



Realize 2035: Cheboygan Master Plan



THE CITY OF CHEBOYGAN PLANNING COMMISSION DRAFTED, AND THE CITY COUNCIL ADOPTED THIS MASTER LAND USE PLAN FOR THE CITY AS A GUIDE FOR THE PHYSICAL DEVELOPMENT OF THE CITY OF CHEBOYGAN.

James Granger, CHAIR
CITY OF CHEBOYGAN PLANNING COMMISSION

Mark C. Bronson, MAYOR
CITY OF CHEBOYGAN

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

With a changing economy, diversified demographics, and potential for development growth, the opportunities for the City of Cheboygan have never been greater. However, response and strategies to these opportunities should be undertaken through a holistic, systematic planning process. Planning is a process that involves the conscious selection of policy choices relating to land use, development, delivery of services, enhancement of community character, and maintenance of a quality of life which meet the expectations of City residents.

The 2035 Cheboygan Master Plan serves as the official document that identifies the goals, policies, programs, strategies, and actions which the City, its partners, and its residents wish to pursue. The Master Plan planning process involved a thorough investigation of past trends, current conditions, and alternative futures for the City. The overall process has been structured to allow for broad participation, expression of new ideas, and creation of new concepts that will carry the City of Cheboygan into the future.

Why is the term realize used in the title of this Plan? “Realize” was used by a local leader in describing how they envision Cheboygan in the future. Realize is a positive term and one that notes change. However, “realize” doesn’t happen without action and actions should be taken under the guidance of a plan. While this Plan connects and builds upon past planning efforts, the guiding purpose is to create implementable actions that the City can undertake in the near and long term to Realize the community vision.

Realize

re·al·ize, *verb*

1. Become fully aware of (something) as a fact; understand clearly.
2. Cause (something desired or anticipated) to happen.

The focus of this Plan is on action and implementation. Like all planning documents, the Cheboygan Master Plan will prove useful only to the extent that a sustained implementation effort is maintained and achieved. Achieving measurable success in Cheboygan will be a long-term effort, requiring a partnership between the City and various interests. The success of this plan is contingent upon a joint vision of accountability for individuals, organizations, and businesses to work together to implement change. Adoption of this Plan does not signal the end of the planning process. Rather, it signals the beginning of a process of continuing implementation whereby the Plan serves as a guide for both public and private decisions affecting the future of the community. The

final section of the document is a detailed Implementation Plan – identifying every goal, strategy and project/action, lead entity, the timeframe, the priority level, and participating partners.

The plan is built upon identifying goals, and developing strategies and actions.



GOALS AND KEY STRATEGIES AND ACTIONS.

There over 16 key strategies and 41 actions identified in the plan. While all are worthy of the City and its partners' attention, the City has identified a few key strategies and actions to address in the near term as catalyst projects. In order to realize the vision identification of key strategies and completion of associated actions in an aggressive timeframe will build greater momentum in completing all the projects of the plan. Listed below are the plans goals, with key strategies and actions to be addressed in the near term:

PORT / RIVER

GOALS:

GOAL 1: INCREASE THE PORT OF CHEBOYGAN'S ECONOMIC VIABILITY.

GOAL 2: CREATE AN ATTRACTIVE AND LIVELY RIVERFRONT THAT CONNECTS THE SURROUNDING COMMUNITY TO THIS HIGH QUALITY DESTINATION BY DEVELOPING EAST SIDE PROPERTY—DESIGN AND IMPLEMENT A WALKABLE RIVERFRONT PARK AREA.

STRATEGIES AND ACTIONS:

- Increase industrial, commercial, and residential development, as well as recreational opportunities along the riverfront.
- Create a research and marketing methodology to develop and track progress toward maximizing the utility of the Port of Cheboygan.
- Collect and analyze ideas from supply chain consultants and other light ports handling smaller, shallower-draft freight.
- Outline detailed plan to expand boardwalk through corporate and private cooperation and funding.
- Develop an information clearinghouse for available grants, low-interest opportunities, etc., to generate interest and assist new development.
- Explore the economic feasibility and viability of a part-time research and grant writer position.

COMMERCIAL/INDUSTRIAL DEVELOPMENT

GOALS:

GOAL 1: INCREASE THE VIABILITY OF THE CHEBOYGAN INDUSTRIAL PARK.

GOAL 2: ENSURE THAT THE DOWNTOWN REMAINS THE SIGNATURE "PLACE" OF CHEBOYGAN.

STRATEGIES AND ACTIONS:

- Build on the advantage of the North Central Community College and the McLaren Northern Michigan, Cheboygan Campus.
- Promote the development of marketable, in-demand post-secondary educational programs in Cheboygan, including vocational curricula.
- Improve access to, and viability of the Cheboygan Industrial Park.
- Make downtown Cheboygan the shopping/office/tourist destination for the region.
- Explore larger framework that promotes shopping, tourist destinations, and walkable space.
- Study potential benefits of a matrix vs. linear downtown concept.
- Work with Chamber of Commerce to locate professional and commercial property and create listings on a city website as a resource repository for investors.
- Develop an outline to improve infrastructure with continued focus on updates and development, prioritizing near-term critical targets, and considering long-term less critical goals.

RESIDENTIAL PROTECTION AND DEVELOPMENT

GOALS:

GOAL 1: PROTECT-AND ENHANCE THE CITY'S ESTABLISHED RESIDENTIAL NEIGHBORHOODS WHILE ALSO ENCOURAGING THE GROWTH OF SMALL COMMERCIAL PROJECTS THAT ENHANCE WALKABLE, FAMILY-FRIENDLY NEIGHBORHOODS.

GOAL 2: DIVERSIFY AND IMPROVE THE HOUSING STOCK.

GOAL 3: BEGIN TO REINCORPORATE TREES INTO THE CITY LANDSCAPE TO REPLACE SPECIES AFFECTED BY DISEASE

GOAL 4: RESEARCH AND DISSEMINATE FACTS AND INFORMATION RELATED TO GOOD OUTDOOR LIGHTING PRACTICES. PROMOTE LIGHTING THAT IS EFFICIENT, OFFERS SAFETY TO THE PUBLIC, IMPROVES COMMUNITY APPEARANCE AND PROTECTS THE MAJESTIC VISTAS OF CHEBOYGAN'S NIGHT SKY FOR ITS CITIZENS, VISITORS, AND FUTURE GENERATIONS.

STRETCH GOAL: BUILD A NEW RECREATION CENTER WITH AN OLYMPIC-SIZE SWIMMING POOL AVAILABLE YEAR-ROUND TO CITY AND COUNTY RESIDENTS, AND FOR LOCAL SCHOOLS' STUDENTS AND SWIM TEAMS.

STRATEGIES AND ACTIONS:

- Provide for alternative housing options including second story residential in the downtown.
- Protect the City's established residential neighborhoods through proactive actions and code compliance.
- Consider means by which to receive, manage, and distribute private donations accumulated by fundraising efforts to mitigate blight within the city limits. Cooperate with volunteers, non-profit organizations, and local corporations willing to provide discounted goods or in-kind benefits to assist in redoubling funds raised and distributed to amend blight.
- Establish an Outdoor Lighting Forum in cooperation with the Cheboygan County Board of Commissioners to develop and promote a message of limiting light pollution.
- Pursue national Arbor Day "Tree City" designation.
- Work with licensed landscape architect to develop a preferred tree species list for use in new site plans, rezoning decisions, etc.

TRANSPORTATION IMPROVEMENTS

GOALS:

GOAL 1: PLAN AND PROVIDE A SAFE AND EFFICIENT PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

GOAL 2: PLAN AND PROVIDE A SAFE AND EFFICIENT VEHICULAR TRANSPORTATION NETWORK.

GOAL 3: CONSIDER INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS.

STRATEGIES AND ACTIONS:

- Identify and inventory bad sections of sidewalks, areas needing new or better-connected sidewalks, and repair existing ones.
- Incorporate the trail plan as identified in the Multi-Use Trail System Master Plan.

MUNICIPAL GOVERNMENT EFFICIENCY

GOALS:

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND/OR TIME.

GOAL 2: EMPLOY TECHNOLOGY AND BEST PRACTICES TO AUTOMATE ADMINISTRATIVE TASKS TO MAXIMIZE EXISTING RESOURCES.

GOAL 3: IMPROVE CUSTOMER SERVICE AND FOLLOW-UP TO ISSUES AND COMPLAINTS FROM RESIDENTS.

STRATEGIES AND ACTIONS:

- Create process for defining problems, crafting solutions; then, measuring, monitoring, and controlling them in the future.

“FRIENDLIEST CITY” DESIGNATION

GOALS:

GOAL 1: DELIVER CONSISTENTLY EXCELLENT CUSTOMER SERVICE TO ALL CITY RESIDENTS, AND CONTINUALLY MAKE POSITIVE IMPRESSIONS ON VISITORS, RESIDENTS AND POTENTIAL RESIDENTS.

STRATEGIES AND ACTIONS:

- Implement a customer service policy that provides follow up and welcomes residents and non-residents seeking information.

INTRODUCTION

WHAT IS THIS MASTER PLAN'S TRUE FUNCTION AND HOW IS THE PLAN TO BE USED?

It is the responsibility of the Planning Commission to prepare and the City Council to adopt a Master Plan on behalf of the City. The City of Cheboygan derives its authority to prepare a Master Plan from the Michigan Planning Enabling Act. The Act requires that at least every five years, the Planning Commission review the Plan and determine whether amendments may be necessary.

The Master Plan serves many functions and is to be used in a variety of ways including, but not limited to, the following:

- The Master Plan is a statement of the City's goals and policies and provides a single, comprehensive view of the community's desires for the future.
- The Master Plan serves as an aid in daily decision-making. The goals and policies outlined in the Master Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivisions, capital improvements, and other matters relating to land use and development. This provides a stable, long-term basis for decision-making.
- The Master Plan attempts to coordinate public improvements and private development. For example, public investments such as road improvements should be located in areas identified in the Master Plan as having the greatest benefit to the City and its residents.
- The Master Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.
- The Master Plan provides the statutory foundation upon which zoning decisions are based. The Michigan Zoning Enabling Act (P.A. 110 of 2006, as amended) requires that the zoning ordinance be in accordance with a plan designed to meet the residents' needs for natural resources, places of residence, recreation, industry, trade, service, and other uses, and to insure they are situated in appropriate locations. It is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map.

In summation, the City of Cheboygan Master Plan is the primary officially adopted document that sets forth an agenda for the achievement of goals and policies of the City. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City that compliments the goals of nearby governmental units, wherever possible. It helps develop a balance of orderly change in a deliberate and controlled manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

HISTORIC CONTEXT

This document represents a full amendment to the City of Cheboygan Master Plan. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As the conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current state legislation requires a review of a Master Plan every five (5) years.

THE PLANNING PROCESS

Many factors that exist must be taken into account when formulating plans for the future. This process is illustrated in the diagram below.

The planning process should be a continual, ongoing process and includes five (5) fundamental steps:

1. Research and analysis
2. Goal setting
3. Master Plan drafting
4. Implementation
5. Monitoring

Figure 1. – Planning Process



PREVIOUS PLANS

Cheboygan has a long, rich history of planning. Consideration has been given to the previous studies in the course of preparing this Master Plan. These past planning studies include:

2018 City Services Survey – A 78-question survey administered online to assess resident's perception of services offered by the City of Cheboygan. Answers and responses are compiled in a 127-page report available to view and download from the city's website.

Cheboygan Port + Community Asset Inventory – Michigan State University Practicum Project – Spring 2012 – The Port and Community Asset Inventory developed short- and long-term goals with respect to the investment, promotion, expansion and economic growth of the City through use of the Cheboygan River and Lake Huron shoreline through port development.

City of Cheboygan Amended Downtown Development Authority Plan and Amended Tax Increment Financing Plan – March 2012 – The DDA Development + TIF Plan outlines potential projects to be undertaken within The DDA District. This Plan is required under state statute in the establishment of the DDA District.

City of Cheboygan Recreation Plan – March 2019 – The Recreation Plan outlines and presents the long-range vision of the Cheboygan Recreation Commission. The Plan identifies existing and future parks and recreation needs, and identifies specific improvements, costs, priorities and years of completion. The Plan also includes the Multi-Use Trail System Master Plan.

Riverfront Development Plan - February 2010 – The Plan utilizes three subareas as the framework for riverfront redevelopment. Future land use opportunities and recommendations for development are provided for each of these subareas. This plan is intended to be used as a reference tool by the City in the planning of any development along the riverfront.

Major City Park, Cheboygan, Michigan – Small Town Design Initiative Michigan State University – January 2010 – The focus of this report is Major City Park, including surrounding land and potential connections to other areas within the community. The initiative presents a redesign of the existing Major City Park site and its facilities and outlines key findings and recommendations based upon the ideas generated by residents through the public planning process.

Downtown Cheboygan Marketing + Wayfinding Study – McKenna

Associates – September 2009 – The Marketing and Wayfinding Study provides information relating to two distinct topics: 1). Development of a comprehensive, uniform wayfinding and; 2). Creation of a signage plan and retail analysis. The wayfinding and signage plan's purpose is to organize message content of all sign types, help residents, visitors and guests navigate the area, and enhance the image and identity of downtown. The retail analysis is developed to project the level of consumer spending by the residents of the trade area and to determine the amount of new retail building space supportable by consumer spending.

Cheboygan Downtown Blueprint – HyettPalma – January 2004- The Downtown Blueprint includes the community's vision of the downtown as well as the findings of a comprehensive analysis of the downtown's commercial markets. The vision and market analysis findings were used to define a specific economic enhancement strategy for the downtown project area. The recommended strategy was specifically designed to enable downtown to attain the community's defined vision as well as the identified market opportunities.

City of Cheboygan Riverfront Development Plan – September 1983 – The Riverfront Development Plan outlines the history of the Cheboygan River and outlines "Rivertown Concepts" in relation to the further development of the area. The development plan was intended to guide future developments along the most northerly two miles of the Cheboygan River, from the Straits of Mackinac to just south of the Lincoln Street bridge.

PUBLIC PARTICIPATION

Citizen input is an important aspect of any planning effort. Methods to obtain public input included a variety of traditional approaches and innovative technologies. Traditional methods included a joint Planning Commission and City Council Planning Workshop held on August 19, 2013, and a public hearing was held on July 22, 2019. The City also used an online engagement tool to provide an alternative means for the Cheboygan community to participate in the planning process. Over 71 geographic specific comments were collected. These public comments have influenced the development of this plan. Lastly, the draft Master Plan was distributed to adjacent Townships and County Agencies for review and comment.

Joint Meeting:

On August 19, 2013, a joint meeting between the City Council and Planning Commission was held to kickoff the Master Planning process. Over 20 community leaders participated in the meeting. The meeting focused on identifying current issues, identifying strategies, and prioritizing actions.

The screenshot shows the CheboyganNews.com website. The main headline is "City's master plan work underway". The article text states: "City Council and the city's Planning Commission came together Monday night to hear about how the city's Master Plan is coming along and to give the first input as to what should be examined." It includes a photo of Richard Crofton, Editor, and Richard Carlisle, president of Carlisle Wortman Associates Inc. The article mentions that the meeting focused on identifying current issues, identifying strategies, and prioritizing actions. The website also features a sidebar with a laptop image and text for "Williams Office Equipment" and "Computer Service and Network Support". There are also "Recommended Videos" at the bottom right.

ONE-WORD GAME

The joint meeting participants were asked to use one word to 1). Describe Cheboygan today; 2). Describe Cheboygan in five years; 3). Describe an opportunity Cheboygan has to fulfill the five-year vision; and 4). Describe an obstacle Cheboygan has to overcome to meet the future vision.

Cheboygan Today:



A word cloud for 'Cheboygan Today' featuring words in various sizes and shades of red and grey. The words are: Eden, Vibrant, Productive, Developing, Awaking, Rich, Struggling, Progressive, and Changing. 'Productive' and 'Developing' are the largest words in red, while 'Eden' and 'Awaking' are in grey.

Cheboygan in Five Years:



A word cloud for 'Cheboygan in Five Years' featuring words in various sizes and shades of red and grey. The words are: Colorful, Lucrative, Trendsetting, Fully, Port, Progressive, Improvements, Changing, Dynamic, Vibrant, More, and Realized. 'Trendsetting' and 'Realized' are the largest words in red, while 'Colorful' and 'Fully' are in grey.

Opportunities Cheboygan has to meet this future vision:

Vision Assets
Incentive Creativity
Development
Support Participation

Obstacles Cheboygan has to overcome to meet this future vision:

Knowledge Inflexibility
Wealth
Funding Confidence
Poor Skills Looking Backwards
Infrastructure People

ONLINE ENGAGEMENT

In order to provide alternative means of engagement and to increase opportunity to participate in the master planning process, the City also utilized the Cheboygan MiCommunity Remarks geographic information tool. The tool guided users to place geographic specific comments on various community issues. The tool categorized comments into the following topics:

Port/River
Recreation
Commercial/
Industrial
Development
Opportunity
Residential
Opportunity
Transportation

Users could also read the comments left by other users, and were able to engage other stakeholders, discussing issues in the categories listed. The Cheboygan MiCommunity Remark users commented a total of 71 times on a variety of issues. The comments left by users were incorporated in the plan policies, goals, strategies, and actions of the Plan.



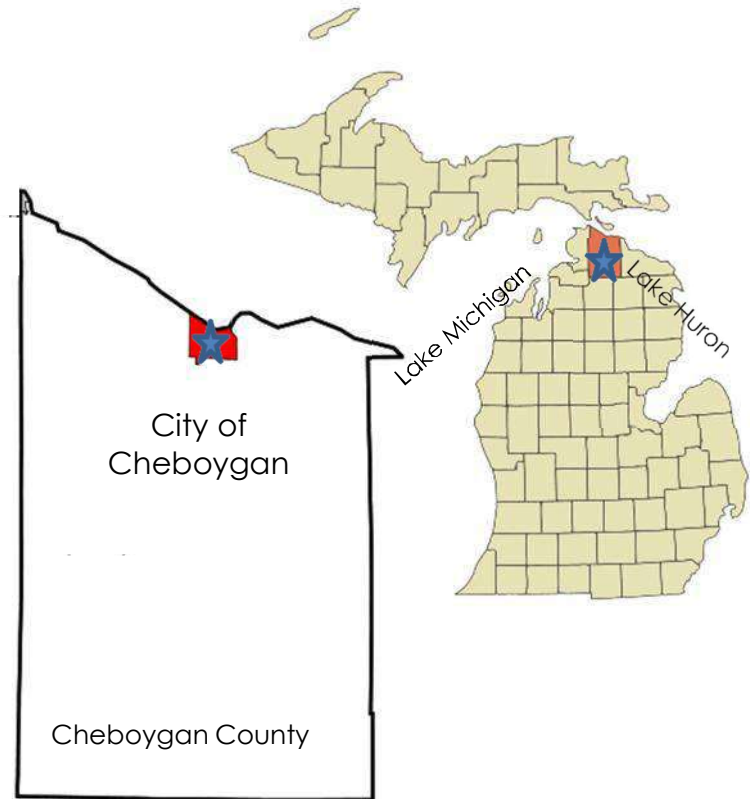
PUBLIC HEARING

A Public Hearing on the proposed Master Plan was held on July 22, 2019, by the City's Planning Commission. Notice of the Public Hearing was published in the Cheboygan Daily Tribune on July 6, 2019. The City of Cheboygan Planning Commission formally adopted the Master Plan on July 22, 2019.

COMMUNITY PROFILE

SUMMARY

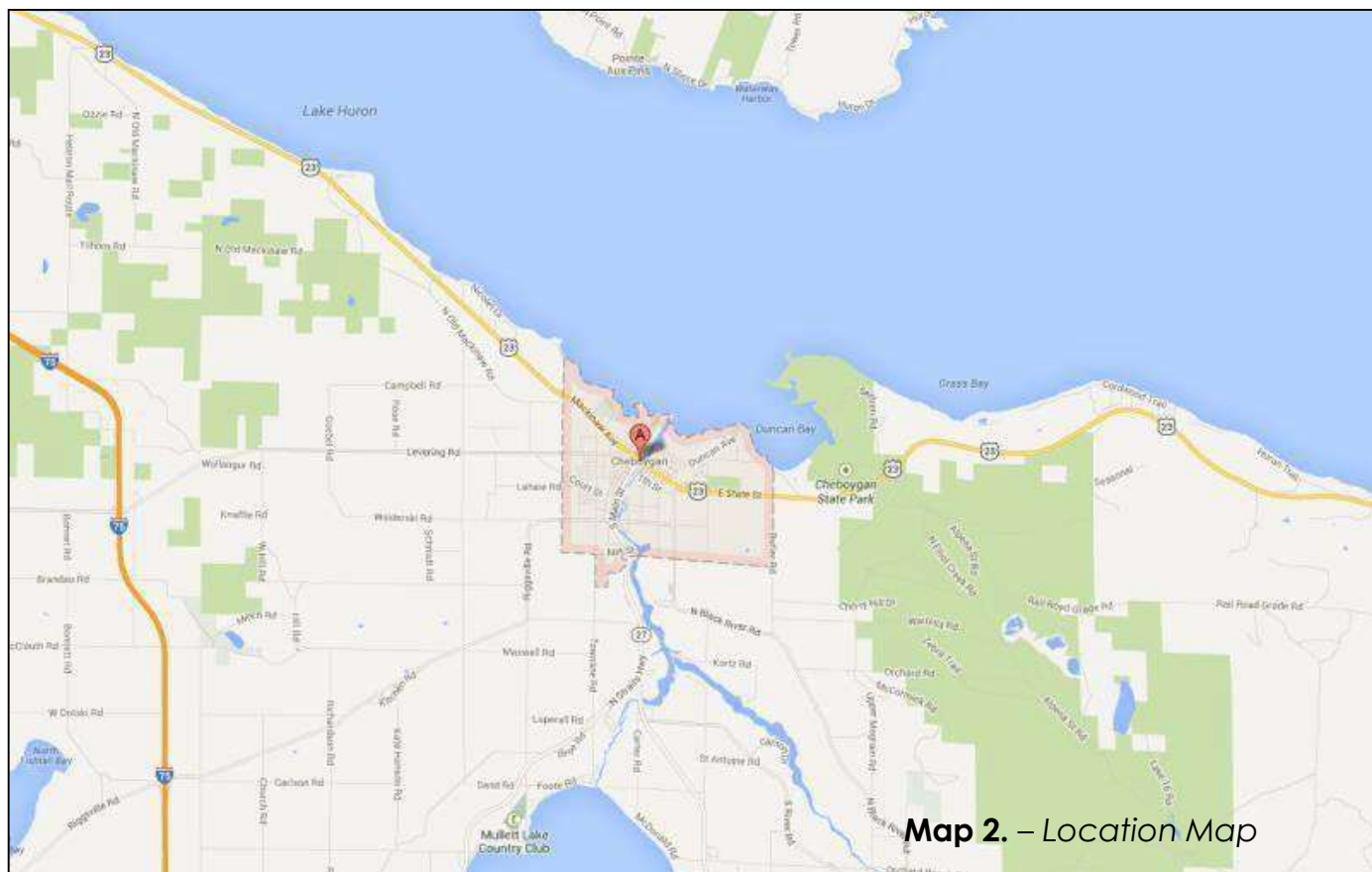
The City of Cheboygan is a dynamic community located at the northeastern tip of Michigan's Lower Peninsula on the shore of Lake Huron. First inhabited by the Ojibwe people, the City strategically sits at the intersection of Lake Huron and Lake Michigan and at the gateway to the "Inland Waterway" – a 40 mile navigable waterway connecting three rivers and three inland lakes. The waterway was widely used for trade between the Odawa, Ojibwe and Chippewa people, and eventually European settlers, and offered safe confines from the open waters of Lake Huron.



