

Redevelopment Chapter Addendum

CONTEXT FOR THIS MASTER PLAN ADDITION

Build on Success

In recent years, Lake City has made great strides in establishing a built environment that caters to residents, visitors and business owners. This has come in the form of redevelopment and the acquisition of state and federal funding, in addition to collaborative partnerships locally. Now the goal is to continue to build on what is working well and use this momentum to address community-identified concerns.

Project Partners

Office Of Rural Prosperity

This project was funded through a Rural Readiness grant from the Office of Rural Prosperity (ORP), housed under the Michigan Department of Labor and Economic Opportunity (LEO). According to ORP's webpage describing the program:

"The Readiness Grant Program provides rural communities (via tax-exempt organizations) with up to \$50,000 to support collaborative planning and capacity initiatives. These competitive, reimbursement grants support and invest in under-served areas and populations by providing reimbursement grant funding for capacity building activities, development readiness initiatives, partnership and plan formation, and cross sector collaboration."

Lake City was 1 of 19 projects supported by \$852,000 in funding for the program's grant cycle. The total project award was \$28,300 with an additional \$4,000 in in-kind match from Networks Northwest and \$3,500 in cash match from the City of Lake City for a total project cost of \$35,800. This funding supported all of the public engagement efforts (described later in this chapter), this Redevelopment Master Plan chapter addendum, an Economic Development Strategy for the community, as well as \$3,000 to help with the pre-construction costs needed to help Lake City relocate its City Hall to a recently acquired site.

City of Lake City

Leadership in Lake City helped to garner public attendance at each of the design sessions and the focus groups. The City also played a key role in getting survey responses and in helping the planning team access facilities for engagement events. Networks Northwest would like to especially thank Mayor Craig Ardis for his commitment to this process.

Networks Northwest

Networks Northwest is the Regional Planning Organization for Northwest Lower Michigan, its services spanning 10 counties including Missaukee. The agency acted as the project lead for this planning process by coordinating with Lake City on the Rural Readiness grant application and management. Networks Northwest led the public engagement efforts and drafted the final project deliverables.



WHAT DO WE MEAN BY “REDEVELOPMENT”?

Before getting into the description and subsequent results of this planning process, it is important to first define terms. Namely, what exactly do we mean when we are talking about redevelopment, and why is a Redevelopment Chapter important for Lake City’s Master Plan? Redevelopment refers to the process of improving sites or larger areas that are currently underutilized, blighted or do not fit within the existing community context. Changes in shifting demographics, as well as economic trends at the local, national and global levels can call for necessary changes to the built environment. Some examples may include, for instance, what to do with an abandoned mall or how to provide housing in a growing community while preserving farmland. An aging community may call for houses with smaller footprints, while a community with more families may demand more park space. In other words, as the people and preferences change, often our built environment must adapt, too.

Why is Redevelopment Important?

In the context of the Lake Missaukee Area (Lake City, Forest Township, Caldwell Township, Reeder Township and Lake Township), redevelopment means a few different things. These needs were identified during a 2024 planning process that primarily looked at the M-66 corridor. This corridor is the main economic driver of the area, as it hosts most of the community’s businesses, civic spaces and active recreation sites. Primarily, redevelopment is important here in order to:

1. Promote infill where there is existing infrastructure rather than support development in surrounding forest and agricultural lands;
2. Activate public spaces and provide more public space to encourage more pedestrian activity along the corridor;
3. Ensure that structures are attractive to existing and prospective business owners;
4. Ensure that pedestrian activity along the corridor is safe;
5. Support tourism visitation; and
6. Increase tax revenue by increasing value.

This chapter addendum will discuss the input process that led to these goals, how these goals should look when implemented and how the community can get started.

Additionally, it is important to note that the 2020 Lake City Master Plan has already identified various redevelopment sites. The purpose of this addendum is to focus on design concepts that could be implemented throughout the area, especially along the M-66 corridor. For a more in-depth look at this 2024 planning process, please consider reading the Lake Missaukee Area Economic Development Strategy, completed in 2025.

REDEVELOPMENT READY COMMUNITIES®

The impetus for this Master Plan addendum is to help Lake City progress in its efforts to become certified as a Redevelopment Ready Community (RRC) through the Michigan Economic Development Corporation (MEDC). According to the program's Best Practices document:

"Redevelopment Ready Communities® (RRC) is a voluntary technical assistance initiative offered through the Michigan Economic Development Corporation (MEDC) which empowers communities to shape their future by building a foundation of planning, zoning, and economic development best practices and integrating them into their everyday functions."

In completing a checklist of best practices which includes 6 categories, the community is following the industry standard for driving quality redevelopment, and is able to access funding through MEDC to help fund community projects.

This chapter builds on the 2020 Lake City Master Plan, which was undertaken in collaboration with Caldwell Township, Reeder Township and Lake Township to help the community to define design and use preferences to improve the corridor, as identified by this robust 2024 public input process.



Public Input Process

PROJECT TIMELINE

Throughout 2024, Lake Missaukee Area residents and business owners were asked to “Re-imagine the M-66 Corridor”. This planning process took place from February, 2024 to April, 2025. As previously mentioned, the collaborative 2020 Lake City Master Plan identified various redevelopment sites already, as well as some baseline strategies for implementation. Therefore, this input process sought to get more specific with public preferences. For example, what types of housing would you like to see? What architectural styles fit the local aesthetic? How could a social district activate the downtown?

