

LESLIE R. CRIPPS & ASSOCIATES

**B
A
N
G
O
R**

**1990
COMMUNITY
DEVELOPMENT
PLAN** part I

CITY OF BANGOR
COMMUNITY DEVELOPMENT PLAN
1990

PART ONE:
EXISTING LAND USE AND CONDITIONS
AND
PROBLEM IDENTIFICATION

Preparation of this report
was funded by a grant thru
the Communities-In-Transition
Program from the Michigan
Department of Commerce

LESLIE R. CRIPPS & ASSOCIATES
6259 Pokagon Road
Berrien Springs, Michigan 49103
(616) 471-7387

Daniel W. Moore
Professional Community Planner
Reg. No. 590
Landscape Architect
Reg. No. 913

Leslie R. Cripps
Professional Community Planner
Reg. No. 537

February 15, 1990

Mr. David Rigozzi, Mayor
City of Bangor
City Hall
Bangor, MI 49013

Dear Mayor Rigozzi:

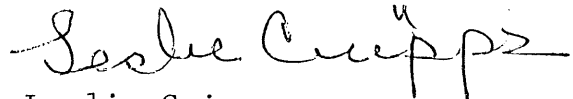
Submitted herewith is Part One of the 1990 Bangor Community Development Plan. Part One consists of surveys of existing conditions and identification of problems to be addressed.

After review and suggestions from the City Council, Planning Commission, the various City agencies and the Citizen Committee, we will prepare a preliminary draft of a proposed future land use and development plan.

We are pleased to have completed our work to this stage and wish to thank the City personnel who have been helpful in assisting in the preparation of Part One.

Further we are looking forward to completing Part Two as soon as possible.

Very truly yours,



Leslie Cripps
Planning Consultant

INDEX

1990 BANGOR COMMUNITY DEVELOPMENT PLAN

PART I

| <u>SUBJECT</u> | <u>PAGE</u> |
|-----------------------------------|-------------|
| General Statement | 1 |
| Goals and Objectives | 5 |
| Socio-Economic Conditons | 6 |
| Population Characteristics | 6 |
| Employment | 8 |
| Income Data | 9 |
| Tax Base | 10 |
| Education | 14 |
| Development Patterns and Land Use | |
| Existing Master Plan | 17 |
| Zoning | 17 |
| Existing Land Use | 17 |
| Housing Conditions | 22 |
| Transportation Network | 26 |
| Community Facilities and Services | |
| Education | 29 |
| Public Safety | 30 |
| Health Facilities | 30 |
| Public and Private Utilities | 31 |
| Water | 31 |
| Sanitary Sewer System | 32 |
| Storm Drains | 34 |

INDEX

1990 BANGOR COMMUNITY DEVELOPMENT PLAN

PART I

| <u>SUBJECT</u> | <u>PAGE</u> |
|-------------------------------------|-------------|
| Public Buildings | 36 |
| Parks | 37 |
| Industrial Park | 39 |
| Bridges | 39 |
| Streets | 40 |
| Sidewalks | 45 |
| Quality of Life | 47 |
| Financial and Managerial Conditions | 49 |

INDEX

| <u>SUBJECT</u> | <u>PAGE</u> |
|----------------------------------|-------------|
| TABLE 1 Population by Age Groups | 6 |
| 2 Median Age | 7 |
| 3 Racial Composition | 7 |
| 4 Employment Rates | 8 |
| 5 Distribution of Employment | 8 |
| 6 Major Employers | 9 |
| 7 Income | 9 |
| 8 Tax Base | 11 |
| 9 Revenue Sources | 12 |
| 10 Expenditures | 13 |
| 11 Education | 14 |
| 12 School Enrollment | 15 |
| 13 Building Conditions | 24 |
| 14 Bangor Parks | 37 |
| 15 Street Repairs | 42-44 |
| 16 Sidewalks | 46 |

LIST OF MAPS

AFTER PAGE

| | |
|--|----|
| Existing 1980 Community Development Plan | 17 |
| Existing Zoning Map | 17 |
| Existing Land Use Map | 17 |
| Housing Conditions Map | 22 |
| Water, Sanitary Sewers and Storm Drains Needed | 31 |
| Street Improvement Needed | 40 |
| Sidewalks Needed | 45 |

