

~ THE CITY OF KEEGO HARBOR, MICHIGAN ~  
COMPREHENSIVE MASTER PLAN



NEIGHBORHOOD; THE FUNDAMENTAL HUMAN HABITAT; A COMMUNITY SUSTAINING A FULL RANGE OF ORDINARY HUMAN NEEDS. IN ITS IDEAL FORM, THE NEIGHBORHOOD IS A COMPACT URBAN PATTERN WITH A BALANCED RANGE OF LIVING, WORKING, SHOPPING, RECREATIONAL, AND EDUCATIONAL ACCOMMODATION. THERE EXISTS A VARIETY OF MODELS, SOME OLD, AND SOME RELATIVELY RECENT DERIVATIONS THAT INCORPORATE THE ATTRIBUTES OF THE NEIGHBORHOOD.

~ THE CITY OF KEEGO HARBOR, MICHIGAN ~  
COMPREHENSIVE MASTER PLAN



**McKENNA ASSOCIATES, INCORPORATED**  
**COMMUNITY PLANNING URBAN DESIGN**  
**235 E. MAIN STREET, SUITE 105**  
**NORTHVILLE, MICHIGAN 48167**

September, 2002

## **ACKNOWLEDGMENTS**

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## INTRODUCTION

The City of Keego Harbor is located approximately 25 miles northwest of the City of Detroit, four miles southwest of the City of Pontiac, in the center of the Township of West Bloomfield, Oakland County, Michigan. The city is the “heart” of the lakes, as it is cradled by lakes, the two notable ones being Cass Lake and Sylvan Lake. The main artery through which the City can be accessed is Orchard Lake Road (M-218).

### History

The name “Keego” is Indian, meaning “big fish”, recalling the surrounding waters. The main thoroughfare, Orchard Lake Road, is part of the old Algonquin and Ottawa trail that ran from Lake St. Clair to the Illinois Country.

One of Keego’s first residents settled in the area in 1864. The first school was built in 1914 and the fire department was organized in 1926. Joseph E. Sawyer, a former Pontiac lawyer, named the community and platted a good part of it. He dug the canal between Cass Lake and Dollar Lakes and declared that Dollar Lake was then a harbor of Cass Lake.

The Detroit Urban Railway built its trolley line in 1890's. It went out at West Huron Street to the present day Telegraph Road, then south and around the end of Sylvan Lake to Orchard Lake. At the time, Keego Harbor was considered only as a trolley stop. The trolley operated for many years, and many merchants in Pontiac made their residence in Keego Harbor and commuted each day. It’s accessibility made Keego a destination, with summer cottages developing all along Cass Lake. Slowly a grocery store and other businesses started operations, and Keego Harbor converted from a summer community to an established commercial and residential community.

When Keego Harbor first developed as a summer community, it was located at the edge of the metropolitan area. Now Keego Harbor is located in the middle of one of the fastest growing and wealthiest areas in the six county metropolitan area.

### Local Government

Prior to 1955, the area occupied by the City of Keego Harbor received its governmental jurisdiction from the Township of West Bloomfield, in which it is located. In the interest of inhabitants of the City, and with a concern for placing local governmental affairs more directly in the hands of residents concerned, the electors of the City decided to formulate their own City Charter. This decision resulted in the adoption of a legal document authorizing the City of Keego Harbor to become a Charter City. The Charter was approved by Governor G. Mennen Williams on March 25, 1955.

The Charter provides for the creation of a local governing body comprising of five members, known as the Council. One member of the Council is selected by the Council members to serve as the Mayor, and one member is elected to serve as Mayor Pro-Tem.

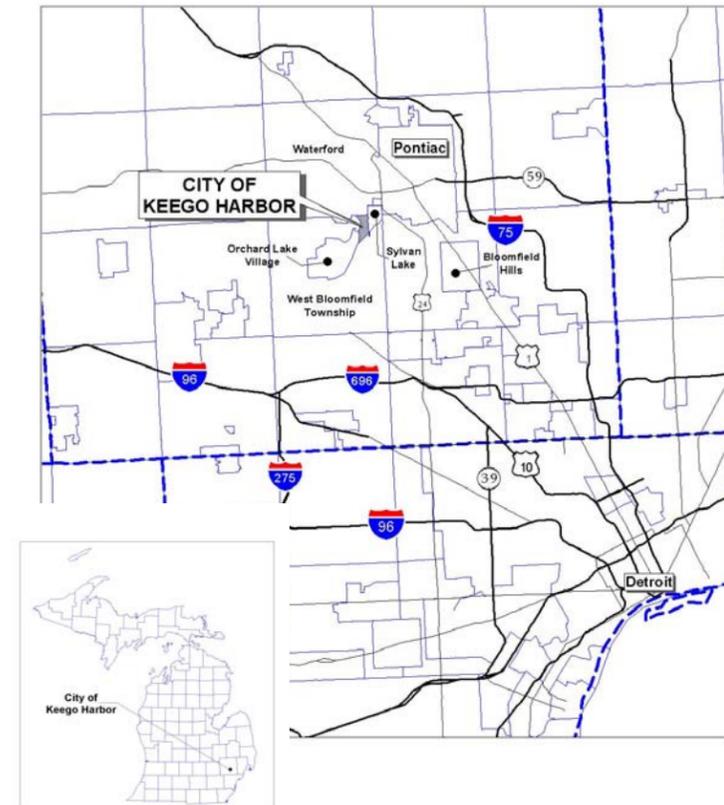
The Council has the power to act upon those problems directly concerned with the growth and development of the City. The powers of the Council include the adoption of codes and ordinances; adoption of a plan to control location of streets and alleys; bonding for financing of the City improvements; maintenance of park and recreation system; provision of municipal water and sewer services; and the provision of police and fire protection.

The City Charter empowers the City Council to appoint a City Planning Commission. On February 21, 1961, the Planning Commission for the City of Keego Harbor was formally established. Among other duties, the Planning Commission acts upon problems affecting the growth and development of the community, and effectuate the implementation of a Master Land Use Plan for the community, once it is adopted.

### The Master Plan

The last Master Plan for the City of Keego Harbor was completed more than a decade ago. Since then the community has undergone significant change. Keego Harbor has felt the pressures of development in the surrounding areas and redevelopment within the community.

Previous master plan policies that called for the consolidation of existing platted lots have not been realized. Residential redevelopment continues to occur through the demolition of smaller existing homes, changing the community from one with small homes on small lots to one with large homes on small lots. The Zoning Board of Appeals in its duties as the



Map 1: Regional Location



Mass Transit

judicial body of the City has struggled over the past decade to balance the policies contained in the Master Plan and the demands of the market. The ZBA's struggle has contributed significantly to the initiation of a new master plan.

The redevelopment of Keego Harbor and the continued development in the surrounding communities have created a more substantial market for commercial development. Orchard Lake Road is a prime commercial location and the City is in a position to take advantage of this market potential.

The City has realized the need to set a definite goal for the future to help direct redevelopment, protect the recreation resources of the community and provide guidelines for residential and commercial growth within the City. The Master Plan contained in this document, represents the commitment of the City and its residents to improve the residential and commercial development standards, and provide for a more pedestrian friendly atmosphere.

The Master Plan is the result of data collection and analysis, meetings and discussions by the Planning Commission and City Council, and input from City residents. It consists of text, charts, maps and analysis regarding development within the community. The Future Land Use Plan Map provides the basis for the Zoning Map and Zoning Ordinance.

This Master Plan examines issues and problems the City currently faces and seeks solutions for the same. The plan also envisions incorporating the changes that have taken place in the past and setting new standards for upgrading the quality of housing and businesses within the City.

#### **A Users Guide**

Unless used, a plan such as this has no value. To assist the City in using the plan, we have prepared the following matrix. The matrix lists the major instances in which the plan should be used and how it may be used as a tool.

**Figure 1: A USERS GUIDE TO THE CITY OF KEEGO HARBOR MASTER PLAN**

<b>WHEN TO USE THE MASTER PLAN</b>	<b>HOW TO USE THE MASTER PLAN</b>				
	<b>Data reference</b>	<b>Setting budget priorities</b>	<b>Evaluating land uses</b>	<b>As design guidelines</b>	<b>Defense of zoning decisions</b>
<b>Rezoning<sup>1</sup></b>	<ul style="list-style-type: none"> <li>Check proposed use for <b>compatibility with existing land uses</b> around site.</li> <li>Check <b>classification of roads</b> serving site</li> <li>Check <b>goals, objectives and actions</b> related to site or area e.g. downtown.</li> <li><b>Are community facilities</b> serving site adequate?</li> </ul>		<ul style="list-style-type: none"> <li>Is the proposed use <b>consistent with future use of site and area</b> on future land use map?</li> </ul>		<ul style="list-style-type: none"> <li><b>Does data</b>, future land use map and goals, objectives and actions <b>support zoning</b> of site?</li> </ul>
<b>Zoning Ordinance Text Amendment<sup>1</sup></b>			<ul style="list-style-type: none"> <li>What <b>implication</b> does amendment have on <b>future land use and goals, objectives and actions</b>?</li> </ul>		<ul style="list-style-type: none"> <li><b>Does data</b>, future land use map and goals, objectives and actions <b>support zoning text change?</b> (e.g. required site improvements or standards.)</li> </ul>
<b>Special Land Use and Site Plan Review<sup>1</sup></b>	<ul style="list-style-type: none"> <li>Does data in plan <b>support the need for the use?</b></li> <li>Is proposed use <b>compatible with surrounding</b> existing uses?</li> </ul>		<ul style="list-style-type: none"> <li>Is the use <b>appropriate for the area</b> based on goals, objectives and actions in the plan?</li> </ul>	<ul style="list-style-type: none"> <li>Check <b>standards for the proposed use</b> or surrounding area, e.g. paths, landscaping, corridor improvements that should be conditions of approval.</li> </ul>	<ul style="list-style-type: none"> <li>Does data, future land use map and goals, objectives and actions <b>support conditions of special approval</b> or site plan approval?</li> </ul>
<b>Capital Improvement Program</b>	<ul style="list-style-type: none"> <li>Check <b>inventory of public facilities</b> and demographic data for support of proposed projects</li> </ul>	<ul style="list-style-type: none"> <li>Are projects, expenditures and priorities <b>supported by goals, objectives and actions</b>, or discussed elsewhere in plan?</li> </ul>			
<b>Special programs: economic development, parks, trails, gateway improvements, etc.</b>	<ul style="list-style-type: none"> <li>Check <b>inventory of public facilities.</b></li> <li>Use <b>demographic data.</b></li> <li>Use <b>economic data</b></li> <li>Check description of <b>funding sources.</b></li> </ul>		<ul style="list-style-type: none"> <li>Are proposed improvements <b>consistent with priorities</b> in goals, objectives and actions?</li> </ul>	<ul style="list-style-type: none"> <li>Does project design/location <b>conform to corridor, paths and gateway plan?</b></li> </ul>	
<b>Preparing Grant Applications</b>	<ul style="list-style-type: none"> <li>Use data and other descriptive information in preparing <b>support documentation</b> for grant request.</li> </ul>	<ul style="list-style-type: none"> <li>Are projects, expenditures and priorities <b>supported by goals, objectives and actions</b>, or discussed elsewhere in plan?</li> </ul>			

<sup>1</sup> While this chart provides a useful tool in using the Master Plan it is recommended that the City continue to seek the guidance of a professional planner and/or attorney in matters related to proposed zoning map or text changes or site plan and special land use approvals.

## EXISTING TRENDS AND CONDITIONS

### DEMOGRAPHICS

As part of the planning process for the City of Keego Harbor, population characteristics and trends were analyzed. The population and demographic characteristics of the City and of the area within 1 and 5 mile radii from the center of the City were studied to gain insight into the city’s past, present and future.

In this analysis, a number of different aspects of the population of Keego Harbor were examined. Population trends were compared with those of surrounding communities and Oakland County. In addition, age groups, households, income and educational attainment were evaluated. The results of this analysis portray Keego Harbor as a mature community that is experiencing some population decrease along with other older, more urban communities in the area, such as Birmingham, based on reduction in household size.

The 2000 population of Keego Harbor was reported to be 2,769, a modest decrease of 193, (or 5.6%) from the 1990 U.S. Census. The decrease in population for the City is happening contrary to continuing growth in Oakland County as a whole. The primary reason for the City’s population decrease since 1990 is the 4.6% decrease in the persons per household in the City, from 2.37 to 2.26. As shown in Table 1, the City’s population decreased even as there was growth in Oakland County, and was one of 6 communities that lost population including Birmingham, Bloomfield Hills, and Sylvan Lake.

As seen in Table 2, an average of 2.37 residents lived in each household in Keego Harbor in 1990. By 2000, that figure dropped to 2.26 people in each household. Lower birth rates and single-parent families partially explain the decline in the number of persons per household. The 1990 and 2000 data show that there are fewer residents per household in Keego Harbor than all of Oakland County. The figures also indicate that, historically Keego Harbor has had more rental properties as well, stemming from its days as a resort community. However, these conditions are changing and the former rental properties are being converted or redeveloped for year round family homes.

There was a 0.9% decrease, or 12, households, in the number of total households in Keego Harbor from 1990 to 2000. This indicates that Keego is an exceptionally stable community, even as Oakland County realized a 14.8% increase in the total number of households in the same 10 years. National Decision Systems estimates that the total number of households will continue to remain stable in Keego Harbor, even as the population of Oakland County will continue to rise.

The stability in the total number of households in light of the decrease in population is a result of the aging population and decrease in the number of persons per household. For example, many younger residents have likely left home and started their own household, while the family household from which they came remains. Thus, a *decrease* in the persons per household occurs, while the number of total households remains the same. Therefore, many of the new families and households are finding homes and jobs outside of Keego Harbor, the City’s population drops and the average age increases.

To illustrate changing demographics, 1990 and 2000 age distribution data from the U.S. Census Bureau have been compared. Table 3 compares the City’s age group characteristics with Oakland County figures. The decrease in population of some age groups correlates with the decrease in population noted earlier in this section, and is one factor in the loss of population for the youngest three age groups, pre-school, education, and family forming. However, the total population has decreased at a far slower rate than each of these groups. The most important attributing factor to the decrease in younger residents is the significant increase in residents in all age groups after 45, including mature families, retirement, and late retirement.

Clearly, Keego Harbor is a demographically diverse community with a diverse housing stock. The housing stock generally consists of expensive property on the lakes which appeals to more mature, often “empty nest” families who have made their money or are in the prime money earning years of their lives. Other housing in Keego consists of smaller homes on smaller lots that are more affordable and offer an opportunity for the City to attract young families.

Keego Harbor has not experienced growth over the past 10 years, and the decrease in younger groups coupled with the increase in older groups is likely a result of low turnover, an aging population, and children growing up and moving to form new families, obtain jobs, or attend school.

**Table 1: Population 1990 & 2000 Keego Harbor & Environs**

Governmental Unit	1990	2000	# Change	% Change
<b>Keego Harbor</b>	<b>2,932</b>	<b>2,769</b>	<b>- 163</b>	<b>- 5.6</b>
Oakland Co.	1,083,592	1,194,156	110,565	10.2
Orchard Lake Village	2,286	2,215	-71	-3.1
Pontiac	71,166	66,337	-4,829	-6.8
Sylvan Lake	1,884	1,735	-149	-7.9
Waterford Township	66,692	73,150	6,458	9.7
West Bloomfield Township	54,516	64,860	10,344	19.0
Birmingham	19,997	19,291	-706	-3.5
Bloomfield Hills	4,288	3,940	-348	-8.1
Bloomfield Township	42,473	43,023	550	1.3
Commerce Township	26,955	34,764	7,809	29.0
Farmington Hills	74,652	82,111	7,459	10.0

Source: 1990 and 2000 US Census of Population.

**Table 2: Total Households 1990 & 2000**

Governmental Unit	1990	2000
Keego Harbor	1,235	1,223
% Change	-	-0.9%
Oakland County	410,488	471,115
% Change	-	14.8%

Source: US Census of Population

**Table 3: Persons per Household: 1990 & 2000**

Governmental Unit	1990	2000
Keego Harbor	2.37	2.26
	-	-4.6%
Oakland County	2.64	2.53
	-	-4.2%

Source: US Census of Population

Table 3 definitively shows that the family forming age bracket, while still the largest demographic in the City, is losing ground. In fact, in between 1990 and 2000, the three oldest age groups, mature families, retirement, and late retirement, cumulatively grew from 22.8% of the total population of the City of Keego Harbor, to 26.3% of the total population, while all younger brackets lost population.

Income Range	1 Mile Radius	5 Mile Radius
Less than \$5,000	0.80 %	2.76 %
\$5,000 to \$14,999	5.47 %	8.22 %
\$15,000 to 24,999	6.45 %	7.76 %
\$25,000 to 49,999	21.11 %	17.04 %
\$50,000 to 74,999	22.05 %	17.19 %
\$75,000 +	44.13 %	47.05 %
	100 %	100 %

Source: National decision Systems

The significant increase in older age brackets support the fact that the City is rapidly maturing. An older population includes fewer people in the childbearing years that require additional City services and housing types. The decrease in number of younger residents will also have an impact on schools and future city services such as parks and recreational programming. The City must be careful to adjust programming in these areas for the needs of a smaller population and a smaller number of users.

Keego Harbor residents have a median age of 33.3 years, 3.4 years younger than the median age of Oakland County residents. Nationally and regionally, the population of most communities are becoming older as the baby boom generation is aging.

Tables 4 and 5 study the areas within a 1 mile and a 5 mile radii of the Cass Lake Road and Orchard Lake Road interchange, at the center of the City of Keego Harbor. Data regarding educational attainment and annual household income portray very effectively what type of consumer and resident is most likely to travel through or utilize services within the City of Keego Harbor.

Table 4 shows the distribution of median household income levels for area residents within 1 mile and 5 miles of the Cass Lake Road and Orchard Lake Road interchange. These distances provide an excellent view of users of the City of Keego Harbor, who may patronize local businesses. By using these radii as study areas, the results are not limited to residents only in Keego Harbor, nor are they as general as the county as a whole.