Thus, the overall intent of this public input process was to help the Lake Missaukee Area communities, including Lake City, to guide redevelopment in a manner as close to public sentiment as possible.

INPUT METHODS

Focus Groups

Prior to engaging members of the public at large, the planning team at Networks Northwest, in partnership with leadership in Lake City, convened a key stakeholder group for 2 separate focus group sessions. Participants included the Lake City Council, Missaukee County Commissioners, the Missaukee County Planning Department, the Lake City Planning Commission, the Missaukee Area Chamber of Commerce, City2Shore, a representative from the school district and highly engaged citizens.

Online Survey

Networks Northwest issued an online survey to garner sentiments on the M-66 corridor and what improvements could be made to improve its walkability, housing stock and businesses. The planning team mailed 3,950 postcards using Every Door Direct Mail to let as many people as possible know about the planning process and the availability of the survey. The survey received 198 responses.

Design Sessions with MSU

Faculty and students from Michigan State University’s Sustainable Built Environment Initiative (SBEI) helped to facilitate a 3-meeting design charrette. This process led to before-and-after renderings to visually depict the corridor’s ideal outcomes around the categories of placemaking, connectivity and sustainability.

Student Input

In order to target an often forgotten demographic in the planning process, a planner from Networks Northwest presented the MSU design recommendations to Lake City High School’s student council. Students were able to voice what they think the corridor needs and whether or not the proposed designs match their preferences.

AREA OF FOCUS

While this planning process could have considered the entirety of the developed areas in Lake City and the 4 adjacent townships, the planning team instead focused on the M-66 corridor. This choice was made because of the corridor's vital impact on the community's social, economic and environmental well-being. It spans 5 municipalities, is adjacent to Lake Missaukee, features much of the area's economic activity and small businesses and hosts various civic spaces.

In addition, it is well-known that Northwest Lower Michigan is growing as its popularity reaches a national audience. We cannot choose whether or not growth and its subsequent changes occur. However, we can have a say in what that change looks like. For the Lake Missaukee Area, a large amount of the local identity consists of the scenic views of farmland, water and forests. In order to preserve these features, future development and redevelopment is best if it occurs in areas of existing infrastructure. In this sense, the M-66 corridor near Lake Missaukee should be the host to additional businesses, civic spaces and housing.

Therefore, for this planning process the project area starts near the Lake City Cemetery in Caldwell and Forest Townships, follows the corridor through Lake City and finishes where development patterns taper off in Reeder and Lake Townships.





PUBLIC INPUT KEY FINDINGS

This section describes the key findings from each of the public input opportunities during the 2024 planning effort. For a more in-depth analysis of results, please see the Lake Missaukee Area Economic Development Strategy, including its Appendix for raw results.

Focus Groups

Each of the 2 focus groups were attended by around 20 key stakeholders. These sessions were held at the Lake City Hall, the first on March 25, 2024 and the second on April 23, 2024. These focus groups were meant to help the planning team gain a baseline understanding of what is working well and what should be improved along the corridor.

Focus Group 1

At the first focus group, participants worked in small groups to answer the following questions:

What would make the M-66 corridor better for businesses and the local economy?

What would make the M-66 corridor more enjoyable for non-motorized travel? and

Describe a perfect public space along the M-66 corridor.

Question 1 results: Responses focused on reconfiguring parking, reducing speed limits and the effects of semi-truck traffic, adding mixed uses, adding more lodging and providing better connections from the downtown to the waterfront.

Question 2 results: Responses focused on adding pedestrian seating, improving M-66 crossings, extending sidewalks along the corridor and adding to visual aesthetics through plantings, art and facade improvements.

Question 3 results: Much of this conversation focused on the impending Grand Central Park project (see conceptual site plan on the next page). Other ideas were centered on making a space that is useful year-round, as well as a need for improved public restrooms.