CITY OF BANGOR
COMPREHENSIVE DEVELOPMENT PLAN
PART I - 1990

INTRODUCTION

Originally our country consisted of families living on isolated self-sufficient farms. Families had little impact on the health or well being of their neighbors. The individual farm provided most of the food and fiber needed for their livelihood. The balance of the population was in small trading centers located on the principal avenues of transportation, mainly rivers and seaports. As the country grew, and with the development of industry, people tended to concentrate in these centers and their activities and industry began to have a decided impact on the health and well being of one another. In time, the need for safe water, public sanitation, and better means of transportation and communication, communities gradually developed the beginnings of our modern infrastructure; water and sanitary treatment facilities, highways, schools and so forth. At first little attention was given to the preservation or protection of our abundant natural resources of pure water, clean air or the organization of the various types of land uses that would be least harmful for its citizens. Further street patterns originally laid out, became obsolete with changes in the mode of transportation and the increasing numbers of people in the communities. As people become more aware of their impact on one another, beginning attempts were made to organize land uses into more rational patterns and to correct some of the mistakes

of the past and to take advantage of the technology of the moment. With this increased awareness, studies were made to correct problems of the time and develop methods to control and guide land development so as to enhance the livability of the community and the health and welfare of its citizens. To implement some of the proposed land use controls zoning was adopted as a legal means to achieve that goal.

Communities are living, changing organisms that are influenced by new technology, new methods of merchandising, increasing needs for transportation and change in land use patterns so that it is necessary to analyze its current situation and periodically reassess its goals and strategy for the changes which can be anticipated for the future.

This current project will be such a reassessment of the City of Bangor's current needs for management of land uses, its needs for additional or revised infrastructure such as roads, highways, bridges, public utilities, water, sewer, storm drains, public buildings, parks, schools, commerce and industry, as well as the evaluation of the City's financial resources to be able to pay for needed improvements. An additional factor, not ordinarily of major concern in the past, has been the effect of the communities activities on the environment, such as pollution of ground water supply, discharge of pollutants in the air, rubbish disposal, etc. These items are of concern to the Federal, State and County authorities but it would be well for the local communities to review their own situation and to attempt to preserve and to protect the environment.

GOALS AND OBJECTIVES

The ultimate goal for the citizens of the City of Bangor would be for each family to live in a new safe modern home, in a neighborhood of similar modern attractive homes and populated be cooperative, helpful neighbors and without vandalism or barking cats and dogs. The streets would be paved and all utilities provided. The wage earner works close by and receives a good wage, and where the shops and merchants provide ample goods and services in an attractive convenient shopping area. The schools provide superior education and where recreation and entertainment facilities are convenient and attractive. All of this of course to be provided with little or no taxes.

Unfortunately, attainment of utopia is neither practical or possible. The realities of existing conditions and limited financial resources require prudence and judgement to achieve even part of these goals. The objectives of this study will be to analyze our current situation and to suggest treatment or activities that will correct current deficiencies within the fiscal resources of the community. This may take some juggling of funds and activities and compromises and will require the prioritization of items. One of the objectives of the study will be to identify specific problems; then identify methods and financial sources to correct problems, not only from the City's revenues, but also assisted by County, State or Federal agencies and private sources. These sources should be investigated to help eliminate various problems and to enhance the quality of life for the citizens of Bangor.

CITY OF BANGOR

I - SOCIO-ECONOMIC CONDITIONS

The following data has been collected from the U.S. Census for 1970 and 1980 as well as from local sources as the City Assessor, and School Officials.

TABLE I
POPULATION BY AGE GROUPS

| AGE GROUPS | <u>1970</u> | | <u>1980</u> | |
|--------------|-------------|-------|-------------|-------|
| | SEX | | SEX | |
| | M | F | M | F |
| 0 - 5 | 133 | 94 | 128 | 121 |
| 6 - 12 | 269 | 220 | 239 | 238 |
| 19 - 25 | 46 | 67 | 101 | 91 |
| 26 - 45 | 205 | 201 | 178 | 239 |
| 46 - 64 | 160 | 229 | 153 | 209 |
| 65 and older | 136 | 172 | 114 | 190 |
| | <hr/> | <hr/> | <hr/> | <hr/> |
| Sub Total | 975 | 1075 | 913 | 1088 |
| TOTAL | 2050 | | 2001 | |

(The Southwest Michigan Commission estimates that Bangor's 1989 Population to be 2441.)

TABLE 6

MAJOR EMPLOYERS

A survey was made in 1989 of all employers in the City of Bangor. It was found that there were 937 full time jobs plus 195 part time jobs in the following categories.

| | <u>FULL</u> | <u>PART</u> |
|------------------------|-------------|-------------|
| Manufacturing | 563 | 59 |
| Commercial and Service | 126 | 116 |
| Public | 214 | 11 |
| Professional | 34 | 9 |

The major employers are:

| | |
|-----------------------|-----|
| Du-Well Products | 343 |
| Getman Corporation | 94 |
| Bangor Plastics | 40 |
| Bangor Electronics | 75 |
| H.W. Freestone | 24 |
| Krenn Bridge Company | 18 |
| W.L. Hamilton Company | 11 |
| American Fillers | 11 |
| Bangor Train Factory | 10 |

TABLE 7

INCOME

| | <u>1970</u> | <u>1980</u> |
|-----------------------|--------------------|-------------|
| Per Capita Income | - | \$4,834* |
| | (County Per Capita | \$4,108) |
| % Below Poverty Level | 39% | 24% |
| % Above Poverty Level | 61% | 76% |

*Estimated 1985 Per Capita was \$7,059 compared to County Average of \$8,459.