The estimated *median* household income within 5 miles of the intersection of Cass Lake Road and Orchard Lake Road in 2001 is approximately \$70,591. The estimated *average* household income in this area increased \$51,737 or 81.1 percent between 1990 and 2001, significantly faster than the national average increase of 61 percent. According to National Decision Systems, the area should experience additional income increases, approximately 27.4 percent over the next five years.

Higher incomes are usually attributable to the increase in mature and established families that reside in the community and the strong economy, both regional and national, which was present throughout the past decade.

Within 5 miles of the Cass Lake Road and Orchard Lake Road interchange, 82.17 percent of the population above 25 years old have completed high school, and 57.72% have had some college education. Table 5 provides a more complete view of the educational attainment levels for residents within 1 and 5 miles of the interchange in 2001. The observation can be made that the area benefits from a well educated workforce that will continue to attract white collar professional jobs.

*Keego Harbor is located in a strong market area with tremendous buying power and disposable income.*

Age Group	Keego Harbor 1990	%	Keego Harbor 2000	%	Oakland County 2000	%
Under 5 years	207	7.0	166	6.0	80,367	6.7
5 to 24 years	801	27.3	737	26.6	306,687	25.7
25 to 44 years	1,257	42.9	1,138	41.1	387,242	32.4
45 to 59 years	327	11.2	444	16.0	242,226	20.3
60 to 84 years	313	10.7	266	9.6	161,425	13.5
85 + years	27	0.9	18	0.7	16,209	1.4
Median age (years)	n/a		33.3		36.7	

Source: 1990 and 2000 US Census of Population.

*Keego Harbor is a diverse community that includes mature families attracted by the lakes, and by other family types attracted by affordable housing.*

**Conclusions:**

- ~ **The population of Keego Harbor is smaller than it was ten years ago because there are fewer people in each household just like other mature communities in Oakland County.**
- ~ **The number of households has not increased because of the lack of land area for new development.**
- ~ **The typical resident in Keego Harbor is more mature and has more money than they did ten years ago.**
- ~ **Because of its regional location, proximity to the lakes, excellent school system, and older housing stock, the value of land has increased dramatically over the last ten years.**
- ~ **Although the property values have increased, the availability of excellent schools and relatively affordable property values make Keego Harbor attractive to young families.**
- ~ **The conversion and redevelopment of many homes led to an increased rate of home ownership in the City and higher average home value.**
- ~ **The aging population and increasing property values will increase the pressure for alternative housing types such as townhomes.**

**Table 6:  
Estimated Educational Attainment of Population 25 Yrs. & Older  
2001  
1 and 5 Mile Radii from the Cass Lake Road and Orchard Lake  
Road Interchange**

	1 Mile Radius	5 Mile Radius
Elementary (0 - 8)	3.55 %	5.53 %
Some High School ( 9 -11)	10.70 %	12.49 %
High School Graduate (12)	26.75 %	24.45 %
Some College (13)	23.14 %	21.32 %
Associates Degree	7.28 %	6.10 %
Bachelor's Degree	18.65 %	17.80 %
Graduate Degree	9.93 %	12.50 %

Source: National Decision Systems

**Table 7:  
Housing Units by Type 1980 - 1990**

Housing Units	1980	1990
Owner Occupied Units	686 (51%)	688 (51%)
Renter Occupied Units	564 (42%)	547 (41%)
Vacant Units	74 (5%)	99 (7%)
Median Housing Value	\$ 47,269*	\$ 56,200*
Median Rent	\$ 481*	\$ 587*

\*In 1990 Dollars - SEMCOG

**PHYSICAL ANALYSIS**

A fundamental procedure to the formulation of a Master Plan, is the analysis of the existing land uses and physical conditions. This analysis not only identifies what and where particular uses are, but also highlights where future development might occur and where land use conflicts may exist or develop.

The City of Keego Harbor is a unique community in many ways. The City’s small size, large lakes, existing residential development patterns limit its ability to grow. However, relatively affordable land values coupled with an aging Oakland County population has led to increased redevelopment around the lakes and to the interior neighborhoods as well. Increased land values and an increasing demand for homes has also led to the conversion and redevelopment of many rental properties.

Considering the issues and concerns facing the City, it would be appropriate to classify the discussion on existing land uses into three distinct categories and discuss the trends for each of them. The categories are: Housing and Neighborhoods, Commercial Areas, and Environmental Resources.

**Housing and Neighborhood Analysis**

About 63 percent of the total land area in the City, occupying 209 acres of land is developed as single family residential use, with an additional 6 percent or 22 acres of land being occupied by multiple family Residential uses.

The tight-knit residential neighborhoods were platted in the early 1900s as cottages and summer retreat homes for people who worked in Detroit and Pontiac. This pattern of development has become popular again as people are looking for communities that are more personal where they have the ability to walk between neighborhoods and to neighborhood businesses.

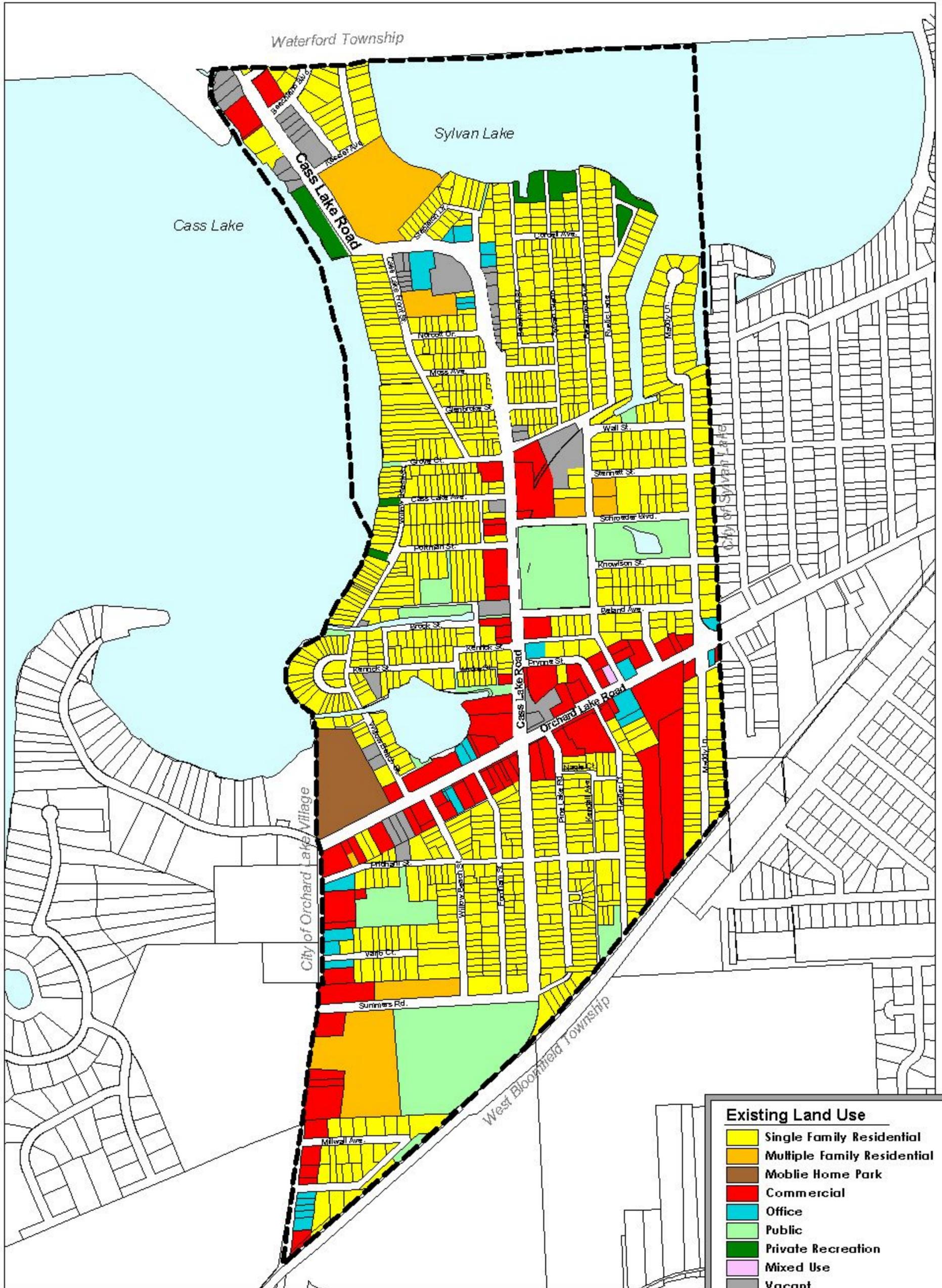
Keego Harbor is divided into several neighborhoods. These neighborhoods are defined largely by Cass Lake Road and Orchard Lake Road and the lakes to which they have access to. These neighborhoods are bonded together by the activity located in the central business district, civic functions near the City Hall and Roosevelt Elementary School, and

the parks throughout the City. Map 1 illustrates the existing land uses throughout the City. Map 2 illustrates some of the physical opportunities and constraints presented by the existing land uses and conditions within the city.

**Table 8: Existing Land Use**

Land Use Type	Acres	Percent
Single Family Residential	209	63%
Multiple Family Residential	22	6%
Commercial and Office	32	9%
Institutional	17	5%
Cultivated Woodlands, Shrub and Wetlands	35	10%
Water	13	4%
<b>Total Acres</b>	<b>329 acres</b>	<b>100%</b>

Source: SEMCOG



**Map 2**  
**Existing Land Use**

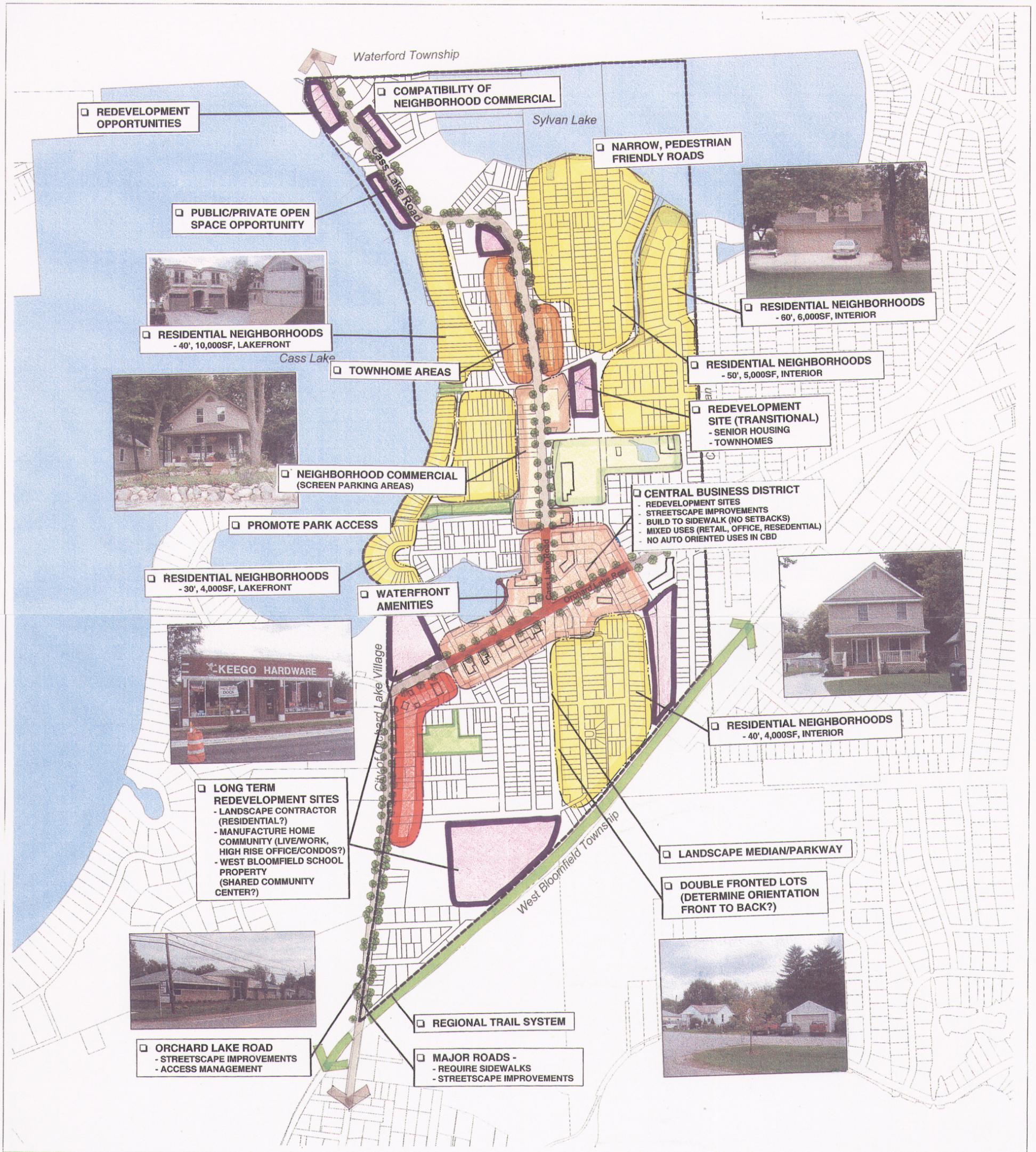
**Existing Land Use**

- Single Family Residential
- Multiple Family Residential
- Mobile Home Park
- Commercial
- Office
- Public
- Private Recreation
- Mixed Use
- Vacant
- Municipal Boundary

0 300 FT. 600 FT.

8/21/2002

Base Map Source: Oakland County GIS  
Data Source: McKenna Associates, Inc. 8/1/02



Basemap Source: City of Keego Harbor 9/2001  
Aerial Source: Oakland County GIS 1999

**Map 3**  
**Opportunity and Constraints**

### Residential Development Analysis

The City's Zoning Ordinance includes classifications for two types of single family districts. However, due to the presence of the Lakes, and the original intent of most of the platted lots being to serve as cottage building sites, the range of sizes and shapes of the residential parcels within the City is highly diverse. Within the community, lots range from parcels with very narrow frontage and large depths along Cass Lake Front Street, to narrow and small lots along Park Circle and Willow Beach Avenue, to regular shaped lots near Rustic and Maddy Lanes. The existing zoning classification is inadequate to serve the diversity of lot sizes and types available within the community.

The previous Master Plan (1986), identified as one of the objectives, to increase lot sizes by requiring the combination of lots under single ownership. However, escalating property values led to increased pressure to allow the lots to develop as they were originally platted. The result has been that very few lots have been combined and majority of the vacant platted lots are being built upon.

An evaluation of the existing lot sizes (Map 4), lot widths, number of stories and sizes of residential units indicate the presence of five (5) distinct categories of single family development, as illustrated in Map 5.

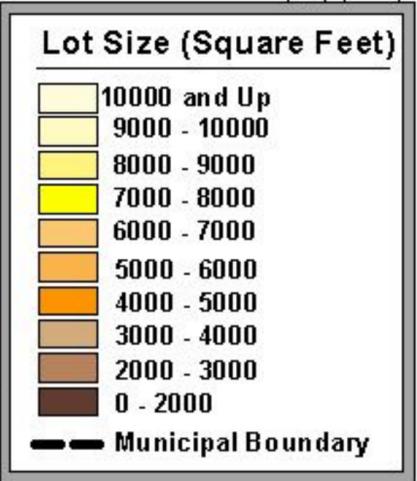
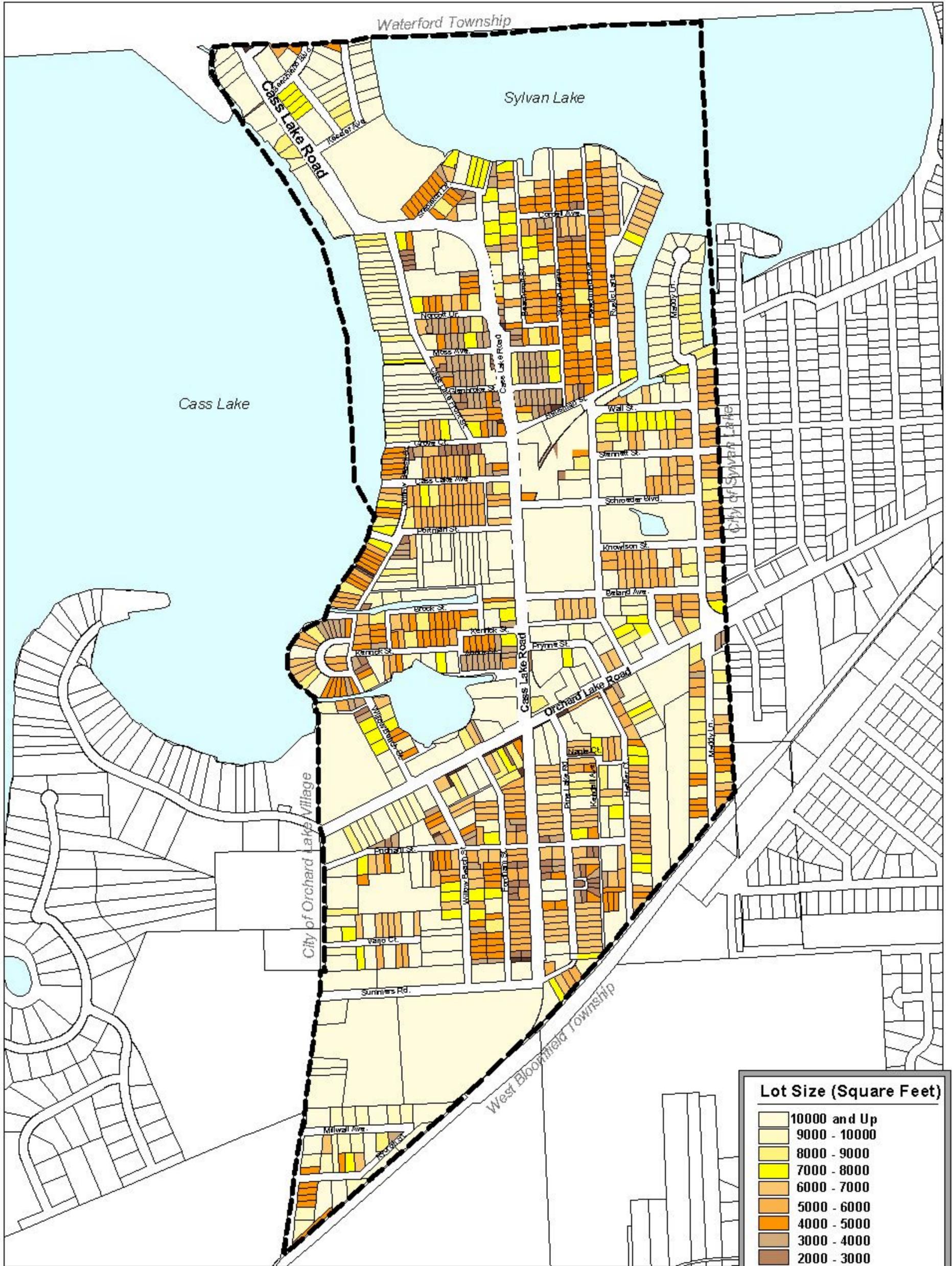
There are not many vacant parcels within the City for development of new single family homes. New development, however, continues as property owners tear down existing homes and rebuild. Per the SEMCOG data of 1995, there are a total of 1,317 housing units within the City, of which 1,223 are occupied. The occupied housing units include 845 owner occupied and 378 renter occupied units, which account for 69.1 and 30.9 percent of all occupied units, respectively. However, the new census data is likely to reflect a trend of increasing home ownership and reduction in percentage of rental units.