Photo: Focus group participants

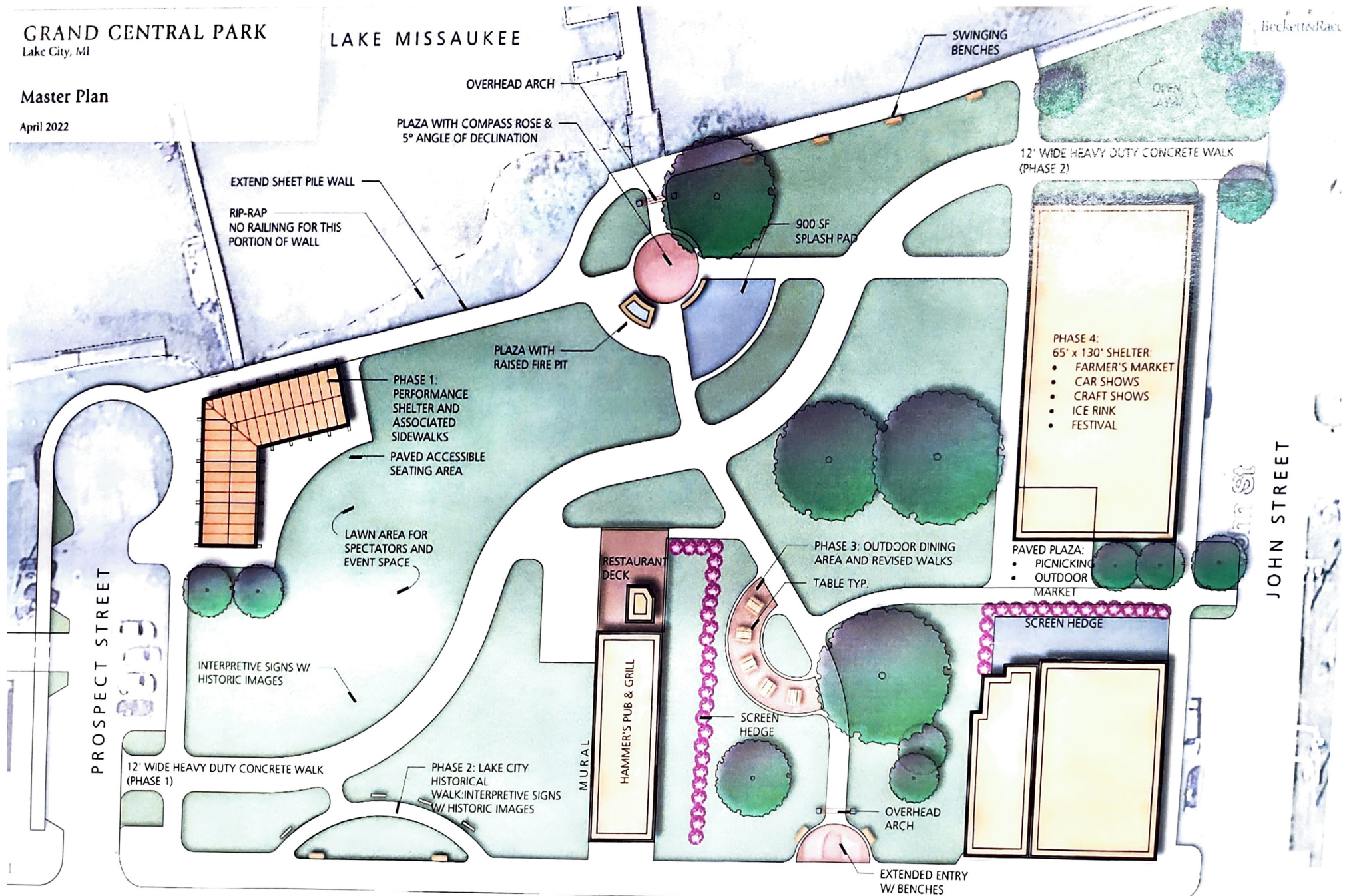
GRAND CENTRAL PARK CONCEPTUAL DESIGN

GRAND CENTRAL PARK

Lake City, MI

Master Plan

April 2022



Focus Group 2

The second focus group was a facilitated discussion around 2 main concepts. The first was concerned about the prospect of the City establishing a Social District in the downtown. Individually, participants were asked to write down the positive benefits of such an action, their concerns and what infrastructure updates, policy changes, strategic partnerships and/or programs would need to be implemented. Because the Social District concept is more of an economic tool than a redevelopment feature, this idea is discussed in detail in the Lake Missaukee Area Economic Development Strategy. A map of the likely Social District is shown on Map 1 on the next page.

To begin the focus group, participants were asked to think about "If, Then" scenarios to discuss the impacts of the Grand Central Park redevelopment project (see conceptual drawing on previous page). This is a full park redevelopment along Lake Missaukee in downtown Lake City, with funding support from a \$935,000 grant from MEDC. The following are the results from the 2 groups of 5-7 participants:

"If Grand Central Park is developed in full, then..."

- There will be more traffic and it's difficult to see to cross to the green space
- As a result, Lake City could respond by: A crosswalk or light will be needed for safe street crossing
- Lake City will become a destination and a reason to stop to participate in the park activities or businesses








- As a result, Lake City could respond by: Providing more parking and law enforcement required
- More maintenance of the green space and facilities will be required
- As a result, Lake City could respond by: There will be more jobs available and/or more work for city employees will be required
- Our tax base will go up
- Need enforcement of traffic speed through town
- As a result, Lake City could respond by: May need additional law enforcement, cameras
- Connect current parks
- As a result, Lake City could respond by: Look at safety plan to connect Miltner Park to Grand Central Park. Look at improvement plan for Miltner.
- Need safety plan for waterfront and boats, need additional regulations
- As a result, Lake City could respond by: Study no wake zone, possible, water safety plan for dock area





MAP 1. CONCEPTUAL SOCIAL DISTRICT BOUNDARIES

Legend

-  Social District
-  Project Boundary
-  M-66 Corridor
-  Municipal Boundary
-  Lake Missaukee
-  Roads
-  Parcels





Survey Results

The online survey consisted of 10 questions and was meant to gather overarching sentiments regarding the M-66 corridor in the aforementioned project area. Similar to other aspects of this chapter, a complete survey response analysis is provided in the Lake Missaukee Area Economic Development Strategy, with key findings listed in this chapter addendum. Overall, the following key findings were derived from the survey:

- The corridor’s greatest assets are its proximity to Lake Missaukee and the small town feel of the downtown area.
- The largest complaint or concern about the downtown is the relatively high speed limit and the semi-truck traffic. Many people were wanting to see pedestrian crossing safety improved.
- The corridor could be improved by redeveloping underutilized and blighted retail spaces.
- The largest proportion (39%) rated the walkability of the corridor as “somewhat good”.
- The top 3 non-motorized improvements respondents wanted to see were Sidewalk expansions (44%), Clearly marked crosswalks (33%) and Slower speed limits for automobiles (31%).
- The top 3 desired businesses or services people wanted to see introduced or expanded were General retail establishments (50%), Lodging (46%) and Casual dining (39%).