Map 1. – Regional Setting

The City is a 4-hour drive from Detroit, 3.5-hours from Grand Rapids, 1.5-hours from Sault Ste Marie, and 20-minutes from Mackinaw City. US-23 runs east-west through the City connecting in the City center with M-27, which runs south- southwest. The City center is approximately 8 miles from I-75.

Having direct access to the largest freshwater system in the world and the St. Lawrence Seaway via the Port of Cheboygan, the City has a long history of industry and trade dating back to the 1700's with a major lumber boom in the late 1800's. Many residents still draw their economic livelihood from the Port and River through fishing, farming, manufacturing, and shipping. With further attention, effort, and focus on properly utilizing this historical resource, more residents might also rely upon it for their livelihoods, and capitalize on its ideal location as a point of embarkation to some of the most interesting, beautiful, and sought after boating destinations throughout all of the Great Lakes.



Map 2. – Location Map

The City economy has diversified into a vacation, recreation, shopping, and culture hub for north-central Michigan. The City, with a 2010 census population of 4,867, is the county seat and the largest municipality in Cheboygan County. Cheboygan's primary commercial district is Main Street which runs along the west side of the Cheboygan River. There are additional pockets of commercial development along Mackinaw Avenue and E. State Street. The community is well served by excellent schools and high quality, parks and open space.

Cheboygan Snapshot:

Demographics

2010 Population: 4,867

2010 Median Age: 40.8 years

2010 Educational Attainment: 42.2% of the City's population above age 25 obtained some form of higher education (some college, Associates, Bachelors, or Graduate/Professional degree)

Table 1. – Population by City, County and State

	1990	2000	Percent Change 1990- 2000	2010	Percent Change 2000-2010
City of Cheboygan	4,997	5,295	5.6%	4,867	-8.1%
Cheboygan County	21,398	26,448	19.1%	26,152	-1.1%
State of Michigan	9,295,297	9,938,444	6.5%	9,883,640	-0.6%

Source: U.S. Census

Figure 1. – Age Distribution by City, County and State

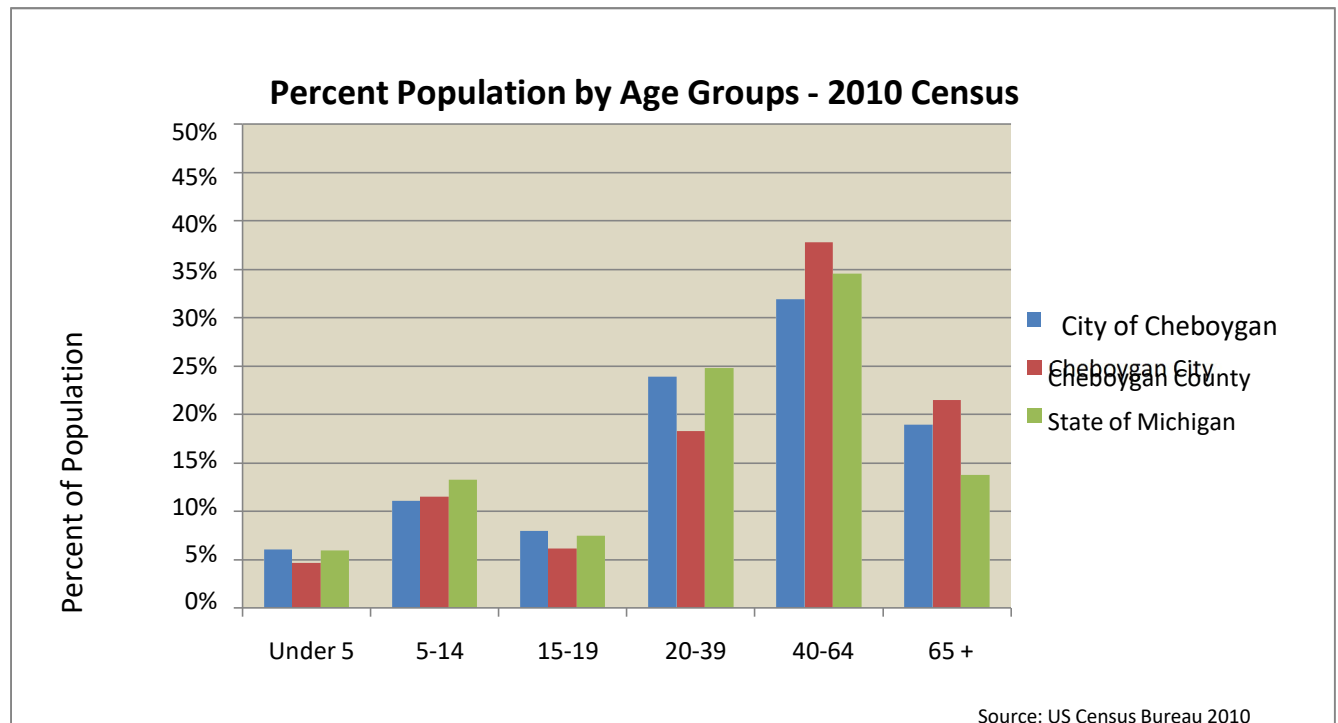
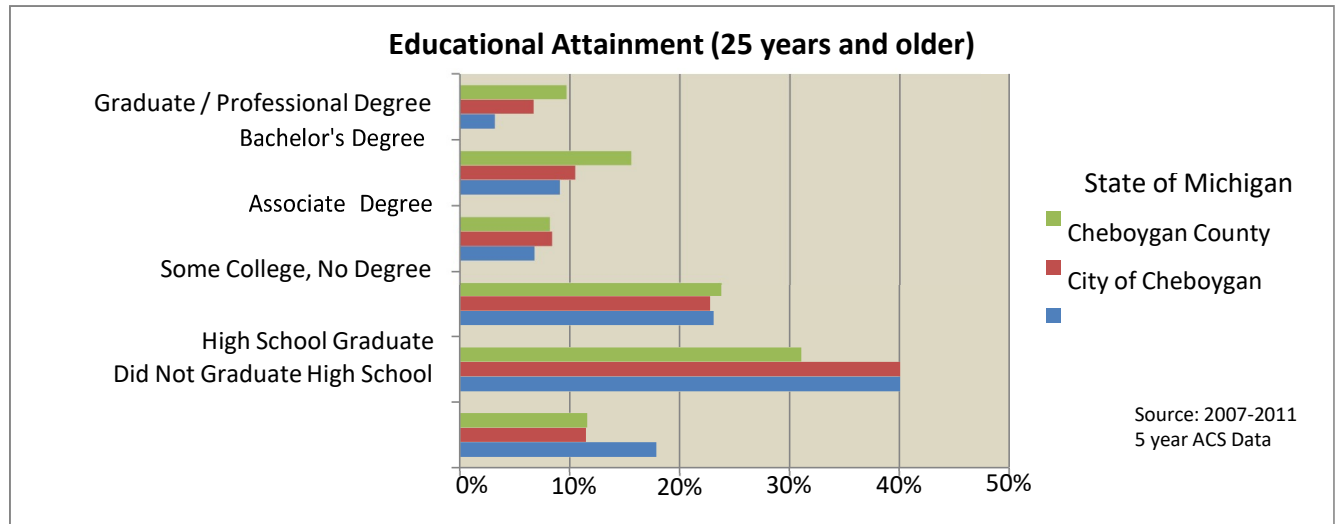


Figure 2. – Educational Attainment



Economics

Median household income: \$21,624.

45% of the population is employed in retail trade or education services, health care, and social assistance.

10.4% unemployment rate for the City of Cheboygan which is consistent with the County average of 10.2%, but substantially higher than the State average of 7.7%.

Figure 3. – Median Household Income

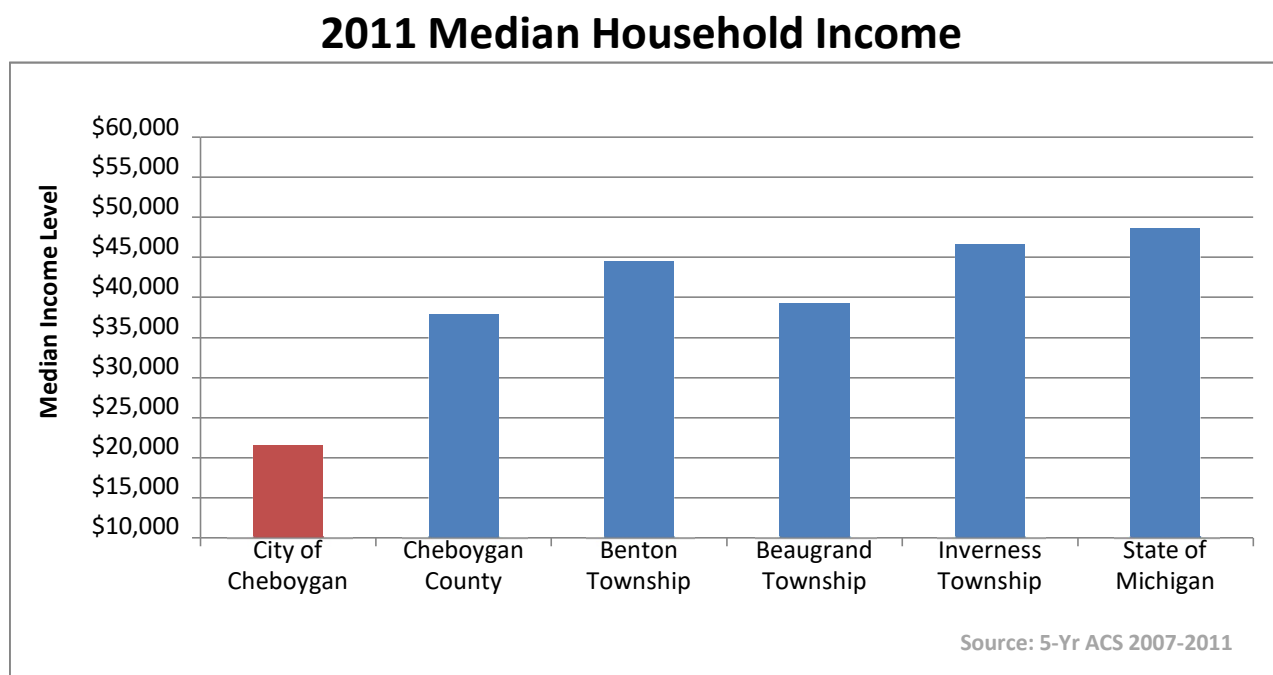


Figure 4. – Employment by Industry

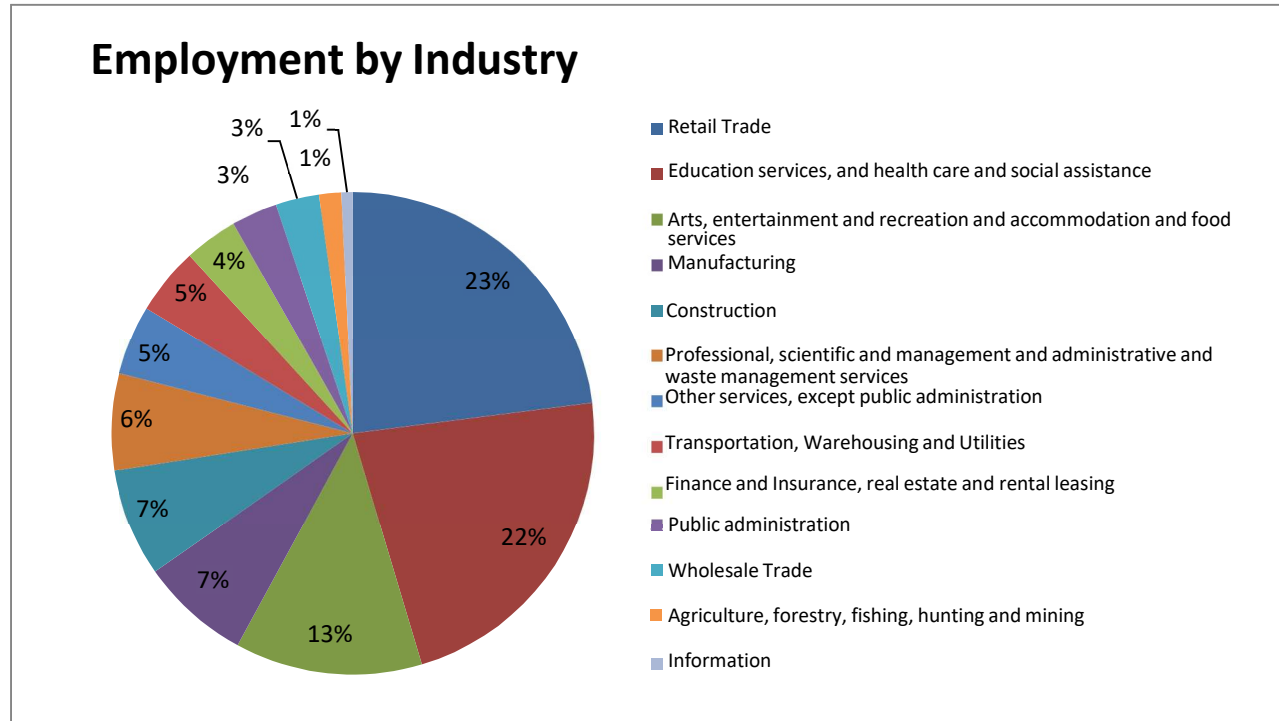
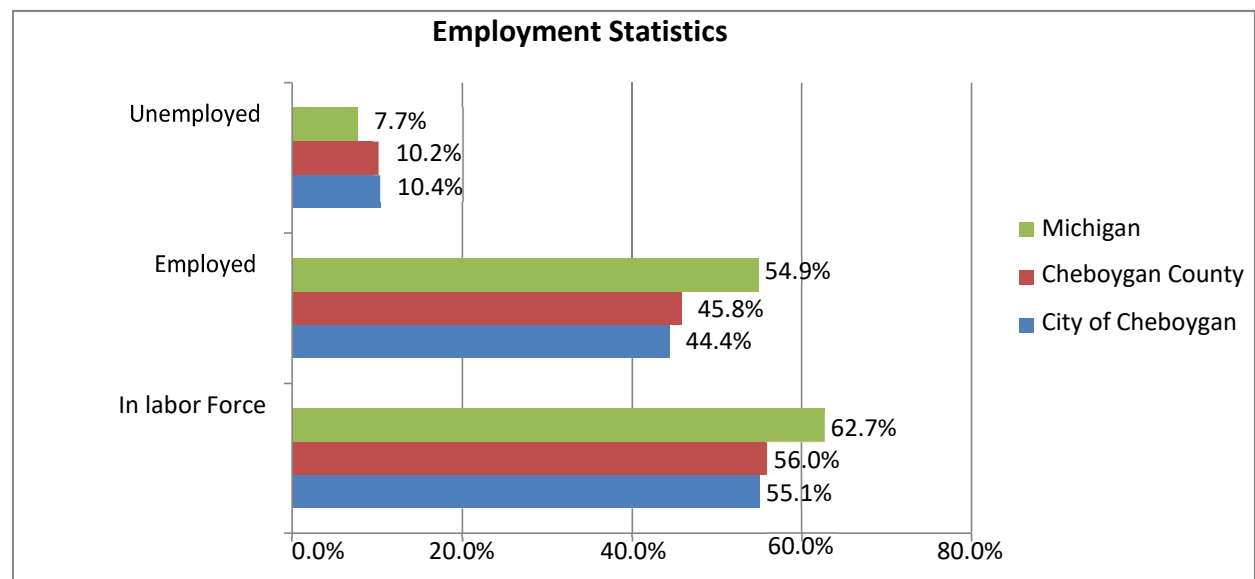
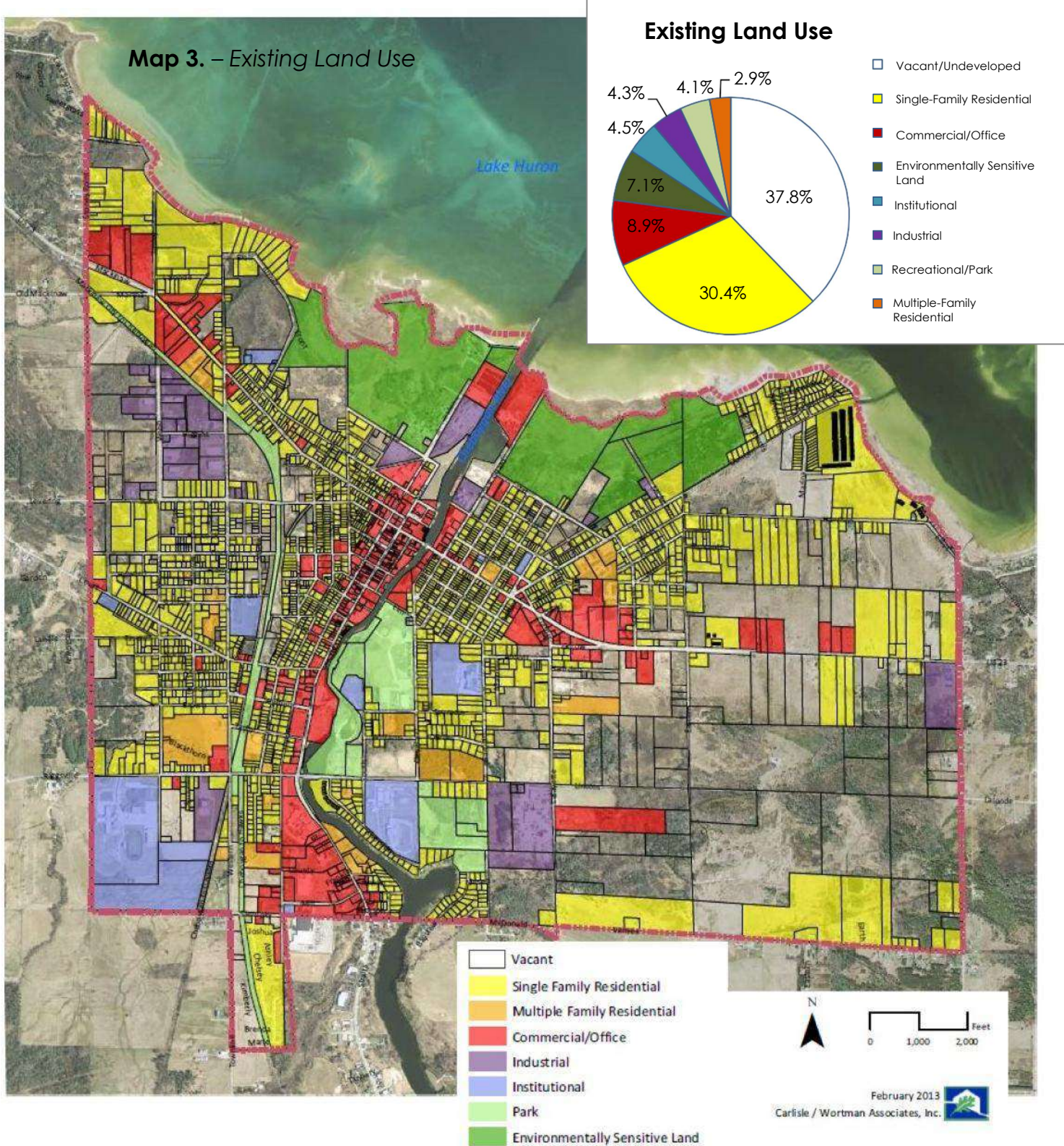


Figure 5. – Employment Statistics



Land Use



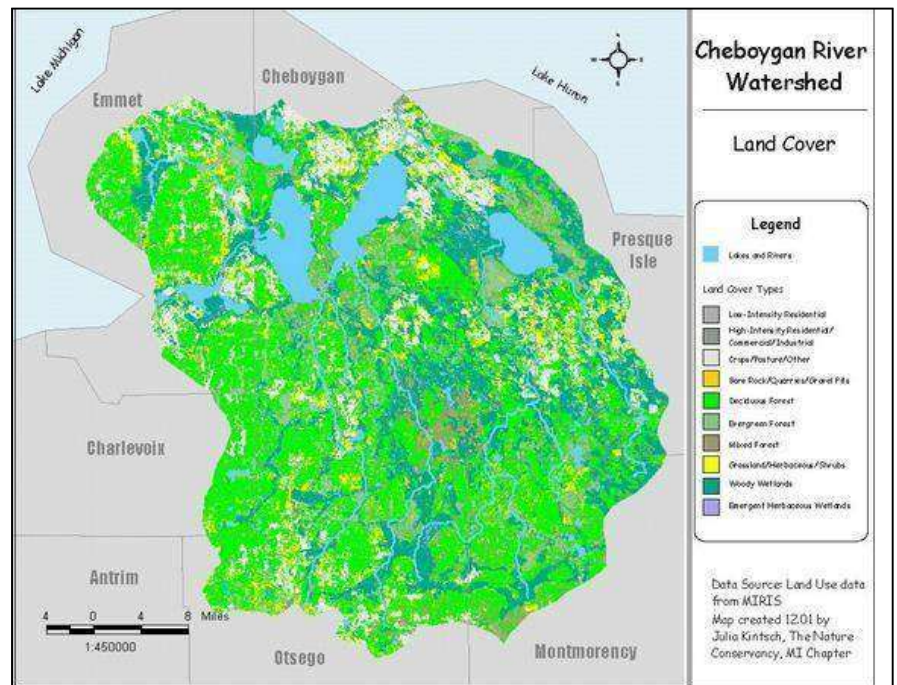
Natural Resources

Lies on the southern bank of Lake Huron and bisected by the Cheboygan River.