A major challenge facing the City is to acknowledge the need to create additional single family zoning districts which reflect the existing patterns of development, and identify future development patterns based on design recommendations for the kind of development the City prefers. Addressing the issue of poor property maintenance and control of blight of older residential and renter occupied units is also a concern, which the City is actively addressing through code enforcement efforts.

### Threat to Neighborhood Character

The life styles of today's families are drastically different from the families who have historically lived in Keego Harbor. The houses were designed without consideration for cars. Now families commonly have three or more cars. The streets were designed to handle very minimal traffic, now with nearly ten trips per house, the roads are over burdened. However, the minimal presence of garages facing the streets and the narrow, tree lined streets are some of the most prominent elements that give Keego Harbor its distinct character.

Many of the residential neighborhoods, especially along the lakes, have lots which have multiple frontages. This condition results in a disjointed streetscape where the front of some houses face a street where the back of the adjacent houses face. This detracts from the pedestrian environment of the neighborhood and ultimately from the property value of the house that is construed as facing an alley.

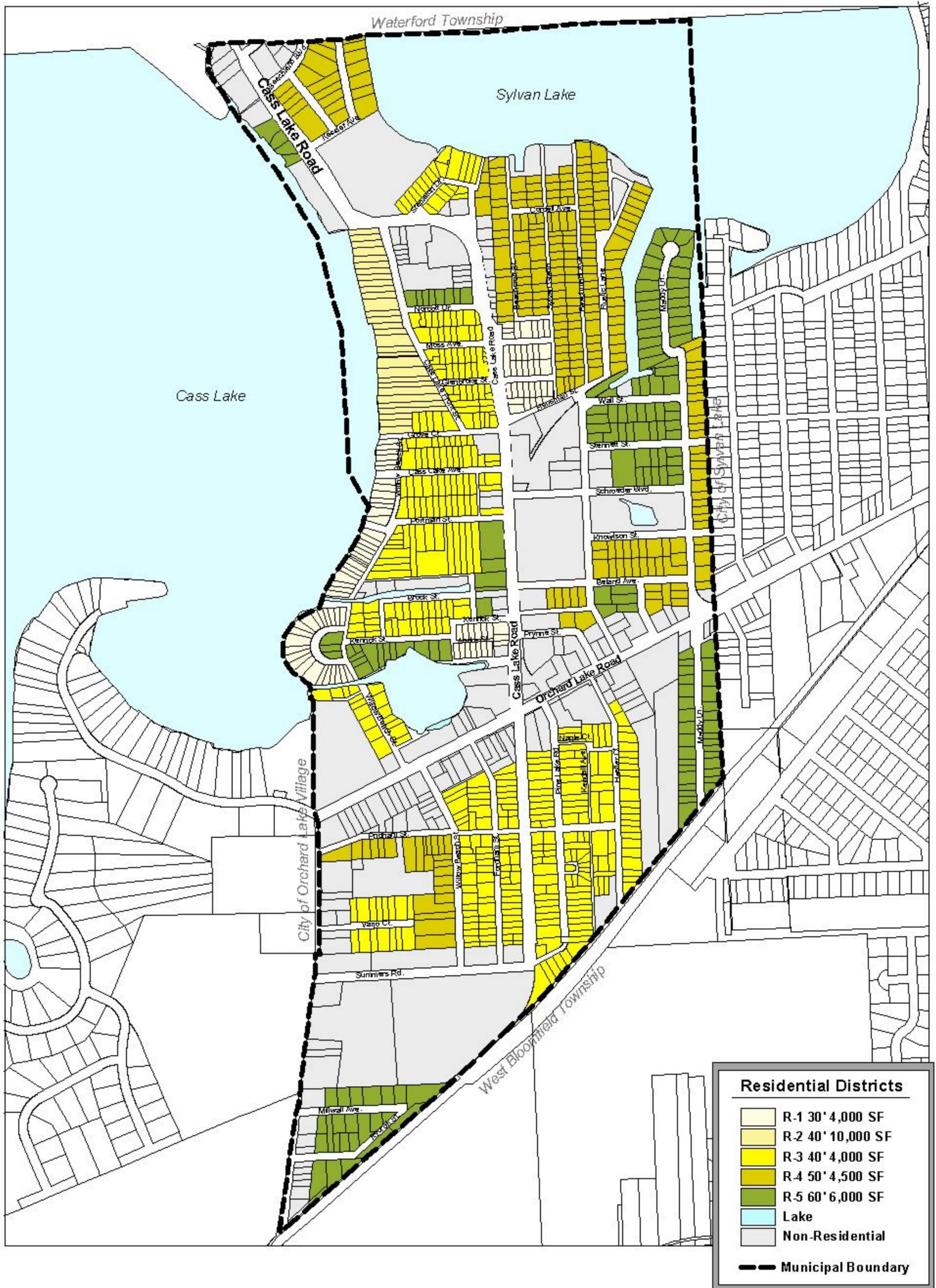


## Map 4 Lot Size Inventory

Base Map Source: Oakland County GIS  
Data Source: McKenna Associates, Inc. 8/01



8/8/2002



**Residential Districts**

- R-1 30' 4,000 SF
- R-2 40' 10,000 SF
- R-3 40' 4,000 SF
- R-4 50' 4,500 SF
- R-5 60' 6,000 SF
- Lake
- Non-Residential
- Municipal Boundary

## Map 5 Existing Residential Lot Characteristics

Base Map Source: Oakland County GIS  
Data Source: McKenna Associates, Inc. 8/01



8/8/2002

**Commercial Development Analysis**

Approximately 9 percent or 32 acres of total land area within the City is occupied by commercial uses and property, which include retail, service and office type uses. Although the City has limited land area, there are distinct areas of commercial development within the City. In many cases, the commercial development is adjacent to residentially developed property giving rise to conflicts regarding screening, landscape, site maintenance and other site improvements. The commercial areas within the City serve as neighborhood centers for shopping and services for the adjacent communities of Orchard Lake Village to the south and Waterford Township to the north, which have very limited land area designated for commercial uses.

In the past few years, the City has seen an increase in redevelopment of existing commercially zoned property. Some of the example indicating the above trend are:

- ~ The former auto-oriented (Brake Shop) use at the west corner of Orchard Lake Road has been converted to a florist shop and nursery;
- ~ A new mixed use development incorporating a retail store and residential dwelling units on Orchard Lake Road is under construction, east of the florist shop;
- ~ A new doctor’s office building has been constructed on Orchard Lake Road, north of Summers Avenue;
- ~ There is a showroom for high end speciality vehicles at the south west corner of Orchard Lake Road and Cass Lake Road intersection;
- ~ The Rite Aid store at the north west corner of Cass Lake Road and Orchard Lake Road intersection attempts to integrate itself into the existing commercial development;
- ~ A new office building has been built on Orchard Lake Road, west of Rite Aid.

Commercial development within the City is primarily along Orchard Lake and Cass Lake Roads. Within these areas there are four distinct commercial areas. Due to the unique nature of the commercial development in each of these areas, the area’s development potential, possible limitations and design trends, it is essential to discuss each of the category individually.

Central Business District

Orchard Lake Road serves as the main east-west commercial corridor within the City, with a variety of business uses. The City’s Central Business District extends from the north side of Pridham Road at the west end of Orchard Lake Road, to the east property line of the homes on Maddy Lane, on the City’s east side. The area is occupied primarily by small scale (15,000 square feet or less) single tenant commercial uses and two strip centers at the intersection of Cass and Orchard Lake Roads.

The widening of Cass Lake Road to a five lane cross section has resulted in diminished capacity for on-street parking and increased challenges for streetscape improvements in this area. With the completion of improvements to Orchard Lake Road and Cass Lake Road, the potential for redevelopment of existing sites is an important aspect in the future of this area.

One of the key properties within this area is the old gas station site at the northeast corner of Orchard Lake Road and Cass Lake Road intersection. The site was identified as one of the key redevelopment areas within the City, during the Master Plan visioning workshop sessions. Due to its irregular shape and dimension, developing this property will be challenge and will impact the image of the Central Business District.

Neighborhood Business Area

The neighborhood business area extends on Cass Lake Road to the north from Orchard Lake Road, encompassing areas occupied by businesses such as Lakewood Plaza, south of Portman, to Gino’s restaurant. The area includes a variety of small retail establishments and services that serve the needs of the neighborhood. Additionally some offices and residences front on Cass Lake Road.



Rite Aid



Medial Office Building



Neighborhood Hardware Store

With the widening of Cass Lake Road, accessibility from neighborhood areas to these businesses has improved and may provide the required basis for successful operation of these ventures. New commercial development within this area will be the result of the redevelopment of existing, marginal uses, such as “Hub Cap City” and the development of existing sites such as the area east of Gino’s Restaurant south of Hensman, west of Beechmont. With the redevelopment of these sites, the image of this area can be upgraded to highlight it as a compatible neighborhood commercial area.

Speciality Commercial Areas

Speciality commercial areas within the City are located in distinct pockets. The furniture store at the corner of Stapelton and Cass Lake Road is included in this category. The speciality commercial areas act as landmark or destination businesses, which attract potential customers from nearby communities. While speciality commercial areas are an important part of the character of Keego Harbor, every effort needs to be made to ensure that uses are compatible with surrounding residential areas and that the appearance of the site and building is constantly improved and maintained.

Orchard Lake Road Corridor

All portions of Orchard Lake Road Corridor that do not lie within the Central Business District area, are included within this category, encompassing businesses such as commercial strip center on Orchard lake Road and Commerce Road intersection, Harbor Steak Restaurant, Dr. Khadadadeh and Dr. Sunkist’s office buildings, and the House of Denmark Furniture Store. Of all the commercial areas within the City, this area has the most potential for redevelopment. The Orchard Lake Corridor acts as a gateway into the City and is the nearest commercial and business area for several adjacent communities.

Some of the existing businesses in the area are not well maintained and lack adequate sidewalks and landscaping. The area has tremendous potential for redevelopment with improved building design, streetscape improvements, sidewalks, and other features would encourage pedestrian access to this area and connect to the Central Business District.

**Environmental Features Analysis**

The natural environment and the presence of lakes, which drew the cottage residents to the area long ago, remains a key factor and ingredient in the image, attraction and beauty of the City of Keego Harbor.

The City has two major lakes: Cass Lake and Sylvan Lake, both ringed by residential development and roadways on all sides. Another significant lake area within the city is Dollar Lake. The lakes are a part of the Clinton River Watershed area. Every watershed area is comprised of a critical network of wetlands, lakes, streams and canals, that contribute to maintaining a delicate ecological balance. The lake areas have over the decades seen a steady increase in recreational use and development pressures. While some of the other communities around the lakes area have made efforts at preserving the delicate ecological balance, Keego Harbor has not adopted any measures to address environmental concerns.

The area is characterized by a high water table level, which have implications for development patterns within the City. Over the past several years, owing to the price of land, proposals to build new homes have often included full basements. With a high water table level, the basements are being designed in a manner where less than half of the basement is actually below grade. As a result, many of the new homes constructed effectively have three stories, which requires variance from the requirements of the Zoning Ordinance and is out of scale and character with existing residential development patterns.

The high water table and lack of overall stormwater drainage system creates serious flooding and water quality concerns. The City has attempted to address this issue with grading regulations in the Zoning Ordinance. However, other measures such as a City-wide or regional drainage system may need to be considered as a long term capital improvement.



## Utilities

### Water

Keego Harbor is served by the City of Detroit water through a system of pipes that is maintained by Oakland County Water Department. Conversations with representatives of the Oakland County Water Department indicate that the water quality continues to be acceptable. In addition, Oakland County has indicated that they are on a revolving maintenance schedule of cleaning the system of pipes on an average of five years and replacing damaged or broken pipes on an as needed basis.

### Sanitary Sewer

Sanitary sewer was added to Keego Harbor in 1962. All areas of the City currently have access to the system that carries waste to a treatment facility in the City of Detroit. Because the number of households has not increased significantly since the inception of the sanitary system, there continues to be adequate capacity for the residents and businesses of Keego Harbor.

As with the water system, the sanitary system is largely maintained by Oakland County. Most of the water and sewer system is located under the road network making maintenance more difficult, but allowing for the narrow road right-of-ways.

### Storm Drainage

The last comprehensive storm water management plan was conducted in 1978 by Rowe Engineering. Although there has not been significant development within the City over these several years, because the City is primarily built out, compact, low with minimal topography, and because of the ongoing trend toward redevelopment, stormwater management continues to be a concern.

A new storm sewer was placed in the reconstructed Cass Lake Road right-of-way. As the trend toward larger homes, bigger driveways, and commercial redevelopment occurs, the City should consider updating the stormwater management plan and developing specific neighborhood/residential development standards for grading.

The City is currently participating in the Voluntary Stormwater Management Program which is a regional effort to control and manage water quality and stormwater.

### Gas and Electric

Consumers Power Company supplies natural gas for home heating and cooking. Detroit Edison is the sole electricity provider, and Ameritech provides basic telephone service.

### Other Utilities

In the coming years, American cities will likely see the provision of electricity, local telephone and cable television opening up to competition among several providers. Local communities may not have significant regulatory authority in this emerging marketplace, but should cautiously exercise all governing authority that is provided to maintain service quality, avoid facility conflicts and obtain franchising fees.

Cable television and internet connections are available from Comcast. The City itself has access to high speed internet via fiber optic cables provided by Oakland County. Neither digital subscriber line nor high speed internet access are currently available in Keego Harbor for businesses or citizens.

**COMMUNITY FACILITIES**

The City of Keego Harbor residents rely on several public and private entities, including the City government, for the provision of their community, educational and recreational facilities, and public services. The community facilities, considered Public and Quasi-Public land uses, comprise approximately 17 acres within the City, approximately nine percent of the City’s total area. The purpose of this section is to identify public service needs that have an impact on land use. This analysis is not intended to address the full scope or delivery of such services.

**Public Services**

City Administration and Services

The City government provides a number of essential services including administration and maintenance of City-owned property and roads. The City, including the Department of Public Works (DPW), employs 2 full-time workers and 1 part-time seasonal employee. The City contracts with private companies for trash pick-up and disposal. City Hall and the DPW building are centrally located within the City, east of Roosevelt Elementary School.

The City Hall site currently contains City Hall, the Department of Public Works building. The City has assembled a committee to explore the needs of the City for additional space. Based on the results of the committee, it is likely that the City will pursue an expansion of the existing City Hall Building, or redevelopment.

Police Services

The City operates its own Police Department, which provides police protection and services within the City boundaries. The department is located in City Hall, and includes seven full-time and one part-time police officers, including the Police Chief.

Fire Protection

The Tri-City Fire Department provides firefighting services for the City of Keego Harbor. The department is funded by the City of Orchard Lake Village, City of Keego Harbor and the City of Sylvan Lake for fire protection within those communities. The department is managed by the Tri-City Fire board, which includes two appointed representatives from each community.

The fire department calls upon approximately 25 “paid-on-call” firefighters, meaning that firefighters who respond to fire calls are paid for their services. The three communities, in February 1999, began examining an expansion of manpower to include several full-time, paid firefighters for the department. The option was being explored to ensure an adequate response to fire calls, especially during the daytime working hours when paid-on-call firefighters are at their jobs.

The lone Tri-City Fire Station, which was constructed in 1996, is located in the City of Orchard Lake Village, on Orchard Lake Road near Pridham Road. The station houses four trucks, including three “Class A” pumpers and one emergency medical service truck.

Post Office

The U.S. Post Office branch is located in the Harbor Pines Shopping Strip on Orchard Lake Road. There is also a small, unmanned U.S. Post Office, containing only automated postal facilities, mailboxes and Post Office boxes, located in Orchard Lake Village on Commerce Road between Orchard Lake Road and Indian Trail. The West Bloomfield Township Post Office operates and maintains the unmanned facility.

Library

The City of Keego Harbor does not have its own library, but contracts with and contributes to the West Bloomfield Township library system so that residents can use the nearby West Bloomfield facilities. City residents contribute 0.3 of 1 mill in tax revenues to the West Bloomfield library system.