- While around half of respondents said they would like to see more single-family housing along the corridor, the top 3 higher density preferences were Townhouses (27%), Multiple bedroom apartments (24%) and Multiple bedroom condominiums (24%).
- 70 percent of respondents said parking along the corridor is Somewhat good (35%) or Somewhat poor (35%).
- 47% of respondents said they Completely support mixed-use developments along M-66 while 37 percent said they Support in some instances. Just 17 percent were completely opposed.

Re-imagine the M-66 Corridor!

Help us to Re-imaginge the M-66 Corridor around Lake City! This is an exciting opportunity to inform what the future of your community looks like.

For more information and to take the survey, go to nwm.org/M66plan.

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PAID
EDDM Retail

LOCAL POSTAL
CUSTOMER



Use the QR code to take
the M-66 Survey today!



MSU Design Sessions

The planning team contracted with Michigan State University's Sustainable Built Environment Initiative (SBEI) to provide conceptual design renderings (before-and-after images) based on public feedback. SBEI is a faculty-led, student assisted program within the university's School of Planning, Design & Construction (SPDC). The SBEI team helped to facilitate a 3-meeting design process with the following schedule:

Meeting 1

Participants are asked to work in groups to describe what is working well along the corridor, what concerns or improvements should be addressed and what the corridor's ideal future would look like. This input helped the SBEI team to develop its initial set of before-and-after images.

Meeting 2

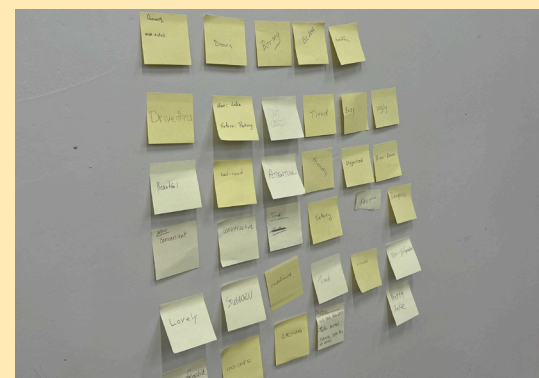
Participants reviewed the initial design renderings along with a set of "character images". These character images depicted various concepts such as interactive infrastructure, mixed-use developments, pedestrian safety infrastructure, landscaping and more. Attendees gave their feedback on each set of images, stating what they did or did not like about the ideas.

Meeting 3

At the final meeting, Networks Northwest and MSU presented the final design renderings, as well as a set of brief policy recommendations to implement (described later in this chapter).

The MSU SBEI design process is based on the "charrette" planning concept. This process emphasizes feedback loops, or multiple points of clarification on design ideas. The purpose is to continuously refine visual recommendations through public input until the final images represent the overarching preferences held by a majority of community members. When communities take the time to refine design recommendations, they end up with strategies that are highly supported and therefore easier to implement.

For more information on SBEI, visit canr.msu.edu/spdc/research-outreach/sbei. For more information on design charrettes, visit canr.msu.edu/nci/.



Student Feedback

After Meeting 2, a planner from Networks Northwest met with the Lake City Student Council to gather their sentiments on the initial design renderings and what they would like to see occur along the M-66 corridor. The Networks Northwest planner briefly described the community planning profession and the “Re-imagine the M-66 Corridor” planning process. Next, students worked in groups of 4-5 to review 1-2 design renderings and give their feedback. They were asked:

- What do you like about the design proposal?
- What is missing from the design proposal?
- What would be a dream scenario for this part of the corridor?

The feedback from the Lake City Student Council was shared with the MSU design team, who edited the renderings to reflect all of the feedback from Meeting 2. The results of this activity are summarized in the 3 boxes below.

What students liked about the designs

- Extend sidewalks along the corridor
- Add lighting
- Raise sidewalks to define them from the street (where needed)
- Distinguish crosswalks
- Add seating in public spaces
- Mural/art
- New mixed-use development
- Traditional building design
- Rain gardens and beautification
- Inn/more lodging
- Grand Central Park layout

What students would change

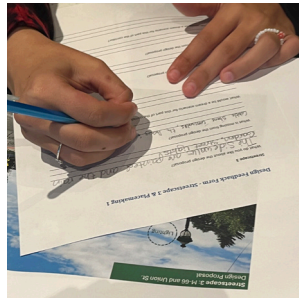
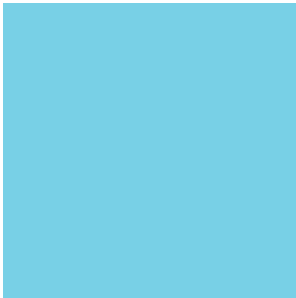
- Different material for crosswalks. Bricks may pose a challenge for wheelchairs
- Color of crosswalks should borrow from color palette of nearby buildings
- Prefer wood board or brick pathways in Grand Central Park rather than concrete
- Hotel color should be more subtle
- Want more benches in Grand Central Park and downtown