1.6 miles east of the Straits of Mackinac. Elevations vary within the City limits from 632 feet above sea level with low-lying areas at elevations of 580 feet. The primary soil type through much of the City is characterized as a clay loamy soil. The City is located within the Cheboygan River/Lower Black River sub-watershed of the Cheboygan River watershed. The

Cheboygan River/Lower

Black River sub-watershed is 19,212 acres and consists of 75% agricultural land. Floodplain areas within the City are associated with the Lake Huron shoreline, the Cheboygan River, the Little Black River, Smith's Creek and Cemetery Creek.



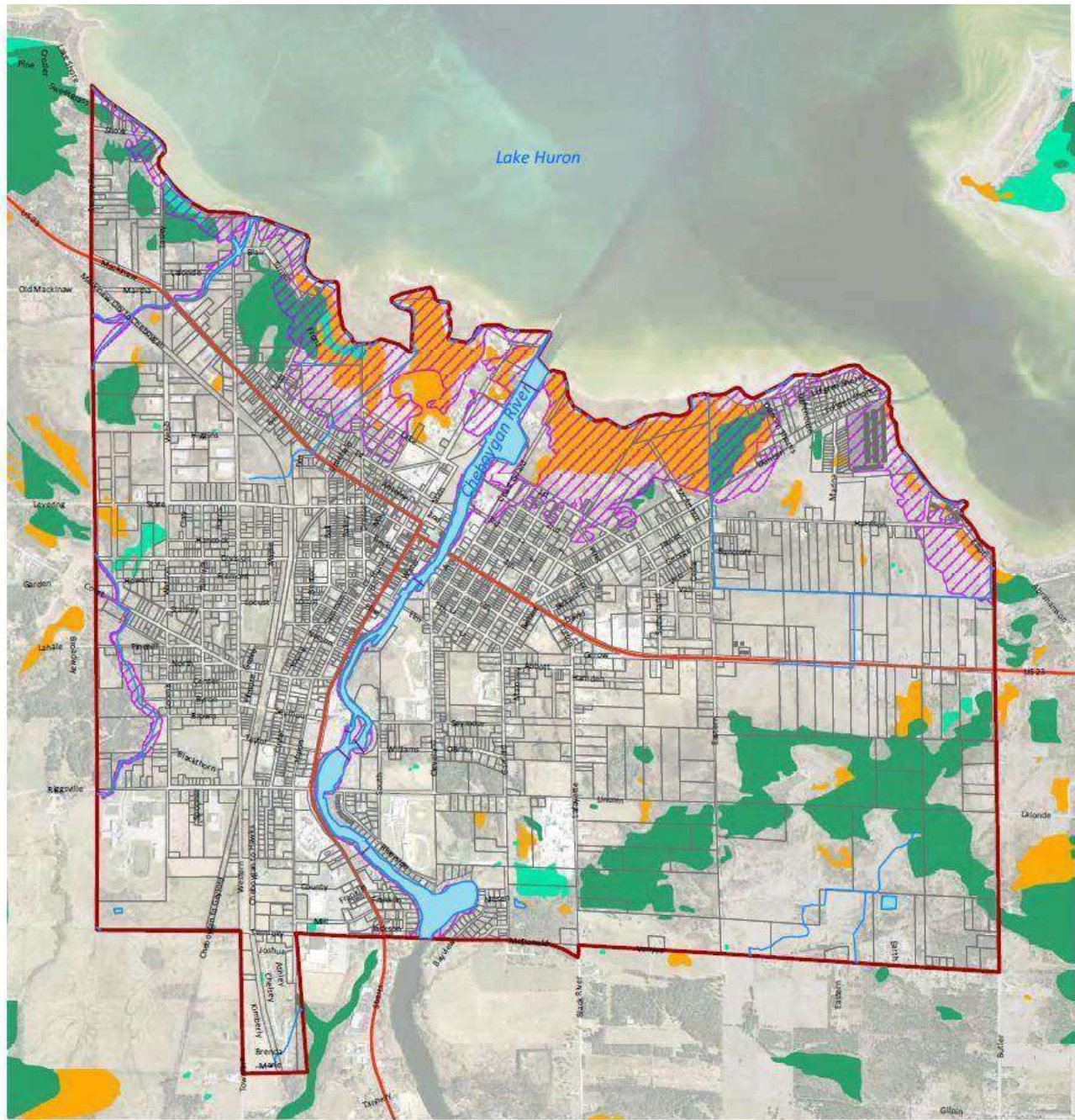
Map 4. Above– Cheboygan Watershed.

Map 5-Below- Cheboygan River/
Black River Watershed

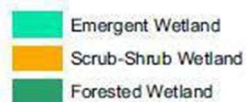
*Courtesy of Tip of the
Mitt Watershed Council
and DNR*



Map 6. – Natural Resource Map

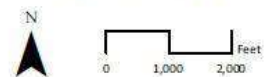


Flood Zone



WATER RESOURCES & FLOODPLAINS

City of Cheboygan



Source: Michigan Geographic Library

February 2013

Carlisle / Wortman Associates, Inc.



GOALS

Based on the review of prior plans and community input the following goals have been identified:

PORT / RIVER

GOAL 1: INCREASE THE PORT OF CHEBOYGAN'S ECONOMIC VIABILITY.

GOAL 2: CREATE AN ATTRACTIVE AND LIVELY RIVERFRONT THAT CONNECTS THE SURROUNDING COMMUNITY TO THIS HIGH QUALITY DESTINATION. BY DEVELOPING EAST SIDE PROPERTY-DESIGN AND IMPLEMENT A WALKABLE RIVERFRONT PARK AREA.

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TRANSPORTATION

GOAL 1: PLAN AND PROVIDE A SAFE AND EFFICIENT PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

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MUNICIPAL GOVERNMENT EFFICIENCY

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND/OR TIME.

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“FRIENDLIEST CITY” DESIGNATION

GOAL 1: DELIVER CONSISTENTLY EXCELLENT CUSTOMER SERVICE TO ALL CITY RESIDENTS, AND CONTINUALLY MAKE POSITIVE IMPRESSIONS ON VISITORS, RESIDENTS AND POTENTIAL RESIDENTS.

KEY STRATEGIES AND PRIORITIZED ACTIONS

Based on the input from the Joint Meeting, Cheboygan MiCommunity Remarks, and other public input the following key strategies and prioritized actions identified. For ease of organization, the strategies and actions were organized around the themes of 1). Port/River; 2). Transportation; 3). Commercial Development; 4). Residential development; 5) Municipal Government Efficiency; and 5) Friendliest City were identified:

Port/River Improvements

- Plan for the Port of Cheboygan expansion.

- Dredge the Cheboygan River from State Street to the mouth to provide greater depth and navigability.

- Increase industrial, commercial, and residential development, as well as recreational opportunities along the riverfront.

Commercial/Industrial Development

- Build on the advantage of North Central Michigan Community College and the McLaren Northern Michigan, Cheboygan Campus.

- Improve access to and viability of the Cheboygan Industrial Park.

- Make downtown Cheboygan the shopping/office/tourist destination for the region.

Residential Protection and Development

- Increase residential development near the downtown and along the Cheboygan River.

- Provide for alternative housing options including second story residential in the downtown.

- Protect the City's established residential neighborhoods through proactive actions and code compliance.

Transportation Improvements

- Provide better connected sidewalks and repair existing ones.

- Provide bike paths and lanes to important community areas (downtown, schools, river/Major City Park, etc.).

- Incorporate the trail plan as identified in the Multi-Use Trail System Master Plan.

Municipal Government Efficiency

- Create process for defining problems, crafting solutions; then, measuring, monitoring, and controlling them in the future.

Friendliest City

- Implement a customer service policy that provides follow up and welcomes residents and non-residents seeking information.

Port / River

Having direct access to the Great Lakes and the St. Lawrence Seaway, the Port of Cheboygan and Cheboygan River is a local and regional asset of strategic economic, cultural, recreation and historical importance. The Port of Cheboygan and Cheboygan River are the distinguishing features of the community and provides a place of recreation, affords development opportunities, and defines the city. There are concerted planning efforts underway to expand the Port to establish a deep water port. Part of the planning study includes the economic and environmental viability of Port expansion. While, the potential expansion of the Port will take a sustained long-term commitment of the community, the economic benefits would be tremendous.

Regardless if the Port is expanded, the area round the Port should encompass a mixture of commercial and industrial uses, including companies involved in waterborne foreign and domestic trade, warehousing and storage of goods and raw materials, transportation of international and national goods, logistics companies, and packaging of bulk goods. The Port of Cheboygan and potential future expansion will attract new industries for long-term employment and have the effect of creating short-term construction jobs. Having a working expanded port near an established industrial district will lead to further expansion of key industries that could significantly contribute to the City's economy and be beneficial to bringing new businesses to the City's industrial park. Infrastructure improvements, such as road improvements and the addition of streetscape and utilities, must also be made to accommodate increases in activity and volume, but will also have the effect of improving the quality of the area.

The commercial port could stimulate private development as ancillary economic activity throughout the city. Other commercial uses could be developed, including hotels, restaurants, and office space to accommodate supporting business activity.

A commercial port would also support burgeoning Great Lakes tourism opportunities. Great Lake cruise lines are beginning to gain significant popularity throughout the State, with stops at comparable port towns along Lake Michigan, the Detroit River, and Lake Superior. The City of Cheboygan's Downtown is well positioned to attract an increase in tourism. Such tourism activities will provide the port and the City with economic benefits, including increased hotel occupancy, commercial boating, and restaurant sales, etc.

The 40-mile extension of the Port, the inland waterway, is a substantial amenity for the city. The riverfront serves as the “neighborhood” for all residents. It provides recreational opportunities, economic development assets, development opportunities, and a venue for maritime-related activities. The assets of the river must be protected and improved.

The riverfront is underutilized and should be revitalized as the place of prominence and focal point for the community. Currently the existing public spaces along the river serve as occasional destinations for visitors, or as venue for special festivals or performances; the riverfront falls short as an integral part of the daily life of nearby residents or a place of destination. The core of downtown is only one block away from a waterfront promenade, however poorly connected. And large stretches of the river have no public access. The future development of the riverfront and connection to the downtown is the most important near term action that the city should undertake. This Plan attempts to promote the best use of waterfront properties, coordinate a long-term vision for riverfront development, and promote the Cheboygan River as a local natural and cultural amenity.

The riverfront can consist of multiple, distinct experiences and districts. The river's area of influence should reach back several blocks into the downtown and surrounding neighborhoods, drawing people and activity towards the river's edge. The river area should be used and feel safe throughout the day and night. And the quality of architecture, landscape architecture, and public space design should be of the highest quality. In terms of recreational opportunities around the river, Major City Park and its surroundings should be the recreational showpiece of downtown. River development must balance a variety of river-based activity (boating, maritime uses, and other relational uses) with land-based activity (culture, housing, recreation, entertainment, and commerce).

River and Port Strategies:

GOAL 1: INCREASE THE PORT OF CHEBOYGAN'S ECONOMIC VIABILITY

- STRATEGY 1.1 FOCUS ON INDUSTRIAL DEVELOPMENT AND SHIPPING ACTIVITIES FROM STATE STREET TO THE MOUTH BY EXPANDING THE PHYSICAL AREA OF THE PORT OF CHEBOYGAN AND DEEPENING THE CHEBOYGAN RIVER

Action 1.1.1: Create a Detailed Port Expansion Plan. Items to be addressed in the Port Expansion Plan include land acquisition, port dredging, engineering assessment, environmental assessment, and market feasibility. No action

on potential port expansion can occur until detailed Port Expansion Plan is created.

Action 1.1.2: Explore the dredging of the Cheboygan River from State Street to the mouth. Dredging will require detailed engineering review and environmental assessment.

GOAL 2: CREATE AN ATTRACTIVE AND LIVELY RIVERFRONT THAT CONNECTS THE SURROUNDING COMMUNITY TO THIS HIGH QUALITY DESTINATION.

- STRATEGY 2 . 1 : CHANGE THE DEVELOPMENT PATTERN ALONG THE RIVER FRONT BETWEEN SOUTH STATE STREET TO THE GREAT LAKES TISSUE COMPANY BY ALLOWING VARIOUS LAND USES TO INCREASE COMMERCIAL, RESIDENTIAL, AND RECREATIONAL DEVELOPMENT OPPORTUNITIES.

Action 2.1.1: Create a downtown/riverfront zoning district that requires downtown and riverfront development to provide ground floor restaurant, retail, culture or other active uses. The core area of downtown/riverfront zoning district are the blocks bounded by State Street, Huron Street, the River, and Locust Street. Upper stories can be residential or office uses. A variety of experiences within the downtown and along the riverfront, occurring at various times of the day, is crucial to downtown and riverfront developments success. See action 2.3.1 within commercial/industrial development section for more details.

Action 2.1.2: Incentivize Parcel Consolidation. The number of small parcels along the river makes significant development difficult. The zoning ordinance should incentivize parcel Consolidation, which may include permitting different uses and increased density.

Action 2.1.3: Market Water Street parking lot for mixed use development. The existing lot is an underutilized parcel.

Action 2.1.4: The City should work with the existing propertyowners to explore redevelopment opportunities.

o STRATEGY 2.2: CONNECT THE CHEBOYGAN RIVER RIVERFRONT TO THE SURROUNDING COMMUNITY.

Action 2.2.1: Create and maintain continuous access along both sides of the River.

Create a river boardwalk on west side of the River from State Street Bridge to the Great Lakes Tissue property. River boardwalk will require a public/private partnership to incorporate private development along river with a public Riverwalk.

Create a river path along the east side of the River for the entire length of Major City Park. Path could include both active uses, such as running and fitness stations, and passive uses such as benches.

Action 2.2.2: Make riverfront more accessible to the community:

Develop City Park Trail as shown on the Trail Master Plan.

This will connect both sides of the River to downtown and adjacent neighborhoods.

Extend the City Park Trail to North Central State Trail via road bike path along Pine Street. This bike path along Pine Street should be signed from the North Central State Trail. A signed path will draw bikers along the trail to the downtown and the River.

Explore a bike path or trail from Duncan Harbor to Major City Park, riverfront, and downtown. This will connect the northeast section of the city to the River.

o STRATEGY 2.3: PROMOTE AND ENCOURAGE RECREATION AND TOURISM ACTIVITIES ALONG THE RIVER INCLUDING MAJOR CITY PARK, WASHINGTON PARK PROPERTY, WATER STREET, AND WALSTROM MARINE.

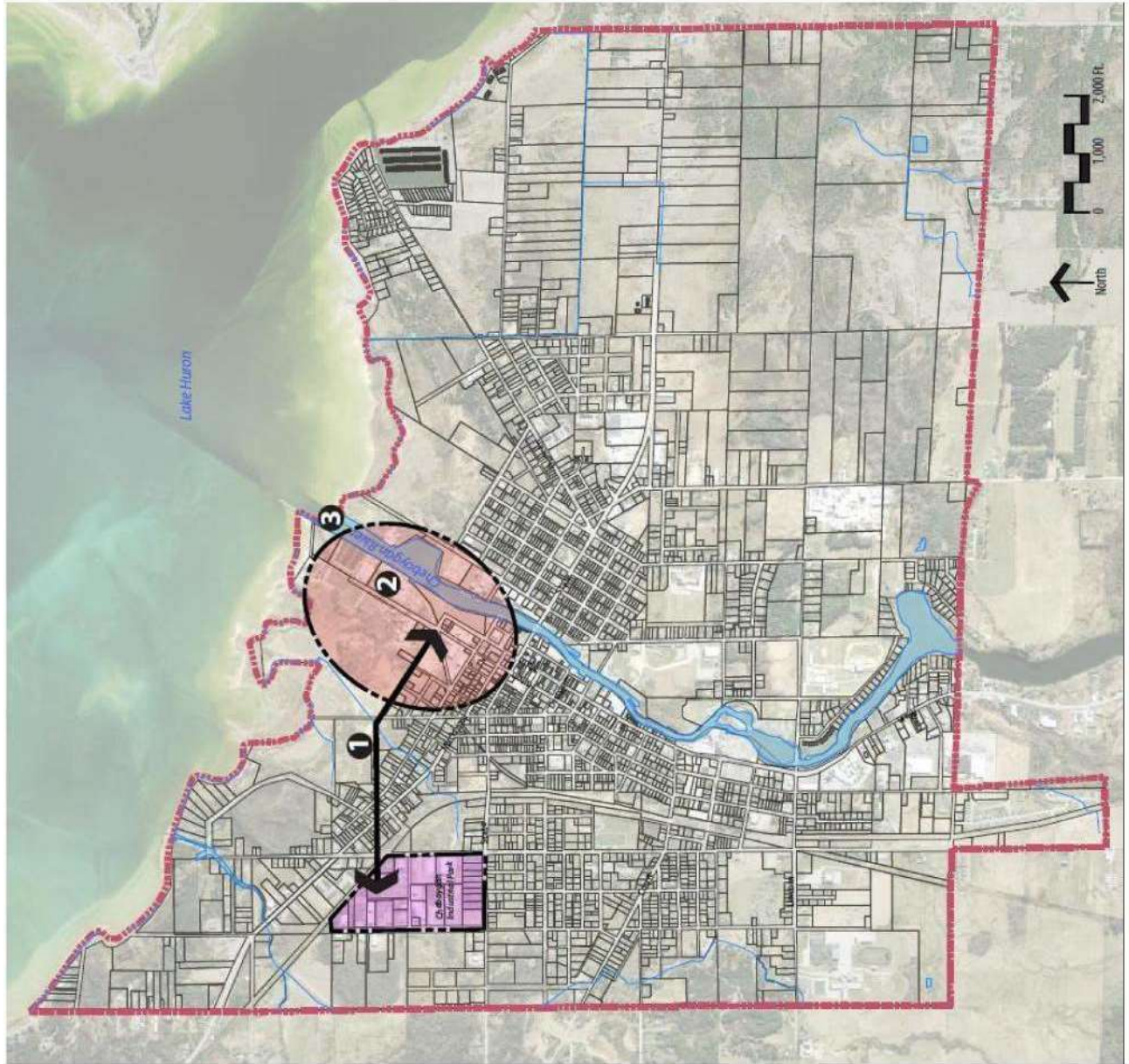
Action 2.3.1: Work with the Chamber of Commerce to develop the riverfront along Washington Park for casual recreation area. Washington Park offers great access to the River.

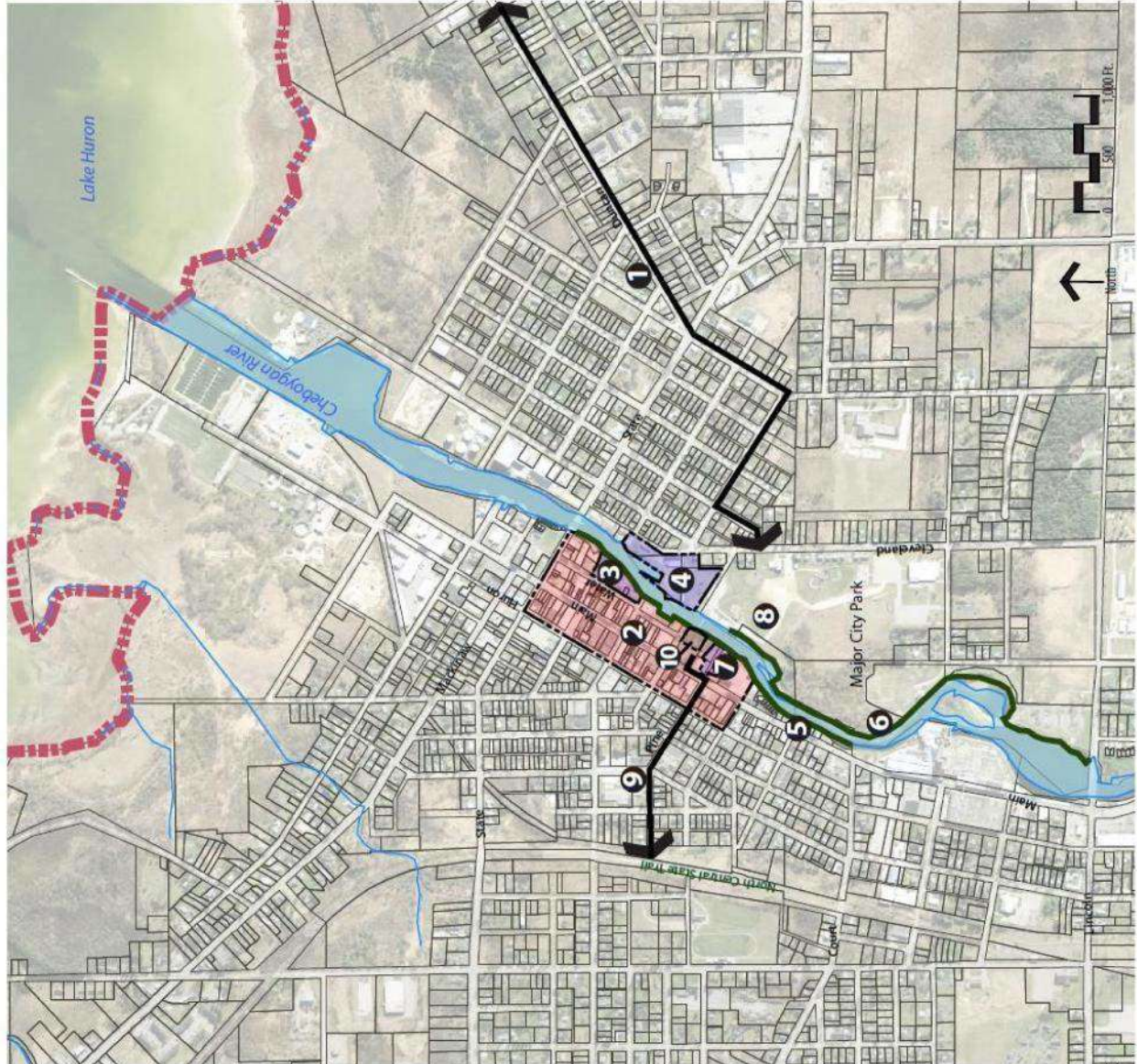
Action 2.3.2: Make riverfront improvements to Major City Park include kayak rental, riverfront path, fishing, and camp ground.