Education

The City of Keego Harbor is within the West Bloomfield School District. Roosevelt Elementary School, one of the premier elementary schools is centrally located on Cass Lake Road north of Beeland. Middle school students in Keego Harbor attend Abbott Middle School, located in Orchard Lake Village on Orchard Lake Road near Commerce Road. High School students attend West Bloomfield High School located on Orchard Lake Road near 15 Mile Road. Private schools located near the City include S.S. Cyril and Methodist Seminary, St. Mary’s College, St. Mary’s Preparatory School, Our Lady of Refuge School, and Whitney Bloomfield Nursery School.



Roosevelt Elementary School



Abbott Middle School



West Bloomfield High School

Recreation

The major public recreational facilities in Keego Harbor include:

- ~ Baxter-Morgan Park
- ~ Fran Leaf Park
- ~ Grove St. Lake Access
- ~ Hester Court Memorial Park
- ~ Rose Sorter Park
- ~ Tate-Optimist Park
- ~ Willow Beach Dr. Lake Access

As part of this master planning process, the City has undertaken a park and recreation plan. That plan, submitted as a separate document will contain a detailed inventory of the City's existing recreational resources.

The lakes provide recreational opportunities for water enthusiasts. However there are very limited public access to the lakes from within the City. Many City residents live on the shores of Dollar, Sylvan, or Cass Lakes. There is access to Dollar Lake through a boat ramp located on the south side of the lake. Residents access Cass Lake through the two water front parks owned and maintained by the City at Willow Beach and Grove Road Access. Access to Sylvan Lake is limited to the home owners of Cunningham Park and Rustic Lane.

Contributing to the recreational opportunities and open space of the community are the West Bloomfield soccer fields located south of Summers Road and the West Bloomfield Trail system that runs along the southern edge of the City.



Keego Harbor City Hall



West Bloomfield Library

**TRANSPORTATION/CIRCULATION**

Keego Harbor is a tight-knit community of neighborhoods with narrow residential streets providing access to most of the land uses in the City. Keego Harbor also has one of the major regional connections crossing through the City.

This contrast creates a number of planning challenges to accommodate safe and efficient movement of vehicles while maintaining a pedestrian friendly and walkable environment.

**Functional Road Classification**

For traffic to flow safely and efficiently, there needs to be a network of roads that provide various functions. Major roads or arterials typically have limited access or driveways, higher speeds, and wider rights-of-way. In Keego Harbor, Orchard Lake and Cass Lake Roads are both arterial road ways that carry significant regional and local traffic.

The main function of collectors is to collect traffic from nearby local streets and link it with the surrounding arterial street system. Urban collectors are considered to be equivalent to major collectors, and both are eligible for federal funding. Generally, collectors are not intended for through traffic, but may be forced into this role if arterials become congested or are not available. Speed limits are usually 25-35 mph and in urban communities on-street parking may be permitted. Rights-of-way are typically less than arterials but greater than local streets. Collectors also funnel traffic from residential or rural areas to arterials.

Again, in Keego Harbor, Cass and Orchard Lake Roads function as regional arterials, minor arterials and major collectors creating potential conflicts between pedestrians and automobiles.

**Minor Collectors**

Minor collectors function similarly to major collectors. Their primary function is to collect traffic from nearby local streets and link them to major collectors and ultimately with the surrounding arterial street system. Speed limits are usually 25-35 mph and on-street parking may be permitted in urban areas. Rights-of-way, once again, are typically less than arterials but greater than local streets. The distinction between minor collectors and major collectors is that major collectors are eligible for state and county funding, and minor collectors are not. Keego Harbor does not contain any minor collectors.

**Local Roads**

Local roads primarily provide access to property, but also provide residents access to neighboring residential and non-residential land uses in the immediate area and to collector roads.

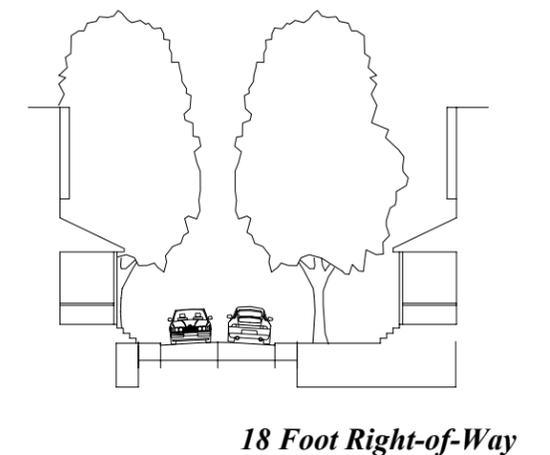
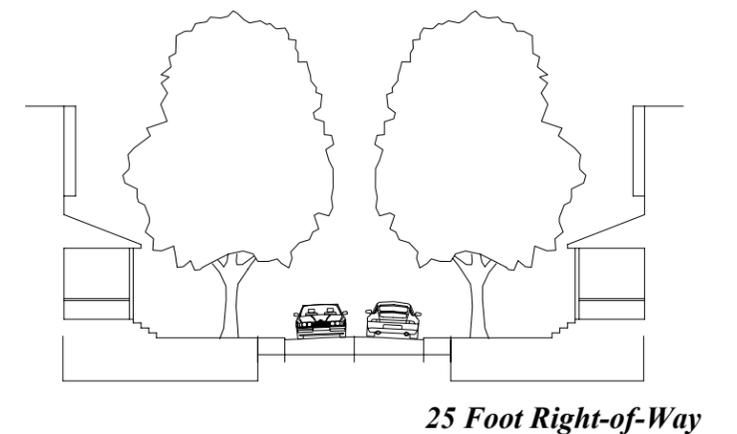
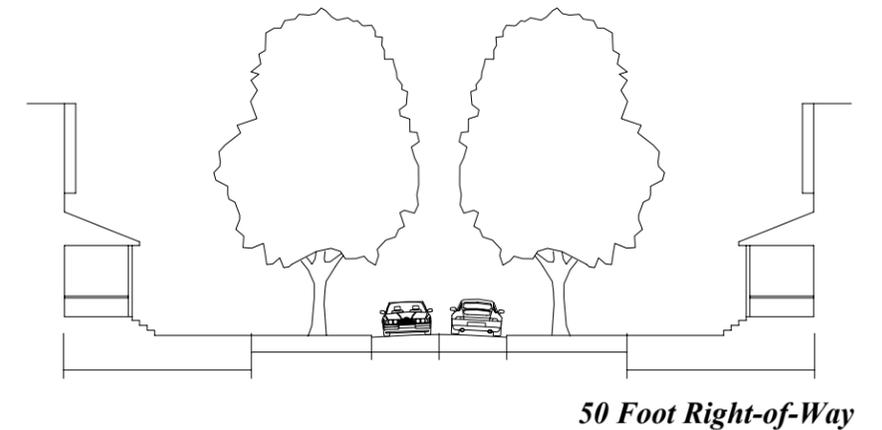
Local Roads in Keego Harbor have either a 25 or 50 foot right of way which is substandard from the conventional 60 foot right of way required by most communities. Within the right-of-way, the roads are typically 18 feet of asphalt pavement with no curb or gutter. The lack of concrete curb and gutters has presented an ongoing challenge of maintaining roads in the City.

In addition to the typical local roads that serve most of the residential neighborhoods, the City also has a significant amount of roadway that can be classified as lanes. Lanes are narrow roads that primarily serve to provide access to the rear or garages of homes. Most of the homes on Cass Lake are served by lanes such as Cass Lake Front and portions of Willow Beach Road. The challenge in these areas is to maintain an attractive, pedestrian friendly streetscape environment.

**Orchard Lake Road Joint Plan**

The City of Keego Harbor is currently participating in a regional corridor study for Orchard Lake Road along with Sylvan Lake, Orchard Lake Village, Bloomfield Hills, West Bloomfield Township, Farmington Hills, and Oakland County. The scope of the Orchard Lake Road Corridor study is primarily for physical improvements both within the right-of-way, such as street trees, street lighting, and sidewalks and adjacent to the right-of-way, such as private landscape screening and architectural design guidelines for buildings along the corridor. These planned improvements are intended to enhance the image of the entire corridor and to promote the individual character of the communities along the corridor.

Keego Harbor is one of the few communities along the Orchard Lake Road Corridor that has maintained a pedestrian oriented downtown area where the buildings are close to and front the road. In essence, Keego Harbor is the Downtown for the entire corridor.



### **Pedestrian Circulation**

One of the elements that makes Keego a desirable community is the close knit neighborhoods. While there are currently very few areas within the City that are served with sidewalks, the small scale streets make walking through the neighborhoods safe and inviting for pedestrians. Recently, sidewalks have been installed along the entire length of Cass Lake Road. In addition, there are sidewalks along most of Orchard Lake Road.

In addition to connecting neighborhoods, sidewalks connect residents to commercial areas and provide an area for pedestrians to linger and enjoy the shops within the commercial areas. Due in large part to the recent road widening of Orchard Lake Road and the elimination of on street parking, the existing sidewalks no longer provide a safe and comfortable space for pedestrians. Sidewalks in these areas range from five to twelve feet wide.

### **Regional Trail System**

Keego Harbor is also fortunate to have a regional, multi-purpose trail system that runs along the south edge of the City. This trail system connects to other regional recreational facilities. Currently there are 2 parks, Tate Optimist Park and Hester Court Memorial Park, that front directly on the trail system along with the West Bloomfield School District Property.



## **COMMUNITY POLICIES**

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A statement of general goals and objectives will help guide the City through the planning and implementation process. It is important to set goals and objectives because they: 1) help achieve consensus on the purpose of the Master Plan and desired outcome; 2) provide a guide for zoning and capital improvement decisions; and 3) provide a framework for evaluating current and future planning and development issues.

### **GOALS AND OBJECTIVES**

Goals are general in nature and are statements of ideals toward which the City wishes to strive. They represent the ultimate purpose of the planning effort, stated in a way that is broad and immeasurable.

Objectives are more specific and present a means of attaining the stated goals. Objectives take the form of more measurable standards, or they specify the way in which the goals can be achieved. Objectives are often specific statements which can be readily translated into recommendations.

Together, the following goals and objectives provide the foundation of the Master Plan and a framework for future implementation strategies.

#### **Community Development Goal**

The City of Keego Harbor will continue to evolve as a compact collection of neighborhoods with a balance of residential, office, commercial, and public uses connected by a series of pedestrian friendly roads, sidewalks and paths.

#### **Residential Goals**

The City's neighborhoods will continue to be dominated by quality traditional style single family homes designed to fit on the range of existing platted lots within the City.

The City's waterfront residential lots will be developed in a manner that ensures adequate light and ventilation while recognizing the value of waterfront real estate.

The City will continue to develop and maintain a range of housing types including townhomes and apartments that are designed to be compatible with the predominant single family character of the community.

#### **Objectives:**

- Protect and strengthen the viability of existing neighborhoods by controlling the expansion of businesses which are adjacent to residential areas. Use setback requirements, transitional land uses, and other buffers to separate residential areas from commercial uses.
- Improve living amenities in all residential neighborhoods through high standards of housing design construction and access to usable and convenient parks. Continue to decrease the amount of visual clutter in front yards and encourage city-wide residential street tree plantings.
- Develop clear and reasonable zoning standards to ensure that residential redevelopment occurs in a manner that is consistent with the platted lots sizes within the City and the traditional character of the existing homes within the City.
- Minimize the negative impacts that today's trends in housing development, such as three car garages, will have on the existing residential character of neighborhoods by developing appropriate zoning standards.
- Continually monitor and encourage reinvestment in single-family homes, especially in blighted and lower income owner-occupied areas.
- Continue to administer housing stock maintenance programs including a property maintenance code, code enforcement upon transfer or sale, landlord licensing, and assisted housing rehabilitation.

- ~ Locate multiple-family housing only on major thoroughfares or on streets which may be accessed without cutting through single-family housing areas.
- ~ Protect all neighborhood areas from disruptive through traffic that should be directed onto collector and arterial roads.

### Commercial Development Goals

Keego Harbor will continue to preserve and enhance the Central Business District as the center of neighborhood commercial and entertainment activities.

The City will establish and maintain appropriate areas for small scale neighborhood commercial uses that serve the needs of surrounding residential areas.

### Objectives:

- ~ Encourage a variety of mixed-use development and redevelopment in the Central Business District that is consistent with the scale and character of surrounding uses.
- ~ Encourage quality office development along Orchard Lake Road at the southern entrance to the City and along Cass Lake Road near Stapleton.
- ~ Enhance the appearance of the entire Orchard Lake Road corridor through development of unified streetscape improvements and site improvement standards.
- ~ Direct incompatible vehicular-intensive commercial uses to appropriate areas outside of the historic Central Business District.
- ~ Assure comprehensive control over the location of commercial/office land uses through the use of zoning regulations and site plan review requirements.
- ~ Maintain high standards of site design for all commercial and office uses, including frontage beautification, buffering devices, landscaping, walkway linkages, controlled vehicular access, and attractive signage – all of which will promote long-term commercial stability.

- ~ Provide sufficient land for commercial and office uses, including adequate site depth for off-street parking and landscaping.
- ~ Provide incentives and flexible mechanisms for commercial tenants and owners to upgrade existing commercial sites.
- ~ Remove incompatible heavy commercial land uses from the Central Business District.

### Community Facility Goals

Continue to provide all segments of the population with high quality and affordable community services and facilities.

### Objectives:

- ~ Maintain, and where possible improve, community services including police and fire protection, regularly scheduled maintenance of street and utility systems, snow removal, senior citizen services, and other municipal activities.
- ~ Identify the appropriate location for the needed expansion of the municipal building to adequately accommodate the various civic functions.
- ~ Maximize the efficient use of all existing public facilities, through cooperative development and joint agreements with public providers such as the school district and other government entities.
- ~ Continue to seek opportunities for expanding public waterfront access for the residents of Keego Harbor.
- ~ Place emphasis on the development of attractive, high quality parks and recreation facilities, in order to enhance local identity, image and property values.
- ~ Continue public capital improvement efforts in the City, including street and sidewalk repair and placement, provision of needed street lights and street trees.

- ~ Continue to prepare and annually update a comprehensive capital improvements plan for City facilities and major equipment expenditures.

### Transportation and Circulation Goals

Maintain a safe, efficient transportation and circulation systems which minimizes conflicts among transportation users, promotes accessibility throughout the community, and accommodates the circulation needs of pedestrians within the City.

#### Objectives

- ~ Develop a circulation plan for the Central Business District including adequate parking, pedestrian circulation, loading areas, traffic directional signs and controlled access.
- ~ Reduce the negative physical and psychological impacts of major thoroughfares cutting through the community through unified streetscapes, adequate street crossings and smooth traffic flow.
- ~ Reduce the number of site access drives along major roadways by encouraging the use of common entrances and shared parking facilities.
- ~ Utilize pedestrian walkways, where possible, to link various land use types such as shopping and offices to residential areas, parks and community activity centers.
- ~ Carefully use the site plan provisions of the zoning ordinance during the review of development plans to assure minimum traffic conflicts, adequate parking and loading areas, adequate on-site pedestrian circulation, proper signage and reduced motorist confusion resulting from clutter.
- ~ Limit residential streets to local traffic, excluding through traffic as much as possible.
- ~ Assure that any expansion of major thoroughfares includes adequate buffering and landscaping for affected single-family residential and commercial areas.

### Environmental Protection Goals

Preserve and enhance the natural environment and water quality.

#### Objectives

- ~ Encourage the preservation of existing woodlands and wetlands. Promote street tree planting to help preserve the natural setting for residential areas.
- ~ Maintain the trees and vegetation around the City's lakes, and prevent encroachment of housing and other development closer to the lake edge.
- ~ Provide for the protection of the lakes from the dangers of pollution, run-off, overuse and misuse.
- ~ Protect the vistas and overlooks provided to the residents and the public from vantage points along the lakes.

### Planning and Community Development Goals

Ensure ongoing community planning and the implementation of Master Plan recommendations.

#### Objectives

- ~ Review, update and amend the zoning and subdivision regulations to address the goals and objectives of the Master Plan.
- ~ Recommend priorities for long-range capital improvements programming.
- ~ Update the Master Plan on a regular basis to address changing conditions, redevelopment proposals, and the development of new needs by residents.
- ~ Cooperate with nearby communities through the exchange of information on development and redevelopment issues, and other shared interests, such as community facilities and services, and development along shared boundaries.

**FUTURE LAND USE PLAN**

Keego Harbor is a series of neighborhoods. The Future Land Use Plan is focused on ensuring that redevelopment occurs in a manner that preserves and enhances the existing character of these neighborhoods, both in the residential areas and in the commercial areas.

The Future Land Use Plan for the City indicates nine different categories of land use, namely: Waterfront Residential, Neighborhood Residential, Multiple Family Residential, Townhouses, Neighborhood Business, Central Business District, General Business and Planned Unit Development (PUD) areas.

**WATERFRONT RESIDENTIAL**

Waterfront areas are those that have property lines adjacent to one of the lakes, canals, or rivers within the City. The following standards are intended to maintain the character and value of these lots recognizing that property owners wish to maximize the development on these lots while over developing these lots or incompatible development of these lots will have an adverse impact on property values, the character of the community and consequently the health, safety and welfare of the community.

**Use**

Waterfront residential areas are limited to single family residential uses and customary accessory uses.

**Lot Size**

Lot sizes in these areas vary dramatically. Previous policies have attempted to consolidate these lots based on minimum lot widths. Based on development trends over the past several years and in the foreseeable future, the City recognizes that even the smallest, thirty foot wide lots have significant development value. Consequently, it is anticipated that the existing platted lots will be considered useable and that specific standards will be incorporated into the zoning ordinance to allow redevelopment on all platted lots as a matter of right.

**Building Size**

While there is value in the smallest lot keep, the City recognizes the need to manage the development of these lots in a manner that will not adversely impact the value of the lots themselves or the surrounding neighborhood. Building size also has an impact on the City’s ability to manage stormwater. The City must maintain adequate open space to allow for the absorption of stormwater back into the ground.

The City currently permits a maximum building coverage of 25% for the principal building. Detached accessory structures are exempt from the lot coverage and attached accessory structures are partially exempt from the lot coverage. Deviations from these standards, especially along the waterfront areas will have a detrimental impact on water quality and the ability to safely manage stormwater runoff.