What students would like to see somewhere along the M-66 corridor (dream scenario)

- Fancy restaurant
- Escape room
- Fast casual or fast food restaurant
- Every new building's facade is brick, has windows
- Swinging benches in downtown
- Better dock
- Community heated pool, like the one in Houghton Lake
- Something in Grand Central Park that pays homage to the school
- Rollerblade rink
- Bury electric lines

Design Recommendations: Sustainability Focus

THE TRIPLE BOTTOM LINE OF SUSTAINABILITY



See the Lake Missaukee Area Economic Development Strategy for a complete set of design renderings, as well as the feedback that helped the design team refine the images over time.

The following pages show the final design recommendations for the M-66 corridor in the Lake Missaukee Area. These renderings, as proposed by the MSU SBEI team, focus on the 3 key areas of community sustainability: social, economic and environmental. By keeping each of these in mind and balanced to the extent possible, we are in a better position for long-term success as it relates to the built environment.

Social sustainability refers to the sense of place that the site or area gives off. Public spaces are interesting and contribute to the community's social fabric. This is done through infrastructure and designs that promote spontaneous social interactions, as well as areas for community events and programs.

Economic sustainability is about ensuring that designs consider long-term economic shifts and that they contribute to the well-being of the area's economy. For example, mixed-use developments bring people close to businesses, and promote patronage through walkability. Economic sustainability includes designs that balance social needs with business needs, such as safe and efficient transportation.

Environmental sustainability consider the importance of the built environment, as well as its impact on the natural environment. This is especially important in northwest lower Michigan, where many residents are attracted to live amongst swaths of forest land, scenic views and quality water bodies. Environmental sustainability is the understanding that we must develop the built environment for our needs, but that various infrastructure and planning tools can help support the long-term conservation of important natural features as well.

The design renderings on the next few pages give examples of built environment features that promote the "triple-bottom line" of sustainability.

Connectivity



Before



Before



After



After

Connectivity 2: M-66 North of Jennings Rd.
Final Design Recommendation



Streetscape Aesthetics

Before



After



Before



After



Before



After



Streetscape 2: M-66 and John St.
Final Design Recommendation



Placemaking



Before



After



Before



After



After

Placemaking 1: Front St. and John St.
Final Design Recommendation



Goals & Design Considerations

This Goals & Design Consideration section briefly describes 3 goals and sample Action Steps Lake City can take in order to implement the recommendations shown in the before-and-after images. These can also be found in the Lake Missaukee Area Economic Development Strategy, amongst various other policies that would directly respond to public needs and desires outlined during the “Re-imagine the M-66 Corridor” planning process. This list is not exhaustive and are examples of what policies could help the community to implement its ideal built environment.



Goal #1: Placemaking – to unify features of the built environment to promote social interaction and to enhance a sense of community

- Create spaces for the local community to utilize and take advantage of the resources of the project area
- Propose new usage of the current underutilized spaces
- Provide public spaces across various generational scales
- Draw upon the unique local environmental character and community features to create a theme and sense of place

Placemaking

Design Considerations	Recommendations	Action Steps
Promote the use of public spaces along the corridor by adding more pedestrian infrastructure and designs.	Add different types of seating along sidewalks including benches, movable chairs, rocking chairs, hardscaping, etc.	Apply for funding from the Public Spaces Community Places program.
	Promote public art or unique art installations that reflect the community character.	Coordinate funding from local entities such as the Missaukee Area Community Foundation, non-profit groups or from businesses themselves.
	Coordinate with local restaurants to identify opportunities for more outdoor dining.	Review the zoning ordinance to find opportunities to incentivize outdoor dining. This may include reductions in parking minimums or other barriers communicated by restaurant owners.
Distinguish the M-66 corridor's presence from other corridors in Michigan.	Ensure that new developments and redevelopments support uses and façade appearances that match the local identity.	Incorporate a façade ordinance to the zoning ordinance that promotes traditional design aesthetics such as brick exteriors, large first floor windows, and bonuses for other intricacies (mansard roof, balconies, etc.). Consider creating a revolving loan trust fund to help pay for façade improvements to existing structures.
	Incorporate a uniform design for signage and lighting throughout the corridor.	Coordinate between the City and Townships on street signage and pedestrian lighting with uniform colors, fonts, materials, and layout.
	Use the redeveloped Grand Central Park as a hub for local culture.	Provide year-round events and amenities at Grand Central Park. These should include elements that relate to local culture and history (e.g. agriculture, water recreation, logging industry, etc.).