PORT DEVELOPMENT

Action Plan

- ❶ Create direct access between port expansion and Industrial Park
- ❷ Create detailed port expansion plan
- ❸ Dredge River from State Street to mouth





RIVER DEVELOPMENT

Action Plan

- ➊ Extend bike path/route from Major City Park to Duncan Harbor
- ➋ Create a downtown/riverfront zoning district and incentives for parcel consolidation
- ➌ Market Water Street parking lot for mixed use development
- ➍ Redevelop Lund property as mixed use development
- ➎ Create a river boardwalk on west side of river from State Street bridge to Great Lake Tissue property
- ➏ Create river path along east side of River for entire length of Major City Park
- ➐ Develop Pine Street parking lot with infill development
- ➑ Make riverfront improvements to Major City Park including river boardwalk, kayak launch/rental, fishing areas, and campground
- ➒ Extend City Park Trail to North Central State Trail via bike path along Pine Street
- ➓ Develop riverfront along Chamber of Commerce for recreation area

Commercial/Industrial Development

The focus of Cheboygan's commercial and industrial development strategy is to expand the economic base in order to provide additional employment opportunities, broaden the tax base, and provide for additional goods and services. Commercial and industrial development strategy should build upon the existing assets of the Cheboygan Industrial Park, the strength of the downtown, and the benefit of the North Central Michigan College Campus and McLaren Northern Michigan, Cheboygan Campus.

Commercial Strategies:

GOAL 1: INCREASE THE VIABILITY OF CHEBOYGAN INDUSTRIAL PARK.

○ STRATEGY 1.1: IMPROVE ACCESS TO CHEBOYGAN INDUSTRIAL PARK.

ACTION 1.1.1: Extend Myrton M. Riggs Drive to Mackinaw Avenue. Creating a direct access point to the park off of Mackinaw Avenue will improve access and create a more viable circulation system

Action 1.1.2: Provide better access to the Port of Cheboygan from the Park as part of port expansion plan. This action coincides with Mackinaw Avenue connection. A direct connection will better integrate land and maritime activities.

Action 1.1.3: Improve wayfinding to the Cheboygan Industrial Park. With improved access, improved wayfinding to Park should be provided. Gateway signage should be provided at major entrance points and wayfinding signage to Park along truck routes.

○ STRATEGY 1.2: ENSURE CHEBOYGAN INDUSTRIAL PARK IS SERVED WITH NECESSARY UTILITY AND INFRASTRUCTURE UPGRADES.

Action 1.2.1: Interview Park industries, property owners, and leasing agents to determine Park necessary upgrades including infrastructure. The viability of Park is directly linked to quality of utilities and infrastructure. Utility infrastructure includes upgraded bandwidth and access to high-speed internet. Extreme bandwidth is crucial to attracting and keeping high-tech companies in an industrial park.

Action 1.2.2: Create a public/private partnership to provide utility upgrades and improved infrastructure. These improvements should be based on the findings of Action 1.2.1

May include public funding via Capital Improvement Plan.

May include state industrial revitalization programs including Industrial Facilities Exemption.

May include the creation of a Special Assessment District.

GOAL 2: ENSURE THAT DOWNTOWN CHEBOYGAN REMAINS THE SIGNATURE “PLACE” OF CHEBOYGAN

○ STRATEGY 2.1: BUILD ON ADVANTAGE OF NORTH CENTRAL MICHIGAN COLLEGE.

During the past half-century, the number of students attending community colleges has grown tremendously. This is due to a multitude of reasons including growth of second career students, low tuition, convenient campus locations, open admissions, and availability of skilled training. Most importantly for community development is that no other segment of the post-secondary education system has been more responsive to its community's workforce needs. The role of North Central Michigan College in preparing its students requires attention to the interests of the local public, workforce trends, consumers, and employers. Alliances between local companies and community colleges not only serve local businesses but also can ease the financial budget that the community colleges may bear.

Action 2.1.1: Encourage and allow for student housing near Straits Area Education Center. Providing housing near the campus encourages the college to become a more connected part of the community and encourages graduates to stay in Cheboygan post-graduation. Furthermore, additional residents near downtown will add life and economic vibrancy.

○ STRATEGY 2.2: ENCOURAGE GROWTH OF MCLAREN NORTHERN MICHIGAN, CHEBOYGAN CAMPUS AND AREA AROUND IT.

Action 2.2.1: Develop Community Medical Technology District. Build upon McLaren Northern Michigan, Cheboygan Campus by encouraging complementary uses including medical offices and senior housing. The development of a

Community Hospital District will require the creation of a Hospital District Zoning designation or overlay district. The creation of a Community Medical Technology District is supported by that fact that, nationally, healthcare is among the most promising industries for job growth and real estate development in the coming decades. Demand for healthcare services, jobs and development is driven by a number of factors, particularly the tremendous growth of Americans over the age of 65 who require the most medical services. The number of Americans aged 65 and over is expected to double between 2010 and 2040. The demographic conditions driving healthcare growth in the rest of the country exist in Cheboygan as well. The Community Medical Technology District is intended to create a dynamic community-oriented medical area to improve the quality of life, advocate for new and alternative housing choices, and create new business and jobs. The Community Medical Technology district intends to consolidate medical needs to one area in close proximity to downtown and is accessible to the residents of Cheboygan and surrounding region.

Action 2.2.1: Work with existing Health Systems to address future expansion needs. Comprehensive medical services are a major economic and population draw to the community

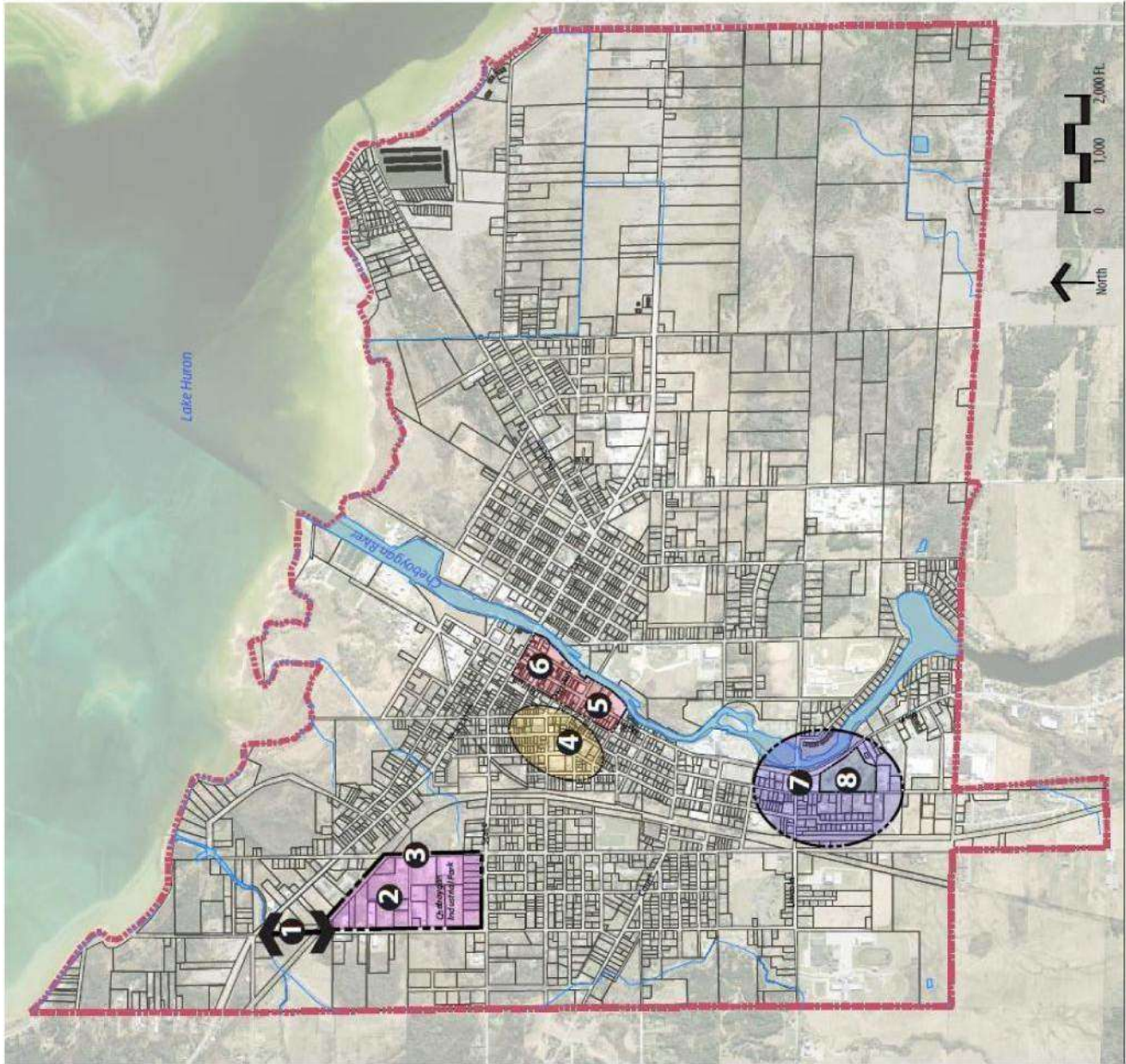
- STRATEGY: 2.3: MAKE DOWNTOWN THE SHOPPING/OFFICE/TOURIST DESTINATION FOR THE REGION.

ACTION 2.3.1: Create a Downtown and Riverfront Zoning district as discussed in Action 2.1.1 in River section. Consider the merits of incorporating “form-based” elements to the district to ensure that proper design elements are included in new development while providing clear height, bulk, and setback standards. The new district should incorporate zoning incentives to encourage land assembly and mixed-use development

Action 2.3.2: Adopt Downtown and Riverfront Design Guidelines. Guidelines should promote high level of design, use of materials, and predictability to the development community

COMMERCIAL/INDUSTRIAL DEVELOPMENT

- 1 Extend Myron Ridge Road to Mackinaw Ave
- 2 Ensure Cheboygan Industrial Park is served with necessary upgrades and infrastructure
- 3 Improve wayfinding to Cheboygan Industrial Park
- 4 Encourage student housing near Straits Area Education Center
- 5 Create downtown and riverfront zoning district
- 6 Adopt Downtown Riverfront Design Guidelines
- 7 Develop Community Medical District
- 8 Work with McLaren Hospital to address future expansion needs



Residential Maintenance and Development

The strength of Cheboygan is directly attributable to the quality of the housing stock and the stability of long-standing neighborhoods. While the affordability and quality of the single family housing stock and established neighborhoods are identified strengths, the City currently faces two major issues related to the housing stock: 1) upkeep and maintenance of the existing housing stock; and 2) a lack of housing options.

As the city's housing stock continues to age, the community's physical appearance alters accordingly. With appropriate property maintenance, aging structures can again contribute to attractive and stable neighborhoods. However, neglected or sub-standard property maintenance can have an adverse impact of the community's physical appearance and quality of life. Thus it is imperative that the City encourages and requires reinvestment in neighborhoods. This includes requiring property maintenance as an expectation of individual property owners and a goal of the community.

While, property maintenance is a multi-faceted issue relating to code enforcement, financial capability, and general economic conditions, the age of the housing stock and the local attitudes regarding the neighborhood also factor in the upkeep of properties. Property maintenance must be sensitive to property owners' circumstances, but also recognize the community's greater good to protect property values and eliminate health and safety hazards. Programs that combine early warnings and consistent application of property maintenance codes are extremely important to prevent long-term neglect of properties that may lead to inhabitability and the need to raze older properties.

Ensuring property maintenance and improving existing properties would entail getting to the root of the problem, which may include stricter enforcement of property maintenance standards. These steps would not only improve the properties themselves but also enhance the neighborhoods in which they are located, which subsequently enhances the overall quality of life.

The second issue the City must address is the lack of housing diversity. While there are some multi-family housing and condominium developments located in various areas, overall Cheboygan suffers from a lack of quality apartments, condominium, and townhouse housing options. This lack of housing diversity limits housing options for many populations of the society, and is particularly limiting to young professionals, empty nesters, and older families. These populations are most attracted to condominium and townhouse housing. Enhancing the diversity and quality of Cheboygan's housing stock will ensure that the city remains a desirable place to live by providing different housing

types to meet varying budgets and life-cycle situations, including new families and an aging population. Furthermore, developing a diverse housing stock goes beyond just providing residents with a place to live that meets their budgets; it also provides opportunities for people to live and work in the same community and to find suitable homes within the same community for life's different stages. These opportunities translate to a more stable community with long-term residents. Enhancing the value and diversity of the housing stock also ensures that Cheboygan remains a desirable place to live and call home.

While a municipality might have limited capabilities to work within the intricate housing market, a municipality does have the capabilities to influence other factors in some form or another, particularly those relating to quality of life. For example, a community can build upon the strengths of the school district to showcase the quality and breadth of education opportunities. When a community has a high quality of life, it becomes a desirable place to live and/or invest in the current housing stock, which draws prospective new residents, as well as potential new residential developments. In addition, the City should assert more influence over the amount and type of housing that is attracted to and developed in Cheboygan by removing barriers and providing the appropriate zoning and other incentives. Achieving high quality, higher density development is also dependent upon establishing standards that address design, materials and function of multi-family housing.

Residential Strategies

GOAL 1: ENCOURAGE THE PROTECTION AND ENHANCEMENT OF THE CITY'S ESTABLISHED RESIDENTIAL NEIGHBORHOODS.

○ STRATEGY 1.1: WORK WITH PROPERTY OWNERS REGARDING CODE COMPLIANCE AND PROPERTY MAINTENANCE

Action 1.1.1: Utilize the existing property maintenance regulations and code enforcement to require the maintenance and upkeep of structures and properties. Property maintenance and code enforcement must be sensitive to property owners' circumstances, but also recognize the communities greater good to protect property values and eliminate health and safety hazards. Programs that combine early warnings and consistent application of property maintenance codes are extremely important to prevent long-term neglect of properties that may lead to uninhabitability and the need to raze older properties. Educate property owners regarding property maintenance and code compliance.

Action 1.1.2: Develop a rental registration and annual or biannual rental inspection program. The purpose of rental registration and inspection is to address the issue of substandard rental properties, promote greater compliance with health and safety standards and preserve the quality of neighborhoods and available housing.

Action 1.1.3: Develop a Property Maintenance Neighborhood Match Program. Establish a property maintenance neighborhood match program that offers small matching grants, ranging from \$500 to \$1,000, for the purpose of neighborhood property maintenance and beautification. Matching can include cash, donated professional services, donated materials or volunteer labor. Examples of eligible projects for a neighborhood match program could include landscaping and signage for neighborhood entrances, landscaping traffic islands and city rights-of-way, and public art. The City should work with private businesses to sponsor neighborhood projects, where the business works in partnership with the neighborhood on projects but also is able to receive public recognition for such work.

Action 1.1.4: Encourage the formation of neighborhood organizations to monitor quality-of-life issues. The City should establish regular communications with these neighborhood organizations.

o STRATEGY 1.2: ENCOURAGE INVESTMENT IN ESTABLISHED NEIGHBORHOODS

Action 1.2.1: Develop neighborhood plans to identify key projects that will increase homeownership, property maintenance, and quality of life to retain vibrancy of existing building stock.

Neighborhood planning has become an extremely effective means to build local pride, get to know your neighbors, and assist the City and other government agencies to understand the important projects at the neighborhood level. Neighborhood planning can be used to address local issues such as greening; replacing streetlights with attractive, energy-efficient light fixtures; or fixing or adding sidewalks. An inclusive planning process that involves neighbors, local organizations and institutions, government agencies and local businesses can prove an effective means to prioritize investments, build trust, and make a visible difference on the ground.

Action 1.2.2: Promote schools, parks, gardens and other amenities as central elements in every neighborhood. Through the neighborhood planning process identified in Action 1.2.1, identify and address neighborhoods that do not have a central element or improve upon those that do.

GOAL 2: DIVERSIFY AND IMPROVE HOUSING STOCK

○ STRATEGY 2.1: PROVIDE VARIED HOUSING OPTIONS

Action 2.1.1: Encourage infill residential development on vacant properties and redevelopment of under-utilized or run-down properties in order to integrate new housing into existing neighborhoods and to encourage development that will diversify both the housing stock and neighborhood design.

Action 2.1.2: Provide second story residential in the downtown. Increased residential density in downtown increases community vibrancy but also provides for an alternative housing option for population seeking a more urban living environment. Furthermore, increase housing in and near downtown reduces automobile dependence.

Action 2.1.3: Incentivize mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments in and around the downtown and along riverfront. Incentives include amending zoning and increased allowable land uses, density, and regulation flexibility.

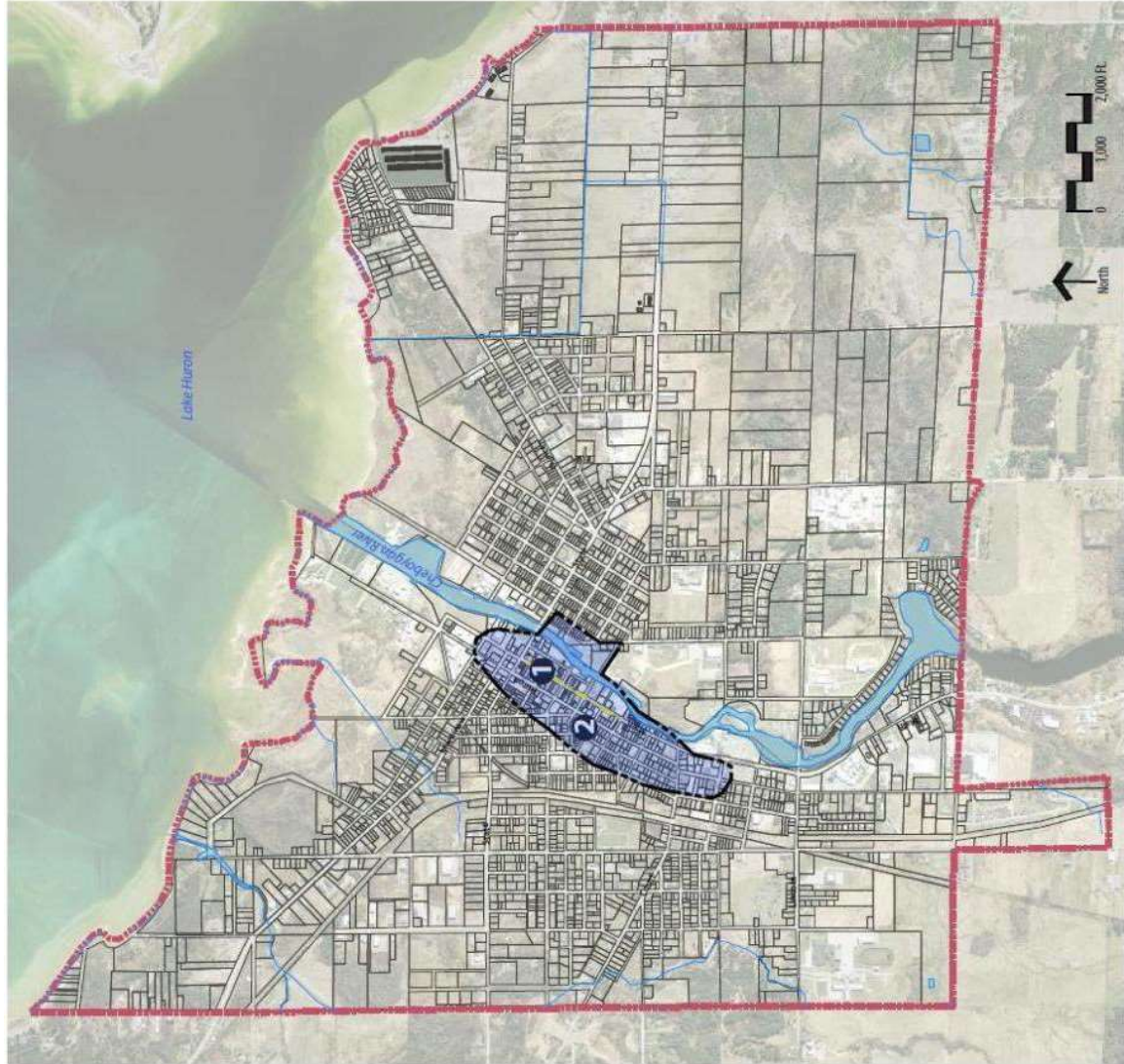
RESIDENTIAL DEVELOPMENT

Action Plan

- ❶ Provide second story residential along Main Street
- ❷ Encourage mixed-use, higher density developments around downtown and riverfront

Other:

3. Utilize property maintenance regulations and code enforcement to improve structure/property upkeep
4. Develop a Property Maintenance Neighborhood Match Program
5. Encourage the formation of neighborhood organizations
6. Develop rental registration and inspection programs
7. Develop neighborhood plans
8. Promote schools, parks, gardens and other amenities as central elements in every neighborhood
9. Encourage infill development on vacant properties and redevelopment of under-utilized properties



Transportation Improvements

The purpose of the Transportation Plan is to ensure that the transportation system will continue to meet the needs of the community, provide safe and efficient access and circulation within the City, and provide a connection to regional roads and trails. While the automobile network is the primary transportation option in Cheboygan that must be accommodated, both residents and businesses will benefit from enhancements and creation of additional transportation modes. Providing multiple transportation options will contribute to a sustainable future.

Transportation Strategies

GOAL 1: PLAN AND PROVIDE A SAFE AND EFFICIENT PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

A planned pedestrian and non-motorized transportation network should be promoted and aggressively pursued throughout the City consisting of complete streets, sidewalks within neighborhoods, and trails and multi-purpose paths that connect neighborhoods with other community facilities and parks.

○ STRATEGY 1.1: PROMOTE COMPLETE STREETS

Cheboygan's streets are currently oriented toward motorized travel. However, since more than just automobiles use streets, their design and orientation should reflect this. In recognition of a diverse group of users, including motorists, bus riders, bicyclists and pedestrians, the City should ensure right-of-ways can accommodate multiple transportation forms.