Assessment

Employment and Income

Because of the small size of the community the U.S. Census has little published data or detail regarding employment and income. From some special 4th count unpublished census data and other sources the following assessment is made. The 1980 unemployment rate for Bangor is fairly high at 13.1% compared to the County at 9.9%.

Types of employment were principally in manufacturing, wholesale and retail trade; and in professional, health and education. Even though the City is small, this seems to be a balanced employment base. However Du-Well Products is the major manufacturer and accounts for 60% of manufacturing jobs.

It would be well to expand the manufacturing job base so that any adverse conditions with Du-Well will not create a traumatic situation for the City.

Tax Base

The following Table 8 lists the tax base of the City of Bangor by type and changes over the past 10 years.

TABLE 8 - TAX BASE

CITY OF BANGOR
MARKET VALUE OF REAL PROPERTY
(FROM VAN BUREN COUNTY EQUALIZATION OFFICE)
(Market Value is 2 times the State Equalized Value)

| YEAR | RESIDENTIAL | COMMERCIAL | INDUSTRIAL | TOTAL |
|------|-------------|------------|------------|------------|
| 1979 | 10,740,074 | 2,744,561 | 926,991 | 14,111,626 |
| 1980 | 13,240,316 | 2,727,165 | 931,093 | 16,898,574 |
| 1981 | 14,026,587 | 3,834,576 | 1,604,295 | 19,465,398 |
| 1982 | 15,090,400 | 3,380,000 | 1,833,765 | 20,304,165 |
| 1983 | 14,029,329 | 4,659,800 | 1,723,776 | 20,412,905 |
| 1984 | 14,048,534 | 4,861,600 | 1,723,776 | 20,633,910 |
| 1985 | 14,838,753 | 4,846,600 | 1,723,776 | 21,409,129 |
| 1986 | 14,091,708 | 4,821,236 | 1,871,043 | 20,783,987 |
| 1987 | 13,086,509 | 4,836,814 | 1,871,043 | 19,794,366 |
| 1988 | 13,379,878 | 4,968,972 | 1,588,338 | 19,937,188 |
| 1989 | 14,333,255 | 5,004,370 | 1,582,571 | 20,920,196 |

TABLE 9

REVENUE SOURCES - CITY OF BANGOR

| Fiscal Year | 80-81 | 81-82 | 82-83 | 83-84 | 84-85 | 85-86 | 86-87 | 87-88 | 88-89 |
|---|---------|---------|---------|---------|---------|-----------|---------|---------|---------|
| Taxes | 147,918 | 178,638 | 207,539 | 187,522 | 183,164 | 181,164 | 220,975 | 212,301 | 250,311 |
| License & Permits | 7,441 | 5,248 | 3,219 | 3,388 | 3,954 | 3,954 | 4,075 | 5,180 | 4,109 |
| Federal Grants (Not Including Housing Rehabilitation) | 209,072 | 203,240 | 218,397 | 250,366 | 280,525 | (280,525) | 86,967 | 74,738 | 56,989 |
| State Grants | | | | | | | 237,938 | 251,996 | 273,403 |
| Charges for Services | 60,272 | 74,763 | 67,341 | 20,412 | 16,664 | 16,684 | 26,127 | 25,489 | 19,198 |
| Fines and Forfeits | 1,052 | 585 | 233 | 119 | 73 | 73 | 98 | 131 | 701 |
| Interest and Rent | 18,977 | 8,877 | 5,419 | 6,395 | 12,858 | 14,153 | 2,421 | 1,745 | 2,816 |
| Bond Proceeds | 115,000 | | | | | | | 16,000 | |
| Other | 33,167 | 32,884 | 29,159 | 11,963 | 10,344 | 10,344 | 10,242 | 10,752 | 15,349 |
| Special Assessment | 620 | 685 | 350 | 670 | 300 | 340 | - | - | - |
| TOTAL REVENUE | 597,219 | 504,838 | 531,657 | 480,835 | 513,882 | 505,484 | 588,843 | 597,941 | 622,884 |
| TRANSFERS FROM OTHER FUNDS | 296,219 | 99,638 | 51,754 | 122,047 | 215,459 | 112,063 | 59,627 | 19,200 | 35,006 |
| TOTAL | 884,710 | 604,476 | 587,411 | 602,882 | 700,943 | 619,945 | 648,471 | 617,141 | 657,890 |

