81% 229	511

Q26 Share any thoughts you have regarding public and shared services in the city, including what you would like to see improved or added in the future.

Answered: 141 Skipped: 496

#	RESPONSES	DATE
1	parking spots	10/7/2021 8:54 AM
2	need trash pick-up more often - 2 times a year is not enough and the 2 times are not convenient for seasonal residents	10/7/2021 8:51 AM
3	lower water/sewer base charges for rentals	10/7/2021 8:36 AM
4	Allow for 30-minute free parking button on meters for quick pick-ups. I've seen this in T.C. & think it is a welcoming gesture from the city	10/7/2021 8:30 AM
5	uber, taxi service	10/7/2021 8:13 AM
6	no parking on down town main street - get rid of the "mayor" cross walk - what a pain -	10/6/2021 9:12 PM
7	Great need for low income housing	10/6/2021 9:12 PM
8	Don't use/know yet	10/6/2021 8:46 PM
9	Out of towners should pay to park on our streets.	10/6/2021 7:21 PM
10	The city should develop its own cable / internet system.	10/6/2021 7:02 PM
11	Golf cart rides - like taxis	10/6/2021 6:25 PM
12	should show big screen family movie nights at ferry beach	10/6/2021 1:41 PM
13	Longer runway for CVX	10/6/2021 1:34 PM
14	Residential neighborhood streets need repares- sidewalks and bike lanes added Ferry beach boat ramp expanded Dog park proposed at Rotary Park/airpot needs waterline Trash bins needed year around	10/6/2021 1:03 PM
15	public transportation on a scheduled route. loops completed every 1/2 hour	10/6/2021 10:03 AM
16	Health Department	10/6/2021 9:32 AM
17	Eliminate two or three cross-walks or only open the bridge on the hour (not half hour) ; the two combined have been a disaster for traffic flow!!	10/6/2021 9:24 AM
18	As a part times, it would be nice to have a dumpster to drop off trash somewhere.	10/6/2021 8:58 AM
19	Curb side recycling bins, garbage pick up should be provided for free	10/6/2021 8:55 AM
20	Dive forgotten	10/6/2021 8:34 AM
21	Fancier taxpayer funded buses for high school sport teams!	10/5/2021 10:06 PM
22	Sidewalk along Ferry Road between Stover and M-66 clearly for pedestrian use. Flashing lights on M-66 and U.S. 31 pedestrians and bike crossings to slow traffic.	10/5/2021 10:05 PM
23	traffic slow on bridge St.	10/5/2021 9:40 PM
24	youth water safety classes	10/5/2021 8:37 PM
25	Yard waste container program	10/5/2021 6:13 PM
26	Recycle facility is often a mess	10/5/2021 5:32 PM
27	a club to encourage kids to ride bikes and create more bike lanes to/from elementary school	10/5/2021 1:44 PM

28	bridge openings hourly not every 30 minutes	10/5/2021 12:50 PM
29	Add sidewalk along Park Avenue down to the hospital	10/2/2021 9:45 AM
30	Incorporate opportunities for families, youth organizations to take on beautification projects.	10/2/2021 9:34 AM
31	Don't neglect improvements outside of the downtown	10/1/2021 11:27 AM
32	Additional public bathrooms on west side of Bridge St. 100-300 block	10/1/2021 10:09 AM
33	-	10/1/2021 8:32 AM
34	I wouldn't live anywhere else!!	10/1/2021 8:19 AM
35	Bus	9/30/2021 11:06 PM
36	I think the manditory min fee on sewer and water are excessive	9/30/2021 10:42 PM
37	Sidewalks along Lake MI when walking on Park Ave. to hospital. Now people must walk on the narrow road.	9/30/2021 10:15 PM
38	the parks are all great!	9/30/2021 8:51 PM
39	we have regressed since going from 4 lanes down to two. we need to go back to 4 lanes, we had them for a reason.	9/30/2021 8:01 PM
40	Bridge is Breaking Down Too ofTen	9/30/2021 7:20 PM
41	petosky - harbor springs "ferry" could add Charlevoix	9/30/2021 6:41 PM
42	Bridge street closed for pedestrian use a few more times during summer	9/30/2021 6:07 PM
43	No opinion	9/30/2021 5:48 PM
44	Would like airport shuttle to Traverse City	9/30/2021 5:33 PM
45	Big recycle bin on North Side of bridge	9/30/2021 2:31 PM
46	Several listed are NOT government functions. DO NOT OVERREACH!	9/30/2021 2:25 PM
47	Charlevoix County & Emmit County bus service combine to help those working in Petoskey/Charlevoix from the other city.	9/30/2021 2:09 PM
48	When I put leaves out it takes forever for them to get picked up. If at all.	9/30/2021 1:58 PM
49	Too much of a pain to sign up for the bus	9/30/2021 12:44 PM
50	set a specific day for brush + large trash pickup. don't have it out any day you want. looks awful and takes parking spaces	9/30/2021 12:37 PM
51	More recreation services for kids.	9/30/2021 12:37 PM
52	Recycling pickup!!! City compost drop off.	9/30/2021 12:37 PM
53	I would like to see uber or lyft	9/30/2021 12:34 PM
54	Classical Music	9/30/2021 12:34 PM
55	Air quality is VERY poor. too much Dust from St. Marys plant. They need to Add filters to their system.	9/30/2021 12:31 PM
56	more frequent transit options to petoskey, gaylord as theres no affordable retail in cvx co.	9/30/2021 12:30 PM
57	a youth bus to boyne mountain on saturdays	9/30/2021 12:29 PM
58	Composting Recycling NOT single stream	9/30/2021 12:29 PM
59	Services for elderly, youth + children	9/30/2021 12:28 PM
60	CC Transit: needs full hours of operation to business hours of community of business. Service needs to be timely, priority to passengers with work cmommitments & from 6am-9pm, 7 days a week	9/30/2021 12:26 PM
61	We enjoy the concerts, art fairs, tennis, golf course, restaurants, venetian, shopping, parades	9/30/2021 12:17 PM

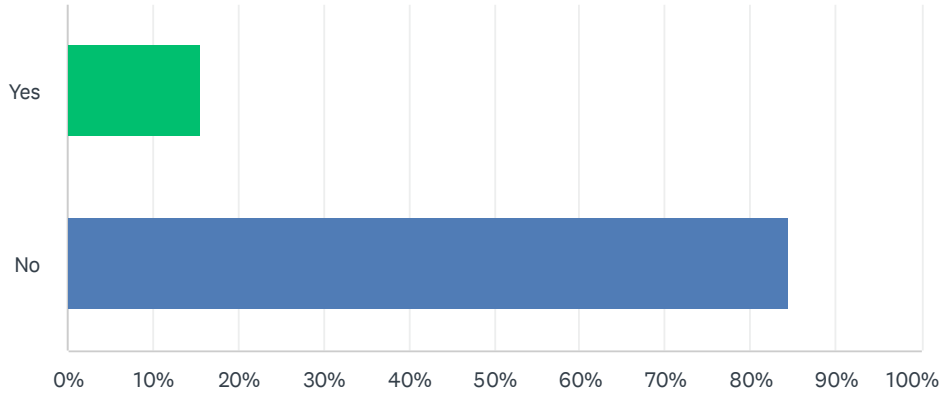
62	I have none	9/30/2021 12:13 PM
63	a golf cart shuttle service would be great. promote uber and lyft driver services- not just bikes and walking. expand the number of boat slips in round lake to promote access to city shopping and restaurants. there are too few shopper dock boat slips. "I can never find a spot with my boat!"	9/30/2021 12:08 PM
64	Free Parking in the city, Pick up yard waste more frequently	9/30/2021 12:07 PM
65	Faster Transit time. Need more parking + handicap parking	9/30/2021 12:03 PM
66	ZONING - MAKING IT CONSISTENT	9/30/2021 12:00 PM
67	Night rides for workers.	9/30/2021 12:00 PM
68	recycling downtown focused/targeted business recruitment	9/30/2021 11:59 AM
69	Consistent leave/brush pick up	9/30/2021 11:59 AM
70	Reduce summer traffic jams	9/30/2021 11:57 AM
71	I'd like to see current facilities maintained properly. The beach facilities, ski lodge, etc.	9/30/2021 11:54 AM
72	See prior Contents	9/30/2021 11:09 AM
73	none	9/30/2021 11:05 AM
74	Sewer is extremely expensive	9/30/2021 11:05 AM
75	Please clear show on side residential sidewalks so that we can safely walk not in the street. Every street should have a side walk	9/25/2021 7:14 PM
76	Please return household rubbish pick up at least once monthly.	9/25/2021 7:00 PM
77	More bike trails	9/25/2021 6:51 PM
78	very impressed with city services, employees take pride in their service. maintain Charlevoix as you've been doing.	9/25/2021 6:18 PM
79	more parking	9/25/2021 5:52 PM
80	We would like to have a city recycle pickup at our condo association. Presently there is none.	9/23/2021 9:33 AM
81	Bus service could be better managed for efficiency and cost savings	6/15/2021 3:55 PM
82	None	6/15/2021 3:15 PM
83	Better big trash service as before	6/15/2021 2:47 PM
84	Trash for weekenders drop spot / dumpster!! Sorely needed	6/15/2021 2:33 PM
85	Rental cars/bikes at airport Fees & fuel at airport make it unusable	6/15/2021 2:15 PM
86	Sewer fees: $12.70 water usage ends up costing over $100!!!	6/14/2021 11:53 AM
87	YFI	6/8/2021 3:08 PM
88	Need designated bike lane in downtown	6/8/2021 2:57 PM
89	Library is excellent.	6/8/2021 2:45 PM
90	Longer hours for Charlevoix County Transit	6/8/2021 2:19 PM
91	Need monthly trash pick-up again to eliminate it being in yards long-term. This was in our taxes, but now not available, but taxes not reduced.	6/8/2021 12:06 PM
92	North side street repair, sidewalk from Antrim to Hospital.	6/8/2021 11:41 AM
93	If transportation services were more frequent & regular, more ppl might be able to get to work.	6/8/2021 9:58 AM
94	Improved beach access from the dune walkovers - need steps & railings on MI Ave.	6/8/2021 9:40 AM
95	Fix the streets ie: near city golf course	6/8/2021 9:14 AM
96	Beaver Island Ferry to parking lot shuttle	6/7/2021 3:05 PM