Goals & Design Considerations



Goal #2: Connectivity – to provide safe and efficient pedestrian experience that accommodates motorized transit

- Enhance connectivity between people and places on the project site
- Provide safe and walkable environments
- Develop streets as livable spaces with diverse street amenities
- Improve and emphasize community assets by improving visual and physical accessibility

Connectivity

Design Considerations	Recommendations	Action Steps
Improve pedestrian safety when crossing M-66.	Distinguish crosswalks using different colors, materials, and slopes to slow traffic at critical points along the corridor. Consider features such as radar speed limit signs, crosswalk flashing lights, curb bump outs, or pedestrian islands.	Coordinate with MDOT to find consensus on solutions for more pedestrian infrastructure. The City, Townships, and County may consider applying for programs such as the Transportation Alternatives Program (TAP), the Rural Task Force Program, Safe Routes to School (SRTS), or the Small Urban Program.
		Work with MDOT to review the speed limit at different points along the corridor to ensure it balances efficient travel with pedestrian safety and downtown aesthetics.
Create more sidewalk connections along both sides of M-66.	Provide sidewalk connections to all businesses along M-66 within the project area. Where there is a curb cut, ensure that the paving is distinguished to denote a pedestrian crossing.	<p>Apply for MDOT grant dollars (see first action step) to supplement funding for sidewalk improvements.</p> <p>Additional funding for improvements may be available through a local millage, the Community Foundation, or through a general fund reapportionment. Work with the community to identify the most desirable source.</p>
Add wayfinding and informational signage to points of interest along the M-66 corridor.	Develop a color coordinated map that lists retail, restaurants, public spaces, public restrooms, and emergency services.	Support coordination between the City and Townships to include wayfinding maps at various pedestrian points along M-66.
	Place cultural/historical signage at points of interest near the corridor.	Work with the Missaukee Historical Society, or related groups such as the Missaukee Conservation District, on a comprehensive list of sites to promote.

Goals & Design Considerations



Goal #3: Sustainability – to steward the natural environment in all aspects of the design process

- Use native plants to promote the local ecosystem
- Utilize environmentally responsible design principles
- Manage stormwater to reduce negative impacts on the environment, community, and lake health

Sustainability

Design Considerations	Recommendations	Action Steps
Support efforts to reduce runoff into Lake Missaukee by limiting non-pervious pavement.	Support parking lot designs that include greenery and pervious surface materials.	Review the zoning ordinance in each municipality to 1) provide landscaping requirements in certain parking lots, 2) consider reducing minimum parking requirements, 3) consider allowing parking lots to consist of pervious materials like gravel.
	Incorporate Low-Impact Design features (e.g. bioswales and rain gardens) along the M-66 corridor.	Require that green infrastructure be included in site plans for businesses, especially those on the west side of M-66 adjacent to Lake Missaukee.
	Require that the first 1.25 inches of surface runoff be captured on individual sites.	
Celebrate businesses that incorporate sustainability best practices such as LEED certification, renewable energy usage, and low impact development.	Implement an annual “Sustainable Business of the Year” award that publicizes a business excelling in sustainable buildings, operations, or site design.	Work with local businesses to develop a buy-in system for this local “competition”. Provide a form for businesses or residents to nominate a leader in best practices.

Current Efforts



The following are community development projects that were ongoing or started during the planning process that led to this chapter addendum and the Lake Missaukee Area Economic Development Strategy.

PARKING IMPROVEMENTS

Lake City has already begun to upgrade parking options near the downtown area. The City has contracted with an engineering consultant to extend parking on side streets, and is working to acquire, consolidate or re-purpose existing lots close to M-66. Efforts noted as of 2025 can be found on Map 2.

GRAND CENTRAL PARK

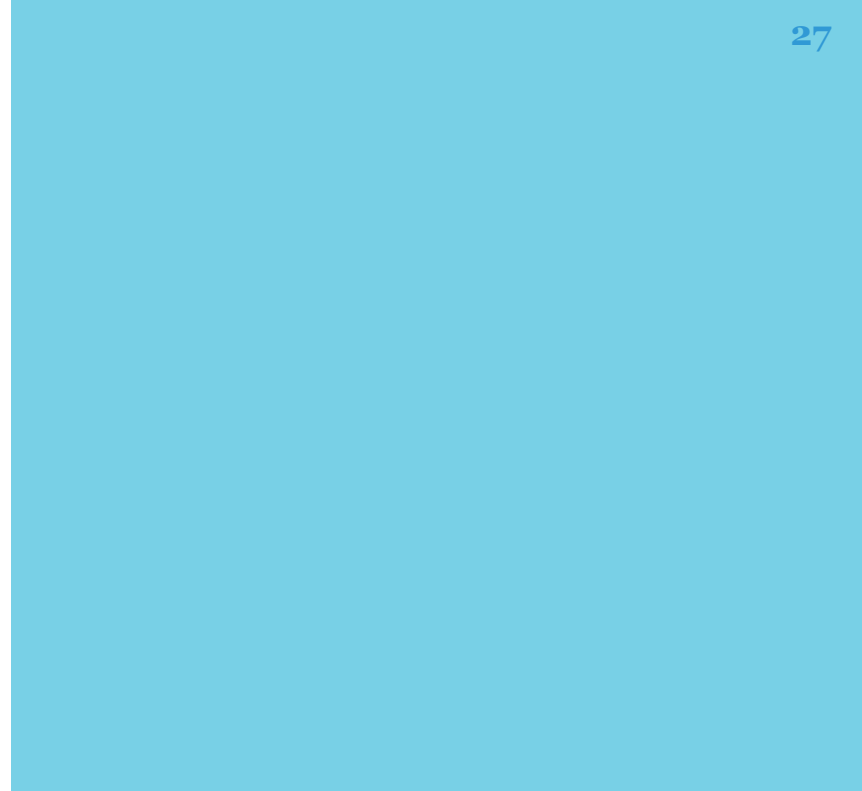
After acquiring funding from the State, Lake City is in the process of redeveloping a new Grand Central Park on Lake Missaukee. With its adjacency to both the lake and the community's downtown, Grand Central Park will be a social hub for the area. This upcoming recreation site will feature events, programming, and both passive and active recreation.