TABLE 10
CITY OF BANGOR - EXPENDITURES
FISCAL YEARS

| A C T I V I T Y | 80-81 | 81-82 | 82-83 | 83-84 | 84-85 | 85-86 | 86-87 | 87-88 | 88-89 |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Legislative | 5,640 | 6,160 | 7,200 | 7,200 | 7,200 | 7,200 | 7,665 | 5,351 | 13,969 |
| General Govt. | 152,131 | 152,337 | 127,506 | 135,595 | 136,034 | 136,640 | 163,676 | 147,318 | 150,891 |
| Public Safety | 153,206 | 156,042 | 177,140 | 136,178 | 165,797 | 145,842 | 175,280 | 161,185 | 153,030 |
| Public Works | 236,953 | 119,048 | 147,520 | 174,738 | 167,010 | 179,887 | 131,150 | 149,773 | 121,440 |
| Recreational & Cultural | 24,538 | 30,340 | 24,940 | 25,022 | 37,757 | 21,673 | 28,938 | 22,738 | 74,356 |
| Other (*Includes Ambulance) | 41,221* | 55,964* | 66,735* | 24,560 | 23,854 | 21,717 | 18,300 | 29,615 | 37,686 |
| Debt Service | 20,000 | 24,427 | 19,556 | 18,967 | 20,375 | 19,628 | 19,835 | 13,505 | 15,619 |
| Net Transfers (Uses) Other Funds | 73,935 | 59,943 | 43,684 | 68,050 | 88,133 | 84,433 | 110,177 | (64,032) | (15,447) |
| TOTAL | \$707,624 | \$604,261 | \$614,281 | \$590,310 | \$646,160 | \$617,020 | \$655,021 | \$465,453 | \$541,544 |

Table 9 and 10 shows the sources of City Revenue and expenditures over the past 10 years.

The tax rate for year 1988 was:

| | |
|--------|------------|
| City | 17.00 mils |
| County | 7.25 mils |
| School | 33.57 mils |
| Other | 6.04 mils |

Assessment

Tax Base

The City has shown very little increase in the tax base from 1981 to 1989. This has a serious impact on the City's ability to provide need services and improvements in face of rising costs for labor and material. However other sources of revenue have provided some relief, and by judicious control of expenditures, the City has been operating in the black. Further the City has remarkably little bonded debt and all long term debt will be paid off by 1992.

Education

Bangor's school system covers not only the City but the four adjoining Township's of Bangor, Geneva, Columbia and Arlington as well as a small portion of Covert and Waverly Townships.

TABLE 11

| | |
|--|-----|
| Total Number of Students (1980 Census) | 471 |
|--|-----|

| | |
|--|----|
| Estimated number going on to further education | 36 |
|--|----|

The 1980 Census indicates that 40.5% of people have a high school education and 7.5% have 4 or more years of college.

This compares to the County with 38.2% with high school education and 10.1% with 4 or more years of college.

School officials were not able to provide data for only Bangor students but did supply the following data for the school.

The school district has the following enrollment.

TABLE 12

SCHOOL ENROLLMENT

| <u>School</u> | <u>Enrollment</u> | <u>Teachers</u> | <u>(Ratio)</u> | <u>Buildings</u> |
|------------------|-------------------|-----------------|----------------|------------------|
| Elementary | 550 | 26-28 | (20.4) | 1 |
| Junior High 4-7 | 482 | 24-26 | (19.3) | 1 |
| High School 8-12 | 487 | 20-23 | (22.1) | 1 |

In addition to the regular school curriculum Bangor Schools provides an "alternative High School Program" for children with problems. etc for the county. Present enrollment is approximately 120 students.

Vocational training is available in Lawrence, Michigan at the Van Buren Vocational Center, ten miles from Bangor.

The following universities are all within 35 miles of Bangor.

Kalamazoo College

Western Michigan University

Lake Michigan College

Kalamazoo Valley Community College

Davenport Business College

The drop-out rate for the Bangor Schools is considered very low, perhaps only 12 or 13 students per year. It has been their experience that even though students may drop out of the regular curriculum that they usually re-enroll in the special education

program.

ASSESSMENT

The schools appear to be providing well rounded educational opportunities, with special instruction available for vocational and/or "problem" students. Also higher educational facilities are reasonably accessible.