Recent efforts to control over development of these lots have included the provision of a maximum floor area ratio (FAR) of 40%. However, several instances of homes being constructed with two story spaces without a second floor have illustrated how the FAR standard is not equipped to regulate building massing as much as it is total floor area. Consequently, the overall size and massing of residential buildings will be regulated by lot coverage, setbacks, and building height. These standards are based on the desire to ensure that future development occurs in a manner that is compatible with the existing desirable character of Keego Harbor and consistent with the vision for the future character of Keego Harbor.

**Building Placement**

Building placement is critical for maintaining the pedestrian character of the City and providing adequate light and air. Building placement is how the buildings are placed on the site relative to the property lines.

Front building setbacks for new development or redevelopment should relate to desirable existing development patterns in the immediate vicinity. Waterfront residential areas have the unique distinction of facing both the water and the street. The side of the building facing the street should maintain a public facade that is not dominated by garage door. Consequently, all attached garages should be recessed at least five feet behind the facade with the front door and the garage door should not occupy more than 50% of the building width at the front property line.



Waterfront Residential - No Street Presence



Potential Waterfront Residential - Good Street Presence

In the case of a thirty foot wide lot, this may require a one car garage, or a tandem two car garage where one car parks behind the other. Detached garages should be setback a minimum of ten feet from the road and side loaded on lots forty feet or greater

Waterfront setbacks are critical for maintaining views to the water which give these lots their value, and for maintaining water quality. No permanent structures should be permitted within fifty feet of the water.

The relationship between houses is largely determined by the side yard setbacks. Many of the houses along the waterfront have historically had small to no side yard setbacks. Keego has maintained minimum side yard setbacks based on 15% to 20% of the lot width. However, this standard has frequently been modified through the appeal process.

Side yard setbacks should continue to be based on the lot width with smaller setback required for smaller lots. However, creative approaches including “zero lot line” development should be explored. Rather than a home having two non useable side yards, the total side yard could be applied to one side of the house creating a useable courtyard and still maintaining adequate separation between units.

**Lot Coverage**

Lot coverage includes all paved or compacted surfaces on a lot including buildings, patios, and driveways. Recently there have been ordinances adopted to minimize the amount of paved surfaces on lots by minimizing driveway widths. This is important for aesthetic reasons, preventing full front yards from being paved, and to reduce the amount of impervious surface. Any future ordinance modifications to these standards must consider both of these issues.

**NEIGHBORHOOD RESIDENTIAL**

While waterfront residential areas are defined by their relationship to the lakes, rivers, and canals of Keego Harbor, the Neighborhood Residential areas are defined by their collective character. In order to maintain this character, standards that ensure compatibility of size and style are critical. Historically, homes in Keego Harbor have either had no garages or detached garages. This greatly defines the character of the community as a pedestrian friendly, walkable community.

**Use**

Neighborhood residential areas are limited to single family residential uses and customary accessory uses.

**Lot Size**

Lot sizes in these areas vary dramatically. As with the Waterfront Residential areas, it is anticipated that the existing platted lots will be considered useable and that specific standards will be incorporated into the zoning ordinance to allow redevelopment on all platted lots as a matter of right.

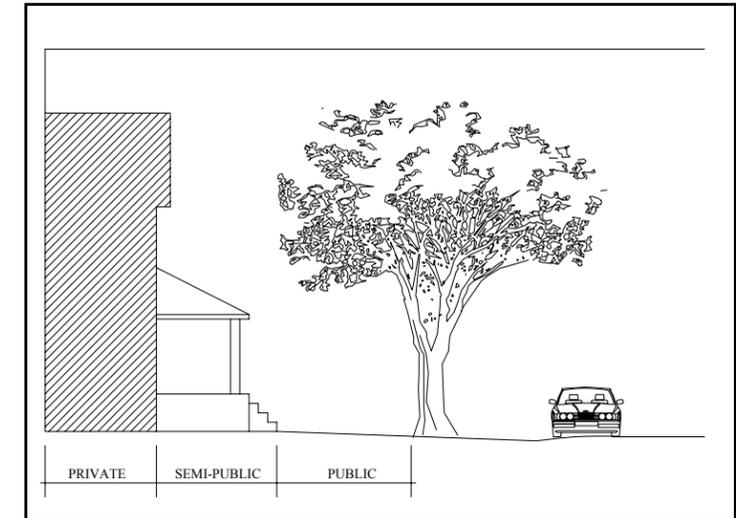
**Building Size**

Most of the homes within the neighborhoods of Keego Harbor range from one to two stories. However, given the high water table in Keego Harbor, a number of recent redevelopments have sought relief from the maximum building height standards to allow full finished basements, some of which project up to six feet above grade and are considerably out of character with the surrounding homes.

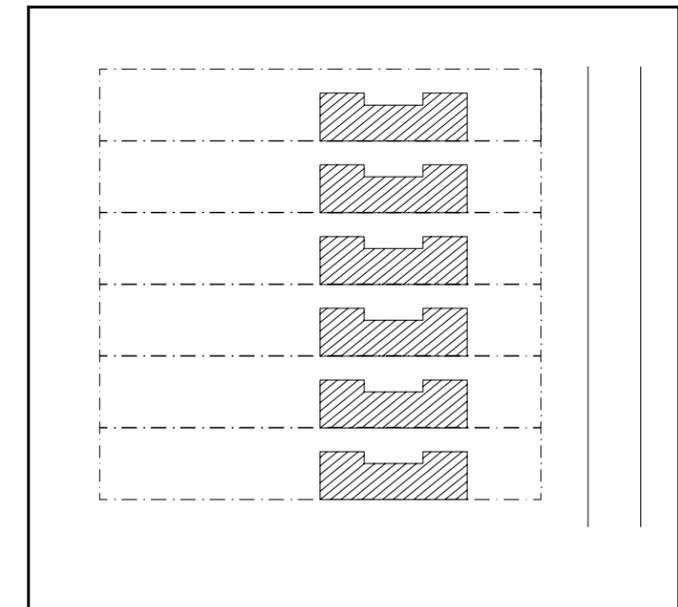
Maximum building heights must be established and consistently applied. Traditional homes, similar to those in Keego Harbor, have a finished floor elevation that is between 2.5 and 4 feet above the ground. This serves multiple purposes. First, it provides additional headroom for basement areas. Secondly, it provides a separation between the public areas of the front yard and street and the semi-public areas of the house. The element that makes this transition is typically a front porch. Front porches should be encouraged in all single family districts by allowing them to encroach into the required front yard.

**Building Placement**

Front building setbacks for new development or redevelopment should relate to desirable existing development patterns in the immediate neighborhood. Like the Waterfront Residential areas, the side of the building facing the street should maintain a public facade that is not dominated by garage door. Consequently, all attached garages should be recessed at least five feet behind the facade with the front door and the garage door should not occupy more than 50% of the building width at the front property line. In the case of a thirty foot wide lot, this may



Residential Frontage



Zero Lot Line Pattern

require a one car garage, or a tandem two car garage where one car parks behind the other. Detached garages located on lots with double frontages should be setback a minimum of ten feet from the road and side loaded on lots forty feet or greater.

As with the Waterfront Residential areas, side yard setbacks should continue to be based on the lot width with smaller setback required for smaller lots. However, creative approaches including “zero lot line” development should be explored. Rather than a home having two non useable side yards, the total side yard could be applied to one side of the house creating a useable courtyard and still maintaining adequate separation between units.

## **TOWNHOUSES**

Keego Harbor contains a diverse population. As a result, it is necessary to provide a diversity of housing options. While providing for a higher density of development, well designed townhouses create an image of a walkable, pedestrian friendly community, and can act as a transitional residential use between single family uses and a major thoroughfare such as Cass Lake Road. Townhome development has been identified along several areas of Cass Lake Road and between the commercial areas and single family residential areas as a transition.

### **Use**

Townhouse residential areas are limited to attached single family residential uses and customary accessory uses.

### **Density**

In large part, the density of the Townhome District will be determined by the site plan and the specific conditions contained in the Zoning Ordinance. Generally, the density of the Townhome district will be between five and ten dwelling units per acre. Additional density may be warranted for projects that exhibit exceptional site layout and building design through the Planned Unit Development (PUD) process.

### **Building Size**

The Townhome District is intended to provide an alternative form of housing to the single family attached homes. However townhome developments must be compatible in scale and character to the single

family residential areas. It is anticipated that townhomes will be limited to two and one half stories or thirty feet. It is also anticipated that there will be a maximum number of units that may be attached in a single building. This provision is intended to provide for separation between buildings for adequate light and air as well as views.

### **Building Placement**

Townhomes are considered a more urban form of housing. As a result, their placement can be closer to the road than single family homes. Adequate separation between townhome buildings should be maintained to allow for window openings.

All garages and parking for townhomes should be located in the rear of the buildings leaving the front of the building facing the street. All townhome units should have a primary entrance onto a public road.

Porches or stoops are encouraged to provide the transition between the public areas of the street and the semipublic areas of the homes.

## **MULTIPLE FAMILY RESIDENTIAL**

Location of the multiple family uses is determined by a number of factors, including; access to major road network, surrounding uses, and community facilities. Therefore, the areas designated for multiple family uses largely follow established development patterns. This includes the existing apartment complex parcel located on the east side of Orchard Lake Road, south of Summers Avenue, condominiums located at the north west corner of Summers and Willow Beach Avenue, apartments located north of Schroder Blvd., east of Cass Lake Road, apartment complex on Cass Lake Front, and the parcel occupied by the Sylvan Lake Condominiums.

### **Use**

Multiple Family residential areas include apartment style residential uses and customary accessory uses.

### **Density**

The multiple family areas are intended to range between eight and twelve units per acre and general represent the highest residential densities in the City.

### Building Size

Because multiple family developments are more dense than single family or townhome developments, the use of open space within the development is critical. Multiple family developments should be located close to public open spaces and should include common open spaces for the residents of the development.

Building height for multiple family developments should be limited to two and one half stories. Sufficient architectural detail should be provided to ensure that the development is compatible with the single family character of the community.

### Building Placement

Developments within the Multiple Family areas should face the street with any parking located behind the buildings to maintain the pedestrian orientation of the community. Adequate spacing should be provided between buildings for open space and to allow window openings.

### NEIGHBORHOOD BUSINESS

The neighborhood commercial district boundaries include a very limited area on Cass Lake Road, between Kendrick and Hensman Avenue, and corresponds to the boundaries of the district described in the analysis of existing land use conditions. There are several small businesses in this area that are more service oriented than of a retail character. With the widening of Cass Lake Road, accessibility from neighborhood areas to these businesses has improved and may provide the required basis for successful operation of these ventures. There is not much potential for new businesses to be generated.

### GENERAL COMMERCIAL

All commercial use areas outside the central business district and neighborhood commercial area are included in this category. The stretch of commercial uses on the east side of Orchard Lake Road, bordering with the CBD on the west end, is included within the district boundary. The uses in this area typically require easy accessibility and high visibility, and experience high volumes of traffic. This area has tremendous potential for redevelopment and creates the first impression of the City, before reaching the CBD. Provision of adequate parking, addressing outdoor storage, on-site lighting, signage and landscaping are key components of designing a site located in this area.

### CENTRAL BUSINESS DISTRICT

This land use category is designed to establish a special district for retail, service, and office type uses, with more than one use occupying a building. Generally, development in this district would include speciality shops, personal service establishments, professional office type uses, small retail uses, etc. With innovative design characteristics, multi-use buildings, with retail or service use on the first floor and residential use on the second floor are encouraged.

The intent is to establish the Central Business District as a primary focal point in the City, which would contribute to a large extent to creating a unique community identity. Emphasis should be placed on encouraging commercial uses, assuring adequate parking, recommending high design standards, providing for pedestrian circulation, landscape and hardscape elements. Integrating various uses, this district should become the central point of the City, reflecting the small town recreational character of the City. Large scale or intense traffic oriented uses or uses that require high visibility would be incompatible and should be discouraged.

### OFFICE

A limited amount of land area is designated for office uses. Due to the limited size of parcels, the parcels can typically accommodate doctors offices, lawyers offices or similar establishments. Offices would also be permitted within the CBD district as a separate building or part of a multi-use building.

### PLANNED UNIT DEVELOPMENT (PUD)

Five (5) areas within the City are included in this classification: the former Goose Island Brewery site, the manufactured home park site, and the Church site on Cass Lake Road, Holly Hills Nursery and West Bloomfield School Districts Soccer fields. PUD is a tool for development that is intended to provide flexibility in regulation of land development and the arrangement of uses. Through this option, more creative approaches to development of land can be utilized, which take better advantage of the special characteristics of the land. The sites designated in this category have landmark significance within the City. They are not only large parcels of land, but have the potential of being developed in an innovative manner that would create a unique identity for Keego Harbor. Recognizing the strategic location of the former



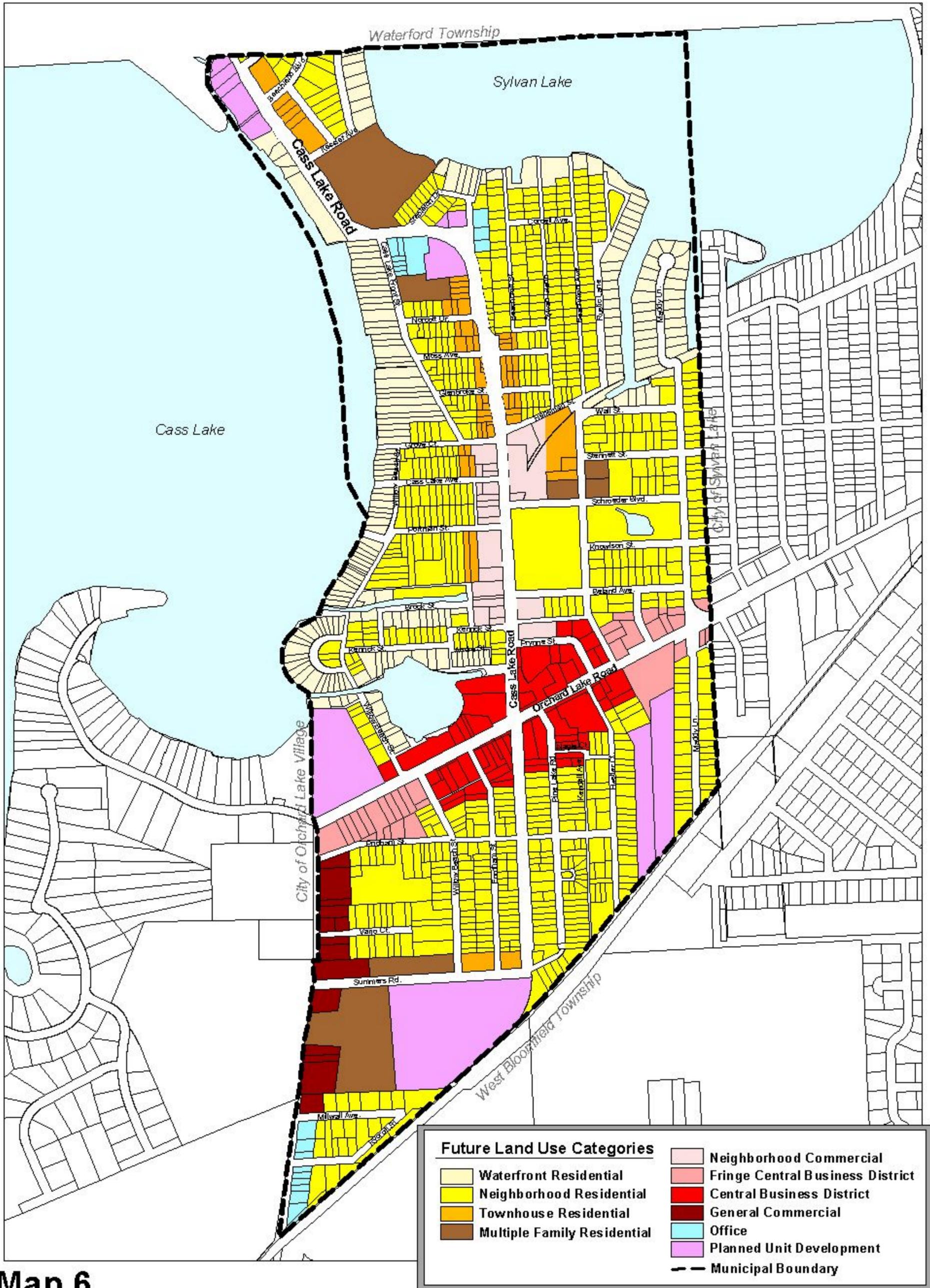
Existing Single Family with Good Frontage.

Goose Island site, and the manufactured home park site, their importance to the City's image and viability of residential areas, these sites have been included in this category.

## **INDUSTRIAL**

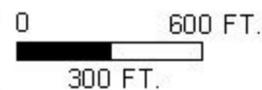
No industrial land uses were identified or designated on the future land use plan for the City. The limited availability of land and the lack of access to major freeways makes the City unsuitable for uses of an industrial nature. These uses are incompatible with the small town pedestrian community character that is envisioned for the future of Keego Harbor. The benefits of these types of uses such as employment opportunities are available to the citizens of Keego Harbor within close proximity.

# City of Keego Harbor, Michigan



**Map 6**  
**Future Land Use**

Base Map Source: OGD and County C.E.  
Data Source: McKenna Associates, Inc. 03/02



8/8/2002

**REDEVELOPMENT SITES**

A number of sites in Keego Harbor have significant redevelopment potential. Redevelopment potential is established by reviewing existing land use, surrounding development trends, and location and access to the surrounding road network. Several of these sites were also discussed during the initial visioning session held early in the planning process. Based on the planning process, eight sites were identified as having significant redevelopment potential. These sites include:

- ~ Former Goose Island site on Cass Lake Road
- ~ Vacant property on Cass Lake Road between Kessler and Beechland
- ~ Former church site at the bend in Cass Lake Road
- ~ Vacant property behind Ginos/Bachelor One
- ~ Manufactured home park
- ~ Holly Hills Nursery
- ~ West Bloomfield School District Soccer fields
- ~ Former Clark Station on Cass Lake and Orchard Lake Roads

For each one of these sites, we have identified the most appropriate uses based on the community policies contained in the Master Plan. In most cases there is a single appropriate use, however in the case of some of the larger sites there may be an opportunity for mixed use development consisting of complimentary uses. We have also identified some of the possible development standards for the development of these sites, again to insure that the development of these sites is done in a manner that is consistent with the goals and objectives contained in this document.