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

Throughout the planning process, participants of all ages noted a need for more sidewalk connections and safer crossing on M-66. Safe crossings will become even more important once Grand Central Park is developed and the City seeks to incorporate a social district. As of 2025, Lake City is working with the Michigan Department of Transportation on potential improvements to pedestrian infrastructure along M-66. A representative from MDOT attended the MSU-led design sessions and is aware of the value the community sees in improved pedestrian safety.

CITY HALL RELOCATION

During the 2024-2025 planning process, Lake City purchased a new site to host its City Hall. The City intends to redevelop the previous City Hall site into a mixed use boutique hotel. Survey respondents noted a need for more lodging, and the presence of a hotel downtown would do well in supporting local businesses.



ANTICIPATED UPDATES

This page and the next list the near-term parking projects, as well as specific updates on the area’s redevelopment areas. Parking updates within Lake City were described by Lake City’s Mayor and a member of the City Council. As the Grand Central Park site is redeveloped (Site D on Map 2), and density is added in Lake City’s downtown area, it will be important to ensure parking options still abound. This issue was raised at various points during the 2024 planning process.

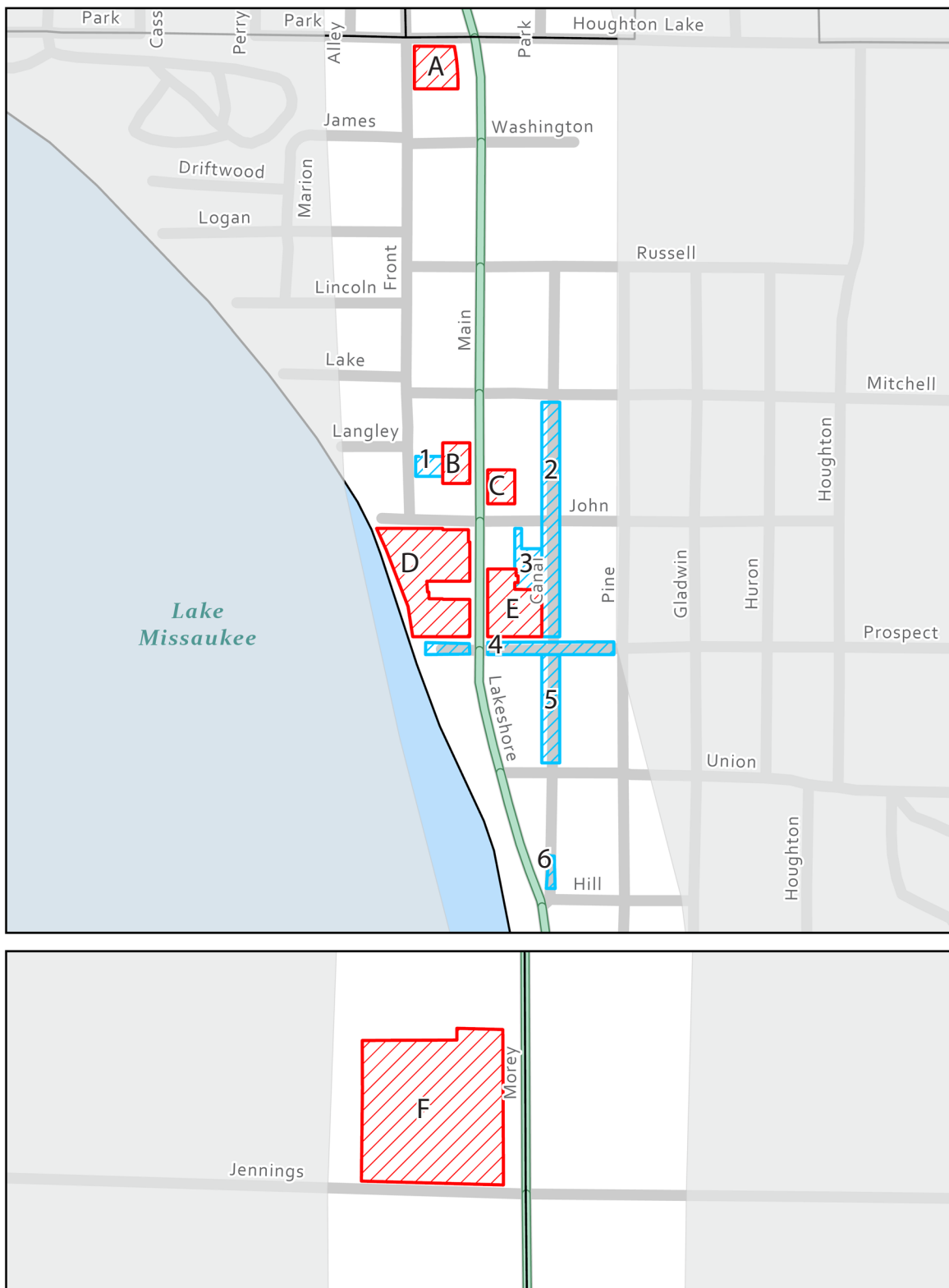
Map 2 also describes the corridor’s main areas that may benefit from redevelopment efforts. These sites/general areas were identified in the 2020 Lake City Master Plan, which the City drafted in collaboration with the Lake Missaukee Area townships (Caldwell, Forest, Lake, Reeder). Additional sites/general areas were identified during the 2024 “Re-Imagine the M-66 Corridor” process.