PART II

DEVELOPMENT PATTERNS, LAND USE AND HOUSING

Previous Development Plans and Efforts

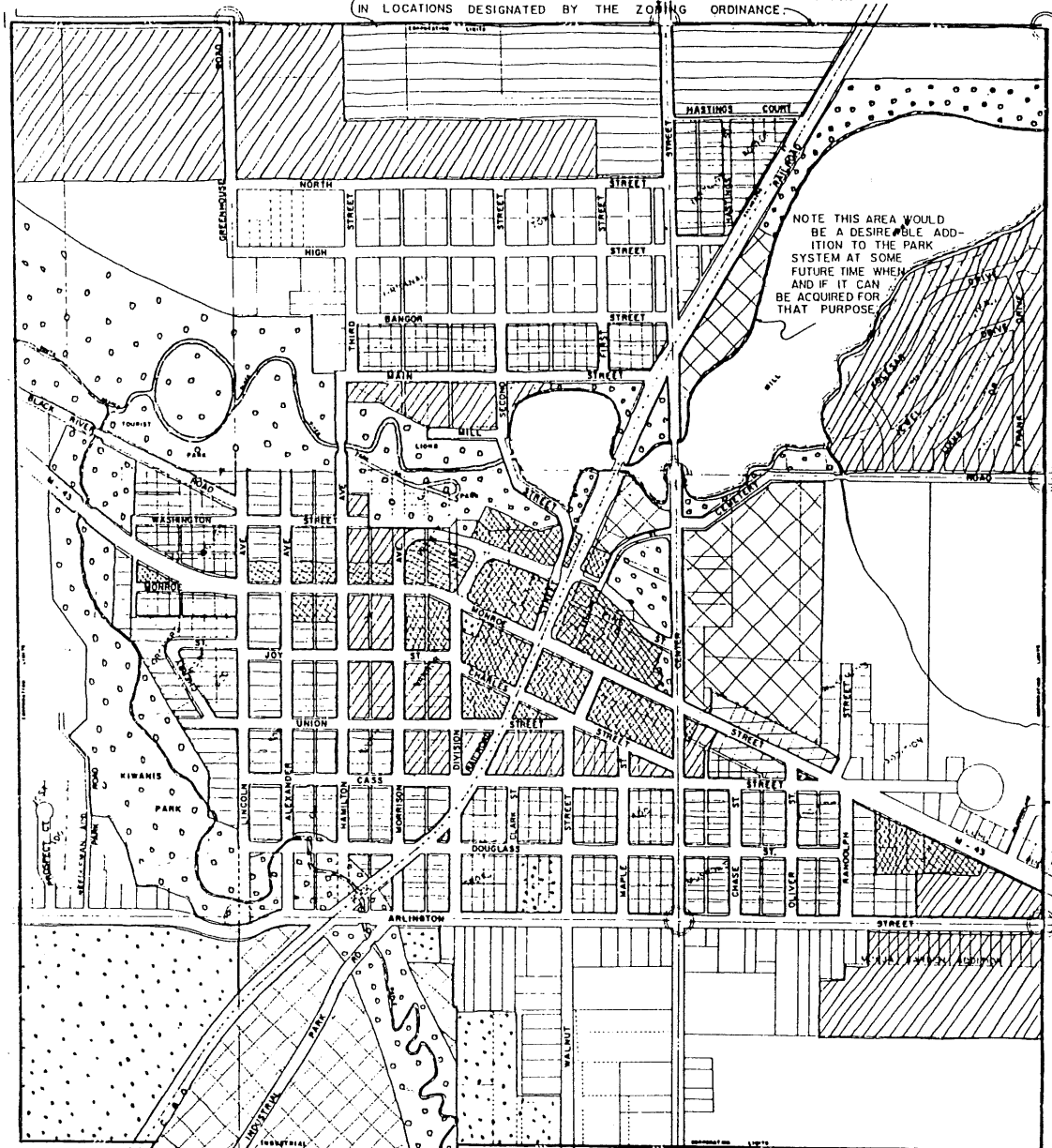
The City currently has a Community Development Plan, based on similar surveys and data, which was completed in 1980. The plans developed at that time reflected the conditions and resources available at that time to correct needs and proposed future development. Since the adoption of the 1980 Plan some major adjustments were made to the industrial park, the city's park system, street, sidewalk and water improvements. Further there are proposed major changes in removing some industrial activities from the business area.

To implement the 1980 Community Development Plan the City revised and updated its Zoning Ordinance to control development. This again may be revised after the creation of a new 1990 Community Development and Land Use Plan. (See Existing Zoning Map.)