**Former Goose Island Site**

Potential Use(s): Townhouses – rear or garage parking

Development Standards: *Parking in the rear;*  
*Pedestrian access facing the road;*  
*High-quality, traditional building materials;*

*Open space for residents of the development;*  
*Streetscape improvements for Cass Lake Road;*  
*and,*  
*Stormwater management that minimizes the impacts on Cass Lake.*

**Vacant Property on Cass Lake Road Between Kessler and Beachland**

Potential Use(s): Townhouses – rear or garage parking

Development Standards: *Parking in the rear;*  
*Pedestrian access facing the road;*  
*High-quality, traditional building materials;*  
*Open space for residents of the development;*  
*Streetscape improvements for Cass Lake Road;*  
*and,*  
*No more than eight (8) to twelve (12) units on the entire site.*

**Former Church Site at the Bend in Cass Lake Road**

Potential Use(s): Townhouses  
Offices  
Live/Work Units

Development Standards: *Parking in the rear;*  
*Pedestrian access facing the road;*  
*High-quality, traditional building materials;*  
*Open space for residents of the development;*  
*Streetscape improvements for Cass Lake Road;*  
*and,*  
*Encourage access from Norcott and Cass Lake Front.*

**Site behind Ginos/Bachelor 1**

Potential Use(s): Single Family Residential  
Townhouses  
Senior Housing

**Live/Work Units**

Live/work units are buildings that allow the first floor to be used for either residential living space, or small scale office, studios, or shops while the second floor is devoted strictly to living space.

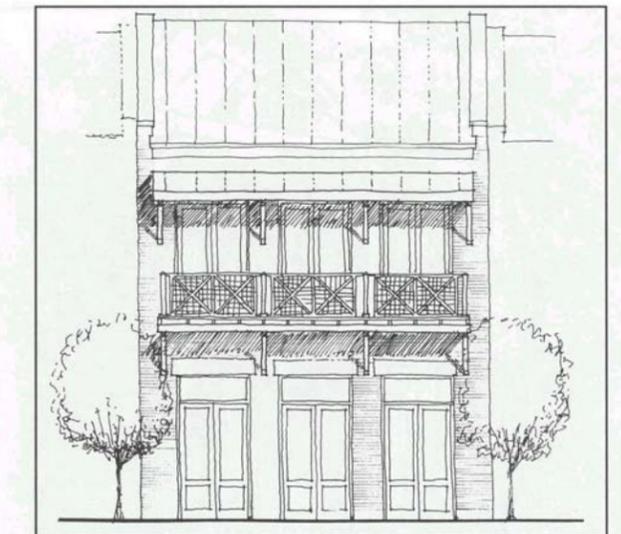
Live/work units may look the same as a traditional single family home or town home.

The live and work portions of the building are owned and occupied by the same owner/operator.

Live/work units allow fledgling business to start within the living unit and then relocated to appropriate commercial locations when they are self sufficient.

Live/work units allow small scale neighborhood/community businesses to serve the residents of the community without changing the residential character of the area.

Live/work units allow existing residential structures facing major arterials such as Cass Lake Road to have a transitional use (an office or small shop) to retain the value of a residential structure.



Typical Live/work Unit

Development Standards:

*Single family lots face Beechmont;  
Single family lots served by an alley  
Parking for non-single family uses in the rear;  
Pedestrian access facing the road; and  
High-quality, traditional building materials;*

**Manufacture Home Park**

Potential Use(s):

Senior housing  
Commercial  
Mid-rise (3 - 5 floors) mixed use building (residential and commercial or office)

Development Standards:

*High density mixed use development  
Parking in the rear (away from the street front);  
Pedestrian access facing Orchard Lake Road;  
High-quality, traditional building materials;  
Upper level setback for anything above three stories;  
Provide improved use or views to Cass Lake through pedestrian improvements;  
Open space for residents of the development; and,  
Streetscape improvements for Orchard Lake Road.*

*A quality, signature use at this site could be a significant asset to the City of Keego Harbor. This site can be seen from points south along Orchard Lake Road as motorists travel from the City of Orchard Lake Village north to Keego Harbor, and it could be an essential site in the development of a neighborhood character in the City. The site benefits from lake access, access to Orchard Lake Road, and is well-positioned to aid in the development of the Central Business District. A mixed-use development, which may include the development of a building 3 to 5 stories in height could become a benefit for the city and become an identifying landmark for the City.*

**Holly Hills Nursery**

Potential Use(s):

Single family homes  
Elderly cottage housing options (ECHO)

Development Standards:

Encourage connections to Pridham Street and Maddy Lane.  
Utilize traditional neighborhood design principles including: shallow setbacks, front porches, detached garages, and traditional style architecture  
Design road to be “park-like” with sidewalks trees and benches.  
For ECHO homes, maintain a maximum house size of approximately 1,200 square feet.

**West Bloomfield School District Soccer field**

Potential Use(s)

Community center  
Single family residential  
Townhomes  
Mixed residential

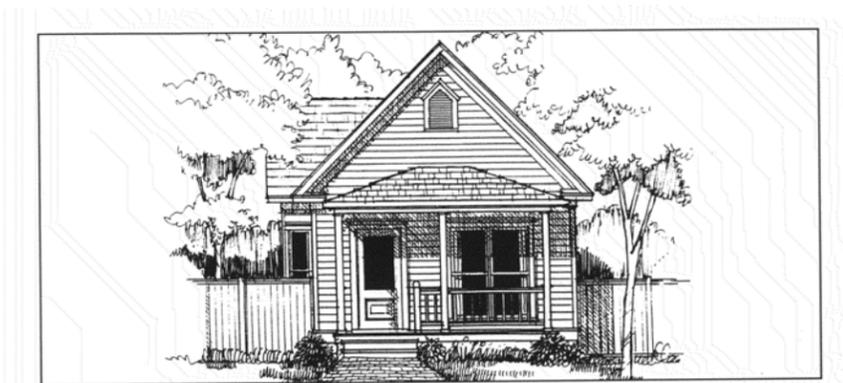
Development Standards:

*Encourage connections to Cass Lake Road and Willow Beach Street;  
Provide additional internal roads on the western edge of the property;  
Utilize traditional neighborhood design principles consistent with the existing character of the community including: shallow setbacks, front porches, detached garages, and traditional style architecture;  
Design main road (Cass Lake Road) to be “park-like” with sidewalks trees and benches;  
Encourage a mix of housing types;  
Consider using alleys;  
Provide centralized open space for the residents of the development and the public; and,  
The overall density should not exceed that of the surrounding single family residential areas.*

**Elderly Cottage Housing Option (ECHO)**

The intent of ECHO housing is to offer an alternative to traditional single family detached housing developments for elderly persons through the use of planned unit development for the purpose of:

- encouraging the construction of more affordable single family residential detached dwelling for elderly persons units;
- facilitating the construction of affordable single family residential detached housing units for elderly persons on a smaller scale than conventional multi-family developments that require public infrastructure improvements such as roads, and public water and sewer to accommodate higher density and lower cost dwelling units;
- offering an alternative to multi-family residential developments in order to provide affordable housing for elderly persons in a small scale, less dense neighborhood setting;
- preserving the neighborhood character and appearance of the city through the construction of small scale environmentally sensitive elderly person developments; and,
- encouraging the integration of detached single family elderly person dwelling units into existing neighborhoods to promote the safety and security of the senior citizen residents.



Typical ECHO housing unit

*This site is the largest publicly owned open space area in the City of Keego Harbor. The site is bordered on the south by the West Bloomfield Trail, and by single family and multiple family on the north. Development on this site should be in character with the surrounding uses, and should be developed to foster pedestrian activity, neighborhood interaction, and provide community access to the Trail. If a civic use is developed here, it should follow the same guidelines.*

**Former Clark Station at Cass Lake and Orchard Lake Roads**

Potential use(s)      2 or 3 story mixed use building (residential and commercial or office)  
 relocate “the rock,” make the area a monument/park/civic space

Development Standards:      *Mixed use development;  
 Consistent with CBD design standards including high quality materials and traditional design details;  
 Create a focal point at the corner;  
 Streetscape improvements on Cass Lake and Orchard Lake Roads should encourage pedestrian safety and activity;  
 Parking must be located in the rear of the buildings;  
 Parking requirements should be based on offset parking usage; and  
 Access must be from Prynne Street.*

*A high-quality, 2 to 3 story signature mixed use building at this site would be a significant asset to the City of Keego Harbor. This site is located at the epicenter of the Central Business District along Orchard Lake Road, and it could be an essential site in the development of a pedestrian-friendly, downtown character in the District.*



Former Clark Station Site - Rear Parking



Two to Three Stories Mixed Use Emphasis on the Corner

## TRANSPORTATION AND CIRCULATION PLAN

A second key element of the future land use plan is recommendations regarding new roads, pathways and gateways linking the City to a system of regional paths and open spaces, called greenways.

### Continue the Grid Road Network

Most of the City has developed with a traditional grid system of streets and roads. This type of system functions well because the many interconnections of streets and roads allow traffic to be evenly distributed on the road network. In this way, no single street is overburdened with traffic.

The grid or connected system that exists in the City can be contrasted with a suburban arterial and dead-end cul-de-sac road network. The cul-de-sac road system has few interconnections and forces traffic onto the arterial road network in a manner that results in congestion. A system of dead-end cul-de-sacs typically lacks true collector roads and the interconnections that permit traffic to be evenly distributed onto the arterial road network. Another advantage of the grid road system is that it is more consistent with the traditional and historic character of the City.

The Policy section of this plan propose the continuance of the interconnected grid road system in future development and avoidance of a dead end cul-de-sac road system. This approach will both ensure a superior transportation system and better reflects the City’s traditional character.

### North/South and East/West Arterials

In evaluating the City’s road network, it is evident that the entire City and several surrounding communities are dependant on a single north/south arterial and east/west arterial: Cass Lake Road to Orchard Lake Road provides the only north/south arterial while Orchard Lake Road provides the only east/west arterial. This reliance on a single set of arterials has created a significant congestion problem at the intersection of Cass and Orchard Lake Roads and adversely impacts surrounding neighborhoods

and access to the arterials for commercial uses. In addition, public safety may be threatened since emergency and security services have only one means of north/south access.

Because Keego Harbor is an isthmus, a land bridge between Waterford Township and other points north, and the employment centers and highway systems of Oakland County, options for a second north/south arterial within the City are non-existent. The City and County will have to rely on physical improvements to the existing road network to ensure safe and efficient vehicular and pedestrian circulation.

### Road Conditions

Maintaining the condition of the local roads in Keego Harbor has been a continuous challenge for the City’s DPW with its limited resources. Given the physical constraints of a generally built-out City, the likelihood of increasing the roads to meet conventional standards is minimal. In addition, it is not consistent with the overall character of the community. However, measures should be taken to ensure the long term and cost effective maintenance of the roads.

A schedule for systematically rebuilding the roads in Keego Harbor should be developed and reviewed on an annual basis. The reconstruction should consist of demolishing the existing roads, regrading, establishing an appropriate base, and surfacing the roads. Because most of Keego Harbor will not be able to accommodate a conventional curb and gutter system, the edges of the road should be contained by the use of a flat concrete band on either side of the road pavement. This will reduce the deterioration of the pavement at the edges and still allow the existing drainage patterns to occur.

Immediately adjacent to the edge of the road pavement should be a gravel shoulder that allows for stormwater to percolate into the ground. Properly maintained, these gravel shoulders will provide a safe environment for pedestrians.

There is currently no street parking within the City because of the narrow dimensions of the roads. Because of predominance of narrow lots, the tendency will be toward front loaded attached garages. As an alternative, the City should consider allowing the first eight feet of lots adjacent to the gravel shoulders to be surfaced with similar gravel material to allow for off-street parallel parking.

<u>Road</u>	<u>Between</u>	<u>ADT</u>	<u>Date</u>
Cass Lake	Otter Road and Orchard Lake Road	19,984	6/91
Orchard Lake Road	Middlebelt and Cass Lake Road	22,609	6/91
Orchard Lake Road	Cass Lake Road and Commerce Road	13,914	11/96

*Source: Road Commission of Oakland County*

### **Intersection Improvements**

The intersection of Cass Lake and Orchard Lake Roads has recently been improved to facilitate the maximum amount of automobile traffic possible. Unfortunately, minimal consideration was given to providing safe and efficient pedestrian crossing opportunities. The City should continue to work with the Road Commission of Oakland County to provide a dedicated pedestrian crossing at this intersection.

Another intersection along Orchard Lake Road that presents challenges to safe and efficient traffic flow is the intersection of Commerce and Orchard Lake Roads at the south end of the City. The intersection is offset from the intersection of Millwall and Orchard Lake Road. In addition, there are several commercial access points within this offset area.

One solution to improving this intersection would be to realign Commerce so that it lines up directly with Millwall Road at a single signalized intersection.

A second, short term solution, would be to signalize both intersections and time them so that they function as a single signalized intersection.

Either of these options should be explored further with the RCOG to determine future right-of-way needs that could be reserved during the site plan review process.

### **Access Management**

Access management is a set of proven techniques that can help reduce traffic congestion, preserve the flow of traffic, improve traffic safety, prevent crashes, preserve existing road capacity and preserve investment in roads by managing the location, design, and type of access to property. There are many elements to a complete access management program and these elements should be incorporated into the appropriate regulations such as the zoning ordinance.

The concept of access management is minimizing the number of curb cuts on arterial roads through the use of shared access drives and access via existing side streets. The reduction in curb cuts results in a reduction of unregulated turning movements that can interrupt traffic flow and create potential conflicts. Any future development on Cass Lake Road

and Orchard Lake Road should be reviewed relative to the principles of access management. In addition, access management standards should be incorporated into the City's zoning and subdivision ordinances.

### **PATHWAYS**

#### **Pathways and Trails to Link Parks and Open Spaces**

One of the most exciting facilities for the City of Keego Harbor and surrounding region is the West Bloomfield trail/path which links the region's major open spaces.

Within the City, paths and sidewalks can be used to link City parks, neighborhoods and the downtown together, and to this regional system of paths. This type of system has several advantages to the future of the City. It allows the City to maximize the recreational value of existing parks and open spaces within and outside the City because access to existing parks is increased. The paths themselves also become popular recreational facilities that can be used by bikers, hikers, walkers, and in-line skaters, all activities that are increasing in popularity. This type of recreational opportunity benefits the quality of life for City residents.

The pathway plan for the City includes the following:

The system includes the two major arterial roads which are designated to have complete sidewalk and/or pathways (Cass Lake Road and Orchard Lake Road) and an internal loop system that extends into the residential neighborhoods to the west of Cass Lake Road, to the Civic Center complex to the east of Cass Lake Road, and south along Cass Lake Road to the West Bloomfield Trail. These portions of the overall network will consist primarily of dedicated sidewalks and pathways.

The secondary level of the network requires the sharing of roads between vehicles and pedestrians. The residential roads in Keego Harbor are blessed with a configuration that discourages fast moving vehicular traffic. With additional modifications including the provision of a crushed stone shoulder, these roads can be made even more pedestrian friendly and provide connections between the residential neighborhoods and the parks and commercial uses located throughout the City.

There are a number of important design considerations in the implementation of this type of path and trail system:

- Paths can consist of side or parallel facilities such as sidewalks or wider paved paths or paved surfaces along the edge of the road pavement that are designed for bicycles. Separate pathways are more suitable for multiple uses including biking, walking, and in-line skating. However, limitations on right-of-way width in developed areas restricts opportunities for separate paved paths. In such cases, a paved sidewalk with a designated shoulder along the edge of the road should be considered.
- Multi-use paths designed for pedestrians and bicycles should have a width of at least eight feet. Sidewalks intended primarily for pedestrians should have a width of at least five feet.
- Paved shoulders for bicycles require a width of at least four feet and other special design considerations.
- Accessibility and proper drainage are essential considerations in the design of paths and trails. Too often paths, trails, and sidewalks are designed as an afterthought with improper drainage and inadequate sight distance which cause safety hazards. Also, accessibility considerations must be addressed in the design of sidewalks and paths.

## **GATEWAYS**

A final recommendation of this section is the establishment of gateways at entry points into the City. Gateway entries are intended to enhance the image of the City. Such gateway improvements can consist of signage, landscaping and other landmark improvements. Designated gateways are located at the east and south extent of Orchard Lake Road and Cass Lake Road and at the northern entry to the City. Gateways are key to enhancing the image of Keego Harbor and serve to announce to visitors that they have entered a distinct, attractive and proud community.

### Entry Points

- Decorative entrance signs placed at all entrances to City – enhances "arrival effect" created by street trees, decorative street lamps and additional pedestrian amenities.
- Additional sign space available for civic announcements.
- Signs enhanced with appropriate species of landscaping.
- Entrance features should be coordinated with Orchard Lake Road Communities.

### Arterial - Cass Lake Road

- Off street parking located to the side or rear of buildings
- Benches, bicycle racks, and other pedestrian amenities provided to encourage pedestrian amenities.
- Provide decorative street lamps and appropriate species of street trees consistent with the Cass Lake Road Streetscape Design.
- Pursue acquisition of residual property from RCOC to enhance streetscape and create pocket parks for pedestrian activities.