97	Back to 4 lane M-31, current system is broke!!!	6/7/2021 2:41 PM
98	Keep more parking spaces at boat launch. Please line spaces. Why do marinas use public parking lot for their operations	6/7/2021 2:14 PM
99	Bike trails	5/27/2021 3:03 PM
100	Little more charm in store fronts	5/27/2021 2:09 PM
101	See below	5/27/2021 1:54 PM
102	Tax incentives for new year round business	5/27/2021 1:44 PM
103	annex with Charlevoix Township so we have a better choice in elected officials.	5/19/2021 4:17 PM
104	Internet access for residents on Marion Ctc. by school. Have to use hotspot.	5/19/2021 1:02 PM
105	More and better sidewalks	5/19/2021 12:54 PM
106	relocate recycling center	5/19/2021 12:46 PM
107	We just bought a condo in March of 2020 and not familiar with a lot of services.	5/18/2021 2:33 PM
108	A free & local bus service within a 5 mile radius of the city.	5/17/2021 11:54 AM
109	sidewalks need help	5/17/2021 11:44 AM
110	We need more things for children to do.	5/17/2021 11:30 AM
111	N/a	5/17/2021 10:59 AM
112	Have no idea how to access these services.	5/14/2021 5:07 PM
113	More parking	5/14/2021 4:40 PM
114	Additional transportation uber, lyft	5/14/2021 3:27 PM
115	City/Twp join	5/14/2021 3:16 PM
116	The prices of electric and water are outrageous compared to other city locations.	5/14/2021 3:07 PM
117	Safer east/west bike routes	5/14/2021 2:44 PM
118	Some side streets are narrow and no sidewalks. Widen streets and add sidewalks. Country, townships, and city NEED to work together and expand shared services. County should do all property assessments!	5/13/2021 11:50 AM
119	More city and local public transportation	5/10/2021 2:06 PM
120	County transit 7 days/week and longer hours spring-fall	5/10/2021 2:05 PM
121	More options for public transportation. Safer walking and bike through downtown, the crosswalk that are in the middle of the road is going to kill someone, at least remove parking spots all around them so people don't just appear from behind a car. Also, they slow travel in car, to work etc because they walk not in groups but one after another, need crosswalk signals at all crosswalks.	5/10/2021 9:34 AM
122	Maintenance suffers on some of the public park features like benches, picnic areas. Cell phone reception can be poor at times. Native american culture and activities/pow wow grounds should be included to the area	5/9/2021 1:45 PM
123	Reinstate town dump (we spent $600 last summer for dumpster, too expensive to drive carloads to over an hr. away), recycling center is amazing though, need a shuttle/trolley w/multiple stops (May-Oct), Middle/High School should have been built downtown (too far away, should have been hub of city, missed opportunity, plz do better w/new municipal spaces), allow more than 100 STR w/in city (city shouldn't limit, can take a higher % and use that money for revenue for shared spaces), need affordable housing (don't blame lack on STR, always been a problem), encourage NCMC to have satellite campus at Chx Library for in-person adv. degrees, need vibrant Youth Center (for premier model research and visit CROYA in Lake Forest, IL.), Olson's strip mall eye sore of town (help spruce it up, make it quaint), additional downtown parking desperately needed, these are areas of need but there a TONS of positives, I'm very proud to have grown up in Chx and now retiring there in summers.	5/8/2021 8:11 PM

124	Enforce trash,and car's without registration and licence being stored on lawns. Driveway if law allows	5/8/2021 12:38 PM
125	I understand some changes were made to allow for secondary dwellings on single-family properties (granny flats, etc) and that seems like a good way to provide more-affordable housing close to jobs and amenities. I know parking is an issue for short periods. Maybe the city could provide structure with housing above? Near the library/county building perhaps? Also, love, love all the provisions that have been made for outdoor dining. Wish you could provide a longer summer ha,ha!!!	5/8/2021 8:47 AM
126	Less activity at Mt. McSauba area the city is ruining this area. The disc golf course has destroyed a beautiful peaceful place.	5/8/2021 5:58 AM
127	More bicycle paths. Restrict ATV and snowmobiles only to designated areas.	5/7/2021 8:57 PM
128	Better internet options. Better blight enforcement.	5/7/2021 6:47 PM
129	I dont use a lot of these things. So I cant speak about them.	5/7/2021 3:11 PM
130	More seasonal events, more music!	5/6/2021 10:26 PM
131	Children’s summer programming needs to be coordinated to make it more working-family friendly.	5/6/2021 10:14 PM
132	need to cater to locals not the fudgies	5/6/2021 8:42 PM
133	Need to cross bridge street on foot safely	5/6/2021 2:23 PM
134	Charlevoix Public Schools waste money on constant building and unnecessary athletic purchases.	5/6/2021 11:08 AM
135	Emphasis on public connections to trail systems and other points of local public spaces (beaches, parks, etc)	4/29/2021 8:01 PM
136	Connecting to more trails	4/29/2021 8:00 PM
137	Improve Ferry Beach Park	4/29/2021 9:18 AM
138	Snow removal on all sidewalks would be helpful. The city could provide trash pickup to full time residents.	4/29/2021 7:04 AM
139	I think there should be affordable or free Internet service for all. I have tried the one you have now, doesn't work well, not a strong signal.	4/28/2021 12:03 PM
140	Some of the sidewalks have their flaws, but I think for the most part there are sidewalks where there need to be! Really enjoy the walkability of the city. Very convenient. Trash, sewer and electric have always been great. Not many more options for internet other than spectrum here.	4/27/2021 7:00 PM
141	I would be interested in participating in adult tennis program.	4/27/2021 4:22 PM

Q27 Are you familiar with the City of Charlevoix Customer Renewable Energy Projects Program?

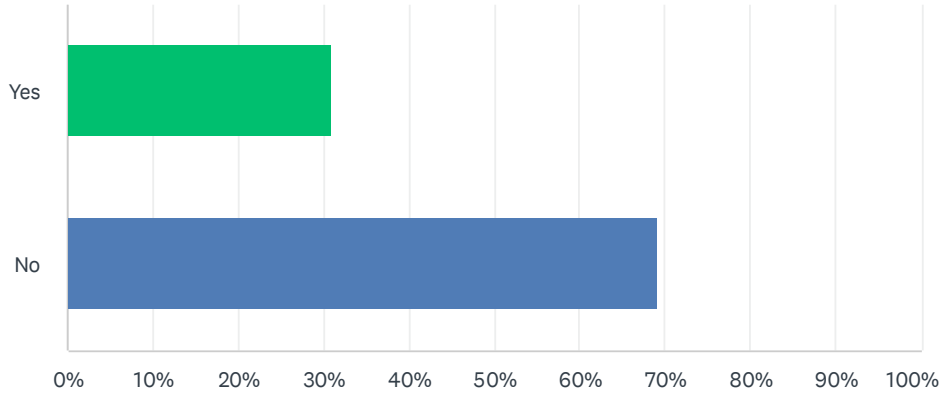
Answered: 543 Skipped: 94



ANSWER CHOICES	RESPONSES	
Yes	15.47%	84
No	84.53%	459
TOTAL		543

Q28 Have you ever considered installing renewable energy systems (wind, solar) for economic or sustainability purposes (cheaper bills, better for environment)?

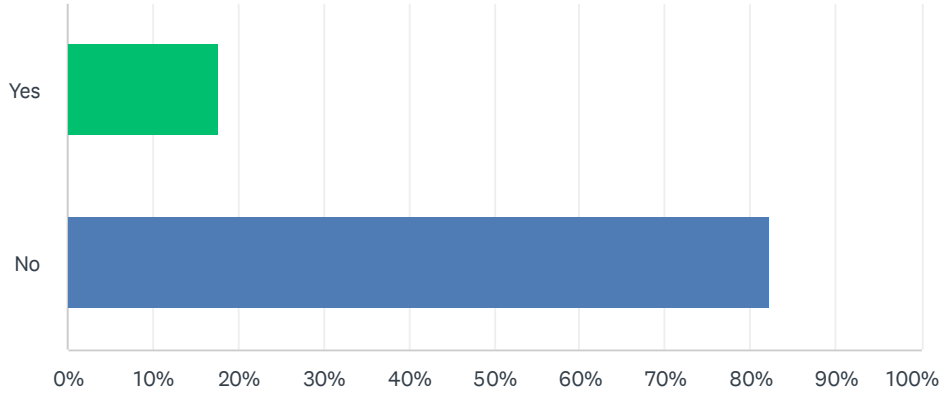
Answered: 548 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes	31.02%	170
No	68.98%	378
TOTAL		548

Q29 Are you familiar with the City of Charlevoix Energy Smart Program?

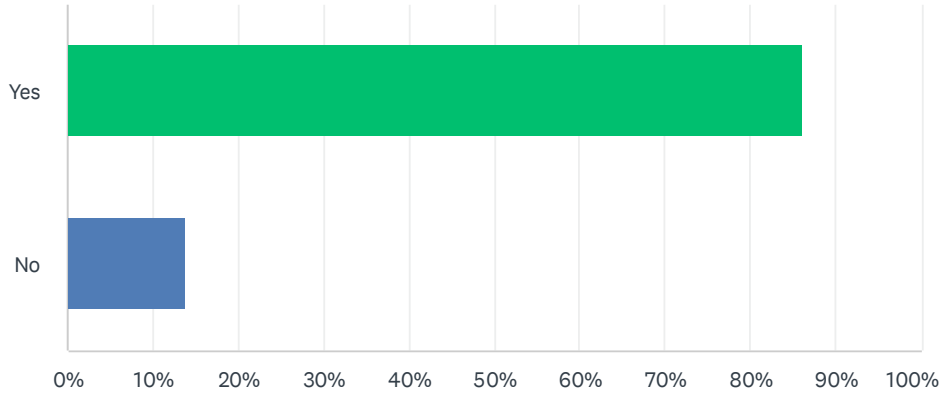
Answered: 548 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes	17.70%	97
No	82.30%	451
TOTAL		548

Q30 Have you ever considered selecting more energy efficient appliances when making a purchase?

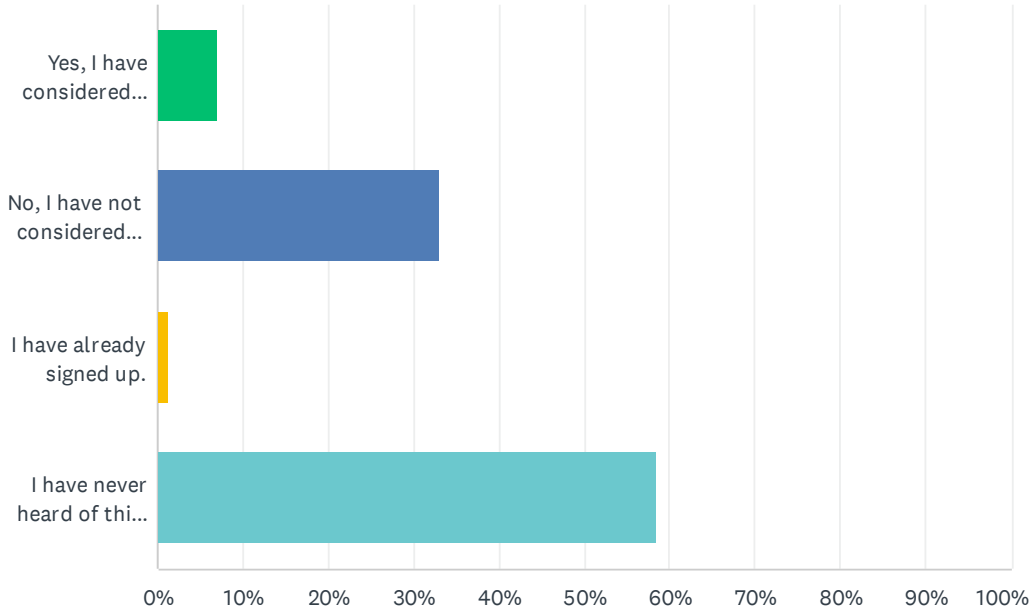
Answered: 545 Skipped: 92



ANSWER CHOICES	RESPONSES	
Yes	86.24%	470
No	13.76%	75
TOTAL		545

Q31 Have you ever considered signing up for the City of Charlevoix voluntary green pricing renewable energy program, where you can guarantee energy you use is renewable?