Complete streets are designed to serve everyone, from motorists to pedestrians to

bicyclists. They take into account the needs of people with disabilities, elderly, and children. A complete street strategy will foster alternative modes of transportation within the community by bike or pedestrian trips a safe, comfortable, and viable option and thereby reducing car dependence for short trips within the community.

What is a Complete Street?

"Complete streets" means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, or transit."

Source: Public Act 135 of 2010

ACTION 1.1.1: ADOPT THE COMPLETE STREET POLICY AS SET FORTH IN THE COMPLETE STREET SECTION OF THIS PLAN

Complete Streets legislation (Public Acts 134 and 135) signed on August 1, 2010, Michigan Department of Transportation requires the development of a complete streets policy to promote safe and efficient travel for all legal users of the transportation network under the jurisdiction of the Michigan Department of Transportation (MDOT). A complete streets ordinance should be adopted to define complete streets, address issues of complete streets improvements and potential exceptions. All MDOT work will consider complete streets in their review.

○ STRATEGY 1.2: IMPROVE PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.

Action 1.2.1: Implement Multi-Use Trail System Master Plan as revised in January 23, 2012

Many of the communities' previous plans including prior Master Plans, Recreation Plans, and Transportation Plans include strategies relative to trailways, walkable community issues, sidewalk improvements, and specific walkable community facility objectives. These recommendations were consolidated into the revised 2012 Recreation Plan, which included a Multi-Use Trail System Master Plan. Action Items in the Plan included:

- 1) Create and implement an overall access plan for the City of Cheboygan, via sidewalks, walking trails, etc. which connect downtown, parks, schools and other public facilities.
- 2) Purchase a portion of former railroad right-of-way property from Division Street north to W. First Street and construct walkways in the proposed Joseph Doyle Recreation Area Trail as proposed in the City of Cheboygan's Multi-Use Trail Master Plan.
- 3) Create and implement a plan for City-wide sidewalk improvement.
- 4) Develop multi-use trails pursuant to the City Multi-Use Trail Master Plan.

Action 1.2.2: Improve pedestrian crosswalks along Main Street.

Improved pedestrian crosswalks should be provided along Main Street at Water Street, Division Street, and Pine Street. At a minimum, improvements should include improved signage and stripped crosswalk markings to distinguish pedestrian crossing areas. Due to the signal at Division Street, the City should work with MDOT to create an enhanced pedestrian crossing which may include zebra or stamped concrete rather than the standard line markings to better distinguish pedestrian crossing area.

Action 1.2.3: Improve sidewalks in neighborhoods, especially those surrounding the downtown

The City of Cheboygan has approximately twenty (20) miles of sidewalks. In the fall of 2011, the City repaired sidewalks that presented safety hazards. Regularly, the City should inspect sidewalks to ensure that they are safe for use. If necessary, the City should prioritize sidewalk repair based on location and usability.

Action 1.2.4: Improve sidewalks and non-motorized access to Cheboygan School campus

Cheboygan Middle School and Cheboygan Area High School are consolidated at a shared campus facility located on West Lincoln Street. Sidewalk, complete streets, and bike route facilities should be improved in those areas surrounding the campus, specifically W. Lincoln Avenue, and S. Western Avenue.

GOAL 2: PLAN AND PROVIDE A SAFE AND EFFICIENT VEHICULAR, TRANSPORTATION NETWORK.

A vehicular transportation network which accommodates the safe and efficient movement of people and goods within and through the City shall be planned and provided.

○ STRATEGY 2.1: IMPROVE CITY STREETS

Action 2.1.1: Incorporate Road Improvements into a Capital Improvement Plan.

Road improvement priorities should be based upon a hierarchy established by the function each road serves. The allocation of improvement dollars shall give priority towards roads system that function to benefit the greatest number of residents or provide the greatest economic benefit to the City. Road classification within the City should be based on the National Functional Classification (NFC) which is used by the Michigan Department of Transportation and the Bureau of Transportation Planning for Cheboygan County. The road classification determines whether the road is eligible for federal aid. "Federal aid" roads include all principal arterials, all minor arterials, all urban collectors, and all rural major collectors. The City should plan all road improvements into a City Capital Improvement Plan. A Capital Improvement Plan (CIP) is a multi-year planning instrument used to identify needs and financing sources for public infrastructure improvements.

○ STRATEGY 2.2: CONTROL ACCESS MANAGEMENT

Action 2.1.2: Work with MDOT to Adopt Access Management Policies For Main Street (M-27) and State Street (US-23)

Improved and controlled access management will improve safety coordination between motorists and non-motorized users. Access management is recognized as a key tool to improve transportation conditions and safety for all users. Access management improves safety by reducing the number and improving the spacing of conflict points along a corridor. This is accomplished by limiting new vehicular access points and working to close and consolidate existing access, while also paying careful consideration to the interaction between automobile access points and the non-motorized and transit facilities along the corridor.

To ensure safe management of traffic, several elements should be considered for all new development.

1. Limit the number of driveways and encourage alternative means of access.

2. Permit only one access or shared access per site unless a larger residential development is proposed (i.e. 10 units or greater).
3. Spacing of access points is important as it is related to both signalized and unsignalized locations.
4. Locate shared driveways on the property line.
5. Provide service drives at the rear of site.
6. Require cross access easements for new development.
7. Design driveways to support efficient and safe traffic operations.

TRANSPORTATION OPPORTUNITIES

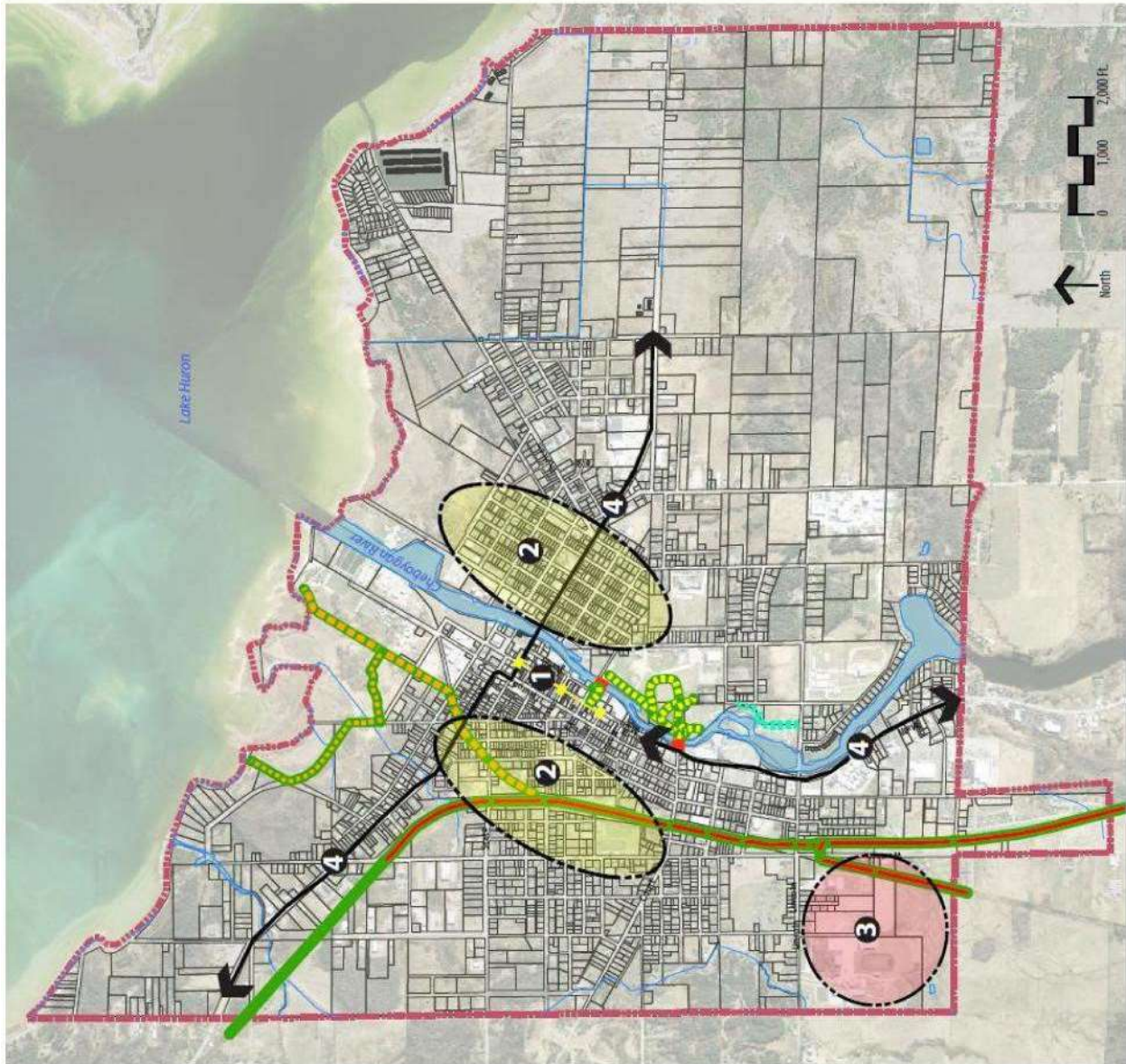
Action Plan

- ❶ Improve pedestrian crosswalks along Main Street at Division, State and Pine Street intersections
- ❷ Improve sidewalks in neighborhoods, especially those surrounding the downtown
- ❸ Improve sidewalks & non-motorized access to Cheboygan School campus along W Lincoln and S Westin Avenues and the North Central State Trail
- ❹ Work with MDOT to adopt access management policies for Main and State/Mackinaw Streets
- ❺ Implement Multi-use Trail System Master Plan as revised January 23, 2012



Other:

- ❻ Adopt Complete Streets Ordinance
- ❼ Improve City streets by incorporating road improvements into a Capital Improvement Plan



Municipal Government Efficiency

The focus of Cheboygan's municipal government efficiency strategy is to streamline city processes thereby reducing employee hours. Time saved could be focused on other necessary functions in the city.

Efficiency Strategies:

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND OR TIME.

- STRATEGY 1.1: Create process for defining problems, crafting solutions, and then measuring, monitoring, and controlling.

GOAL 2: EMPLOY TECHNOLOGY AND BEST PRACTICES TO AUTOMATE ADMINISTRATIVE TASKS TO MAXIMIZE RESOURCES.

GOAL 3: IMPROVE CUSTOMER SERVICE AND FOLLOW-UP TO ISSUES AND COMPLAINTS FROM RESIDENTS.

Friendliest City Designation

The focus of Cheboygan's Friendliest City Designation strategy is to have all city employees approachable to residents, non-residents and visitors. Not only are all city employees to be approachable but they are to be welcoming, friendly. If they don't know the answer to a question, they will go out of their way to find the answer and follow through with the person making the inquiry.

Strategies:

GOAL 1: IDENTIFY POSSIBLE AREAS FOR INCREASING EFFICIENCY AND COST SAVINGS IN ALL CITY DEPARTMENTS, AND OTHER PRACTICAL AREAS FOR POTENTIAL SAVINGS OF COST AND OR TIME.

- STRATEGY 1.1: Create process for defining problems, crafting solutions, and then measuring, monitoring, and controlling.

FUTURE LAND USE

INTRODUCTION

As indicated throughout this document, the Master Plan is more than a series of maps. The Master Plan establishes a direction for the future of the City through goals, policies, and graphic representation. Planning strategies and actions, represented in both graphic and narrative form, identify the specific manner in which goals and policies are to be implemented.

The Future Land Use Plan Map serves as a graphic representation of the City's goals and policies. The Future Land Use Plan Map is not a zoning map, but rather a generalized guide to the desired future land use patterns within the City. In the course of preparing the plan, the following factors were considered: public input, previous planning studies, existing development patterns and land uses, demographic trends, regional influences, natural resource conditions, and street patterns.

GENERAL LAND USE DESIGNATIONS

The following defines the intent of each land use plan category:

SINGLE FAMILY RESIDENTIAL – This area is designed to provide an environment of predominantly single family detached dwellings, along with other related facilities. Such areas are also planned as residential as a consideration to surrounding land uses, impacts on natural resources, roads, and utilities. Single Family Residential is the largest land category. Single family residential areas are the predominate land use ringing the downtown. A primary strategy of the Master Plan is to protect and enhance single-family residential areas.

MULTIPLE FAMILY RESIDENTIAL – This residential designation includes duplex style (two-family) and multiple family housing units. The two-family style housing is proposed in selected areas of the City. Multiple Family Residential uses are targeted for locations near existing duplex or multi-family apartment units and along major collector streets.

The multiple-family residential land use category is designed to provide sites for multiple-family dwelling structures which will generally serve as zones of transition between the business or industrial districts and lower density single-family districts. Multi-family residential dwellings provide a density larger than typically found within single family or two family style housing. As a result they create a

higher traffic volume than lower density residential uses and must therefore be situated near and accessible to arterial streets.

COMMERCIAL – This classification is intended to provide suitable locations for general retail, office, and service establishments. Uses typically found include larger supermarkets, discount stores, department stores, appliance and furniture stores, and specialty shops but can include office uses outside of the downtown. These types of land uses rely on a larger market area and can provide either convenience and/or comparison goods. Commercial land use is intended to provide for both convenience and comparison needs. Commercial may take the form of either a shopping center or groups of buildings sharing common access, architectural style and design elements. Commercial land uses found outside the downtown are generally found along Main Street (south of Lincoln Street), Mackinaw Street, State Street, and Lafayette Street.

INSTITUTIONAL – This classification includes Cheboygan Area School properties, City properties, Recreation Center, Library, and other public use areas.

RECREATIONAL – This classification includes existing and proposed parks.

ENVIRONMENTAL – This classification includes all environmentally sensitive areas including waterfront.

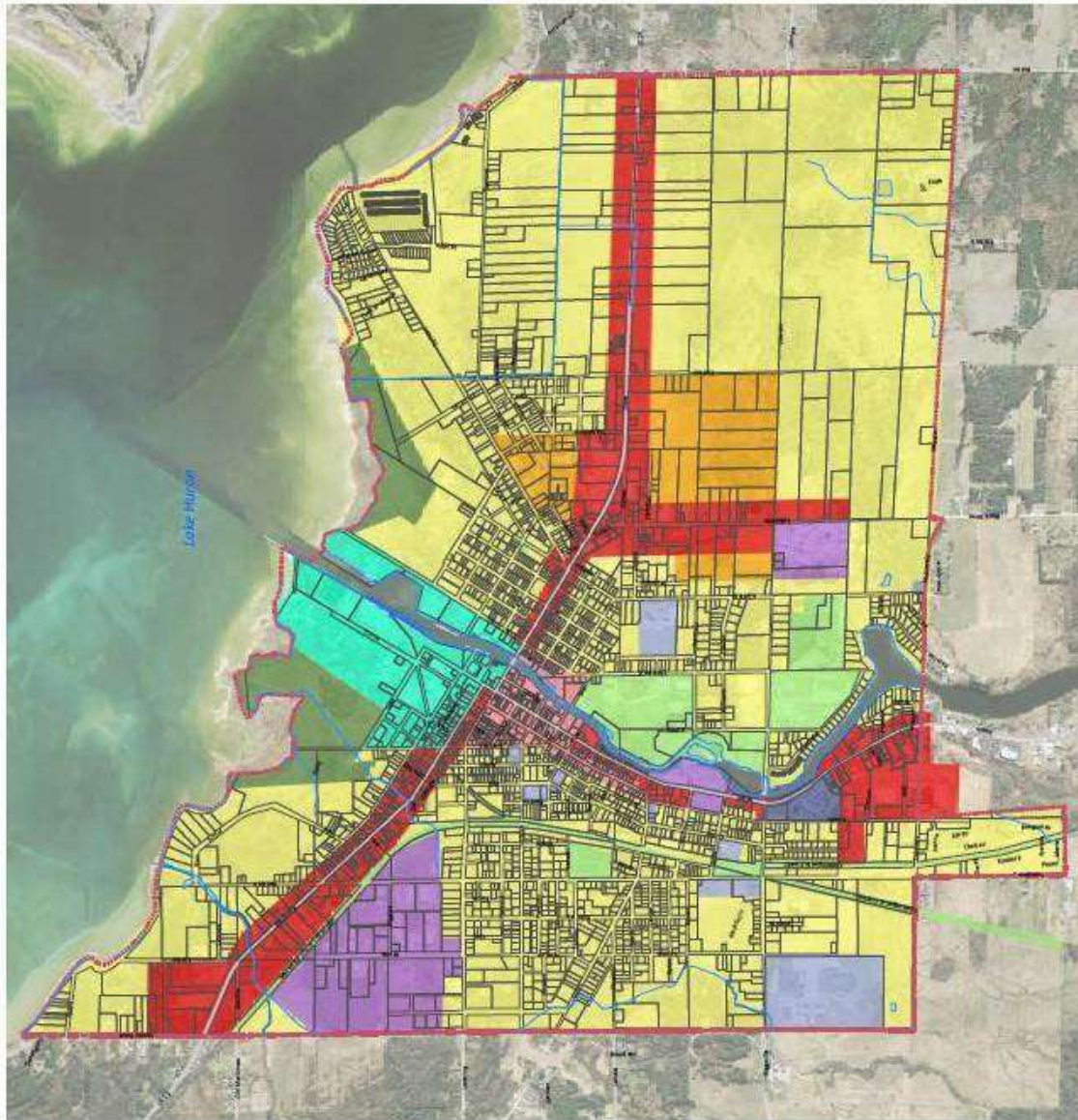
INDUSTRIAL – The light industrial district is designed to primarily accommodate wholesale activities, warehouses, and industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. This designation is also structured so as to permit the manufacturing, compounding, processing, packaging and assembly of finished or semi-finished products from previously prepared materials. Research and hi-tech uses are also included in this designation, as long as the impacts are minimal.

SPECIAL DISTRICT DESIGNATIONS

DOWNTOWN/RIVERFRONT – This special land use category is designed for the Central Business District of the City and that area immediately adjacent to the river. This designation is intended to promote the center of the City as a special business area offering a range of convenience commercial, specialty shops, personal services, restaurants, offices and banking uses. In addition, the use of upper floors for high density residential is encouraged to help promote a livelier active atmosphere bringing people and activities to the heart of the City. The Downtown/Riverfront shall be maintained as the focal point of the community.

PORT – The Port District is consistent with the boundaries of the adopted Planned Commercial Port Overlay district in the Zoning Ordinance. The Port District is intended to enable water-dependent, commercial shipping for oversized, project, bulk, and break-bulk cargo to promote a mix of port facilities, support facilities, and compatible uses that enhance the economic base of the City. The port district may expand based on the findings of the port expansion plan.

COMMUNITY MEDICAL TECHNOLOGY DISTRICT – This district is intended to leverage the presence of the McLaren Northern Michigan, Cheboygan Campus by encouraging complementary uses including medical offices and senior housing.



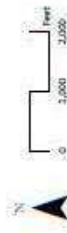
- Single Family Residential
- Multi-Family Residential
- Commercial
- Downtown/Riverfront
- Industrial
- Institutional
- Community Medical Technology
- Port
- Environmental
- Recreational

DRAFT

Figure X

FUTURE LAND USE

City of Cheboygan



November 2013
Carlisle / Wortman Associates, Inc.

COMPLETE STREETS

On August 1, 2010, the State of Michigan legislature signed into law the Complete Streets amendments to the State Trunkline Highway System Act (Act 51 of 1951), and the Planning Enabling Act (Act 33 of 2008). The law provides an approach to transportation planning and design that considers *all* street users – vehicles, pedestrians and bicyclists of all ages and abilities – during the various planning and design stages of a transportation project. It also requires that the Michigan Department of Transportation (MDOT) and local road commissions consider the community's goals and desires for road projects within their boundaries.

Complete Streets provide facilities that allow all users, irrespective of their age or abilities, to use the street as a mode of transportation. A Complete Street allows pedestrians, bicyclists, transit users and those with disabilities to easily and safely use roads in their community. Communities with Complete Streets Policies help to ensure that engineers and planners design roadways to accommodate all users, not just motorists.

Facilities that make a street “complete” depend on the existing conditions and the intended users. It's never a “one size fits all” scenario. Examples include curb ramps, audible or tactile signals for blind pedestrians, longer crossing times, smooth sidewalks and bike lanes that are free of obstacles, and transit stops that can be easily boarded.

Figure 6. – Complete Street Examples



This two-lane road includes a 3-foot wide bike lane, which is clearly marked by signs on nearby posts and on the path itself.



Bicycle trails that are totally separated from the roadway allow safe non- motorized transportation with minimal conflicts with traffic.



This pedestrian crosswalk requires the pedestrian to push a button to signal vehicles to slow and stop. When not lit, it does not impede traffic flow.

Benefits of Complete Streets:

Complete Streets provide numerous benefits, including:

- Improved safety for all users, including pedestrians, bicyclists, transit riders and drivers.
- Improved human health by encouraging walking and bicycling.
- Decreased car traffic, reducing dependence on gasoline and petroleum products, and improved air quality.
- Provides more transportation options.
- Fosters livable communities.

City Complete Street Policies:

The City acknowledges the greater need for non-motorized transportation facilities, and the City's desire to provide a pathway system for residents to safely walk or bicycle, linking local recreational and open spaces with residential areas, schools, community facilities and shopping.

Pathways shall be multi-use, separated from the road surface. If not possible, then pathways should share a portion of the road surface.

Improve connections within and between parks and natural areas,

Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.

Developments that are subject to site plan or subdivision approval should incorporate complete street elements.

ZONING PLAN

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes that include:

- Promote orderly growth in a manner consistent with the land use policies and the Master Plan;
- Promote attractiveness in the City's physical (built) environment by provided variation in lot sizes, architectural features and appropriate land uses;
- Accommodate special, complex or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits – specifically within the CBD and industrial districts in order to allow complimentary uses;
- Guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas); and
- To preserve and protect existing land uses and significant natural features in accordance with the Master Plan.

The Zoning Ordinance and Future Land Use map themselves should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

Zoning Adjustments

Zoning adjustments for Master Plan implementation include:

Incentivize Parcel Consolidation. Incentives may include permitting different land uses and increasing density.

Develop Community Medical Technology District. Support McLaren Northern Michigan, Cheboygan Campus by encouraging complementary uses including medical offices and senior housing. The development of a Community Hospital District which requires the creation of a Hospital District Zoning designation or overlay district.