### Local Roads

- Develop schedule for major repair of local roads.
- Maintain gravel shoulder for pedestrian circulation.
- Require planting of appropriate species of shade trees on all residential properties.
- Consider allowing parallel off-street parking

### Sidewalks and Paths

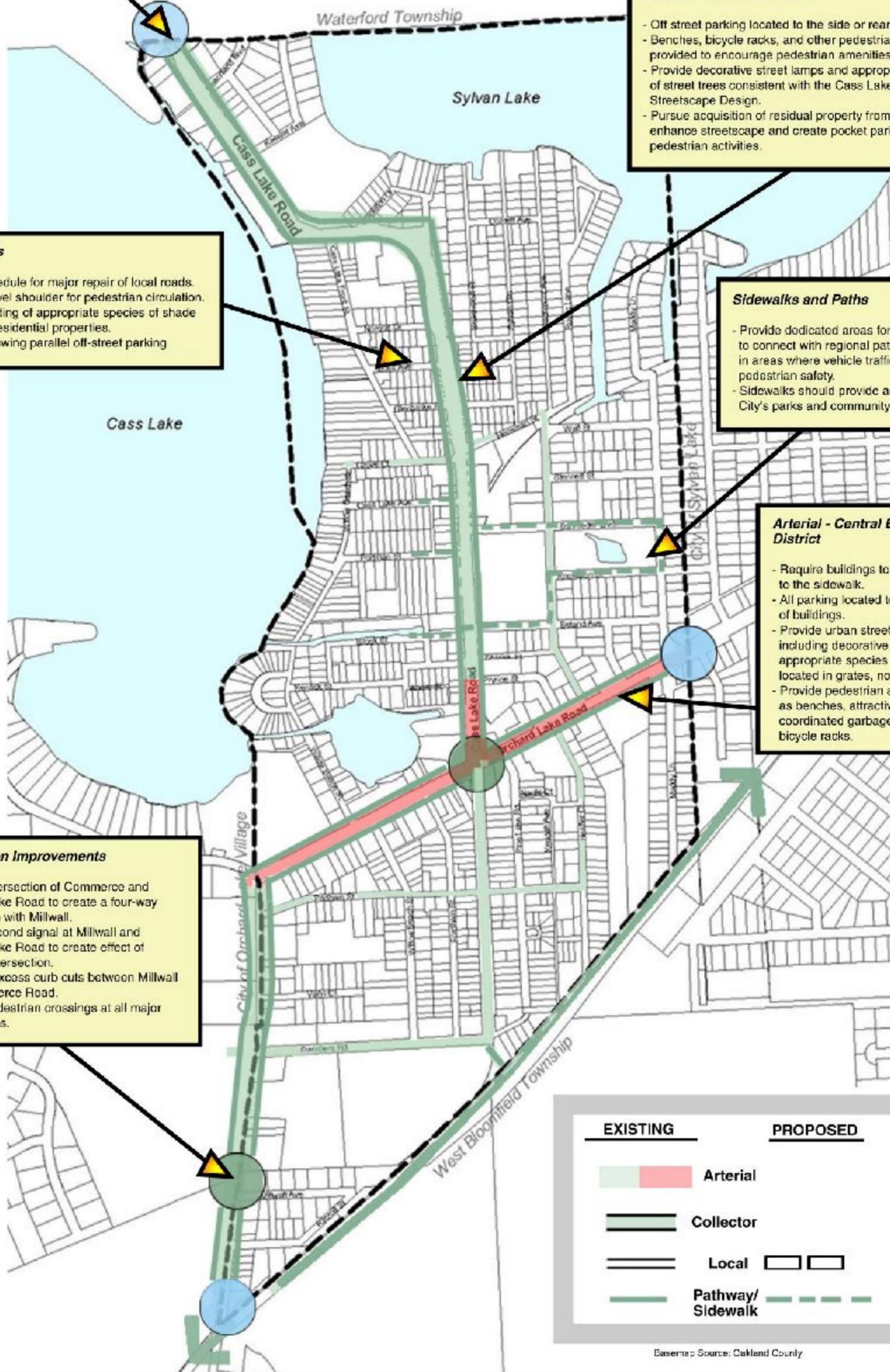
- Provide dedicated areas for pedestrians to connect with regional path systems and in areas where vehicle traffic is a threat to pedestrian safety.
- Sidewalks should provide access to the City's parks and community facilities.

### Arterial - Central Business District

- Require buildings to be located close to the sidewalk.
- All parking located to the side or rear of buildings.
- Provide urban streetscape elements including decorative street lamps, appropriate species of street trees located in grates, not planting strips.
- Provide pedestrian amenities such as benches, attractive and coordinated garbage cans, and bicycle racks.

### Intersection Improvements

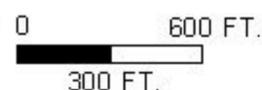
- Realign intersection of Commerce and Orchard Lake Road to create a four-way intersection with Millwall.
- Provide second signal at Millwall and Orchard Lake Road to create effect of four-way intersection.
- Eliminate excess curb cuts between Millwall and Commerce Road.
- Provide pedestrian crossings at all major intersections.



Basemap Source: Oakland County

## Map 7 Transportation & Circulation Plan

Basemap Source: Oakland County C.E.  
Data Source: McKenna Associates, Inc. 03/02



## COMMUNITY FACILITIES PLAN

Community facilities are one of the most visible signs of a community's health. The conditions and availability of parks and recreation equipment, the accessibility to services such as police and fire, availability of special programs for youth and senior, the maintenance of roads and public facilities all reflect on the overall quality of life within a community.

### Civic Center Complex

The City's Civic Center complex is located in the heart of the City and includes the City Hall (constructed in 1966) and Department of Public Services (constructed in 1968) surrounding Rose Sortor Park. In directly, the Civic Center complex also includes Roosevelt Elementary School located on the west side of Beechmont Road.

A committee has recently recommended that the City construct a new City Hall with adequate space for the administrative functions of the City and the Police departments. The Department of Public Services will continue to be located on the east side of the Civic Center complex.

Every effort should be made when designing the new facility to make sure that the image of the facilities are in keeping with their function as the *Civic Center* of the community. The following pages include guidelines for the design and development of municipal facilities.

### Community Center

During the planning process, several comments were made regarding the development of a community center in Keego Harbor. A community center that provides a central gathering place for community activities could also accommodate organized activities for youth and senior groups.

A community center should only be considered as a long term project that would contribute to the range of services currently offered through the City, schools, and adjacent communities. The most appropriate site for the development of a Community Center would be the West Bloomfield School District property, or possibly a waterfront location on the property currently owned by Sylvan Lake Condominiums.

### Parks and Recreation

The City's existing facilities as well as their needs are being explored through a separate but related Parks and Recreation Master Plan. In general, the City has adequate land for parks to serve its population. However, there is a demand for improved equipment at the parks, more parks located in the northern third of the City, and more useable public lake front access for residents of the community.

### Public Safety

The City currently supports its own Police Department and works together with Sylvan Lake and Orchard Lake Village to provide fire protection.

The City should consider the following strategies in relation to community facilities:

- **Foster and maintain strong working relationships with public service providers and operators of community facilities.** The City can better achieve its long-range goals and objectives through cooperation with public and quasi-public entities. Although no organizations in the City of Keego Harbor plan to spin-off any land holdings (such as the West Bloomfield Schools District site), plans do change. By maintaining good relationships with the organizations, the City will be better able to monitor and direct any possible development on community facilities sites.
- **Involve community facilities in overall aesthetic or design plans.** The City's community facilities must set the tone for all physical improvements within the City.
- **Develop a consensus plan and implementation approach for the City Hall site.** The City should develop the site as a strong and attractive focal point for the community and provide a variety of community activities and services on the site.
- **Continually monitor and evaluate the quality of public services to residents.** The City must continually evaluate the quality of its services to residents, and provide the budgetary and organizational flexibility to make improvements or changes as required.

**McKenna Associates, Inc.**

***Town Planning Guidelines***

**Public Facilities and Civic Institutions**

**I. Introduction**

Public and civic uses, such as municipal offices, libraries, fire and police stations, schools, and churches are a primary individual component of the community land use plan. At the same time, however, their principal value to their communities is not simply in meeting narrow program requirements, but in giving visible presence and support to the broadest civic and community values.

**II. Land Use & Location Guidelines**

**A. Enhancing Symbolic Values**

- The location of public and civic buildings should express the central importance and value of community and public life. A central, prominent, or important location is symbolic of this role.
- Public buildings should be located to become highly visible community focal points, landmarks and orienting features.
- Public buildings should be located to emphasize, define or terminate vistas.
- Public buildings should be located to form or enhance community or neighborhood entries, gateways or centers.
- Public building should be located to call attention to, or reinforce, cultural and/or historic features of the community and its identity.
- Public and civic buildings should be located to provide backdrops and venues for ceremonial, commemorative and other public events.

**B. Supporting Functional Needs**

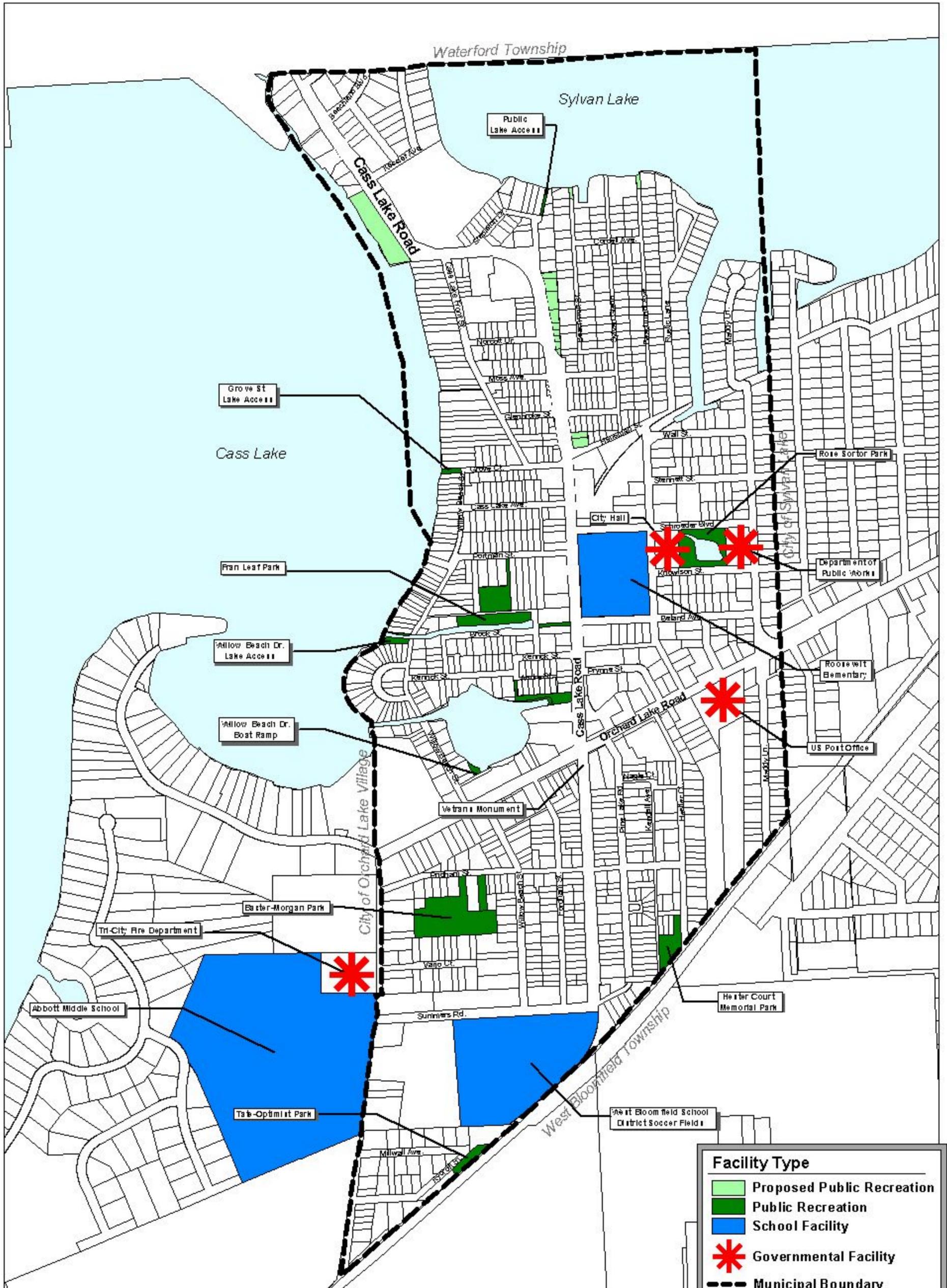
- Public buildings should be located to support community needs by providing proximate locations for community-wide and neighborhood meetings and events.
- Public buildings should be located to define the community's public spaces - town squares, plazas, greens and parks - which, in turn, can provide a memorable and significant frame for civic buildings and events.
- Public buildings, especially schools, should be located to provide or enhance residential neighborhoods and their individual identity and character.
- Public buildings should be located to complement commercial uses, both office and retail. Public uses elevate and give value to commercial areas so that they become true town centers; commercial, primarily retail, uses can provide a vitality and convenient, pedestrian-oriented environment often lacking in single use governmental areas.

**III. Accessibility**

- Public buildings should be located to incorporate finely grained accessibility to residents and visitors of all ages and incomes, by car, transit, bicycle or on foot. Parking lots should be placed strategically so that they do not dominate the building or site.

**IV. Architectural Character**

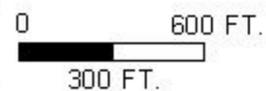
- Civic presence should be enhanced by height, mass, materials
- Architectural features should be designed to take advantage of vistas along streets to visually connect these civic buildings with surrounding neighborhoods.



Facility Type	
<span style="color: lightgreen;">■</span>	Proposed Public Recreation
<span style="color: green;">■</span>	Public Recreation
<span style="color: blue;">■</span>	School Facility
<span style="color: red;">✱</span>	Governmental Facility
<span style="border-top: 1px dashed black; width: 20px; display: inline-block;"></span>	Municipal Boundary

Base Map Source: Oakland County GIS  
Data Source: McKenna Associates, Inc.

## Map 8 Community Facilities Plan



## **IMPLEMENTATION PLAN**

As stated in the introduction, unless used, the Master Plan has no value. A “users’ guide” was included in the introduction to facilitate use of the plan and this is one way to better ensure that the plan is implemented. To reinforce the use and implementation of the plan, the following implementation techniques are provided.

### **CONTINUOUS PLANNING**

A role of the Planning Commission is to provide recommendations to the City Council and Administration. This planning function is a continuous process which does not terminate with the completion of the Master Plan. The various districts in the City will continue to undergo change over time. Planning is an on-going process of identification, adjustment, and response to problems or opportunities that arise. In order to sustain the planning process and generate positive results, maintain momentum, and respond to change; the Plan should be reviewed and updated every five years, at a minimum.

In addition, the Planning Commission or other designated committees, under the direction of the City Council, can prepare organizational plans for specific issues or areas of concern as specified in the Master Plan. Such plans may include a Central Business District plan, corridor plans, housing maintenance programs, or a recreation plan.

As discussed throughout this planning process, The Planning Commission’s work really *begins* with the completion of the Master Plan. Every year the Planning Commission should establish/update its annual work plan based on this implementation section. At a minimum, the annual work plan should include the following elements:

1. List of necessary text amendments;
2. Update Capital Improvements Plan;
3. Review list of public improvement projects;
4. Identify training objectives; and,
5. Review of annual accomplishments.

Several of these items are mandated by State Law including the development of a capital improvement plan and the review of public improvements.

These elements are intended to be suggestions for items to be included on the Planning Commission’s work plan. Other items will surface throughout the planning process.

### **CODES AND ORDINANCES**

Without reasonable, firm codes and ordinances, the City cannot carry out the best of plans. With the use of the police power, the City can guide private development, redevelopment and rehabilitation in a coordinated plan of total City effort. Among the more important codes are:

#### **Zoning**

The City Zoning Ordinance is a principal tool for the implementation of the Plan.

Zoning is the regulation of the use of land and buildings, including their height and bulk, the proportion of lot that may be covered by them, and the density of population. Zoning is enacted under the police power of the State for the purpose of promoting health, safety, and general welfare and has long been supported constitutionally by the U.S. Supreme Court and the Michigan courts.

The purpose of zoning is to assist in orderly development and growth. It is also used to protect property values and investments. Because of the impact it can have on the use of land and related services, zoning regulations must be related to the Master Plan. Zoning is an instrument for effecting that part of the Plan relating to the use and development of land. Through the process of amendments, site plan review, special approval of certain land uses and administration, the City implements its zoning in conformance with the Plan.

Based on the recommendations in the Plan for the residential, commercial, and Downtown area and based on the ever evolving zoning tools that are available, the City should consider a technical review of the zoning ordinance. A technical review

will determine which provisions of the Ordinance are no longer consistent with the policies of the Master Plan and which provision can be more clearly written to withstand legal scrutiny.

The technical review will be a methodical process that results in a list of suggested text amendments necessary to update the Zoning Ordinance in accordance with the Plan.

#### ~ **Subdivision Regulations**

Keego Harbor currently has minimal subdivision standards. Along with the technical review of the zoning ordinance, suggestions for updating the subdivision regulations should also be considered. Recent requests for the division of irregular parcels illustrate the need to have updated subdivision regulations

#### ~ **Property Maintenance Codes**

The City has an effective property maintenance code that is diligently enforced by the City's Building Official. Every effort must be made to continue the success of this program.

#### ~ **Landlord Licensing Code**

A landlord licensing code is also being used by the City to require upgrades and maintenance of aging properties. Accompanied by an annual fee and inspection program, a landlord licensing code has been a very effective tool to discourage conversion of units, encourage proper maintenance, and protect property values.

### **CAPITAL IMPROVEMENT PROGRAM**

A CIP is used to evaluate, prioritize and structure financing of public improvement projects. The CIP provides a basis for systematic review of proposed improvements related to the Master Plan by the Planning Commission, and creates an opportunity to coordinate timing, location and financing of those projects. To that end, three objectives can be achieved: (1) financial analysis can minimize the impact of improvement projects on the local tax rate; (2) appropriate scheduling of projects can take place given an advance picture of future need and development activities identified in the Plan; and (3) the Planning

Commission can demonstrate its coordinating role in serving other elements of local government in formulating project recommendations.