Existing Land Use

The original settlers were probably attracted to the Bangor area because of the existence of the Black River and the possibility of creating a dam. A dam was created and became a thriving center for saw mills and other activities which were serviced by the dam. All evidence of prior activities have vanished except for the dam itself which has remained as a major and unique feature in the City's park and recreation system. It impounds water upstream from the dam and covers approximately 60 acres when the water level is raised. This is a major local and tourist attraction for fishing and boating.

NOTE: THE CONCEPT OF "MEDIUM DENSITY" MAY INCLUDE MOBILE HOME PARKS
IN LOCATIONS DESIGNATED BY THE ZONING ORDINANCE.



NOTE THIS AREA WOULD
BE A DESIREABLE ADD-
ITION TO THE PARK
SYSTEM AT SOME
FUTURE TIME WHEN
AND IF IT CAN
BE ACQUIRED FOR
THAT PURPOSE.

LAND USE PLAN

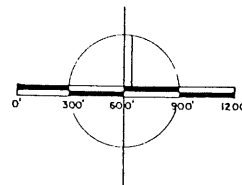
CITY OF BANGOR, MICHIGAN

"1980"

LEGEND

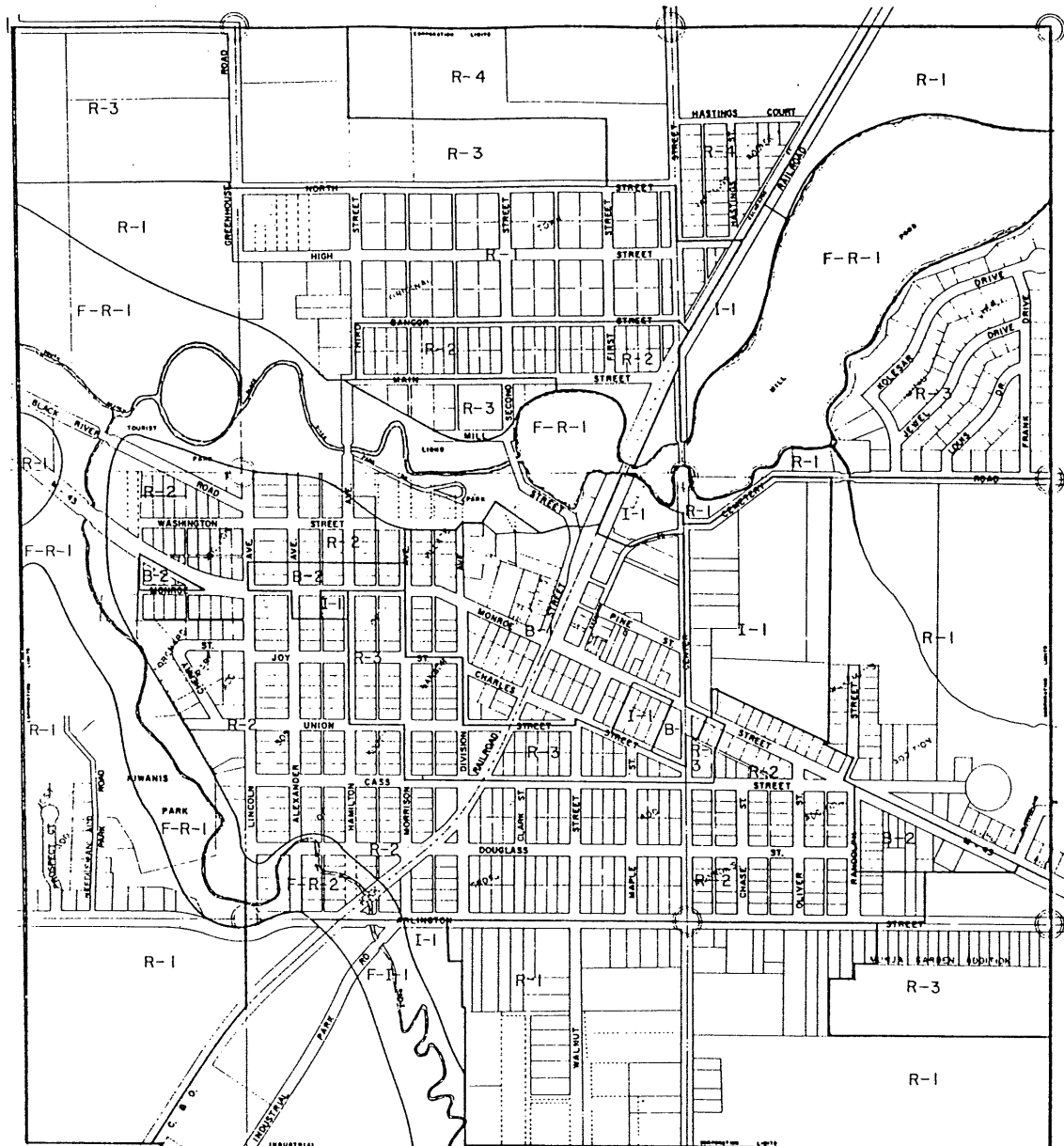
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS
- MAJOR PUBLIC