Intended Parking Improvements

- 1 - City owns the parking lot southeast of where Langley Street and Front Street meet. The plan is to utilize this lot, in addition to others, for Grand Central Park parking .
- 2 - Better markings and use signage to encourage downtown parking along Canal Street.
- 3 - Plan to combine 3 lots behind the businesses at the southeast corner of John Street and M-66 for additional parking. The City currently owns 2 of the 3 lots (2025).
- 4 - Plan to more clearly delineate parking on Prospect Street.
- 5 - City is working with engineering firm on parking and curbing improvements on Canal Street from the tennis courts north to Prospect Street.
- 6 - Plan to designate parking at the cul-de-sac where Canal Street ends and potentially add a crosswalk to Miltner Beach.

Redevelopment

- A - An undeveloped site. Was discussed as a possible location for a medical facility, as depicted in the design renderings provided by MSU.
- B - Old restaurant site acquired by the City in 2025. Lake City is working to redevelop this parcel to site a new City Hall building and possibly more. The old City Hall building would ideally become mixed-use with lodging, condominiums and a restaurant.
- C - This area would ideally become a mixed-use development that could accommodate retail or food & drink establishments on the first floor and residential above.
- D - This area contains 2 planned redevelopments. The first is the Grand Central Park project (mentioned previously). The second is the desired redevelopment of the current (2025) City Hall building into a boutique hotel with the possibility of incorporating condominiums and/or a restaurant. Please see the MSU design renderings for an idea of what this would look like.
- E - Redevelopment in this area would ideally consist of new mixed-use projects to add density to the downtown area. Some of the buildings in this area are in need of facade improvements at a minimum and could be expanded to incorporate more commercial and residential space.
- F - While Lake Township expressly did not participate in the planning process that led to this EDS, this site was identified in the Lake City Master Plan. Lake Township directly participated in the Master Planning process. Site F is a commercial strip development and was noted throughout the planning process (survey and in-person) as an ideal site for redevelopment.



MAP 2. REDEVELOPMENT AREAS & PARKING IMPROVEMENTS

Legend

- M-66 Corridor
- Lake Missaukee
- Roads
- Project Boundary
- Municipal Boundary
- Redevelopment Areas
- Parking Improvement Areas



Next Steps

The Next Steps listed below are the main areas of focus that Lake City can use to guide its ongoing redevelopment efforts. They are driven by the public input results, as well as the City’s current efforts towards a stronger built environment future. These concepts should be incorporated into the main body of the Lake City Master Plan once leadership (Village Council, Mayor, Planning Commission, etc.) have specific action items for implementation. Until then, these are some of the guiding principles to get started.

ONGOING BUY-IN

Although the “Re-imagine the M-66 Corridor” process involved a large amount of public input, the communication does not stop here. Lake City will need to continue engaging stakeholder groups and members of the public. This will be especially important when celebrating successes, or when projects hit a roadblock and need to be adapted.

EASIEST FIRST

After a 10-year review of Sustainable Built Environment Initiative (SBEI) projects across the state of Michigan, which involved interviews with local leaders in each community, it is evident that starting small works best. Rather than going straight for the million dollar redevelopment, communities saw ongoing support from stakeholders when they implemented smaller, less expensive concepts first. In Lake City, this may include additional seating in public spaces, a mural or public art and beautification.

STYLE AND MATERIALS

Throughout the planning process, residents stated a need for the area to maintain its rural character and to prioritize designs with a traditional downtown Michigan feel. To do so, the City can require that developments in the downtown area (or elsewhere) contain specific design features. This may include a required amount of window coverage, ornate details, materials such as brick or metal, balconies or any other features that would contribute to a historic feel.

RRC CERTIFICATION

As of 2025, Lake City is in the process of becoming designated as a Redevelopment Ready Community (RRC) by the Michigan Economic Development Corporation (MEDC). This certification will not only help Lake City get access to State funding for projects, but also signifies the various best practices the City is using to support its future success.

MEDC lists the requirements to become RRC certified in its document titled *Redevelopment Ready Communities Best Practices* (miplace.org). During the drafting of this Master Plan chapter addendum, the planning team worked with the City Mayor and City Council to identify its preferred policy updates to obtain RRC certification. In discussing these requirements, the Lake City Council found the following policy updates to be the most desirable and applicable to their ideal future:

- Update zoning ordinance to allow mixed-uses by-right in more areas, especially near the M-66 corridor;
- Require build-to lines, outdoor dining, minimum ground floor transparency and front-facing doorways in areas of concentrated development;
- Allow townhouses, triplexes and quadplexes by-right in certain zoning districts;
- Reduce or eliminate required parking when on-street or public parking is available;
- Allow for, or require, connections between parking lots;
- Eliminate parking minimums for certain zoning districts; and
- Require bicycle parking in certain zoning districts.