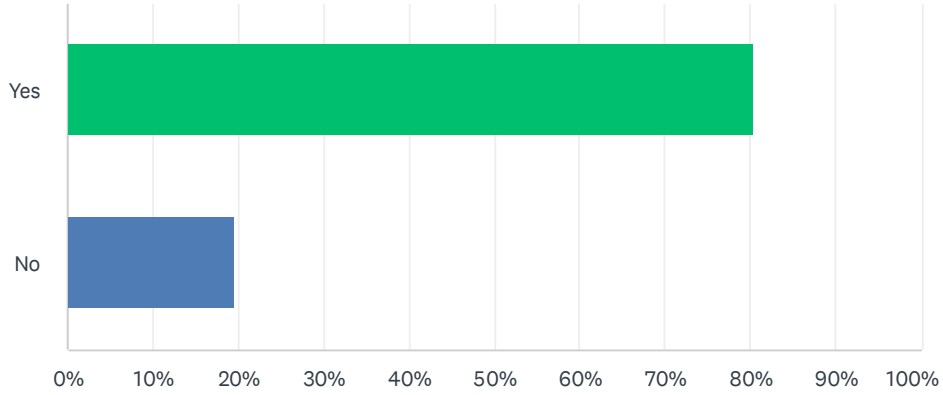
Answered: 537 Skipped: 100



ANSWER CHOICES	RESPONSES	
Yes, I have considered signing up.	7.08%	38
No, I have not considered signing up.	33.15%	178
I have already signed up.	1.30%	7
I have never heard of this program.	58.47%	314
TOTAL		537

Q32 Is pursuing sustainable and efficient energy sources important to you?

Answered: 521 Skipped: 116



ANSWER CHOICES	RESPONSES	
Yes	80.42%	419
No	19.58%	102
TOTAL		521

Q33 Please write down any thoughts you have on energy, electric, or renewable energy not covered above.

Answered: 92 Skipped: 545

#	RESPONSES	DATE
1	unknown - get the word out	10/7/2021 8:37 AM
2	great idea	10/7/2021 8:13 AM
3	would be nice to see renewable energy implimented in public places schools - downtown buildings ect-	10/6/2021 9:14 PM
4	Who pays for electricity for craft shows? Those people are a waste.	10/6/2021 7:24 PM
5	Charging stations for electric vehicles	10/6/2021 7:11 PM
6	I'd like solar but have not yet found the solution that fits for us.	10/6/2021 1:42 PM
7	Solar power farm can be built near airport perimeter Enforce "no engine idlcing" while waiting for bridge Cross country trails haven't been maintained skiing.	10/6/2021 1:05 PM
8	any renewable energy options for residents of condo or apartment developments?	10/6/2021 10:04 AM
9	Im interested to learn more on how to save money on my utilities.	10/6/2021 8:59 AM
10	Why isn't Charlevoix using wind and solar power? Carbon neutral!	10/5/2021 11:11 PM
11	Energy is Good!	10/5/2021 10:08 PM
12	opposed to windmills!! Solar infrastructure is costly, America will need the elements of oil & gas	10/5/2021 8:39 PM
13	would like the option of using solar and have local utilities buy surplus there should be alternate energy incentives	10/5/2021 1:44 PM
14	I am interested in renewable energy options, but need to know more	10/5/2021 1:36 PM
15	More information on summary of programs would be great.	10/2/2021 9:34 AM
16	Why don't you include information on these programs with our bills?	10/1/2021 11:28 AM
17	charging stations	10/1/2021 9:00 AM
18	-	10/1/2021 8:32 AM
19	consider using wind energy more	10/1/2021 8:11 AM
20	Saving on appliances/bulbs/ is all good... but residents having confidence that a poweroutage doesn't last 3 days is more important.	9/30/2021 11:20 PM
21	It all has to come from the top	9/30/2021 10:44 PM
22	cheaper electric on off houses	9/30/2021 10:42 PM
23	Too many people coming into CHX who favor green projects - cost too much!	9/30/2021 8:25 PM
24	Charging station for electric cars.	9/30/2021 8:01 PM
25	no one solution should be picked	9/30/2021 7:21 PM
26	didn't mention Geo thermal	9/30/2021 6:42 PM
27	i don't like changes	9/30/2021 6:13 PM
28	Renewable yes- but I don't want to pay more $$	9/30/2021 6:07 PM
29	?Geothermal ?Windfarm on Lake Michigan	9/30/2021 6:00 PM

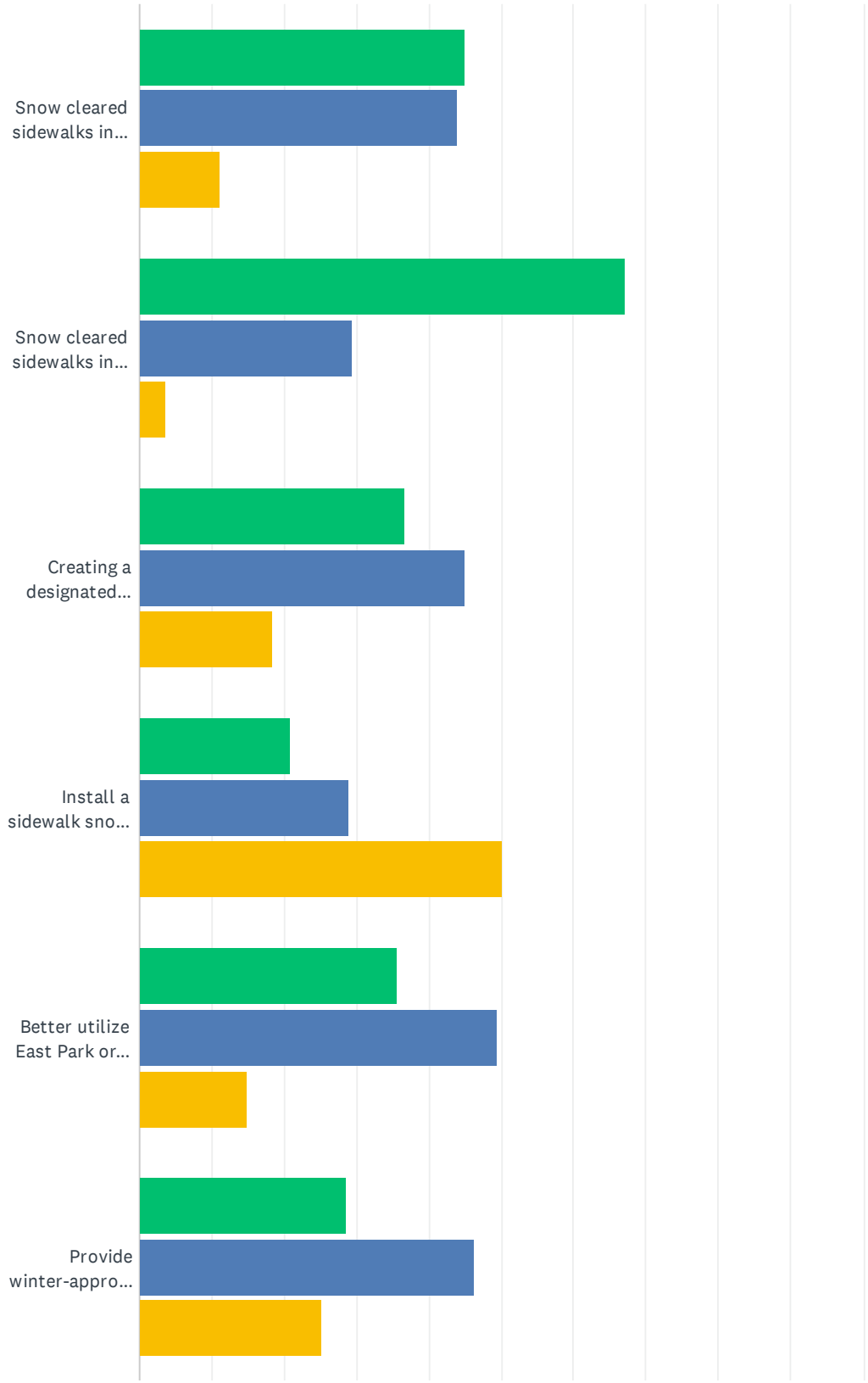
30	We are seasonal residents so energy cost is not large issue.	9/30/2021 5:33 PM
31	embrace clean energy at city buildings to set this example for the community.	9/30/2021 1:44 PM
32	Curbside recycling please!	9/30/2021 12:43 PM
33	charges for water+sewer seem high for multi-unit buildings that are used mostly in summer only	9/30/2021 12:40 PM
34	Our home used the city's green energy as well as DTE. The monthly price is very little difference. Promote This more! Would be great to get more people in city on green program	9/30/2021 12:38 PM
35	Is solar viable given lack of sunshine	9/30/2021 12:35 PM
36	I think we are paying way too much for City of Charlevoix lulls - sewer elec water seems we are double hiller	9/30/2021 12:30 PM
37	The key is energy density. Nuclear fission is the most dense energy.	9/30/2021 12:28 PM
38	GEOTHERMAL!	9/30/2021 12:28 PM
39	I can't afford any program	9/30/2021 12:27 PM
40	I would like info!	9/30/2021 12:25 PM
41	cost of water, sewer & electric utility sensed there has not been a class action suit; abuse of a government monopoly	9/30/2021 12:24 PM
42	too expensive	9/30/2021 12:20 PM
43	It is a fools errand to rely upon green energy alone. It is not yet capable of providing the energy necessary and what people are used to having. Allow the market of technology to dictate when that becomes viable, not what makes you feel good.	9/30/2021 12:17 PM
44	Nuclear energy not wasteful and hurtful political mandates	9/30/2021 12:10 PM
45	we winter in florida for 2-3 months. we should not be charged the minimum $35 electric fee when we use very little energy. very unfair	9/30/2021 12:09 PM
46	no solar panels	9/30/2021 12:09 PM
47	Water/sewer charges are really high for a home owner	9/30/2021 12:00 PM
48	Want no wind trubines	9/30/2021 11:57 AM
49	We know nothing about any of these projects/programs but would love to!	9/30/2021 11:56 AM
50	We all know its not finantially viable yet. The tech is not there.	9/30/2021 11:55 AM
51	"Green energy" is unreliable!	9/30/2021 11:08 AM
52	better keep gas/ nuclear	9/30/2021 11:05 AM
53	Costs must be competitive	9/30/2021 11:05 AM
54	I would consider solar panels on roof for energy use.	9/25/2021 7:15 PM
55	The water base charge is rediculious. I use $7 and pay $50 for what? Now I'm mad!	9/25/2021 6:41 PM
56	Are wind turbines financially feasible?	9/25/2021 6:34 PM
57	Would like information re: energy issues more clearly defined & shared.	9/25/2021 6:20 PM
58	Renewable energy should only be used if it is cost effective. We can not stop climate change.	6/15/2021 3:56 PM
59	Must be economically feasible and cost effective	6/15/2021 3:36 PM
60	Need electric car chargers in town	6/15/2021 2:34 PM
61	cost too much, waste of taxpayer money	6/15/2021 2:16 PM
62	No	6/14/2021 10:19 AM
63	City of Charlevoix water, and utilities keep going up every, It costs too much - esp of fixed	6/14/2021 10:10 AM