Create a Downtown and Riverfront Zoning District. Create a downtown/riverfront zoning district that requires downtown and riverfront development to provide ground floor restaurant, retail, culture or other active uses. Core area of downtown/riverfront zoning district are the blocks bounded by Huron Street, Main Street, River, and Locust Street. Upper stories can be residential or office uses. Consider the merits of incorporating “form-based” elements to the district to ensure that proper

design elements are incorporated into new development while providing clear height, bulk, and setback standards. New district should incorporate zoning incentives to encourage land assembly and mixed-use development

Adopt Downtown and Riverfront Design Guidelines. Guidelines should promote high level of design, use of materials, and predictability to the development community.

Encourage and allow for student housing near Straits Area Education Center.

Provide for Varied Housing Options. Provide varied housing options including infill residential development, second story housing downtown, mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments in and around the downtown and along riverfront.

Adopt a Complete Street Ordinance. A complete streets ordinance should be adopted to define complete streets, address issues of complete streets improvements and potential exceptions. All MDOT work will consider complete streets in their review.

IMPLEMENTATION

Once adopted, the Master Plan is the official policy guide to be used by the City Council and Planning Commission to solve the existing and anticipated community development problems identified in this document. Through text and maps, the Plan illustrates the attitude and desire of the community toward future growth and development. Further, the Plan also promotes continuity in development policy as memberships on the Planning Commission and Council change over the years.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions that will be useful if the Plan is to be followed.

The implementation action plan identifies and defines each strategy and project/action to be carried out during a particular timeframe, and the responsible parties for each activity. The Implementation Action Plan is designed to provide a starting point for prioritization and budgeting of actions needed to implement strategies and recommendations outlined in this Plan. A timeframe for each activity is also suggested to define a general phasing for implementation. Further refinement of this table will be needed as details of costs and staff resources are verified. In addition, the City should review and update the action plan on an annual basis to ensure that it stays within the City's financial ability and resource capacity.

Action Plan

PORT/RIVER				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
FOCUS ON INDUSTRIAL DEVELOPMENT OF RIVER AND PORT FROM STATE STREET TO MOUTH BY EXPANDING THE PHYSICAL AREA OF THE PORT OF CHEBOYGAN AND DEEPENING THE CHEBOYGAN RIVER	A DETAILED PORT EXPANSION PLAN	Port of Cheboygan, City of Cheboygan, Army Corp of Engineers	High	34
CHANGE THE DEVELOPMENT PATTERNS ALONG THE RIVERFRONT BETWEEN SOUTH STATE STREET TO GREAT LAKES TISSUE COMPANY BY ALLOWING VARIOUS LAND USES TO INCREASE COMMERCIAL, RESIDENTIAL, AND RECREATIONAL DEVELOPMENT OPPORTUNITIES	CREATE A DOWNTOWN/RIVERFRONT ZONING DISTRICT	City of Cheboygan	High	35
	INCENTIVIZE PARCEL CONSOLIDATION	City of Cheboygan, Private Development	Medium	35
	MARKET WATER STREET PARKING LOT FOR MIXED USE DEVELOPMENT	City of Cheboygan, Private Development	High	35
	REDEVELOP THE LUND PROPERTY AS MIXED USE DEVELOPMENT	Private Development	Low	35
	DEVELOP PINE STREET PARKING LOT WITH INFILL DEVELOPMENT	Private Development	High	35
CONNECT RIVERFRONT TO SURROUNDING COMMUNITY	CREATE AND MAINTAIN CONTINUOUS PUBLIC ACCESS ALONG BOTH SIDES OF THE RIVER	City of Cheboygan, Private Development, State of Michigan	Medium	36
	MAKE RIVERFRONT MORE ACCESSIBLE FOR THE COMMUNITY	City of Cheboygan, Private Development, State of Michigan	Medium	36
PROMOTE AND ENCOURAGE RECREATION AND TOURISM ACTIVITIES ALONG THE RIVER INCLUDING MAJOR CITY PARK, CHAMBER OF COMMERCE PROPERTY, WATER STREET, AND WALSTROM MARINE	WORK WITH CHAMBER OF COMMERCE TO DEVELOP THE RIVERFRONT ALONG WASHINGTON PARK FOR CASUAL RECREATION AREA	City of Cheboygan	Low	36
	MAKE RIVERFRONT IMPROVEMENTS TO MAJOR CITY PARK INCLUDING KAYAK RENTAL, RIVER BOARDWALK, FISHING, AND CAMP GROUND	City of Cheboygan	Medium	36

COMMERCIAL/INDUSTRIAL DEVELOPMENT				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
IMPROVE ACCESS TO CHEBOYGAN INDUSTRIAL PARK	EXTEND MYRON M. RIGGS ROAD TO MACKINAW AVENUE	City of Cheboygan, Cheboygan County, MDOT	High	39
	PROVIDE BETTER ACCESS TO PORT AS PART OF PORT EXPANSION PLAN	City of Cheboygan, Cheboygan County, MDOT, Federal	Medium	39
	IMPROVE WAYFINDING TO CHEBOYGAN INDUSTRIAL PARK	City of Cheboygan, Cheboygan County, MDOT, Chamber of Commerce	Low	39
ENSURE PARK IS SERVED WITH NECESSARY UPGRADES AND INFRASTRUCTURE	INTERVIEW PARK INDUSTRIES, PROPERTY OWNERS, AND LEASING AGENTS TO DETERMINE PARK UPGRADES INCLUDING INFRASTRUCTURE	City of Cheboygan	Medium	39
	CREATE A PUBLIC/PRIVATE PARTNERSHIP TO PROVIDE UPGRADES AND IMPROVED INFRASTRUCTURE	City of Cheboygan, Private	High	40
BUILD ON ADVANTAGE OF NORTH CENTRAL MICHIGAN COLLEGE	ENCOURAGE AND ALLOW FOR STUDENT HOUSING NEAR STRAITS AREA EDUCATION CENTER	City of Cheboygan, Private	Medium	40
ENCOURAGE GROWTH OF MCLAREN NORTHERN MICHIGAN, CHEBOYGAN CAMPUS HOSPITAL AND AREA AROUND IT	DEVELOP COMMUNITY MEDICAL TECHNOLOGY DISTRICT	City of Cheboygan, McLaren Northern Michigan, Cheboygan Campus, Private	Medium	40-41
	WORK WITH MCLAREN NORTHERN MICHIGAN, CHEBOYGAN CAMPUS TO ADDRESS ANY FUTURE EXPANSION NEEDS	City of Cheboygan, McLaren Northern Michigan, Cheboygan Campus	Medium	41
MAKE DOWNTOWN THE SHOPPING/OFFICE/TOURIST DESTINATION FOR THE REGION.	CREATE A DOWNTOWN/RIVERFRONT ZONING DISTRICT AS DISCUSSED IN ACTION 2.1.1 IN RIVER SECTION	City of Cheboygan	High	41
	ADOPT DOWNTOWN AND RIVERFRONT DESIGN GUIDELINES	City of Cheboygan	Medium	41

RESIDENTIAL				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
WORK WITH PROPERTY OWNERS REGARDING CODE COMPLIANCE AND PROPERTY MAINTENANCE	UTILIZE THE EXISTING PROPERTY MAINTENANCE REGULATIONS AND CODE ENFORCEMENT	City of Cheboygan	High	44
	DEVELOP A RENTAL REGISTRATION AND ANNUAL OR BIENNIAL RENTAL INSPECTIONS PROGRAM	City of Cheboygan, Property Owners	Low	45
	DEVELOP A PROPERTY MAINTENANCE NEIGHBORHOOD MATCH PROGRAM	City of Cheboygan	Low	45
	ENCOURAGE THE FORMATION OF NEIGHBORHOOD ORGANIZATIONS.	City of Cheboygan, Neighborhood Organizations	Low	45
ENCOURAGE INVESTMENT IN ESTABLISHED NEIGHBORHOODS	DEVELOP NEIGHBORHOOD ACTION PLANS	City of Cheboygan, Neighborhood Organizations	Medium	45
	PROMOTE SCHOOLS, PARKS, GARDENS AND OTHER AMENITIES AS CENTRAL ELEMENTS IN EVERY NEIGHBORHOOD	City of Cheboygan, Cheboygan Area Schools	Low	46
PROVIDE VARIED HOUSING OPTIONS	ENCOURAGE INFILL RESIDENTIAL DEVELOPMENT	City of Cheboygan, Private Development	Medium	46
	PROVIDE SECOND STORY RESIDENTIAL IN THE DOWNTOWN	City of Cheboygan, Private Development	High	46
	INCENTIVIZE MIXED-USE, HIGHER DENSITY RESIDENTIAL DEVELOPMENTS, SUCH AS TOWNHOMES, CONDOMINIUMS, AND APARTMENTS IN AND AROUND THE DOWNTOWN AND ALONG RIVERFRONT	City of Cheboygan	High	46

TRANSPORTATION				
STRATEGY	ACTION STEP	PARTICIPANTS	PRIORITY	PAGE
PROMOTE COMPLETE STREETS	ADOPT AND FOLLOW THE COMPLETE STREET POLICY	City of Cheboygan, Cheboygan County, MDOT	High	48-49
IMPROVE PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION NETWORK.	IMPLEMENT MULTI-USE TRAIL SYSTEM MASTER PLAN AS REVISED IN JANUARY 23, 2012	City of Cheboygan, Cheboygan County, MDOT	High	49
	IMPROVE PEDESTRIAN CROSSWALKS ALONG MAIN STREET	City of Cheboygan, Cheboygan County, MDOT	High	50
	IMPROVE SIDEWALKS IN NEIGHBORHOODS, ESPECIALLY THOSE SURROUNDING THE DOWNTOWN	City of Cheboygan, Cheboygan County	Medium	50
	IMPROVE SIDEWALKS AND NON-MOTORIZED ACCESS TO CHEBOYGAN SCHOOL CAMPUS	City of Cheboygan, Cheboygan County, MDOT, Cheboygan Area Schools	Medium	50
IMPROVE CITY STREETS	INCORPORATE ROAD IMPROVEMENTS INTO THE CAPITAL IMPROVEMENT PLAN.	City of Cheboygan, Cheboygan County, MDOT	Medium	51
CONTROL ACCESS MANAGEMENT	WORK WITH MDOT TO ADOPT ACCESS MANAGEMENT POLICES FOR MAIN STREET (M-27) AND STATE STREET (US-23)	City of Cheboygan, Cheboygan County, MDOT	Low	51-52

Plan Education

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures that make citizens aware of the planning and zoning process and the day-to-day decision-making which affects implementation of the Plan. A continuous program of discussion, education, and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

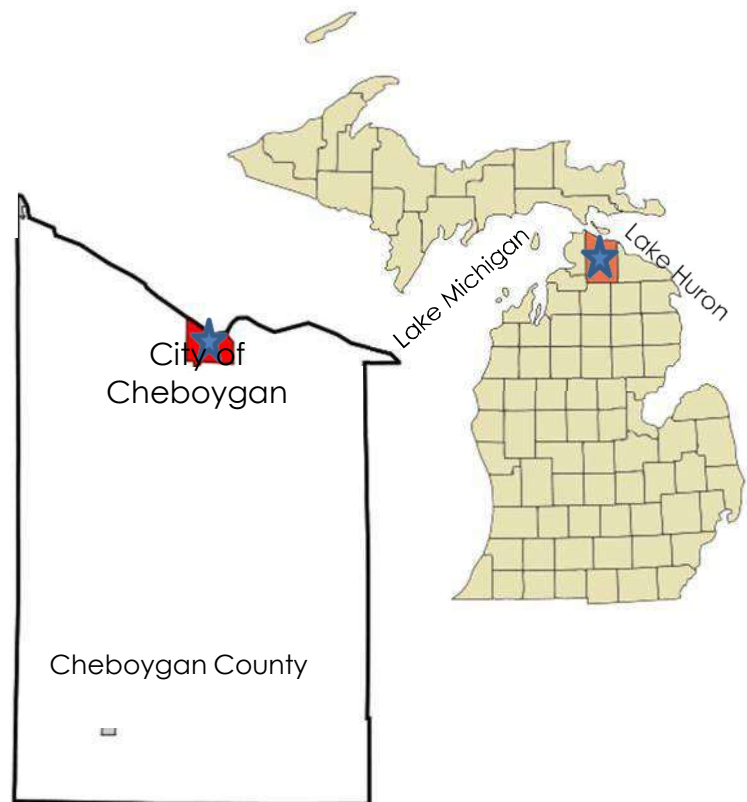
Plan Updates

The Plan should not become a static document. The City Planning Commission should attempt to re-evaluate and update portions of it on a periodic basis. In accordance with Public Act 33, the City is required to review the Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Plan. However, the Planning Commission should set goals for the review of various sections of this Plan on a yearly basis. The Master Plan should also be coordinated with the City Parks and Recreation Master Plan to provide consistency between planning documents.

Detailed Community Profile

THE CHEBOYGAN COMMUNITY

The City of Cheboygan is a dynamic community located at the northeastern tip of Michigan's Lower Peninsula on the shore of Lake Huron. First inhabited by the Ojibwe people, the City strategically sits at the intersection of Lake Huron and Lake Michigan and at the gateway to the "Inland Waterway" – a 40 mile navigable waterway connecting three rivers and three inland lakes. The waterway was widely used for trade between the Odawa, Ojibwe and Chippewa people, and Eventually the European settlers, and offered safe confines from the open waters of Lake Huron.

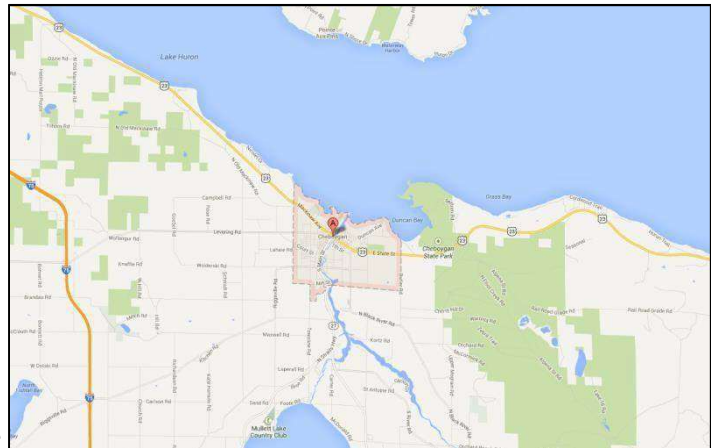


Map 1. – Regional Setting

The City is a 4 hour drive from Detroit, 3.5 hours from Grand Rapids, 1.5 hours from Sault Ste Marie, and 20 minutes from Mackinaw City. US-23 runs east-west through the City connecting in the City center with M-27, which runs south- southwest. The City center is approximately 8 miles from I-75.

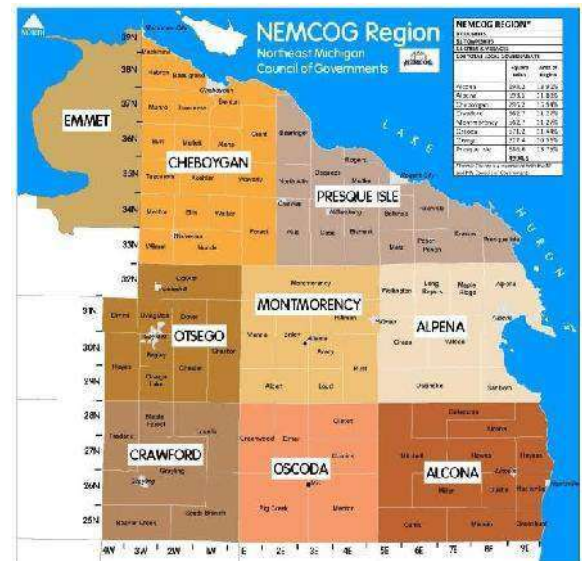
Having direct access to the largest freshwater system in the world and the St. Lawrence Seaway via the Port of Cheboygan, the City has a history of industry and trade dating back to the 1700's with a major lumber boom in the late

However, the City economy has diversified into a vacation, recreation, shopping, and culture hub for northeast Michigan. The City, with a 2010 census population of 4,867, is the county seat and the largest municipality in Cheboygan



County. Cheboygan's primary commercial district is Main Street which runs along the west side of the Cheboygan River. There are additional pockets of commercial development along Mackinaw Avenue and E. State Street. The community is well served by excellent schools and high quality, parks and open space.

Cheboygan is located in the Northeast Michigan Council of Governments (NEMCOG) region which encompasses Alcona, Alpena, Cheboygan, Crawford, Emmet, Montmorency, Oscoda, Otsego and Presque Isle Counties. NEMCOG provides regional planning services and supports local government planning in areas of environment, education, community and economic development, and transportation. NEMCOG is also a key resource for data about northeast Michigan.



The Cheboygan County Community Development Department includes the Planning & Zoning, Construction Code, Ordinance Compliance, Soil Erosion, Addressing, and Geographic Information Systems (GIS)

departments through the Community Development Department. While the County has no land use authority on the City, it does provide technical assistance as needed.

Currently, Cheboygan County is in the process of updating the County's Master Plan.



CITY PLANNING INITIATIVES

Cheboygan has a deep history of community planning, established on a foundation of creating and maintaining a beautiful environment, providing economic opportunity, and maintaining quality neighborhoods.

The following plans, policies and initiatives highlight Cheboygan's commitment to land use planning, natural resource preservation, and maintenance of quality of life. Pertinent recommendations and strategies from these plans are further incorporated into this Master Plan:

Cheboygan Port + Community Asset Inventory – Michigan State University Practicum Project – Spring 2012 – The Port and Community Asset Inventory developed short- and long-term goals with respect to the investment, promotion, expansion and economic growth of the City through use of the Cheboygan River and Lake Huron shoreline through port development

City of Cheboygan Amended Downtown Development Authority Plan and Amended Tax Increment Financing Plan – March 2018 – The DDA Development + TIF Plan outlines potential projects to be undertaken within the DDA District. This Plan is required under state statute in the establishment of the DDA District

City of Cheboygan Recreation Plan – March 2019 – The Recreation Plan outlines presents the long-range vision of the Cheboygan Recreation Commission. The Plan identifies existing and future parks and recreation needs, and identifies specific improvements, costs, priorities and years of completion. The Plan also includes the Multi-Use Trail System Master Plan.

Riverfront Development Plan - February 2010 – The Plan utilizes three subareas as the framework for riverfront redevelopment. Future land use opportunities and recommendations for development are provided for each of these subareas. This plan is intended to be used as a reference tool by the City in the planning of any development along the riverfront

Major City Park, Cheboygan, Michigan – *Small Town Design Initiative Michigan State University – January 2010* – The focus of this report is Major City Park, including surrounding land and potential connections to other areas within the community. The initiative presents a redesign of the existing Major City Park site and its facilities and outlines key findings and recommendations based upon the ideas generated by residents through the public planning process

Downtown Cheboygan Marketing + Wayfinding Study – McKenna Associates – *September 2009* – The Marketing and Wayfinding Study provides information relating to two distinct topics: 1). Development of a comprehensive, uniform wayfinding and; and 2). Creation of a signage plan and retail analysis. The wayfinding and signage plan's purpose is to organize message content of all sign types, help residents, visitors and guests navigate the area, and enhance the image and identity of downtown. The retail analysis is developed to project the level of consumer spending by the residents of the trade area and to determine the amount of new retail building space supportable by consumer spending

Cheboygan Downtown Blueprint – HyettPalma – *January 2004*– The Downtown Blueprint includes the community's vision of the downtown as well as the findings of a comprehensive analysis of the downtown's commercial markets. The vision and market analysis findings were used to define a specific economic enhancement strategy for the downtown project area. The recommended strategy was specifically designed to enable downtown to attain the community's defined vision as well as the identified market opportunities

City of Cheboygan Riverfront Development Plan – *September 1983* – The Riverfront Development Plan outlines the history of the Cheboygan River and outlines "Rivertown Concepts" in relation to the further development of the area. The development plan was intended to guide future developments along the most northerly two miles of the Cheboygan River, from the Straits of Mackinac to just south of the Lincoln Street bridge.

ADJACENT COMMUNITIES

The City of Cheboygan adjoins Beaugrand Township to the west, the Township of Inverness to the southwest, and Benton Township to the east and southeast. Map 4, illustrates the proposed future land use of the areas adjacent to the City of Cheboygan prepared by Cheboygan County.

Cheboygan County is predominantly planned to remain Forest/Agricultural areas, with the exception of General Commercial areas along M-27, I-75, and Old Mackinaw Road.



Map 4. – Cheboygan County Future Land Use Map (Area surrounding the City of Cheboygan)

Source: Cheboygan County

EXISTING LAND USE

The existing land use map and associated text indicates land use patterns and associations as they exist currently with the City of Cheboygan. While change is inevitable and growth will occur, the City is committed to managing growth to enhance economic benefit, recreation activities, and overall quality of life for all residents.

As illustrated on the Existing Land Use Map the following land uses currently exist in the City of Cheboygan. They are demonstrated by acreage and percentage of land area in Table 1 below.