NOTE: THE LAND USE PLAN ILLUSTRATES THE LONG RANGE
THINKING OF THE PLANNING COMMISSION AND MAY BE
REVISED AT ANY TIME AT ITS DISCRETION. UNLIKE THE
ZONING DISTRICT MAP, IT IS NOT ENFORCEABLE BY LAW
AND IT SHOWS CONCEPTS AND USES THAT ARE NOT
REFLECTED IN THE ZONING DISTRICT MAP.



PREPARED FOR THE
CITY COUNCIL OF
BANGOR, MICHIGAN

BY LESLIE R. CRIPPS & ASSOCIATES
PROFESSIONAL COMMUNITY PLANNERS
BERRIEN SPRINGS, MICHIGAN



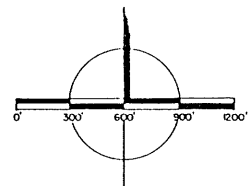
ZONING DISTRICT MAP CITY OF BANGOR, MICHIGAN

ADOPTED
12 - 27 - 1983

LEGEND

- R-1 ONE FAMILY RESIDENTIAL DISTRICT
- R-2 ONE AND TWO FAMILY RESIDENTIAL DISTRICT
- R-3 GENERAL RESIDENTIAL DISTRICT
- R-4 MOBILE HOME DISTRICT
- B-1 RETAIL AND LIMITED SERVICE BUSINESS DISTRICT (CBD.)
- B-2 GENERAL BUSINESS DISTRICT
- I-1 INDUSTRIAL DISTRICT
- F FLOOD PLAIN DISTRICT

NOTE: THE FLOOD PLAIN DISTRICT IS SUPERIMPOSED UPON (OVERLAYS) OTHER DISTRICTS AS INDICATED BY THE SYMBOL "F" FOLLOWED BY THE SYMBOL OF THE DISTRICT OVERLAIN.



PREPARED FOR THE
CITY COUNCIL OF
BANGOR, MICHIGAN

BY LESLIE R. CRIPPS & ASSOCIATES
PROFESSIONAL COMMUNITY PLANNERS
BERRIEN SPRINGS, MICHIGAN

Construction of the railaroad, which cuts through the center of town from the southwest to the northeast, as well as a road connecting South Haven and Kalamazoo, which is now M-43, created an intersection which developed into Bangor's commercial area.

Commercial

It should be noted that the commercial area is still located in the same area with very little scattered in other parts of the City. Further the existing commercial area is a very viable district and, as yet, has no competition by the development of outlying shopping centers. The City should make every effort to sustain the viability of this commercial district by providing adequate parking and room for expansion of this commercial area. One of the impediments to the development of this area is some industrial activity adjacent to the commercial area. One is the industrial building on the east side of the commercial district, known as the Adams building. This is a large structure and is considered fairly obsolete although it is presently being used for storage. However at the present time a real estate developer has acquired the property and is seeking to develop a small shopping mall on the site, with the possibility of additional acquisitions to enlarge the area for their particular needs. To the north of the business district and particularly along the railroad there are several light industrial activities including warehousing, the Freestone Pickle Processing facility, and the City's Public Works Garage. Also adjacent to the business district on the north is a small City park which could enhance the downtown development.

Hopefully at some point in time arrangements could be made to relocate the industries into the Industrial Park and the existing buildings either eliminated or converted to commercial use with adequate parking and access.

Residential

Residential development of the City has been primarily of single family homes. There are a number of larger homes in the older parts of the City that have been converted to two or more dwelling units. Most of these being on the south side of the business district somewhat adjacent to it. It should be noted that there are few multi-family dwellings in the central part of the city. There are a few small apartment developments but they do not constitute any large part of the housing resource. Most of the multi-family dwellings are relatively new and are located at the edge of the community. There are two fairly large private developments at the southeast corner of the City and several small multi-family dwellings on the north side of the river, being 28 units of elderly housing and 16 units of Farmers Home Administration subsidized housing. The City has a Housing Commission which maintains a number of four family units scattered in the community, as well as some two family units, for the housing of lower income people. There appears to be some fairly extensive areas that could be developed for residential purposes on the north side of the community and as well as on the east side of the community.