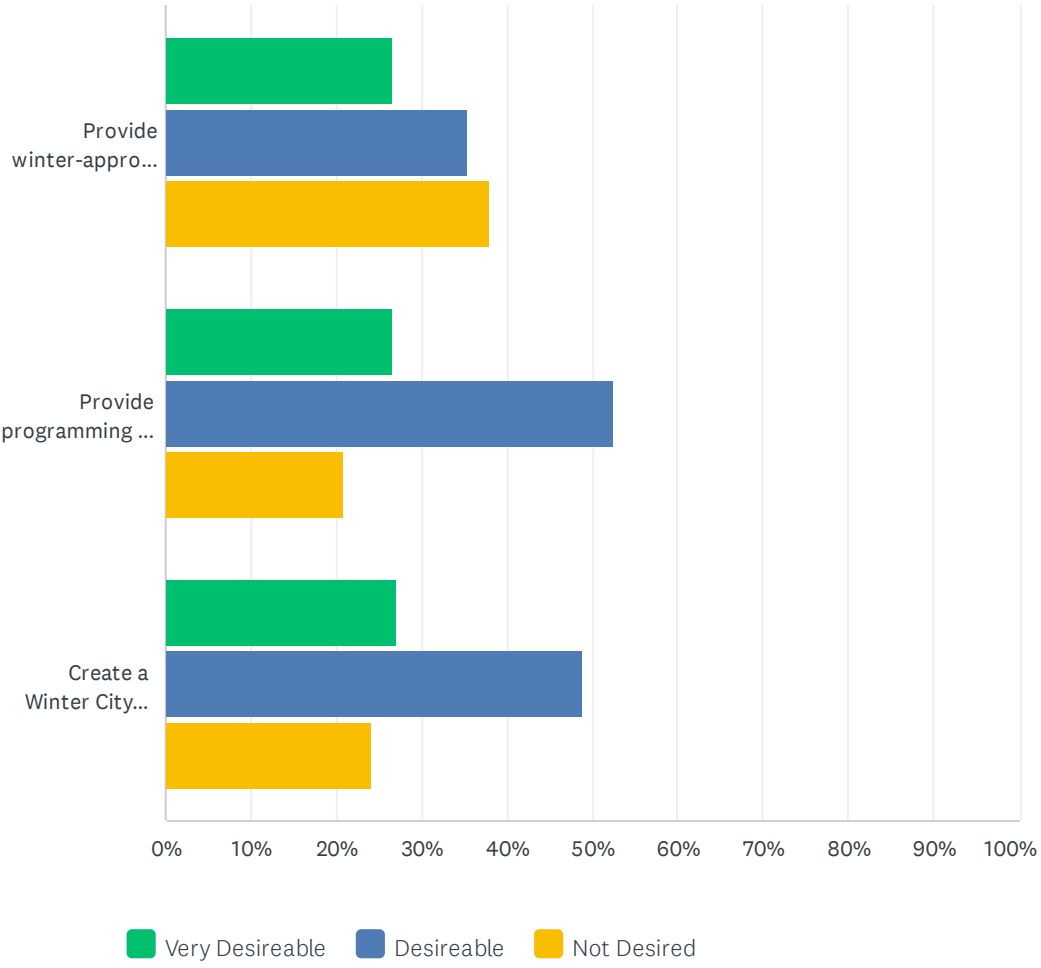
	income - your H2O bill is crazy costly - especially for one person - and so are taxes - May 4 - Bridge is broken again. Instead of lights may be fix the bridge?	
64	It has to be affordable for senior citizens	6/9/2021 9:58 PM
65	Action needed to reduce water/sewage base charges in Charlevoix	6/8/2021 2:58 PM
66	Beware of the rush to e-cars and charging stations. Go slow, likely likely to be like pet rocks. Chips & batteries problems!	6/8/2021 2:31 PM
67	We need solar and wind	6/8/2021 2:23 PM
68	We try to be mindful of energy and are careful not to be wasteful.	6/8/2021 9:15 AM
69	Too bad "big rock" nuclear not available.	6/7/2021 3:06 PM
70	Any system must consider total cost of the technology from birth to grave of the device/source.	6/7/2021 2:42 PM
71	Costs seem to go up without explanation	5/27/2021 2:10 PM
72	A changing display similar to EIS park park box place at US 31/M66 & Golf course for public info.	5/27/2021 1:56 PM
73	Recently switched to LED lights good savings	5/20/2021 2:04 PM
74	none	5/19/2021 4:18 PM
75	Would like to use solar but on a retirement budget not affordable at this time	5/19/2021 1:03 PM
76	Use our wind and sunny days - when we have them!	5/19/2021 12:55 PM
77	I am extremely dissatisfied with the dirty noisey cement plant!! If you are concerned about quality of life in Charlevoix move that plant! 400 jobs is not good enough to keep them.	5/18/2021 2:11 PM
78	not sure if the estates allows these programs	5/17/2021 11:30 AM
79	Need more inf. about programs for not using internet residents.	5/14/2021 5:08 PM
80	none	5/14/2021 3:16 PM
81	Do not lump efficient in with so called green energy. Two completely separate issues. Promote energy efficiency! Reduce use thru energy efficiency. I had a 40 year career in energy use and efficiency. Your goal should be to provide reliable low cost electric to me and encourage me to reduce my useage.	5/13/2021 12:01 PM
82	I would love to save money on electricity, water and sewer.	5/10/2021 9:35 AM
83	Renewable energy is fine when it is cost effective and doesn't require government/tax dollars to make it cost effective.	5/8/2021 9:02 PM
84	Paying more for solar is stupid.not saying coal is good d,but natural gas is good	5/8/2021 12:40 PM
85	Wonder if there’s WECS (wind) technology feasible for in-town residential or business use.	5/8/2021 8:50 AM
86	It's a scam.	5/7/2021 6:48 PM
87	Water and sewer rates are expensive	5/7/2021 6:34 PM
88	Please contact local expert Ric Evans on all things renewable - he’s responsible for installing a number of projects in NM. (231) 883-3146	5/6/2021 10:33 PM
89	Not familiar with city ordinances on renewable energy but I believe solar and energy should be allowed one way or another for residents and local business. Encourage through city initiatives and zoning	4/29/2021 8:03 PM
90	I’m not sure if any of these are options for renters.	4/29/2021 7:05 AM
91	The electric bill for our little house has been INSANELY high this past year!	4/28/2021 11:57 AM
92	While I am a renter and cannot modify my house, if I were to purchase a house in Charlevoix, I would be interested in putting up renewable energy projects like solar panels. I would even look	4/27/2021 4:25 PM

into financing or leasing my roof space for an independent infrastructure owner to put up solar panels for a monthly charge or cutting me in on the generation profits.

Q34 Please identify your desire for the following winter-targeted improvements.

Answered: 517 Skipped: 120





	VERY DESIREABLE	DESIREABLE	NOT DESIRED	TOTAL
Snow cleared sidewalks in residential areas.	45.08% 220	43.85% 214	11.07% 54	488
Snow cleared sidewalks in commercial areas.	67.09% 320	29.35% 140	3.56% 17	477
Creating a designated Winter Recreation Path/Trail around the city (plowed or unplowed).	36.61% 175	44.98% 215	18.41% 88	478
Install a sidewalk snow melting heating system for Downtown Charlevoix.	20.99% 102	29.01% 141	50.00% 243	486
Better utilize East Park or other city parks for winter recreation, like sledding or ice skating.	35.60% 178	49.40% 247	15.00% 75	500
Provide winter-appropriate group gathering spaces in public areas.	28.54% 135	46.30% 219	25.16% 119	473
Provide winter-appropriate outdoor dining spaces in Downtown Charlevoix.	26.56% 128	35.48% 171	37.97% 183	482
Provide programming to encourage light winter activities such as snowman/snowfort/ice sculpture contests or letters to santa.	26.56% 128	52.49% 253	20.95% 101	482
Create a Winter City Committee to identify and implement winter improvements and activities.	27.05% 132	48.77% 238	24.18% 118	488

Q35 Please write down any improvements to winter programs or practices you would like to see in the City of Charlevoix not included in the above list.

Answered: 99 Skipped: 538

#	RESPONSES	DATE
1	Large fire pit	10/7/2021 11:26 PM
2	hockey league	10/7/2021 8:55 AM
3	fire pits	10/7/2021 8:37 AM
4	ice skating downtown south of bridge, better central location, parking, etc.	10/7/2021 8:14 AM
5	Re-Clear shouldered driveways after streets plowed, Esp. on corner lots. We cannot get out of our driveway to go to therapy etc.! Need mini-plows! We were on our way to therapy and had to re-shovel the drive to get out. I am 80 years old!	10/6/2021 8:57 PM
6	OUTDOOR FIREPLACE!!!!	10/6/2021 6:27 PM
7	downtown sidewalks & street parking should be cleared by 7am daily, 7 days/week	10/6/2021 10:05 AM
8	winters are rough in northern Michigan. people will avoid it unless they have a specific interest, like skiing. If you have money to spend, focus on the essentials...	10/6/2021 9:01 AM
9	Ice skating rink	10/6/2021 8:56 AM
10	Large downtown Christmas tree, we arent here before or shortly after Christmas	10/6/2021 8:35 AM
11	Installing a sidewalk snowmelt is a stupid waste of financial and natural resources.	10/5/2021 11:12 PM
12	1. downtown fireplace! 2. daily bridge drop event	10/5/2021 10:08 PM
13	city does a pretty good job - businesses need to stay open more days (lower rent or subsidies)	10/5/2021 8:42 PM
14	More family & kid activities in parks	10/5/2021 8:15 PM
15	More taxes no thank you	10/5/2021 7:55 PM
16	ice skating available during day time hours	10/5/2021 1:44 PM
17	Clubs or projects that bring shared values together for common goals during the winter months.	10/2/2021 9:35 AM
18	-	10/1/2021 8:33 AM
19	Not winter residents!	10/1/2021 8:00 AM
20	Ski Hill have more hours	9/30/2021 11:01 PM
21	some major winter attractions	9/30/2021 10:51 PM
22	we don't spend much time in chx in the winter	9/30/2021 10:34 PM
23	Snow must be removed from the bridge.	9/30/2021 10:17 PM
24	NO[underlined] expansion of winter programs.	9/30/2021 8:27 PM
25	Freeze east park for skating!	9/30/2021 7:12 PM
26	Refer to Montraux Christmas Village (Switzerland) for ideas market	9/30/2021 6:46 PM
27	fire feature in east park to gather round	9/30/2021 6:44 PM
28	None	9/30/2021 5:49 PM
29	Not here in winter	9/30/2021 5:48 PM