Table 1. – City of Cheboygan Existing Land Use

Vacant	1,466	37.78%
Single-Family Residential	1,180	30.43%
Commercial/Office	347	8.95%
Environmentally Sensitive Land	275	7.08%
Institutional	176	4.53%
Industrial	165	4.26%
Recreational/Park	159	4.09%
Multiple-Family Residential	112	2.90%
Total	3,880	100

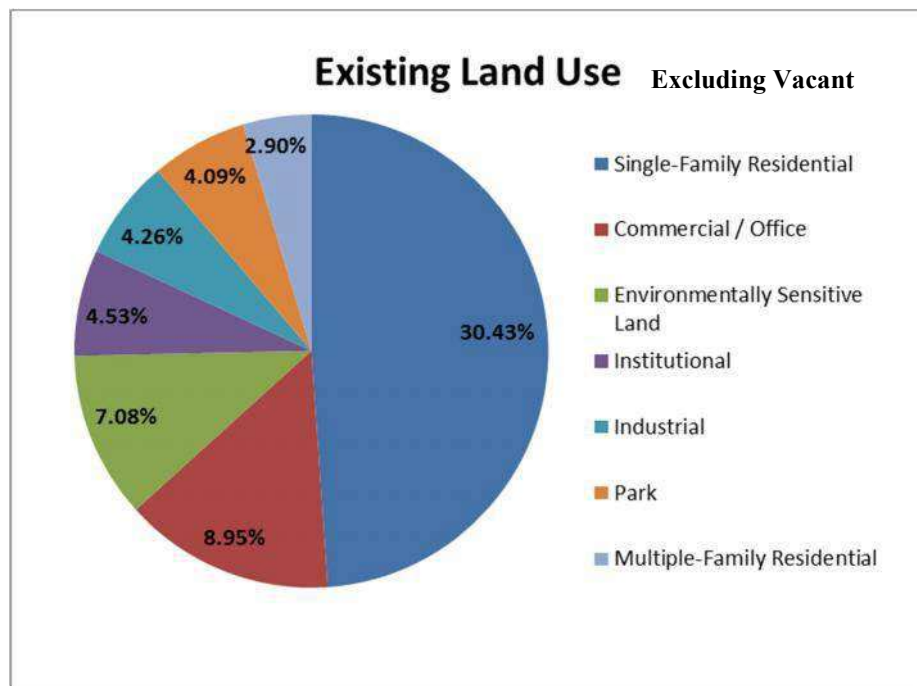
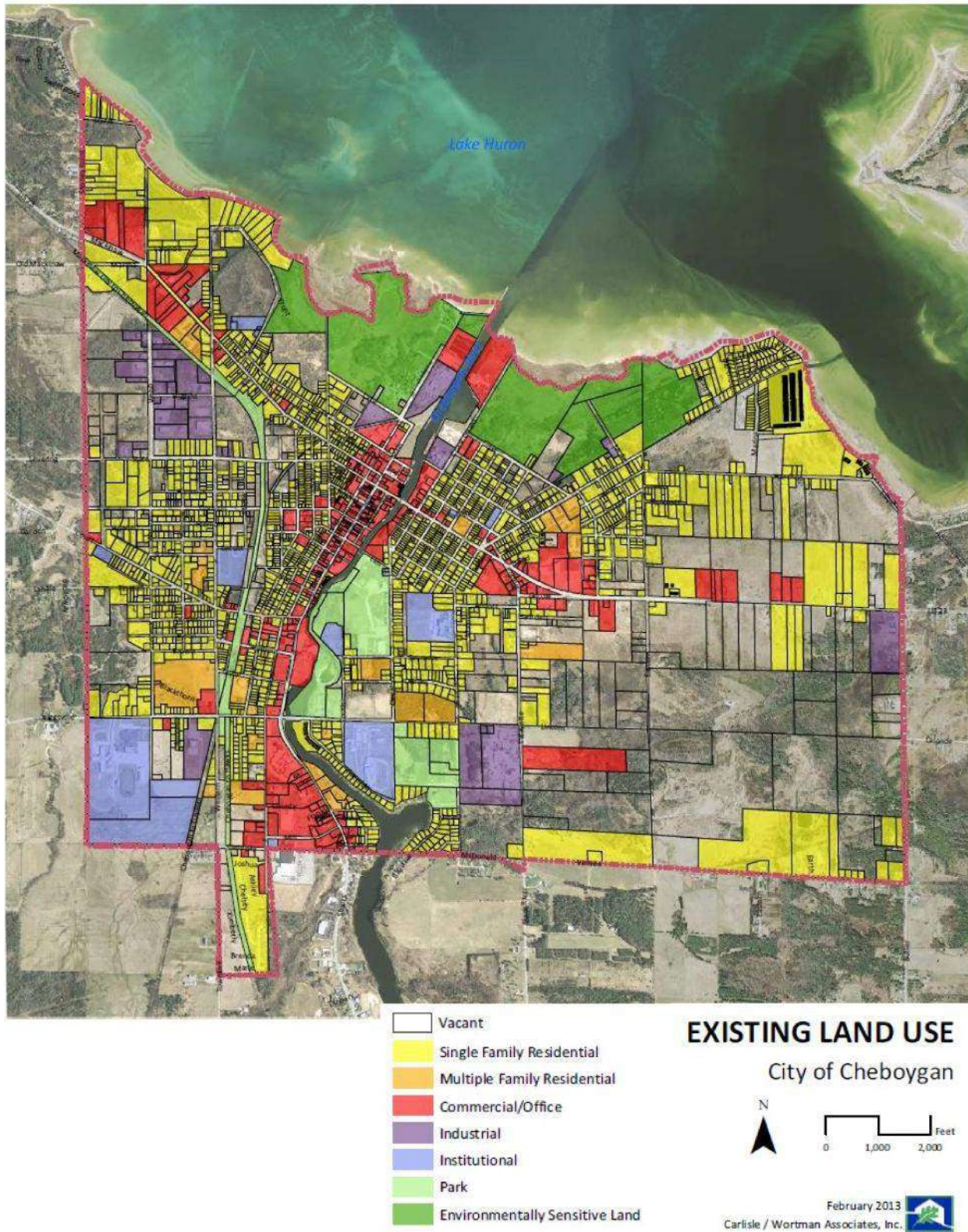


Figure 1. –Existing Land Use

Map 5. – Existing Land Use Map



BACKGROUND STUDIES

Thorough planning should start with a study of a community's characteristics. Information such as the past and present population, workforce, median income, and number of households is a basic ingredient in planning for the future. Accurate information remains a critical component for projecting future needs, development patterns, and the formulation of goals, policies, and strategies.

POPULATION

The City of Cheboygan population has fluctuated over the past 20 years. The population demonstrated an increase of 5.6% between 1990 and 2000 only to decrease 8.1% between 2000 and 2010. The 2010 census established Cheboygan to have a total population of 4,867 persons. A decrease in population is consistent with the trend seen in both Cheboygan County and the State of Michigan. Factors such as changing population cohorts, recent economic conditions, and lower birth rates can contribute to a decrease in population. Select surrounding Townships to the City of Cheboygan have experienced a slight increase in population over the past decade. Although contributing aspects such as birth and death rates cannot be controlled by local government, migration to and from the City can be influenced by factors such as employment, housing, local government services and the overall quality of life.

Table 2. – Population

	1990	2000	Percent Change 1990-2000	2010	Percent Change 2000-2010
City of Cheboygan	4,997	5,295	5.6%	4,867	-8.1%
Benton Township		3,080	NA	3,206	+4.1%
Beaugrand Township		1,157	NA	1,168	+1.0%
Inverness Township		2,278	NA	2,261	-.7%
Cheboygan County	21,398	26,448	19.1%	26,152	-1.1%
State of Michigan	9,295,297	9,938,444	6.5%	9,883,640	-.6%

Source: U.S. Census

HOUSEHOLDS

In concert with the decrease in population, the total number of households also demonstrated a decrease between 2000 and 2010. Family households continue to decrease while non-family households increased. A household, as defined by the U.S. Census, as all persons who occupy a housing unit. The occupants may be a single family, one (1) person living alone, two (2) or more families living together or any other group of related or unrelated persons who share living arrangements. Table 5 below, demonstrates the change in family and non-family households from 2000 to 2010.

Table 3. – Total Households

Family Households	1,349	1,164	-13.7%
Non-Family Households	797	861	8.0%
Total Households	2,146	2,025	-5.6%

Source: Data Driven Detroit, 2011

The size of households has also decreased between 2000 and 2010 from 2.35 persons per household to 2.23 persons per household. The change in non-family households may be contributed to the community college.

AGE

The age/sex distribution of a community provides information relating to the number of females of child-bearing age, the number of school-age children, the size of the workforce (i.e., population between 20-64 years old), and the size of the elderly population. This data can be used for school enrollment projections and planning for recreation facilities, special services for the elderly, and other governmental services.

Both age/sex distribution and median age are depicted in Table 4 below. The median age of the City continued to increase from 37.4 years in 2000 to 40.8 years in 2010. These figures remain consistent with both the State of Michigan and Cheboygan County which have shown an increase in median age by 3.4 years and 5.8 years respectively over the last decade. This aging of the City is evident in prominent increases and decreases in certain age cohorts. The age group for those 20 to 39 years of age decreased in size by 14% whereas adults aged 40 to 64 increased by 5.1% from 2000 to 2010. Reflective of an aging

population in Michigan is that adults aged 20 to 39 have been declining at the City, County and State levels. Adults aged 40 to 64 years now make up the largest segment of the population for the City, and County (being 31.9%, and 37.8% of the respective populations). Population aged 20 to 39 now only makes up 23.9% in the City of Cheboygan, and 18.3% for Cheboygan County. The population decline for ages 20 to 39 illustrates the trends in Northern Michigan where recent high school graduates leave the area to seek educational opportunities and employment elsewhere. Increased higher education opportunities and economic development can counter this trend.

Table 4. – Age + Sex Distribution / Median Age, City of Cheboygan

Age	Number						Percent Change 2000-2010		
	2000 Total	2000 Males	2000 Females	2010 Total	2010 Males	2010 Females	Total	Males	Females
Under 5 years	368	195	176	299	146	153	18.8%	-25.1%	-11.6%
5 to 14 years	751	381	370	541	263	278	28.0%	-31.0%	-24.9%
15 to 19 years	365	188	177	388	225	163	6.3%	19.7%	-7.9%
20-39 years	1,350	676	674	1,161	588	573	14.0%	-13.0%	-15.0%
40 to 64 years	1,476	685	791	1,552	741	811	5.1%	8.2%	2.5%
65+ years	985	375	610	926	368	558	-6.0%	-1.9%	-8.5%
Total	5,295	2,500	2,795	4,867	2,331	2,536	-8.1%	-6.8%	-9.3%
Median Age	37.4	34.9	40.1	40.8	38.3	43.5	-	-	-

Source: Data Driven Detroit, 2011

Figure 2. – Median Age

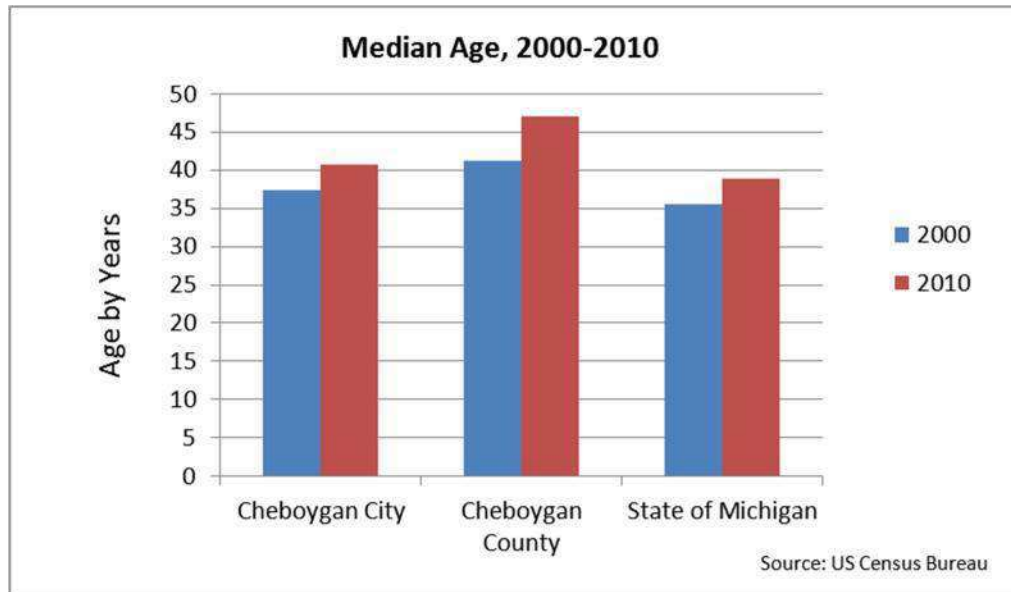
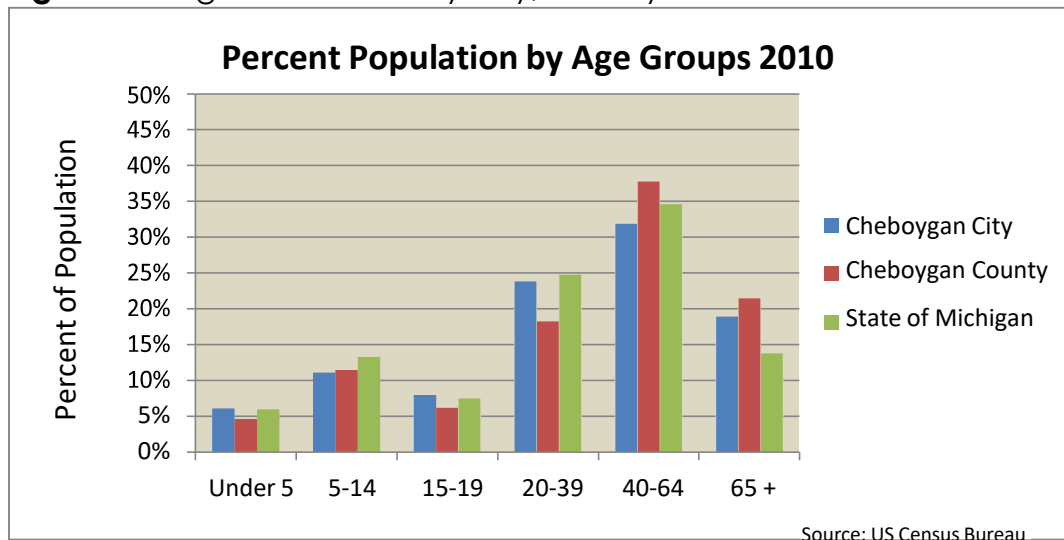


Figure 3. – Age Distribution by City, County and State

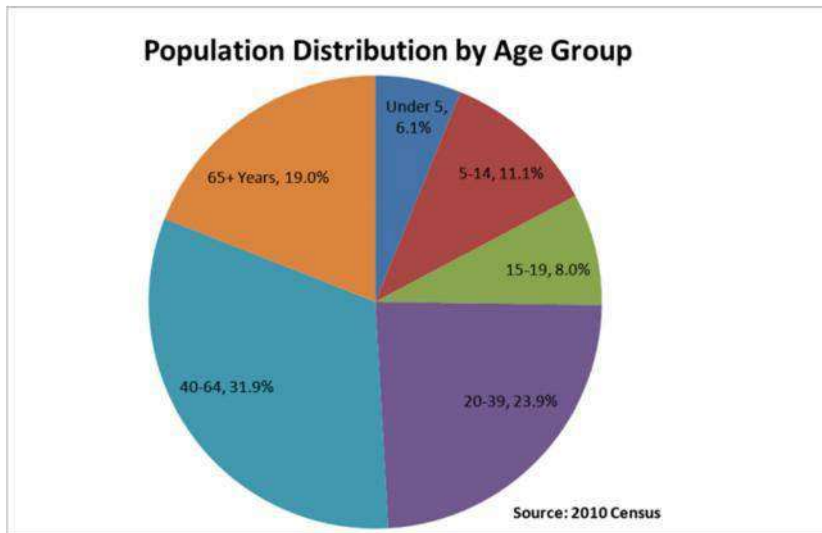


The age group of those 65 and over contributes for 19.0% of the population in the City of Cheboygan (see **Figure 4** below). This is above the State average of 13.8% but remains consistent with Cheboygan County and Northern Michigan population trends. This is most likely due to the presence of retirees in the area.

Children under the age of 5 years of age decreased 18.8% in the City of Cheboygan overall from 2000 to 2010. However at 6.1% of the total population,

the City is still above the State average at 6.0% and County average of 4.7%. The City of Cheboygan should consider the needs and interests of all age groups to promote a healthy and viable age distribution community wide.

Figure 4. – Age Distribution

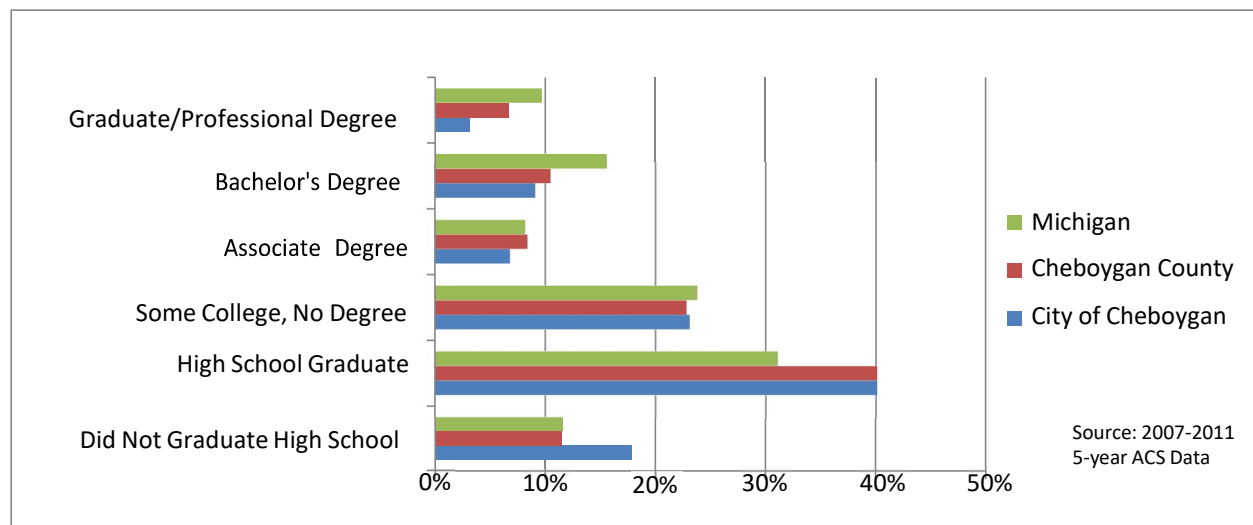


EDUCATION

According to the 2007-2011 American Community Survey 5-Year Estimates produced by the U.S. Census, 42.2% of the City's population above age 25 obtained some form of higher education (some college, Associates, Bachelors, or Graduate/Professional degree). This figure is slightly below the State and County averages.

The City of Cheboygan has a lower percentage of its population with a high school education (82.1%) when compared to the County (88.5%) and State of Michigan (88.4%). The presence of the North Central Michigan College extension should not be underestimated. North Central Michigan College in Cheboygan offers general education courses need to complete an associates or bachelor's degree. The credits earned will transfer to most four-year institutions. The presence of the Community College should allow more residents to graduate college and earn higher education degrees.

Figure 5. – Educational Attainment

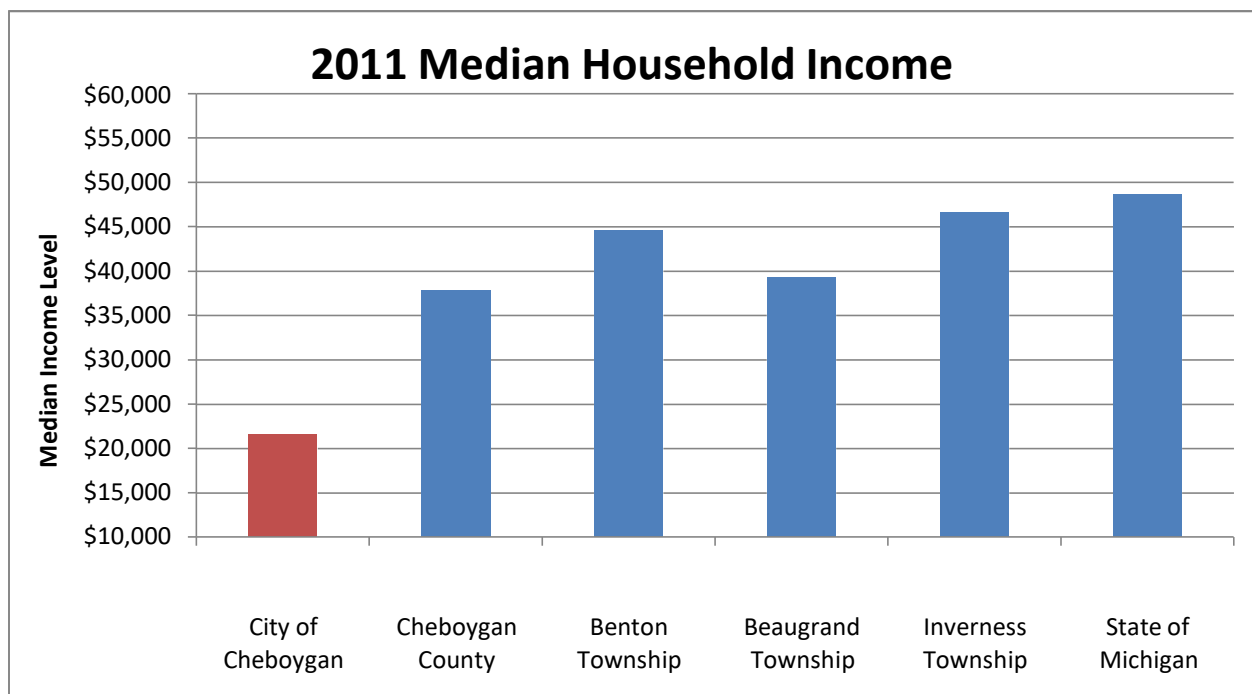


Source: U.S. Census

INCOME

The 2007-2011 American Community Survey 5-Year Estimates the median income for a household in the City of Cheboygan in 2011 dollars as \$21,624. The median household income declined by 16% from 2000 to 2010, dropping from \$25,033 to \$21,624. As depicted in **Figure 6**. Below, the City of Cheboygan holds a substantially lower median household income than County, State and surrounding Township averages. The household income at \$21,624 is 45 percent of the Cheboygan County average of \$37,844 and 56 percent of the State average of \$48,669. These figures can be accredited to both social and economic conditions, including a higher retirement/senior population, decreased economic growth over the past decade and reduced high paying jobs, business and industries.

Figure 6. – Median Household Income



Source: 5-Yr ACS 2007-2011

EMPLOYMENT INDUSTRIES

A community's economy can be diverse, covering a range of different industries; one-dimensional with a strong dependence on a limited set of industries; or somewhere in between. A diverse local economy is ideal to ensure that the local economy will remain healthy even if one industry struggles. In addition, a diverse local economy is better able to provide a range of business

and employment opportunities for the community that match education levels and skill sets. On the other end of the spectrum, a one-dimensional economy that is highly dependent on a single industry (or a limited set of industries) may thrive when the products and services of the chief industry are in high demand but falter when demand is low or competition becomes overwhelming.