In general, capital improvement programs are most often presented in terms of specific fiscal year listings, although there are some shown in terms of priority categories with a more flexible time schedule. The capital improvements process should include the following steps:

- ~ Inventory of potential projects as related to the Master Plan, including preliminary cost estimation and initial prioritization.
- ~ Evaluation of projects proposed, in addition to those in the Plan, by various sponsors and City departments.
- ~ Financial analysis of the proposed projects in terms of the available community revenues.
- ~ Project scheduling for five years.
- ~ Recommendation of first-year projects (capital improvement-budget) to City Council.
- ~ Formal approval of the capital improvement budget.

The role of the planning agency is primarily to identify potential projects as related to the Master Plan, coordinate material submitted by others, and work with financial officials in assembling facts for decision by the City Council.

### **COORDINATION BETWEEN BOARDS AND COMMISSIONS**

In no certain order, the Planning Commission, City Council, Zoning Board of Appeals, Tax Increment Finance Authority, Parks and Recreation Commission, and other groups are essential for the implementation of the Plan. To that end, there should be a regularly scheduled coordination session between these groups to discuss work plans and priorities for the year. Resources can be allocated and schedules developed to minimize the duplication of effort and conflicting interests.

## PUBLIC UNDERSTANDING AND SUPPORT

The necessity of citizen participation and understanding of the planning process and the Plan cannot be over-emphasized. A carefully organized public education program is needed to organize and identify public support in any community development plan. The lack of citizen understanding and support can seriously limit implementation of the planning proposals. The failure to support needed bond issues, failure to elect progressive officials, and litigation concerning taxation, special assessments, zoning, and public improvements are some of the results of public misunderstanding of long-range plans.

In order to organize public support most effectively, the City must emphasize the reasons for the planning program and encourage citizen participation in the adoption of the Plan and the continued planning process. Public education can be achieved through informational presentations at various local functions, newspaper articles, and preparation of simple summary statements on plans for distribution. Participation by residents in various civic groups is evidence of community involvement.

## PROGRAMS AND FUNDING

Successful implementation of projects will depend on the ability of the City to secure the necessary financing. Besides the general fund, there are several sources of revenues which the City could utilize and should investigate in more detail. The primary sources of funding are summarized below:

### Michigan State Housing Development Authority (MSHDA)

- **Home Improvement Program.** This program provides low interest loans for home improvements through local lending institutions. The Home Improvement Program (HIP) is not targeted to any specific area, but can be utilized City-wide. Interest rates on loans are related to income. The property must be twenty years or older in age or in need of repair. The loans must be utilized to correct items that are hazardous to health and safety, or for items related to energy conservation.
- **Neighborhood Improvement Program.** The Neighborhood Improvement Program (NIP) is another home improvement program developed by MSHDA, but it is directed toward specific revitalization areas. Loans, with interest rates

dependent on income, are made available to homeowners within such areas. The program operates very similarly to the HIP with local lending institutions participating in the program.

### Community Development Block Grant Program (CDBG)

The Community Development Block Grant program is an annual allocation of the U.S. Department of Housing and Urban Development to local governments for a wide range of community development activities, including housing rehabilitation, public and neighborhood improvements and economic development activities which primarily benefit low and moderate income persons. The City receives funds through Oakland County.

### Tax Increment Financing

Tax increment financing is a popular means of financing public facilities such as roads, water and sewer, and other public facilities which are needed for development. Keego should continue to use this technique to issue bonds to pay for public improvements necessary to support the identified development projects. The bonds are paid off by capturing those increases in property taxes that flow from the private investment made possible by the public improvements.

### Brownfield Financing Redevelopment Acts, Public Acts 381, 382, and 383 of 1996

These acts establish a new method of utilizing the TIF financing mechanism. This new initiative can be used by a community and land owner or potential user working together to finance the cleanup and reuse of contaminated property. Costs which can be funded include the demolition of buildings if necessary to remove the hazardous substances, and new construction if it is needed to protect against exposure to hazardous substances which are to remain. An important feature of this new initiative is that it restores the ability to capture state and local school taxes but only from the taxes paid by the user of the redeveloped contaminated site.

The Brownfield Act has recent been amended to allow the TIF funds to be used for redeveloping obsolete buildings/uses that contribute to the negative conditions within a Brownfield Area.

**Downtown Development Authority (DDA), Public Act 197 of 1975**

A Downtown Development Authority (DDA) is a non-profit development corporation which exists for the purpose of promoting a desirable environment for businesses and residents and implementing economic revitalization projects. Projects can be implemented by the DDA through a variety of financing techniques, including bond issues, tax increment financing, and public and private contributions. The City currently has an active DDA.

The foregoing state enabling legislation plays an important part in expanding the capacity of the City to attract and accommodate economic development. A successful program, however, is predicated in major part on having the fiscal resources necessary to support or provide for development or redevelopment activities. Without some financial participation by the community, many projects have little chance of becoming reality.

A critical element for spurring economic development is the creation within the community of profit-making opportunities for the private sector. Without the basic profit incentive built into a project, its chances of success will be limited. Thus, if conditions appear to be shaky for a particular project the community wants to see built, the community must be prepared to advance risk capital that may not otherwise be available.

**Special Assessment**

This technique allows for the financing of public improvements through the assessing of property taxes, on an equitable basis, to benefitting property owners in a specific district.

**Rehabilitation Act, Public Act 344 of 1945**

Act 344 of the Public Acts of 1945 is the basic Michigan rehabilitation statute. It provides powers and procedures for local governments to acquire, assemble, and finance the redevelopment of blighted areas for general rehabilitation purposes.

**Section 202/8**

This is a federally sponsored program which provides mortgage financing and rent subsidies for the construction and maintenance of elderly housing. Only non-profit, private organizations (such as

churches, unions, fraternal and other non-profit organizations) are eligible sponsors; but local governments usually cooperate in the assembly of land, applications, public improvements and supportive actions. Such projects are tax exempt, but the State rebates an equivalent amount to local tax jurisdictions.

**Recreation Bond Funds**

This fund will become available to local communities in the form of grants on a 25 percent local matching basis. Funds are provided through the sale of a state-wide recreation bond. In November, 1988, this voter approved bond fund contributes to the effort of "Rebuilding Michigan" physically, economically and socially: Physically, by helping to renovate existing and building new public recreation facilities; economically, by strengthening the states travel industry and by making the state a more attractive place to locate business and industry; and socially, by using recreation to provide constructive and educational activities.

Eligible projects include public park and recreation improvements in six areas: renovation of park infrastructure, expansion of park facilities, park development along waterfronts, tourism-related recreation, environmental education facilities, and recreation development of abandoned manufacturing and industrial sites. To be eligible, the City must have a recreation plan no more than five years old and approved by the Department of Natural Resources.

As of 1995, this program did not have any funding available and a re-authorization of bond funds would be necessary to make funding again available.

**Land and Water Conservation Fund**

These grants are 50/50 matching grants for land acquisition and development of outdoor recreation facilities. Eligible projects receive a reimbursement from the Federal government equal to half the total project cost. The other half may be provided in the form of cash outlay, donation of land, or by credit for certain locally assumed costs. To be eligible, the City must have an approved, up-to-date recreation plan that has been formally adopted by the City Council.

Facilities which may be developed with these funds include, but are not limited to, soccer fields, ball diamonds, tennis courts, playgrounds, fitness trails, picnic areas, archery ranges, and ice rinks.

### **Michigan Natural Resources Trust Fund**

This fund replaced the Michigan Land Trust Fund in October, 1985. All proposals for local grants must include a local match of at least 25 percent of a total project cost. Projects eligible for funding include: 1) acquisition of land or rights to land for recreational uses or for protection of the land for environmental importance or scenic beauty; 2) development of public outdoor recreation or resource protection facilities (i.e., picnic areas, winter sports areas, playgrounds, ballfields, tennis courts, trails, etc.); 3) indoor facilities if their primary purpose is to support outdoor recreation. Eligible indoor facilities include nature interpretive buildings and park visitor centers. Also eligible are outdoor recreation support buildings such as restrooms, maintenance, and storage buildings. Proposed local government fund recipients must have a recreation plan no more than five years old that is approved by the Michigan Department of Natural Resources.

### **Shared Credit Rating Program - Michigan Municipal Bond Authority (MMBA)**

This recently created program under Act 227 of 1985 offers municipalities the opportunity to take advantage of the State's improved credit rating. Because the MMBA is authorized to issue bonds to make loans to Michigan municipalities through the purchase of municipal obligations, the Authority allows municipalities to borrow funds for their capital and operating needs without going to the expense or trouble of entering the bond market on their own. Many small communities are at a disadvantage when issuing debt in the bond market because they frequently have no bond ratings and potential investors know little about their finances or economy. In addition, small communities tend to borrow infrequently and in small amounts. Because such debt issues are not particularly attractive to the financial markets, borrowing costs for such communities can be high.

The MMBA sells tax-exempt bonds in the national municipal bond market. Proceeds from the sale are used to make loans to eligible Michigan communities by purchasing their bonds.

In essence, the MMBA "bundles" smaller local debt issues into a larger, more attractive bond issue and then offers it to the national market. By consolidating numerous local bond issues, local units save on printing costs, rating agency fees, and credit enhancements. As

participating communities make principal and interest payments to the Authority to repay their debt, the Authority uses these payments to repay the Authority's bond.

### **Maintenance of Shopping Areas Act, Public Act 260 of 1984**

An amendment of Act No. 120 of 1961, now authorizes cities to establish special assessment districts to be used for the maintenance of commercial areas.

Act No. 260, Public Acts of 1984, retitles the original to read: An act to authorize the redevelopment of principal shopping areas of certain cities; to permit the creation of revenue and the bonding of certain cities for such redevelopment projects. Basically, Act 260 expands the original act to allow the use of special assessment districts to be used not only for the redevelopment project, but now, also for the continued and on-going maintenance, promotion, and security of a redevelopment project. The act also provides for the creation of a board for the management of activities within the redevelopment project, and allows for the issuance of special assessment bonds in anticipation of future collections of special assessments for the redevelopment.

### **Intergovernmental Cooperation**

Act No. 425 of 1984 is a new act which deals with inter-governmental land transfer for economic development projects, instead of through annexation. In the past, as many economic development project expanded beyond one governmental unit's boundaries, it required annexation of land area from the neighboring unit. Implementation of Act No. 425 will permit this process to occur by a conditional transfer of property controlled by a written contract between affected units for renewable periods of up to 50 years.

This act will allow two or more units of government to actually share a given land area (sort of a joint custody) for purposes of economic development projects.

The sharing, under this act, may involve public services, taxes, and other general revenue, as provided by contract, rather than the all or nothing approach of annexation. In addition, there are many other Michigan laws which provide for intergovernmental cooperation on mutually beneficial projects.

## Commercial Rehabilitation

The successful implementation of commercial rehabilitation projects can be achieved through a working partnership between: the public sector, including the City and other public agencies, and the private sector, consisting of concerned merchants, owners, community organizations and financial institutions. The role of the City in this concerted effort includes providing or sharing the following:

- **Planning and Design:** Specific plans and/or design after physical inventory and analysis of existing conditions within the commercial districts, including public right-of-way and private land and buildings.
- **Public Improvements:** Specific projects based on planning recommendations, which can include parking, pedestrian and vehicular circulation, utilities, signage and landscaping.
- **Management:** Structuring the public/private partnership and over-all responsibility for a comprehensive program within the commercial districts, including the resources necessary to initiate private input, involvement and execution and administration over the longer term.
- **Financing:** Facilitating methods for financing the costs of commercial rehabilitation including pursuit of grant opportunities; implementing state economic development mechanisms; assisting in establishing loan funds; establishing special assessments districts; and issuing bonds for improvements, land acquisition and/or development.

## Transportation Enhancement Act (TEA-21)

*Transportation Enhancement Act (TEA-21)* grants are available for improvements to the City's transportation system, including motorized and non-motorized systems. This federal program provides funding for all types of transportation-related projects, and has been used throughout Michigan by communities to further a range of improvements. This funding has been useful in implementing the streetscape improvement program along Cass Lake Road, and may also be a viable source of funding for improvements along Orchard Lake Road.

## National Main Street Program

The National Main Street Program is based on the concept of providing technical assistance to local communities. The assistance is in the form of a Main Street Manager who works together with a group of local representatives (DDA, TIFA, etc.) to manage the Main Street program on site. The program consists of four main points, design, organization, promotion, and economic restructuring. All of these elements are critical for enhancing and maintaining Keego Harbor's downtown area.

## Private Grants and Contributions

Private sources for grants also exist. Foundations and utility companies are a common source for private grants for municipal projects. These grants are usually special purpose and limited to specific geographic areas.

### *The Main Street Approach*

The Main Street program's success is based on a comprehensive strategy of work, tailored to local needs and opportunities, in four broad areas, called the *Main Street Four Point Approach*:

**Design:** Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning.

**Organization:** Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process.

**Promotion:** Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens and visitors.

**Economic Restructuring:** Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities -- and challenges from outlying development.

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## **PROJECTS: PRIORITY, FUNDING AND RESPONSIBILITY**

This section identifies, assigns a priority, funding source and responsibility for projects or actions recommended in the plan. Several projects are from the vision, goal and actions section of the plan, while others are from the evaluation of public facilities and the recommendations regarding future land uses, roads, pathways and gateways. Figure 3, the Projects, Priorities, and Responsibility, sixteen of these projects. Further evaluation is then focused on those projects which will have significant positive impact on the City of Keego Harbor and have reasonable likelihood of being implemented. To help make such determinations, each potential project was evaluated according to four general criteria:

- ~ The extent to which the project furthers the goals and vision of the Master Plan.
- ~ The availability and likelihood of financing for the project.
- ~ The overall impact on improving conditions within the City.
- ~ The feasibility of actual implementation.

The foregoing criteria are generalized and difficult to quantify. However, this evaluation will help the Planning Commission focus on those projects which warrant the greatest attention.

**Figure 3: PROJECTS, PRIORITIES, FUNDING, AND RESPONSIBILITY**

RECOMMENDATIONS	PRIORITY	TIME FRAME	ZONING ORD. CHANGE	CAPITAL IMPROVEMENT	FUNDING SOURCE OR RESPONSIBILITY
<b>Ordinance Amendments</b>					
• Technical Review	High	3 months	Yes	No	Planning Commission
• Site Plan Review Procedures	High	3 months	Yes	No	Planning Commission
• Residential Development Standards	High	6 months	Yes	No	Planning Commission
• Landscape Standards	High	3 months	Yes	No	Planning Commission
• Sign Ordinance	High	3 months	Yes	No	Planning Commission
• Subdivision Regulations	Medium	6 months	Yes	No	Planning Commission
• Floodplain Regulations	High	3 months	Yes	No	Planning Commission
<b>Streetscape and Road Improvements</b>					
• Complete Cass Lake Road Streetscape Design	High	3 months	No	Yes	Planning Commission, City Council, TIFA
• Complete Cass Lake Road Streetscape Impositions	High	1 year	No	Yes	Planning Commission, City Council, TIFA
• Develop Residential Road Improvement Standards	Medium	6 months	No	Yes	Planning Commission, DPS
• Designate “Gateway” points of entry into City	High	3 months	No	Yes	Planning Commission, City Council
• Apply for TEA-21 Grant funds for Orchard Lake Road	Medium	3 months	No	Yes	Planning Commission
• Complete Orchard Lake Road Streetscape Design	Medium		No	Yes	Planning Commission, City Council, TIFA
• Complete Orchard Lake Road Streetscape Impositions	Medium		No	Yes	Planning Commission, City Council, TIFA
• Improve residential road according to residential road standards	Medium	Ongoing	No	Yes	Special Assessment Districts
<b>Stormwater Management</b>					
• Complete Voluntary Regional Stormwater Permit	High	6 months	No	No	Planning Commission
• Reconfirm 1978 Stormwater Drainage Study	Medium	6 months	No	No	Planning Commission, DPS
• Develop roadway improvement standards for drainage	Medium	6 months	No	No	Planning Commission, DPS
•					
<b>Community Facilities</b>					
• Develop List of Community Facilities Improvements	High	6 months	No	No	Planning Commission
• Develop Civic Center Plan for City Hall, Police, and DPW	High	6 months	No	Yes	Planning Commission

RECOMMENDATIONS	PRIORITY	TIME FRAME	ZONING ORD. CHANGE	CAPITAL IMPROVEMENT	FUNDING SOURCE OR RESPONSIBILITY
• Pursue agreements with surrounding communities for shared services	Medium	Ongoing	No	No	Planning Commission, City Council
• Complete Update of Five Year Park and Recreation Plan	High	3 months	No	Yes	Recreation Commission
• Develop specific plans for pocket parks along Cass Lake Road.	High	3 months	No	Yes	Planning Commission, Recreation Commission
• Apply for Recreation Improvement Grants from DNR	high	annual grant application	No	Yes	Recreation Commission, City Council and Administration
• Develop and maintain current CIP	high	annual ongoing	No		Planning Commission
• Complete path network between community and regional facilities	high	ongoing	No	Yes	Planning Commission, City Council
<b>Economic Development</b>					
• Promote redevelopment of underutilized sites prepare and issue RFP	medium	6 months	No	No	Planning Commission
• Pursue “Link Michigan” grants to provide communication network within Keego	medium	6 months	No	Yes	Planning Commission
• Redevelop Neighborhood Infrastructure	high	address annually in CIP	no	Yes	Planning Commission, City Council, and Administration
<b>Planning</b>					
• Review Master Plan and Update as Necessary	high	Annual ongoing	No	No	Planning Commission
• Update annual work plan	high	Annual ongoing	No	No	Planning Commission
• Establish training program for PC, ZBA, and City Council	high	Ongoing	No	No	Planning Commission