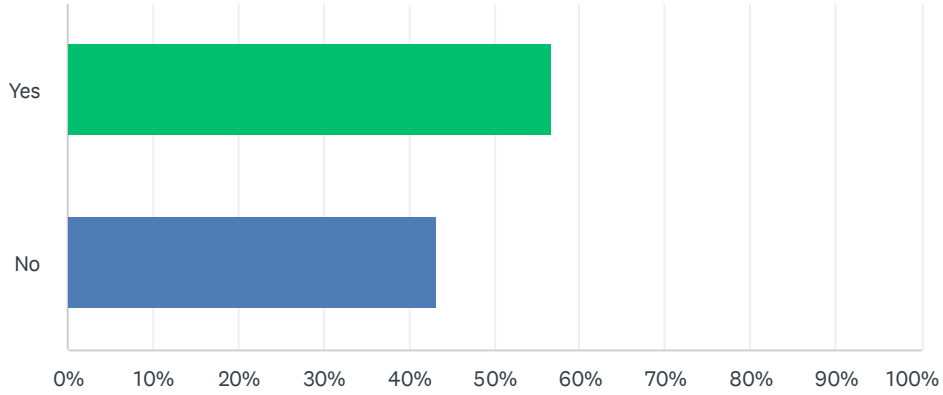
30	Seasonal resident, not in Charlevoix in the winter.	9/30/2021 5:35 PM
31	McSauba covers it well [they drew a heart here]	9/30/2021 1:59 PM
32	Fat tire bike trails	9/30/2021 1:44 PM
33	Take Venetian Festival and Apple Fest committee and turn them into 4 Seasons of Charlevoix Committee. All have same impetus - tourism and celebrating CHX	9/30/2021 1:33 PM
34	More winter parks programs: i.e. winter running, snowshoe, xc ski etc.	9/30/2021 12:39 PM
35	Ice Rink @ East Park	9/30/2021 12:36 PM
36	access area snow clearing for elderly and handicapped residents	9/30/2021 12:32 PM
37	Sand or salt on sidewalks outside of downtown area	9/30/2021 12:29 PM
38	Not here in winter	9/30/2021 12:28 PM
39	work with charl township re McSauba rec. shuttles to ski area?	9/30/2021 12:26 PM
40	None I can think of at this time	9/30/2021 12:17 PM
41	access routes for snowmobiles to areas out of the city	9/30/2021 12:07 PM
42	Not setting up programs that poverty children can't attend due to transportation issues. free public transportation to winter or any activities for children. maybe include library rides. Our child are learning to become lifelong learners and should not be excluded from coming to community events. they will learn and join into a community instead of exclusion due to lack of transportation.	9/30/2021 12:05 PM
43	Downtown ice skating vs Mc Sauba so more centralized in winter and more visible to tourists	9/30/2021 12:00 PM
44	You have a huge operation at McSauba already. Throw money at it!	9/30/2021 11:56 AM
45	a gathering place outdoors with seating and a fire pit	9/30/2021 11:53 AM
46	great ideas above!	9/30/2021 11:49 AM
47	none	9/30/2021 11:06 AM
48	More hours and organized events at Mc Sauba ski and skate (hockey)	9/30/2021 11:06 AM
49	More stores might stay open in winter months with show clearing and heated walkways.	9/25/2021 7:16 PM
50	not here in the winter	9/25/2021 6:35 PM
51	City employees do a phenomenal job. We were able to walk miles every day this winter due to the wonderful job done by city employees.	9/25/2021 6:22 PM
52	outdoor fire pit near East Park. Winter carnival	9/25/2021 3:46 PM
53	Make Charlevoix a more attractive winter destination.	6/15/2021 2:56 PM
54	ice rink for fun like Detroit	6/15/2021 2:34 PM
55	Don't need more costly "improvements"	6/15/2021 2:16 PM
56	I do not visit in the winter	6/14/2021 11:16 AM
57	We would love groomed cross country trails by CIty golf course - love	6/9/2021 9:43 PM
58	Take care of the existing programs	6/8/2021 2:53 PM
59	Clear snow on Meech St. sidewalk	6/8/2021 11:42 AM
60	Anything new could bring in more visitors during usually slow time.	6/8/2021 9:50 AM
61	The candlelight hike at McSauba is outstanding. Our favorite. Wish it started and ended longer (dates).	6/8/2021 9:16 AM
62	McSauba shuttle from downtown.	6/7/2021 3:07 PM
63	Minimize and reduce current costs.	6/7/2021 2:43 PM

64	Outdoor activities at library parks	6/7/2021 2:15 PM
65	none	5/27/2021 2:20 PM
66	opportunities for organized snow shoeing	5/24/2021 8:20 AM
67	Great ideas. We are def too isolated in winter months.	5/20/2021 2:06 PM
68	everything is just fine in the winter - no g.d. tourists	5/19/2021 4:20 PM
69	winter camping, snowshoeing guided	5/19/2021 1:03 PM
70	Keep sidewalks plowed downtown.	5/18/2021 2:00 PM
71	Most of the winter targets focus on tourism it seems.	5/17/2021 11:55 AM
72	more activities for kids. Free things or small fee winter activities can be expensive	5/17/2021 11:31 AM
73	Not there in winter	5/17/2021 11:05 AM
74	N/a Need to know more	5/17/2021 10:59 AM
75	Many more during the day for those who don't drive in the dark.	5/14/2021 5:09 PM
76	Ski hill open longer	5/14/2021 3:17 PM
77	What happened to the proposed fire place downtown? Such a perfect gathering idea.	5/14/2021 3:09 PM
78	Snowmobile trails to city restaurants	5/10/2021 9:37 AM
79	Ice Skating and Curling in East Park in winter would be amazing (w/lighting and warming hut), would be like a Norman Rockwell painting and bring people into downtown for dinner/drinks (opposed to Mt. McSauba which is isolated).	5/8/2021 8:16 PM
80	Ski hill is nice. Weather was bad for skating	5/8/2021 12:43 PM
81	It’s just really hard to get excited about winter. I love to ski but I’m not sure how much outdoor dining I would do. That said, I immensely enjoyed and participated in the Friday-night candle walks and bonfire at McSauba. That was brilliant. A bright spot in a dark and COVID-laden winter.	5/8/2021 8:57 AM
82	What about snowmobile trails out of town. You’ve removed (destroyed) any way possible. Fucking bicyclist have the rule of everwhere!	5/7/2021 10:47 PM
83	Cold, icy and snowy weather is a danger for seniors and people and Charlevoix has too many cold months, sorry. It is negative. Charlevoix is not Vail or Aspen.	5/7/2021 6:50 PM
84	Fireplace in East Park	5/7/2021 6:36 PM
85	Ice rink is great amenity. Adding bonfire options and BYO drinks and snacks make it a destination for everyone, not just skaters.	5/7/2021 12:20 PM
86	Winter BBQ	5/6/2021 10:36 PM
87	Skating rink should be free and should be open (conditions permitting) all the time! Rental hours would obviously still have to be limited.	5/6/2021 10:20 PM
88	bonfires in east park	5/6/2021 8:44 PM
89	Winter is winter. We don't need to act like its a problem.	5/6/2021 11:10 AM
90	There have been great strides to try to create more winter activity but there is a long way to go.	5/6/2021 9:36 AM
91	McSauba provides excellent winter outdoor activities. No need to duplicate those downtown. Would be a waste of money.	5/5/2021 9:02 PM
92	A winter city committee and winter city planning would benefit the city and those visiting tremendously. A Winter event to draw in and break up winter is essential.	4/29/2021 8:05 PM
93	Have outdoor eating/drinking options, like igloos or heated areas.	4/29/2021 8:02 PM
94	We are not in Charlevoix in the winter.	4/29/2021 3:59 PM

95	Clear sidewalks in all residential areas.	4/29/2021 7:07 AM
96	We need indoor options for winter. Like a YMCA-type fitness facility - with a large pool. I realize we already have one near the golf course. I'm wanting a more diverse experience than just swimming. A large indoor rec center with various programs, including a pool and exercise opportunities would be beneficial to the community.	4/28/2021 12:05 PM
97	Winter activities in East Park would be great! It would help enhance the vibrancy in town during the off-season.	4/28/2021 12:00 PM
98	I think the walking light trail on mt. McSauba was great! Wish I had gone on it more during the winter. We did do men's/ladies night during the winter and that was fun as well! Definitely think it would be more successful/fun post covid.	4/27/2021 7:04 PM
99	I would love an outdoor dinning area/plaza in the winter. Well lit, with possible heaters or fireplaces. I would get takeout and eat outside every day if I could. A winter beer garden (or hot chocolate gather place) is desirable. To me, continuing to offer place in the winter is even more important than mitigating the inconveniences of winter. Charlevoix does a great job already offering lights downtown, but if we could get a way for businesses to stay open and commit to creating community and place we would be golden. We also should continue to market ourselves as a "Winter Community". So many other cities do that, and offer less activities than we do!	4/27/2021 4:30 PM

Q36 Do you feel informed about what is going on in the City?

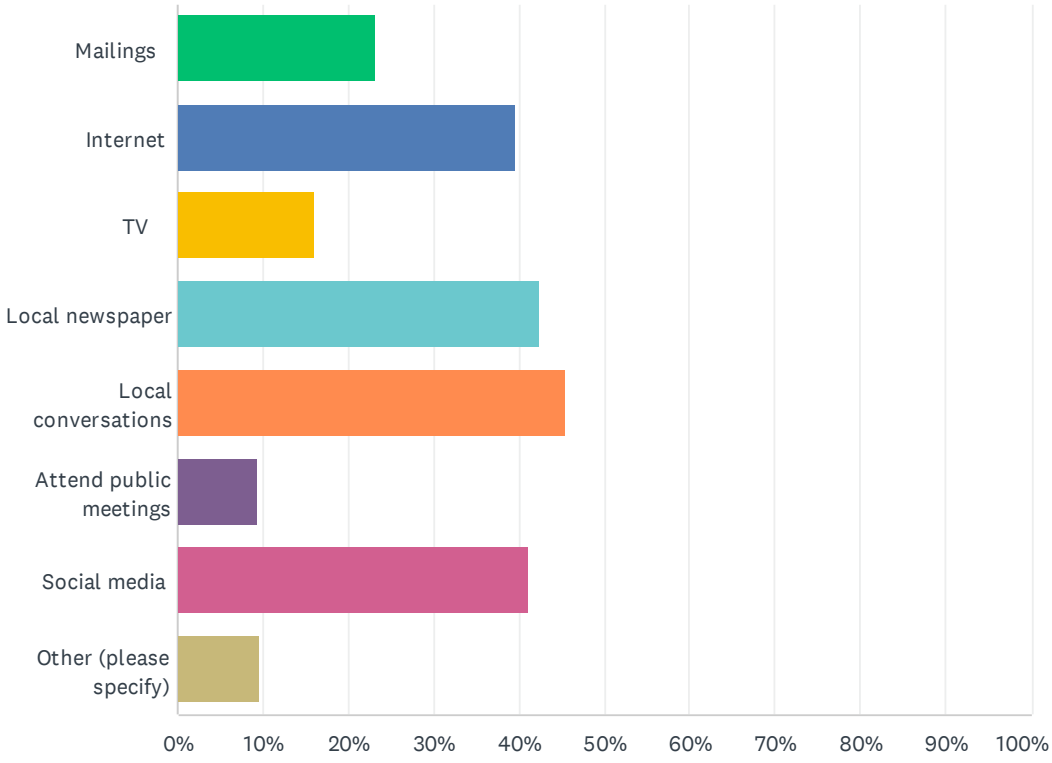
Answered: 530 Skipped: 107



ANSWER CHOICES	RESPONSES	
Yes	56.79%	301
No	43.21%	229
TOTAL		530

Q37 Where do you typically get your information about City and community affairs and programs?