Table 4 provides the employment industries within the City of Cheboygan. The largest employment sectors are Retail Trade (23%) and Educational and Social Services (22.4%). Retail trade in Cheboygan increased over 9 percent from 2000 to 2010, whereas Educational and Social Services declined nearly 3 percent. Excluding Retail Trade, most other industries saw a slight decline over the past decade. Employment in the Retail Trade sector typically provides a lower pay scale than other industries such as Educational and Social Services. There should be focused economic opportunities to higher paying industries like education services and health care, and professional services.

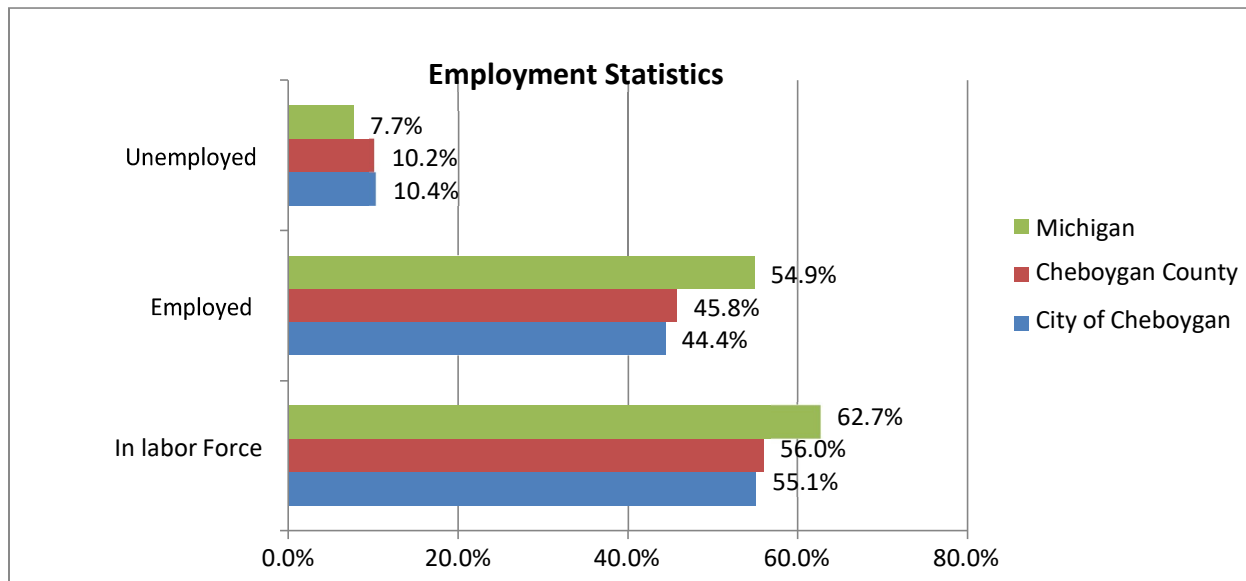
Table 4. – *Employment by Industrial Class*

Industry	Number of Workers	Percent of Workforce
Agriculture, forestry, fishing, hunting and mining	27	1.5%
Construction	132	7.3%
Manufacturing	134	7.4%
Wholesale Trade	53	2.9%
Retail Trade	418	23%
Transportation, Warehousing and Utilities	82	4.5%
Information	14	0.8%
Finance and Insurance, real estate and rental leasing	65	3.6%
Professional, scientific and management and administrative and waste management services	117	6.4%
Education services, and health care and social assistance	407	22.4%
Arts, entertainment and recreation and accommodation and food services	228	12.5%
Other services, except public administration	85	4.7%
Public administration	56	3.1%
Total	1,818	100%

Source: American Fact Finder, U.S. Census

Unemployment rates for both the County and City have been consistently higher than the State of Michigan over the past decade. The 2007 to 2011 ACS data depicts an unemployment rate of 10.4% for the City of Cheboygan which is consistent with the County average of 10.2%, but substantially higher than the State average of 7.7%. The percentage of population in the labor force is similar for the City and County at 55.1% and 56% respectively, but is also lower than the State of Michigan average at 62.7%. The unemployment rate for the City has stayed relatively consistent from the 2000 census only rising less than 1 percent.

Figure 7. – Employment Statistics



Source: U.S. Census

NATURAL RESOURCES

The natural features of the City of Cheboygan have played a major role in influencing growth and development of the area. The City is bisected by the Cheboygan River and lies on the southern bank of Lake Huron. The City is 16 miles east of the Straits of Mackinac.

TOPOGRAPHY AND SOILS

Elevations vary within the City limits from 632 feet above sea level with low-lying areas at elevations of 580 feet. The primary soil type through much of the City is characterized as a clay loamy soil. The soils within the City can be further described as deep, nearly level, very poorly drained to somewhat poorly drained, mucky, loamy and sandy soils that formed in sandy and lacustrine deposits on lake plains.

As a result of these soil types, existing drainage ways, and relatively flat elevations, stormwater drainage will be a major challenge for the City of Cheboygan as future development is considered in order to properly distribute storm event and springtime run-off.

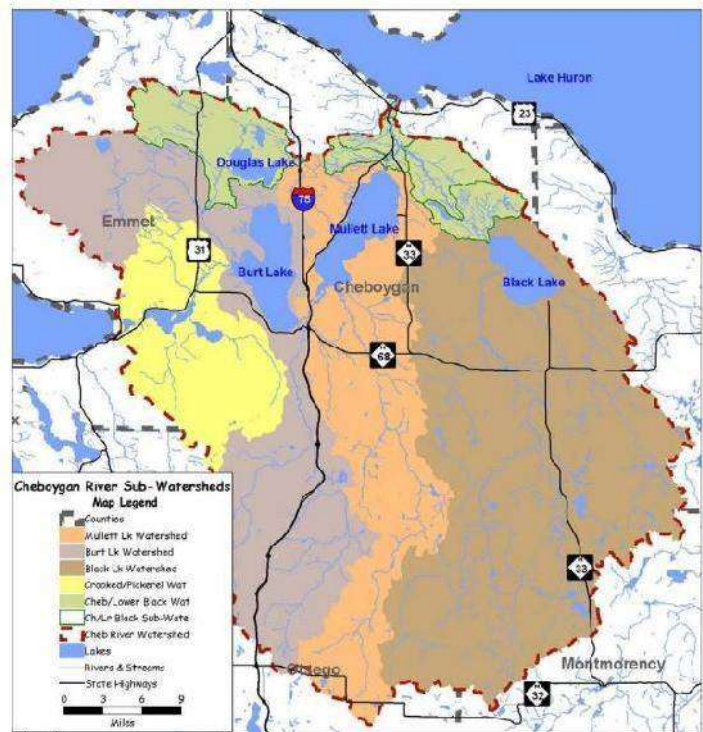
WATER RESOURCES

The protection of the City of Cheboygan's water bodies and waterways is of high importance to the overall environmental quality of the area. Much of the City's woodlands and wetlands are associated with these water bodies and waterways.

Watersheds

The City is located within the Cheboygan River/Lower Black River sub-watershed of the Cheboygan River watershed. The Cheboygan Watershed covers 94,130 acres, principally in Cheboygan County. Ranging over the northern one-third of Cheboygan County, the watershed includes all or parts of Aloha, Benton, Grant, Inverness, and Munro Townships and touches on Carp Lake, Center, Maple River, and McKinley Townships in Emmet County.

The Cheboygan River/Lower Black River sub-watershed is 19,212 acres and consists of 75% agricultural land. The rivers are part of the Inland Waterway with 40 miles of navigable water from Lake Huron to the inland lakes of Mullett, Burt, Crooked, and Pickerel.



Map 6. Above– Cheboygan Watershed.

Map 7-Below- Cheboygan River/
Black River Watershed *Courtesy of DNR*



Floodplains

Generally, floodplains are low lands along river banks, lakes and coastlines subjected to periodic inundation. Floodplain areas within the City are associated with the Lake Huron shoreline, the Cheboygan River, the Little Black River, Smith's Creek and Cemetery Creek. Areas designated by the Federal Emergency Management Agency (FEMA) within the 100-year floodplain are generally recognized as unsuitable for development and fill activities. (See Figure 5 on page 19).

Flood zones A and AE are high risk areas. A and AE are areas with a 1% annual chance of flooding determined by approximate methodologies and detailed methods respectively.

Wetlands

There are three (3) types of wetlands found throughout the City: emergent, scrub-shrub, and forested.

The *Emergent Wetland* class is characterized by erect, rooted, herbaceous hydrophytes, excluding moss and lichens (an organism consisting of fungus and green algae living in association). This vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Emergent Wetlands are known by many names including marsh, meadow, fen, prairie pothole, and slough.

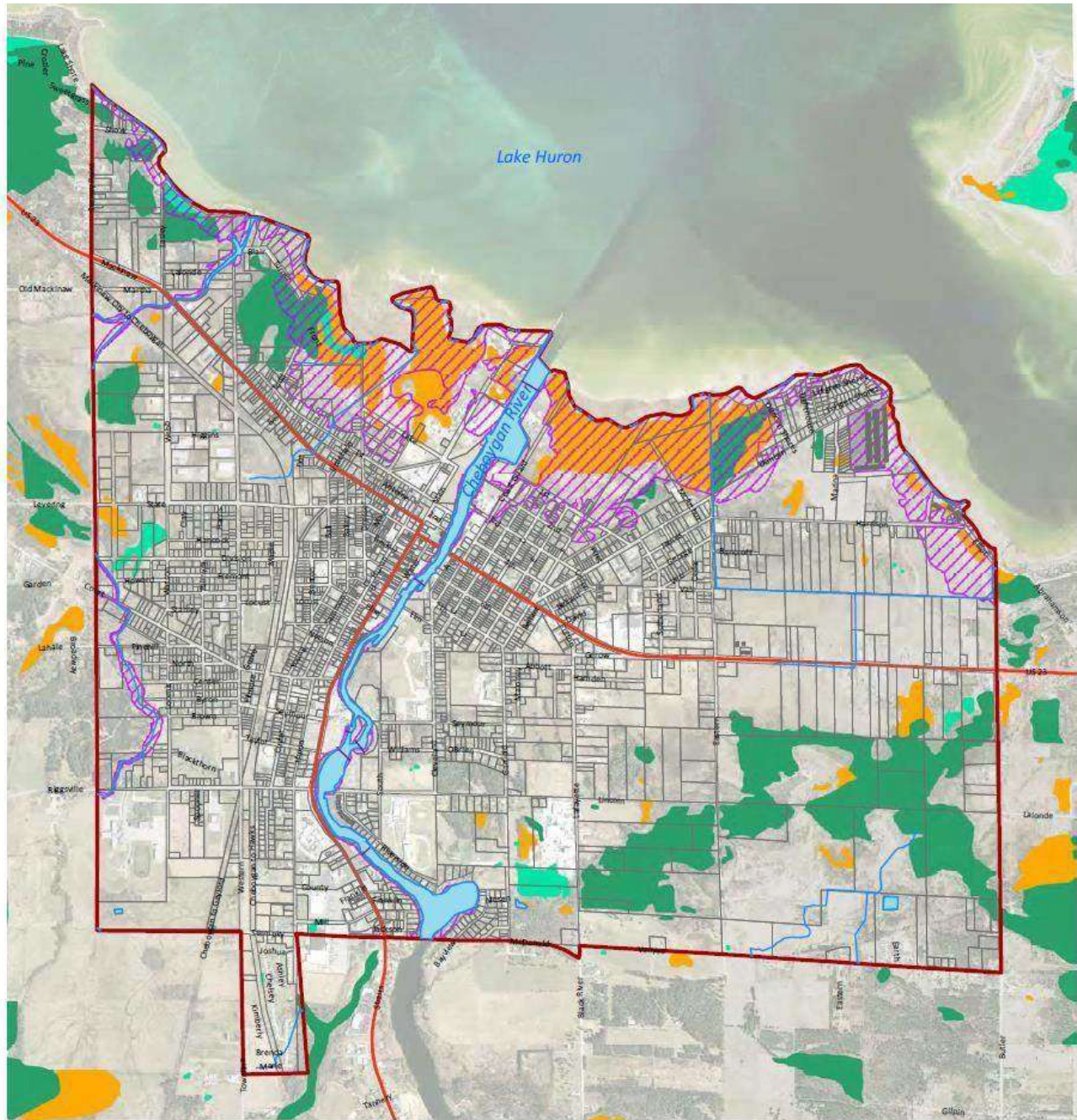
The *Scrub-Shrub Wetland* includes areas dominated by woody vegetation less than twenty (20) feet tall. The species include true shrubs, young trees, and trees or shrubs that are small or stunted because of environmental conditions. Scrub-Shrub Wetlands may represent a successional stage leading to Forested Wetland or they may be relatively stable communities. They occur only in the Estuarine and Palustrine Systems, but are one of the most widespread classes in the United States.

The *Forested Wetland* class is characterized by woody vegetation that is twenty (20) feet or taller. Forested Wetlands are most common in the Eastern United States and in those sections of the west where moisture is relatively abundant particularly along rivers and in the mountains. They occur only in Estuarine and Palustrine Systems and normally possess an overstory of trees, an understory of young trees or shrubs, and an herbaceous layer.

WOODLANDS




Woodlands are defined as low-density forest with an open canopy allowing plenty of sunlight and limited shade. Woodlands may support an understory of shrubs and herbaceous plants, including grasses. Many of the City's existing woodlands exist in association with wetlands that remained intact because those land areas held little agricultural or development value.

Map 8. – Natural Resource Map



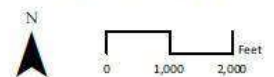
FLD_ZONE

-  A
-  AE

-  Emergent Wetland
-  Scrub-Shrub Wetland
-  Forested Wetland


WATER RESOURCES & FLOODPLAINS

City of Cheboygan



Source: Michigan Geographic Library

February 2013

Carlisle / Wortman Associates, Inc. 

COMMUNITY FACILITIES

GOVERNMENT FACILITIES

City of Cheboygan residents are represented by an elected seven member council and a City Manager hired by the elected officials. The City of Cheboygan administrative offices are located at 403 North Huron Street. The City website (cheboygan.org) presents valuable information such as City Council meeting minutes, the City Newsletter, as well as schedules of City meetings.

WASHINGTON PARK AND CHEBOYGAN OPERA HOUSE

Both Washington Park and Cheboygan Opera House are vital cultural asset and regional entertainment venues. The Opera House, originally constructed in 1877, is managed by the Cheboygan Area Arts Council, with the support of the Michigan Council for Arts and Cultural Affairs. The Opera House provides various performance including concerts, plays, and operas. The Opera House also provides various art and dance classes. Washington Park was recently improved thanks to a grant from the Michigan Economic Development Corporation (MEDC) and matching funds from the Cheboygan DDA.

POLICE + FIRE SERVICES

The City's Public Safety Department includes both Police and Fire Services available to City residents and businesses. The Public Safety Department includes a Director of Public Safety, seven (7) sworn police officers, and twenty (20) fire personnel.

WATER DEPARTMENT

The City of Cheboygan Water Department maintains approximately 49 miles of distribution piping, four (4) production wells and one (1) 500,000-gallon water storage tower. The average daily production is approximately 910,000 gallons of water servicing approximately 2,021 residential and commercial customers. Water is also provided to several customers outside of the City limits, per established intergovernmental agreements.

The City's water is supplied via groundwater which is disinfected with chlorine to ensure that no harmful bacteria are present in the distribution system. A

blended phosphate solution (80% polyphosphate and 20% orthophosphate) is added to control taste, color, and odor that are a result of the dissolved minerals usually found in groundwater.

WASTEWATER DEPARTMENT

The City of Cheboygan Wastewater Department maintains approximately 40 miles of collection system piping, six (6) lift stations and the wastewater treatment facility. It provides service to approximately 2,073 residential and commercial accounts treating an average of two million gallons per day (2.0 MGD). The wastewater treatment plant is rated for an average of 2.5 MGD, with a peak flow capacity of 5.0 MGD during wet weather conditions. During heavy rain events, a 1.3 million gallon flow equalization basin stores excess flow until it can be treated when flows return to normal.

The City of Cheboygan also treats sewage from a small portion of Inverness Township, and has a contract to maintain their collection system and four (4) main lift stations.

In 1978, the treatment facility was expanded to provide secondary treatment using Rotating Biological Contractors (RBC's). RBC's are large disks closely spaced along a rotating shaft that is partly submerged in the wastewater. These disks provide surface for the micro-organisms to grow. As they grow, these organisms are later removed from the treated water and disinfected with chlorine, leaving the water clean enough to meet the stringent limitations of the City's National Pollution Discharge Elimination System (NPDES) permit.

The facility is equipped with a full laboratory and staff for monitoring the discharge quality. The water discharged from the facility is sent to the Cheboygan River approximately one-half (1/2) mile from the mouth of the river, where it flows into Lake Huron.

DOWNTOWN DEVELOPMENT AUTHORITY

The Cheboygan Downtown Development Authority (DDA) consists of the Mayor and eleven (11) board members, was formed in 1986 with the purpose to improve the functional quality, as well as, the aesthetics of Cheboygan's Downtown while preserving its character. The DDA is funded through the

capture of tax dollars that would otherwise be designated to the County, City, Senior Center and the Ambulance Service.

Past DDA projects include renovation and parking improvements throughout the downtown area and providing property improvement incentives. DDA project highlights include:

- Streetscape Improvements

- Downtown Enhancement

- Vibrant Small Cities Initiative

- Improvements to Washington Park

- Construction of Festival Square

- Ottawa Park Landscaping

- Downtown Events

- Building Façade Improvement Grant Program

INDUSTRIAL PARK

The Cheboygan Industrial Park, located northwest of Western Avenue and W. State Street, includes water, sewer, and high voltage power. Additional land within the Park is available for development.

CHEBOYGAN'S PORT

The Port of Cheboygan exists as a non-profit agency, and is not financially tied to the City or the County. The port has access to all of the Great Lakes, the St. Lawrence Seaway and the rest of the world. The port is classified under all four (4) functions designated by the Michigan Port Collaborative: cargo port, ferry port, commercial port, and recreational port.

Cheboygan's port is located near the tip of Northern Michigan's Lower Peninsula at the north end of Lake Huron and fifteen (15) miles from the Mackinac Bridge. The port's harbor is the Cheboygan River with an average depth of twenty-three (23) feet in the channel and at the cargo piers.

The port is home to the United States Coast Guard Cutter Mackinaw, two (2) marine contractors: Durocher Marine, a division of Kokosing Construction, and Ryba Marine. The port is also home to a U.S. Oil gas terminal and Walstrom Marine, which provides multiple marine services. A ferry boat service is provided out of the Port by Plaunt Transportation to Bois Blanc Island.

SCHOOLS

The City is served by the Cheboygan Area School District, which consists of two (2) elementary schools, a middle school, a high school, and an alternative high school. In addition, the city is served by the private schools of Bishop Baraga Catholic School and Cheboygan Cornerstone Christian School. In addition, North Central Michigan College, a regional community college, has a satellite campus within the City limits.

HISTORIC RESOURCES

There are six (6) existing properties in the City of Cheboygan which are listed as Registered State Historic Landmarks:

- Cheboygan Bascule Bridge (US-23 and State Street)
- Cheboygan County Jail and Sheriff's Residence: Historical society of Cheboygan County Museum (Huron at Court Street)
- Cheboygan Opera House (Northwest corner of Huron and Backus Street)
- Newton-Allaire House (337 Dresser Street)
- Post, Jacob J., House (528 South Huron)
- Saint Mary's Catholic Church (120 North D Street)

LIBRARY

The Cheboygan Area Public Library is located at 100 S. Bailey Street. The library provides many community oriented programs and events for residents of all ages. Their website allows residents to access research, inter-library loan, genealogy, card catalog, and renewal information from home as well.

PARKS, OPEN SPACE AND RECREATION

The City maintains over 12 parks and/or recreation facilities.

Park Type	Name	Location	Size (approximate)	Facilities
Neighborhood and Incidental Park	James Felix Merchant Neighborhood Park	Eastern Avenue	1 acre	Baseball field, picnic facilities, and playground
	Galbraith Park	Fourth and North "F" Street	0.8 acres	Playground
	Kiwanis Park	Mackinaw Avenue	2.8 acres	Picnic pavilion, fenced play area, and playground
	Water StreetPark	Water Street	2.1 acres	Boat mooring, restrooms, and public access for fishing.
Large Urban Parks	Joseph Doyle Recreation Area	N. Huron Street	5.3 acres	Bathing beach, picnic facilities, fishing pier, Cheboygan Crib Lighthouse, Project Playland (playground facilities), restrooms, observation boardwalk, Captain Gordon Hall soccer fields, Cheboygan County Marina, boat launch, and fish cleaning station
	Major City Park	Cleveland Avenue	20 acres	City of Cheboygan Recreation Center, Ice Rink/Pavilion, Little League baseball and softball fields, boat launch, fishing piers, parking area, and outdoor skate park
Special Use Parks and Facilities	Washington Park	Main Street	NA	Office of Cheboygan Area Chamber of Commerce, gazebo staging facility, picnic tables, children's play area, boat mooring, and private and public restrooms
	Cheboygan Opera House	Huron Street	582 seats	Venue for art and cultural events
	City of Cheboygan Recreation Center	Cleveland Avenue	NA	Gymnasium, game room, locker rooms, weight lifting, and general meeting room space
	Ralph G. Cantile Ice Rink/Pavilion	Cleveland Street	NA	Regulation hockey arena including bleacher seating, skate rental, skate sharpening, food vending, and locker rooms
	Ottawa Park	W. State Street And N. MainStreet	0.2 acres	Public art, Pavilion, Benches
	Cheboygan Trail Head	S. WesternAvenue and W. Seymour Street	NA	Cheboygan Trail Head, Parking, Benches,Restrooms
	County Marina Boat Launch	N. Huron Street	NA	Fish Cleaning Station

The City Recreation Department consists of a Recreation Director, one full-time, and two part-time staff members, who are responsible for general park maintenance, maintenance of the City of Cheboygan's Recreation Center and other facilities. The area is located near the trailheads for the North Central State Trail and the Cheboygan to Alpena Trail, which is a former railroad line that has been converted to pedestrian and snowmobile use. The City adopted a Recreation Plan in 2012. In addition there are numerous biking facilities within the City and the region including the North Central State Trail. The 62-mile North Central State Trail connects Gaylord to Mackinaw City. In 2007, the City adopted a Multi-Use Trail System Master Plan. See map on next page.

Map 9. – *2007 Multi-Use Trail System Master Plan*