Answered: 548 Skipped: 89



ANSWER CHOICES	RESPONSES	
Mailings	23.18%	127
Internet	39.60%	217
TV	16.06%	88
Local newspaper	42.52%	233
Local conversations	45.44%	249
Attend public meetings	9.31%	51
Social media	41.24%	226
Other (please specify)	9.49%	52
Total Respondents: 548		

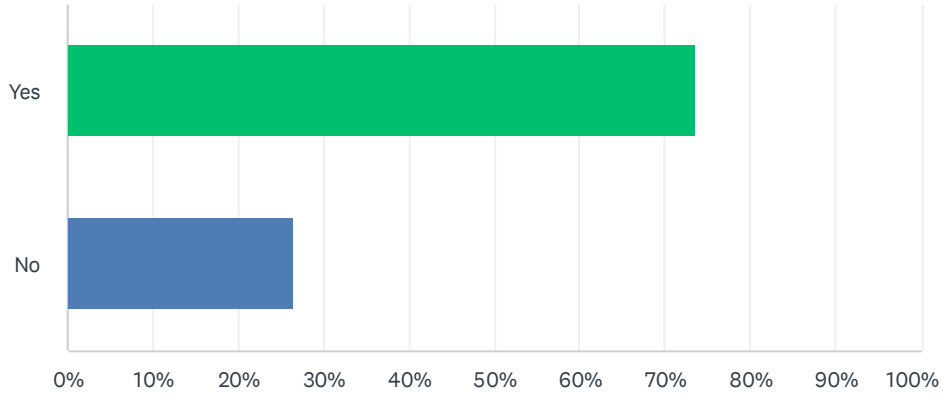
#	OTHER (PLEASE SPECIFY)	DATE
1	Library	10/7/2021 11:27 PM
2	word of mouth	10/7/2021 9:06 AM
3	friends	10/7/2021 8:38 AM

4	Home owners association	10/6/2021 8:53 PM
5	Facebook is worthless	10/6/2021 7:27 PM
6	Library	10/6/2021 6:28 PM
7	we don't!	10/6/2021 1:42 PM
8	banners hung @ US 31 & M66 intersection	10/6/2021 10:11 AM
9	friends, word of mouth	10/6/2021 9:26 AM
10	neighbors	10/5/2021 11:07 PM
11	speak with city council rep	10/5/2021 11:01 PM
12	Banners at city entrances	10/5/2021 8:16 PM
13	neighbors	10/5/2021 5:45 PM
14	Library	10/5/2021 1:37 PM
15	work	10/1/2021 11:37 AM
16	email	9/30/2021 10:36 PM
17	friends	9/30/2021 8:45 PM
18	Friend + family	9/30/2021 8:00 PM
19	family members who live there	9/30/2021 6:15 PM
20	Summer resident	9/30/2021 6:05 PM
21	Belvedere Club	9/30/2021 5:50 PM
22	Library	9/30/2021 5:48 PM
23	Radio	9/30/2021 5:44 PM
24	Neighbors	9/30/2021 5:07 PM
25	I hear about whats going on last minute or after	9/30/2021 4:07 PM
26	customers + friends	9/30/2021 2:36 PM
27	people	9/30/2021 2:10 PM
28	I wish all property owners would receive more informational e-mail or direct mail on a regular basis. Like a quarterly newsletter	9/30/2021 12:43 PM
29	do not have sources	9/30/2021 12:33 PM
30	Chx Chamber of Commerce Newsletter	9/30/2021 12:29 PM
31	580 AM RADIO	9/30/2021 12:24 PM
32	word of mouth	9/30/2021 12:19 PM
33	family and friends	9/30/2021 12:12 PM
34	word of mouth from friends and neighbors	9/30/2021 12:11 PM
35	Friends	9/30/2021 11:58 AM
36	more mailings and posters to communicate	9/25/2021 6:24 PM
37	Friends	9/25/2021 3:27 PM
38	Paper + Signs	9/23/2021 9:45 AM
39	Chamber emails	6/14/2021 10:44 AM
40	City website	6/8/2021 9:43 AM
41	Word of mouth	6/8/2021 9:17 AM

42	Life in CUX app	5/27/2021 3:05 PM
43	Word of mouth	5/19/2021 1:24 PM
44	Word of mouth	5/18/2021 1:51 PM
45	Main Street & Chamber	5/18/2021 12:20 PM
46	Word of mouth	5/17/2021 11:00 AM
47	We are new to the community so we are still learning about the resources.	5/17/2021 6:11 AM
48	The signs put up at the entrance to Ch. from the south.	5/14/2021 5:12 PM
49	People told me about the senior center	5/8/2021 12:48 PM
50	I never hear anything about what is happening not how to find out?	5/7/2021 6:43 PM
51	Word of mouth	5/6/2021 10:27 PM
52	Chamber, DDA & Visit Charlevoix	4/28/2021 1:05 PM

Q38 Do you think local government is effectively dealing with local issues and concerns?

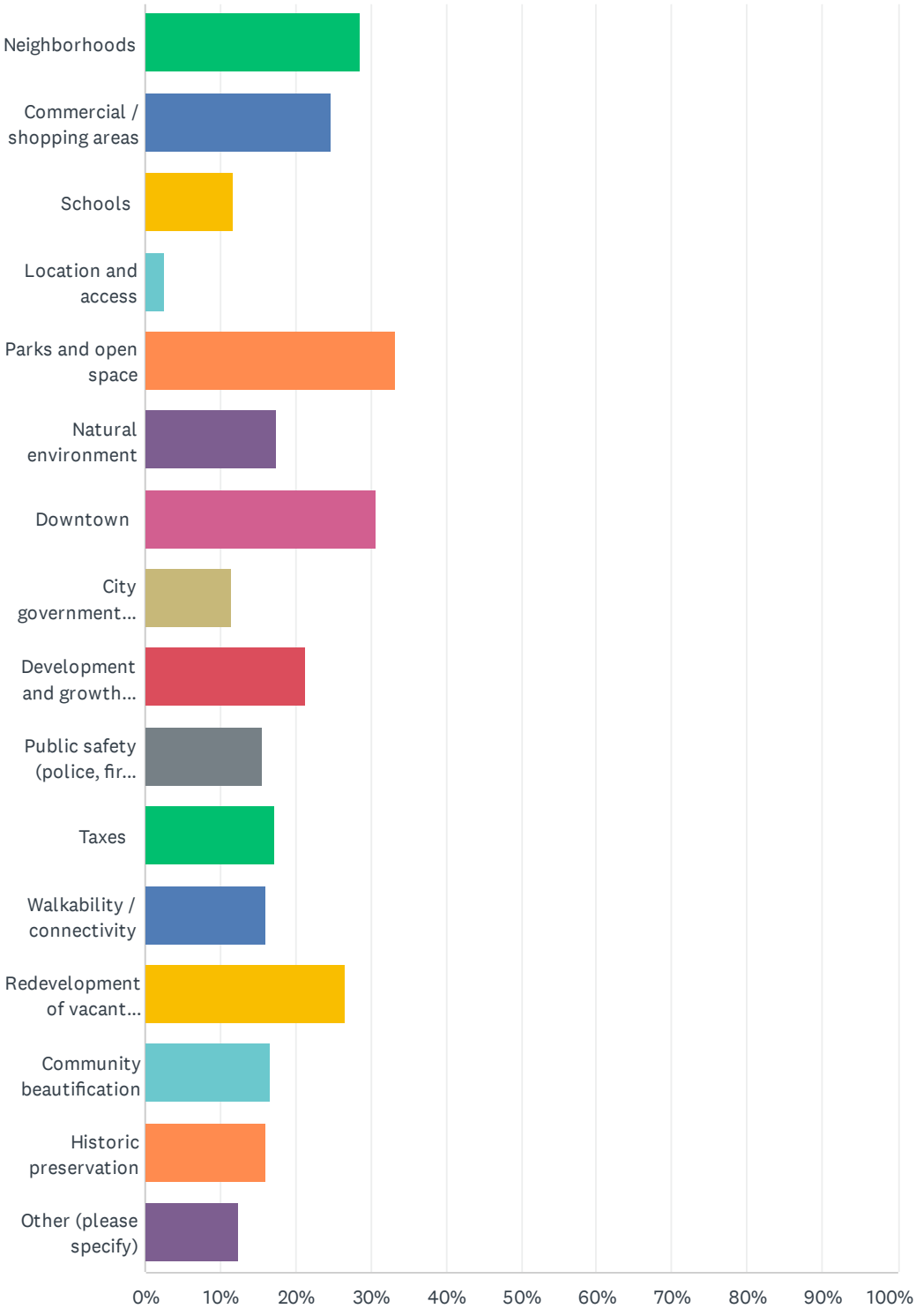
Answered: 453 Skipped: 184



ANSWER CHOICES	RESPONSES	
Yes	73.51%	333
No	26.49%	120
TOTAL		453

Q39 What are the top three priorities the Master Plan should focus on improving or preserving? Choose three.

Answered: 501 Skipped: 136



ANSWER CHOICES	RESPONSES	
Neighborhoods	28.54%	143
Commercial / shopping areas	24.75%	124
Schools	11.78%	59
Location and access	2.59%	13
Parks and open space	33.33%	167
Natural environment	17.56%	88
Downtown	30.74%	154
City government services (regulations, infrastructure, etc.)	11.58%	58
Development and growth potential	21.36%	107
Public safety (police, fire, etc.)	15.57%	78
Taxes	17.37%	87
Walkability / connectivity	15.97%	80
Redevelopment of vacant and/or underutilized properties	26.75%	134
Community beautification	16.57%	83
Historic preservation	15.97%	80
Other (please specify)	12.38%	62
Total Respondents: 501		

#	OTHER (PLEASE SPECIFY)	DATE
1	More low income rental housing	10/8/2021 9:48 AM
2	Appropriate devel and growth potential.	10/7/2021 11:19 PM
3	Explore changes to zoning code to allow for development of pocket home communities	10/7/2021 8:32 AM
4	Clean up the streets, the debris is disgusting	10/5/2021 11:14 PM
5	improve roads- park ave. add sidewalks. improve michigan beach area	10/5/2021 11:10 PM
6	seasonal housing for workers	10/5/2021 10:12 PM
7	Restaurants, esp. in winter	10/5/2021 8:46 PM
8	Parking in summer, youth activities year round, housing for low income families	10/5/2021 8:16 PM
9	quaint - quaint	10/5/2021 7:57 PM
10	It was difficult to choose just 3	10/5/2021 1:37 PM
11	maintain view corriders in parks along the lakes.	10/2/2021 9:55 AM
12	City does it all very well!	10/2/2021 9:47 AM
13	Utility bills- pricing	10/1/2021 12:52 PM
14	parking is a a terrible problem	10/1/2021 8:48 AM
15	less bridge openings	10/1/2021 8:12 AM
16	roads	9/30/2021 10:36 PM

17	discontinue leaf and cuttings in streets	9/30/2021 10:25 PM
18	noise reduction!! for every weekend and airport plane noise intolerable!! (unacceptable, etc.)	9/30/2021 8:45 PM
19	Safe, attractive, affordable housing	9/30/2021 6:08 PM
20	Year round residents that will help improve jobs and with affordable housing for All.	9/30/2021 4:07 PM
21	The rest will follow	9/30/2021 2:29 PM
22	Difficult to do because so many overlap	9/30/2021 1:36 PM
23	Especially west side retail vacancies e.g. KMART, Flightdeck, closed/vacated business along US 31	9/30/2021 12:43 PM
24	housing, housing, housing!	9/30/2021 12:39 PM
25	affordable housing	9/30/2021 12:32 PM
26	Affordable Housing:)	9/30/2021 12:31 PM
27	Transportation	9/30/2021 12:27 PM
28	affordable housing for locals	9/30/2021 12:19 PM
29	Housing for employee retention	9/30/2021 12:18 PM
30	Need Kmart Replacement	9/30/2021 12:15 PM
31	develop and expand the number of boat slips in round lake. especially the number of short term parking slips for shuttles, diners, etc. THIS IS THE MOST IMPORTANT AND SHOULD BE THE #1 GOAL.	9/30/2021 12:11 PM
32	No more pubs! No more or less liquor licenses	9/30/2021 12:07 PM
33	affordable housing	9/30/2021 12:02 PM
34	Housing for families to live, not rent weekly/monthly	9/30/2021 12:01 PM
35	Clean up run down houses!	9/30/2021 11:55 AM
36	Improve Ferry Beach	9/25/2021 3:47 PM
37	Industry	6/15/2021 2:56 PM
38	Parking	6/15/2021 2:24 PM
39	Utilities prices	6/14/2021 11:54 AM
40	Low income housing	6/8/2021 2:02 PM
41	Affordable housing for people who work here	6/8/2021 11:43 AM
42	Fixing neighborhood streets	6/8/2021 9:17 AM
43	1, 2, 3 Improve vehicle traffic throughout!!!	6/7/2021 2:44 PM
44	Water drainage on St. Johns Dr. (Hampton Village Area)	6/7/2021 2:35 PM
45	Housing for seasonal workers and low- to middle income workers	5/23/2021 5:45 PM
46	summer traffic - school traffic	5/19/2021 1:04 PM
47	Roads	5/18/2021 2:02 PM
48	affordable housing! affordable housing continues to be a problem	5/18/2021 1:22 PM
49	Short term rental & long term rentals	5/17/2021 11:47 AM
50	Housing that is new and up to date.	5/14/2021 5:12 PM
51	low income housing	5/10/2021 2:10 PM
52	My third choice is a tie between development and growth potential and preserving the natural environment (which on the surface seem mutually exclusive). Both are important.	5/8/2021 9:07 AM

53	multi-purpose designated trails throughout	5/8/2021 6:19 AM
54	Environmental preservation	5/7/2021 9:01 PM
55	Better parking. Anytime there is an event parking is removed. Thats like saying only healthy people are wanted here.	5/7/2021 7:20 PM
56	Getting rid of blight.	5/7/2021 6:51 PM
57	Housing	5/6/2021 10:27 PM
58	Workforce Housing	5/6/2021 9:38 AM
59	affordable housing for year round iving	5/5/2021 4:19 PM
60	Affordable housing	4/29/2021 8:03 PM
61	Affordable housing for the workforce	4/29/2021 7:12 AM
62	Affordable Housing	4/28/2021 1:05 PM

Q40 Please provide any additional comments in the space below.

Answered: 131 Skipped: 506

#	RESPONSES	DATE
1	Have a great need for low income housing	10/8/2021 9:48 AM
2	Better road lighting	10/7/2021 11:27 PM
3	Devel and growth that protects quality of life and the character of the region.	10/7/2021 11:19 PM
4	we need a newsletter	10/7/2021 8:48 AM
5	and/or minimum sq. ft. requirements	10/7/2021 8:32 AM
6	Iproved/ more frequent communications from the city	10/6/2021 8:53 PM
7	This town is for people who lie here, not people who visit. We need to stop acting like visitors and tourists are the only people who matter. The whole town should be treated as well as Dixon Ave. and 2 blocks of Bridge St.	10/6/2021 7:27 PM
8	Better city control of the use of east park, bridge park in summer. It is too commercial and to congested by weekly "events." venetian festival should be only 2-3 days, with one day fireworks.	10/6/2021 7:05 PM
9	Mayor should be more proactive and visible on community forums. City may need to establish virtual bill board to communicate both ways Recycling space must be moved or better servicing the policy "no complains, no worries" No trash burning	10/6/2021 1:17 PM
10	all property owners (including commercial or absentee owners) should be responsible for ensuring their sidewalks are cleared of snow on a daily basis to make non-motorized transportation viable during snowy months, City should require DPW employees to reserve time during non-snowy periods to adequately maintain roads/sidewalks during heavier snow periods without the overtime, or neglect, as the case may be. No snow? Send them home!	10/6/2021 10:11 AM
11	- I'd like to see some improvement to Depot beach. maybe a small boat ramp ... - Anything to protect / preserve Mt. McSauba. love that place.	10/6/2021 9:02 AM
12	Require electric powered leaf blowers	10/6/2021 8:52 AM
13	clean up and enforce blight and unsightly properties	10/5/2021 11:10 PM
14	All are important to maintain and increase city desireability as a residence and recreation destination. Thank you for asking and taking time to conduct this survey. We love Charlevoix!	10/5/2021 10:56 PM
15	- speeding traffic - especially pickup trucks and large trucks. - lower speed limits - bring attention to sinage - patrol highways - especially in early am	10/5/2021 8:50 PM
16	quaint to grow is to squeeze some of us out - make room for rich out of towners	10/5/2021 7:57 PM
17	Need street lamps on all streets not just in the "valley"	10/5/2021 5:33 PM
18	Boulder park tours are a terrible invasion of our privacy- should be limited to once a day.	10/5/2021 5:27 PM
19	city wide ban on round up its a proven carcinogen and contributes to the decline of bees more public art	10/5/2021 1:45 PM
20	there is too much local government. all townships should be consolidated with services run by/at the county level. having city & township & county in the 21st century is ridiculous.	10/2/2021 9:55 AM
21	I Love Charlevoix!	10/2/2021 9:47 AM
22	need to do something for your year round people	10/1/2021 9:07 AM
23	attention to Ferry Beach "Friends of Ferry Beach	10/1/2021 9:01 AM
24	I think the big Q is Are you concerned w/ the direction of our town? YES. So how do we fix it	9/30/2021 11:27 PM

	so young families (the teacher, nurse, cop, etc) feel proud to be here & can afford it, not to mention be able to go buy your kid a pair of pants w/ out leaving town to do it. We miss the mark. 339K houses on division isn't it. Heated sidewalks?? Come ON; thats as bad as the fireplace (duckblind) situation from years back! We need places to work & live; places to buy a pair of shoes. We need sidewalks you can JOG on w/ a stroller w/ out your baby practically flying out of the stroller. We need less focus on community drunkenness & a little more "come build a life here". Thank you.	
25	VRBO and AIRBNS'S have taken over neighborhoods. only people making money are the slum lords. businesses being run in neighborhoods is out of control	9/30/2021 11:04 PM
26	ideas for projects -large outdoor ice skating rink with lights and music -bubble a minature golf course so can be used 12 months -giant slides into lake maybe down at Ferry Beach -improve beaches at Ferry and Depots -need new play equipment and rentables ie jetskis-jumping trampoline in water etc -summer camp at the beaches besides the sailing. -food trucks at depot	9/30/2021 10:54 PM
27	My parents have owned @ LaCroft since 1978. The kids now use the condo and grandkids. We love Charlevoix!!	9/30/2021 10:35 PM
28	Indoor pickleball courts would be nice for winter. Also - instruction on classes for beginners	9/30/2021 8:53 PM
29	*We are giving serious considerations of leaving CHX (after 40 years here) because of the items listed below!! City closed down the Airport Advisory Board Because they didn't like what they heard! - airplane noise level is illegal - see FAA standards on internet (this is 100% ignored by the city) ; "optional"airport hours are ignored by all pilots!! - too many beer/liquor places in town - too many places for rowdy kids, get drugs, etc. and make this unsafe.	9/30/2021 8:45 PM
30	The logistics of travel in this town has become a burden worth moving away for. It feels as if it has become a burden to live in Charlevoix as a year round resident.	9/30/2021 8:03 PM
31	Location and Access - Parking [City government has] DONe NOThing DuRing COVid To opeN AREA when DATA suppoRTs opeNiNg - yoUR NOT AReA AdvocATes . DuRiNg This Time 1. FighT AgAiNST Covid ResTRicTiONS 2. FighT AgAiNST Tax INCReAses 3. DoN'T TAKe FedeRAL $ ThAT comes wiTh ResTRiCTioNs... ie- "CAN'T Lower Taxes" "MusT TeAch INSTITuTIONAL RAcism" IN SchooLs 4. DoN'T give esseNTiAL woRKeRs A Pay RAise. Give Them A Lump Sum & ThANk you.	9/30/2021 7:40 PM
32	There is not enough affordable housing in this town. too many Airbnbs.	9/30/2021 6:20 PM
33	Ideas to attract year round tourism	9/30/2021 6:16 PM
34	Miss K-Mart. Need Target or something similar, should have taken Walmart when offered. We are elderly - may move in Charlevoix full time - sure would help our tax rate to be full time. Had relatives in Charlevoix for 80 plus years. A Choir teacher and florist	9/30/2021 5:07 PM
35	Set aside housing for families that want to move here. Set aside a few seasonal Houses. One person shouldn't own lots of houses to rent weekly. Rent year round.	9/30/2021 4:07 PM
36	Thank for the opportunity! Charlevoix is a treasure!	9/30/2021 2:39 PM
37	Traffic remains an issue- giving up lanes on highway was a mistake, esp N/E of the bridge. An old fashioned survey by hand is also a problem. How much money to tabulate this?	9/30/2021 2:29 PM
38	Love it here.	9/30/2021 2:00 PM
39	I would love to know the responses to #39. My 2 cents: historic preservation. Love this but I cannot put it above schools and public safety. Also, community beautification could have sub-categories: historic preservation, neighborhoods, downtown, etc	9/30/2021 1:36 PM
40	None	9/30/2021 12:45 PM
41	Thank you for reading. We love Charlevoix for what it is and know what it can be!	9/30/2021 12:40 PM
42	having lived in huge metro areas, suburbs, and rural settings, i feel there is a missed opportunity in Charlevoix to concern the local going local, year round residents. all focus (or ,ost focus) seems to favor summer expats and tourist with downtown and close 2nd. Traffic must be slowed or round to maintain shopping and bar/restaurant/ice cram consumers? Really? On a state highway that locals must use to commute to work, shop. and for medical care? not good. The constant song is that there are "plenty" of jobs in Charlevoix. There are	9/30/2021 12:39 PM

	undoubtedly plenty of entry wage service jobs, but no options for affordable housing. so live in boyne, ej, or Ellsworth and commute. but add ration of child care to allow for transiting the downtown traffic.	
43	Fix the streets IN the west end of town!	9/30/2021 12:38 PM
44	Too much blight in Town- Like the old gas station north of town- Taking way to much time to renovate. Many others. Get tougher with owners! Too lenient	9/30/2021 12:38 PM
45	not familiar with the master plan	9/30/2021 12:33 PM
46	Wind and Solar have extremely low energy density and have very high environmental costs. Ask what the total costs including land use, environmental damage and subsidies per gigawatt hour.	9/30/2021 12:31 PM
47	Belvedere club resident	9/30/2021 12:28 PM
48	thank you!	9/30/2021 12:27 PM
49	two many questions	9/30/2021 12:25 PM
50	Get rid of the eye sores (house w/ boats in the backyard/junk everywhere	9/30/2021 12:25 PM
51	I love living in Charlevoix. Only 1 thing is all the limbs, branches and lawn debris at the curbs on the streets most of the week. It prevents cars parking and looks bad for the neighborhoods.	9/30/2021 12:25 PM
52	Would like to see the north side of the channel between round lake and lake mihcigan landscaped with overlook areas along the top parking area. This is so highly traveled and seen by everyone during the summer months. And is positioned percisely for amazing landscaping as well as boat watching and sunset.	9/30/2021 12:24 PM
53	Do Something about the deer	9/30/2021 12:24 PM
54	Afforable housing Being taxed out of living in town	9/30/2021 12:22 PM
55	Be more willing to allow non-traditional style housing and less restricting with allowing development.	9/30/2021 12:19 PM
56	please do not do anything to increase boat traffic like expanding city marina or allowing boat rental in town- please do not destroy the beautiful harbor	9/30/2021 12:15 PM
57	Need Kmart Replacement	9/30/2021 12:15 PM
58	venetian festival is nice. the firewords and amusement rides are great. the live music is nice and the boat parade is impressive. but 4 days is good- 5 days max.	9/30/2021 12:11 PM
59	Affordable Housing	9/30/2021 12:09 PM
60	No more G'5 towers without citizen put. Village Pub + Police department allegedly have WI-FI cracks in these buildings. Also discussions.	9/30/2021 12:07 PM
61	WHY IS YARD WASTE ALLOWED TO BE DUMPED IN THE CITY STREET TAKING UP PARKING SPACES. IT SITS THERE FOR WEEKS! LOOK NO FURTHER THAN THE STREETS AROUND ROUND LAKE. WHAT A MESS!	9/30/2021 12:05 PM
62	too many seasonal people	9/30/2021 12:04 PM
63	recycling should be easily accessible in downtown area	9/30/2021 12:00 PM
64	A suggestion for next time, This print is difficult to read. (very small!) (Thanks)	9/30/2021 11:58 AM
65	Too many run down properties	9/30/2021 11:55 AM
66	curbside recycling and indoor walking place	9/30/2021 11:54 AM
67	Please Keep BallParks the way they Are. Older people cAn set iN there cars to waTch Ballgame NO dog park there	9/30/2021 11:52 AM
68	1.print to small to read 2. confusing format 3. paper it breaks	9/30/2021 11:07 AM
69	If Newman is considered a street why is there a crater the size of a small car at the corner at Grant St. It's been there for multiple years. They never even try to patch it.	9/30/2021 11:03 AM

70	The print is too small in this survey. Please retain Mt. McSauba, the municipal golf course, and the ski program & the summer day camp for children, It is so important to get the children outside and active. I would like to see the lifeguards at the 3 beaches again, Very important. To keep Charlevoix Beautiful, you need to reinstate a roadside pickup at least monthly for large items. This was a wonderful service. We are unable to manage just twice a year.	9/25/2021 7:20 PM
71	Affordable housing	9/25/2021 7:04 PM
72	We live our dream every day here in Charlevoix. The essence/soul of Charlevoix needs to be maintained not changed or developed.	9/25/2021 6:24 PM
73	higher littering fines	9/25/2021 3:47 PM
74	Improve Substandard Existing Homes	9/25/2021 3:17 PM
75	Poor survey. What is the goal?	6/14/2021 11:42 AM
76	Perhaps for traffic concerns and bridge inconveniences. Visitors don't know about the bridge. Why not put a sign at each end saying DRAW BRIDGE AHEAD	6/14/2021 10:52 AM
77	To Whom It May Concern; If you want older people to fill this out, please make it big enough for older people to see it, also if you want it sent back, please make envelopes big enough to hold it. Linda Barnes The Bank told me they would take these cko. Thank you.	6/14/2021 10:39 AM
78	City should not be in housing business!	6/14/2021 10:28 AM
79	Merge city and township	6/14/2021 10:20 AM
80	Help out seniors, taxes are too expensive. So is H2O, H2O is crazy and so are utilities.	6/14/2021 10:15 AM
81	More work-force housing	6/9/2021 10:00 PM
82	#38 Housing	6/8/2021 2:54 PM
83	If we could, we would add two items above: Public safety and historic preservation. Thank you for asking! This is a good q'airre. Reflects careful thought and solid leadership. Millages are won everyday, not in the weeks before an election! D.M. Hender :) 5/5/21	6/8/2021 2:35 PM
84	I feel often agendas of mayor/commission pushed without really community support. Need more open disclosure. Ie BIBCO fiasco - golf course home building	6/8/2021 12:08 PM
85	Thanks for asking for our input.	6/8/2021 11:43 AM
86	We need affordable housing for local workers & for young families to grow the town!	6/8/2021 9:51 AM
87	Would be nice to have a quality grocery store in town - current stores are old fashioned in old bldgs. Stop trying to regulate short term rentals that are the life blood of the City; address the problem properties & stop generalizing in public mtgs that all short-term properties are in disrepair & problems for each neighborhood.	6/8/2021 9:43 AM
88	Look into local gains from DDA for apt. housing for mix/commercial-residence (apt). It is only for downtown. This is a program that should expand to all along Bridge St to US 131/66 intersection.	6/8/2021 9:25 AM
89	My husband and I are in our 60s. We have 3 sons who live in Charlevoix. We own a business in Charlevoix. Two of our sons cannot afford to live here. They work for our business. If they leave Charlevoix for affordable housing they take our workforce AND our grandchildren! We would not hesitate to leave and move with our children. Our third son would relocate with the business. But we can always make the Almightly $$ and rent out our Charlevoix house as a short term rental. Charlevoix loses A LOT!!! I was under the impression there was a moratorium on ST Rentals in Chx. So sad that was temporary. But wait... let us get in on the money. :(	6/7/2021 3:25 PM
90	Pedestrian downtown traffic is currently dangerous!!!	6/7/2021 2:44 PM
91	Housing that is affordable. Hard working residents struggle with 2 jobs and can't find housing that is affordable. 40% if elementary students qualify for free breakfast & lunch and some rely on pack packs filled by donation for the weekends. We need housing!	6/7/2021 2:18 PM
92	This survey is way too long :) Try online next time.	5/27/2021 3:05 PM
93	Since commercial rents are outrageous in downtown, there should be some incentive program	5/27/2021 2:12 PM

	for desirable businesses. Charlevoix is a great place, but could use a little more "Grand Haven, Nantucket vibe".	
94	half of the city council and the mayor are idiots	5/19/2021 4:22 PM
95	I think we should be looking at housing, jobs, vacant buildings, ways to attract families, the decline in our schools. We should put a stop to the short term rentals. They have ruined our town in so many ways. Government needs to wake-up on the issue. Thank you	5/19/2021 1:33 PM
96	Affordable housing for people interested in working here as a tax-paying resident	5/19/2021 1:11 PM
97	we need to clean up the blight in this city-we have some terrible eyesores in the city limits-unacceptable!	5/18/2021 4:01 PM
98	I answered no to #36 because we are only in Charlevoix occasionally - we have a condo we just bought a year ago.	5/18/2021 2:36 PM
99	No shopping options since Kmart left. City Manager should be reaching out to companies to move in. I have!	5/18/2021 2:02 PM
100	Need handicap parking in town, accessible to things. Now you have to walk most places. Need in center of downtown. Cannot enjoy concerts, Venetian, drug store, etc. Cannot get down sidewalks, esp. with wheelchairs, walkers, strollers, due to sidewalk being full of tables & chairs. (Antrim corner)	5/18/2021 1:34 PM
101	housing needed for young families and workers	5/18/2021 1:22 PM
102	An improved focus on sustainable business to provide better job opportunities to encourage residents to stay and/or live here.	5/17/2021 11:57 AM
103	Short term rentals are businesses - they need to provide adequate parking off street. When my family & friends cannot park close to my home due to rentals taking up the entire street both sides - it leads to frustration. Especially when driveways are empty.	5/17/2021 11:47 AM
104	N/a	5/17/2021 11:32 AM
105	Resurface all streets within the city limits with curbs! and drains!!	5/17/2021 11:18 AM
106	The same issues have been brought up year after year. Parking is needed as well as public transportation running daily and on weekends circulating the City. I am pleased to help move Charlevoix forward.	5/14/2021 5:12 PM
107	Traverse City added high rise condominiums downtown and it increased the residential density so that downtown seems too overcrowded. It could be possible to add some minimal housing behind the main st. stores.	5/14/2021 4:32 PM
108	City/Twp join	5/14/2021 3:17 PM
109	Put a stop on short term rentals	5/14/2021 2:55 PM
110	Do not over govern, be very careful about adding more rules and regulations. Regulation on rentals is being over done. Charlevoix has a long history of summer rentals, in the 1950s my grandfather rented his house on Dixon and temporarily moved to his old farm house. Friends families moved to little houses and cottages. Rentals and seasonal home people are the financial life blood of Charlevoix. This has been true for over 100 years and I want it to continue so my kids, grandkids and great grandkids are enjoy Charlevoix the Beautiful. We love you.	5/13/2021 12:18 PM
111	Your earlier question about overall quality of neighborhoods based on appearance, cost, maintenance should put COST in a separate question.	5/10/2021 2:10 PM
112	Need to look at what is working in other communities and get more progressive ideas for the city and of course, we won't be able to maintain what we have if we can hire works because they have no housing options. Thanks for listening and more importantly, thanks for asking our opinion.	5/10/2021 9:41 AM
113	The addition of a recycling center on the north side of the bridge	5/9/2021 1:52 PM
114	Really need community local transportation (trolley/shuttle to run continuously May-Oct. and on-demand rest of year).	5/8/2021 8:18 PM

115	Like to see you allow golf carts on city roads. South haven Michigan has done that	5/8/2021 12:48 PM
116	Wondering if you will be having some public forums. By Zoom or equivalent option might be helpful for attendance.	5/8/2021 9:07 AM
117	I believe that it Charlevoix works to improve and preserve neighborhoods, the downtown and its beautiful open spaces, it will attract new residents and businesses to the area. Which in turn will help support schools, police and fire departments through increased taxes.	5/8/2021 8:13 AM
118	Park Ave. is dangerous for bikers and walkers especially in the summer	5/8/2021 6:19 AM
119	Why not have all the trash cans artistically painted by local artists. We have many. Open up the farmers market to more people. Put in some crafters too. Lets not be rigid. Lets not charge so much for a space.	5/7/2021 7:20 PM
120	Too much blight in Charlevoix.	5/7/2021 6:51 PM
121	Full time fire fighters, getting fires put out seems to be a problem, to many total loss structures. Better traffic controls during big events in downtown, police should control traffic at Antrim and state streets, when traffic is routed that directions. Also at park st and bridge street south bound cars can't easily turn right when the downtown is blocked off, pedestrians don't ever allow cars to turn right, a police office needs to control foot traffic at that location	5/7/2021 6:43 PM
122	I feel strongly that the city needs to focus on having access to affordable housing for year round residents.	5/7/2021 1:24 PM
123	City desperately needs a safe pedestrian and bike crossing on Bridge St between Hurlbut and M-66! A bike lane should be created along the dedicated bike route. East park should have a playground possibly with adjacent fireplace and seating to bring resident families into downtown, especially in shoulder seasons, and to make attending summer events more family friendly. Play structure could be designed in an artistic/sculptural way to align with current downtown aesthetic.	5/6/2021 10:27 PM
124	I love Charlevoix and commend our leaders in the fine job they have done w/making our downtown marina and park areas so beautiful! I'm sorry we did not get the fireplace downtown - it would have provided enjoyment year round! And too bad about not adding more big boat slips that would have benefitted our businesses too.	5/5/2021 9:09 PM
125	Lets encourage retail and food to get people to Visit Charlevoix	5/5/2021 8:33 PM
126	Resident of Charlevoix for short time. I work 30 minutes away. Charlevoix has a lot of potential for activities and attraction to younger people and that should be a driving force for future planning initiatives regarding growth and development, community placemaking	4/29/2021 8:07 PM
127	It's nice and important to keep the community involved with decisions and input.	4/29/2021 8:03 PM
128	When I moved to Charlevoix there were only two long term rental options available - 3 bedroom home for $1700 or studio apartment for $1000. The majority of the housing is $250,000+. There are no good housing options for the young full time residents or workforce.	4/29/2021 7:12 AM
129	There is a HUGE need for affordable full time housing for renters who are not in the 1% or looking for summer use only.	4/28/2021 11:58 AM
130	I think Charlevoix is a great place to live. Been here less than a year and I do really enjoy it. A beautiful city with a lot to offer. I am fortunate enough to be able to afford my home currently. however, before we (very luckily and fortunately) got the house we are currently renting, finding housing was next to impossible. Everything that was available was too expensive, and what we could afford was too far away. Even had a friend who wanted to live closer to the city but had to settle for Gaylord because it was the closest she could find. That would be the only complaint I have about Charlevoix. Other than that, I love the town! People are friendly, we rave about the food, accessibility to food/shopping is great and lots to show family and friends when they visit us. Very cozy place to live	4/27/2021 7:12 PM
131	Housing is the most important thing Charlevoix needs to address. Real concrete change is needed in our community to ensure that the kids graduating from the high school can have a place in our community if they want it. Those who work in our community should be able to have a seat at the table, rather than being relegated to cheaper housing three townships over. The voices of advocacy and change need to be heard over those that falsely believe that the invisible hand of the economy is guiding our housing values in the right direction. Businesses	4/27/2021 4:38 PM

	are shutting down because they don't have workers, and the year-round population continues to dwindle. Without action now, correction to housing values will eventually come in a destructive manner we can't control.	