Industrial

Industrial development consist of some farily small units in the downtown area, but also consists of a major area east of Center Street and north of M-43, occupied by the Du-Well Corporation; this is the principal employer in the community and has recently expanded production capabilities and is expected to be a fixture in the community at this location for many years. North of the Du-Well area, along the railroad, adjacent to the Mill Pond area, is a large strip utilized as a junk yard, which at this time is not visible being somewhat screened from the public view. However as the Mill Pond develops and the water impounded it could be a disturbing and unsightly area. In time this should be eliminated. The other major industrial activities are centered in the Industrial Park area at the extreme southwest corner of the city, which somewhat surrounds the sanitary sewer lagoons operated by the City. There are a number of small industries already located in the Industrial Park at the north end, the Getman Corporation, with 94 employees, at the extreme southern end. There is land available in the Industrial Park for a number of new small businesses, plus one site of approximately 30 acres that could be utilized by another major industry. However some industries may need considerably more land than 30 acres for their activities and the City, through the Economic Development Corporation, should acquire land along the county road and east of the Getman property to be able to service a major development. This area is a primary concern because it could be serviced by the existing railroad spur which was previously developed by the City and constructed

to serve new industries in that area. Further expansion of the Industrial Park should probably occur immediately south of the existing Industrial Park and adjacent to the railroad.

It should be noted that the Industrial Park lies at the extreme southwest corner of the city and in fact is well south of almost all of the residential and commercial development. With the prevailing west winds this would seem to be almost an ideal site for industrial development and if any pollutants were to occur it would not be directed over the City of Bangor.

Parks

The park system shown on the map consists principally of the area set aside for the Mill Pond and its westerly extension of the Black River through Lions and Tourist Park area to the west. There is another substantial park, Kiwanis Park, on Maple Creek in the west central part of the city. The city is currently in the process of acquiring land along the Black River and Maple Creek with the intent to connect all of the existing parks in a continuous band of park land for nature trails, jogging and cross country skiing. There are presently some trails developed in the east side of the Industrial Park, principally along Maple Creek to the south which will be incorporated into the rest of the park system. This will create an unusually attractive park system which would serve not only local residents but also would be a major tourist attraction, particularly in the Black River and Mill Pond for its fishing and camping potential.

ASSESSMENT

Existing Land Use

Assessment of the benefits and problems of the various land uses have been discussed above as part of the description of each of the existing land uses.

Housing Conditions

A survey was made of all housing in the City of Bangor. This was a windshield survey and covered only conditions on the exterior of the house, and of course, could not reflect the interior conditions. The houses were rated either Standard Condition-No Repairs, Standard Condition-Minor Repair, or Sub-standard Condition-Major Repairs, and the fourth category of Demolition. Housing was evaluated irrespective of its age. New houses or older houses could be classified under any of the conditions. If the house itself exhibited no exterior defects and the general care of any outbuildings, yards, etc were without any evidence of neglect or deterioration, the house was rated in Standard Condition. If a house exhibited some minor defects as perhaps the lack of hand rails on steps, minor paint chipping evidence of an aging roof, perhaps the lack of storm windows, storm doors, evidence of any cracked or broken windows and the general condition of out buildings, if they have been neglected to only a minor degree, the house was rated Standard Condition-Minor Repair. However if there was evidence of major problems, such as a badly deteriorated roof, porch in bad condition, an accumulation of minor defects and a general air of neglect and deterioration, it would be rated Sub-Standard-Major Repair. In those few

instances where structures were so very badly deteriorated where it appeared to be uneconomic to repair the existing structure, these were rated as Demolition. This housing condition survey is shown on the attached map labeled "Housing Conditions". A summary of the conditions is as follows on TABLE 13.

It will be noted that most of the deteriorated buildings are in the older parts of the community, particularly in the north side and also in the area surrounding the business district with some scattered in the outlying areas. The newly developed areas exhibit little in the way of deterioration except an occasional older structure. One feature of the housing types, single family, two family and multi-family, is that they are generally fairly well sprinkled over the city. Some of the larger multi-family dwelling units are in fact pretty much on the fringe of the City rather than any concentration. Likewise the two family structures are fairly well scattered, however they seem to occur as conversion units of some of the original large homes that are uneconomic to maintain as single family residences. Another noteworthy feature is the fact that the City of Bangor has mobile homes but they have been limited to the northern parts of the community. It is likely that the past zoning has directed that type of housing to that area rather than have it located indiscriminately throughout the city.

This survey will serve as an invaluable tool in the City's continued efforts, including building code enforcement and will be useful in eliminating poor structures and effecting other

TABLE 13

BUILDING CONDITIONS-1989

BY DWELLING UNITS
(Local Survey)

| | SINGLE FAM. STICK BUILT | MOBILE HOME | TWO FAM. | MULTI-FAM. | TOTAL | (NO. VAC.) | % OF TOTAL |
|--------------|----------------------------|-------------|-----------|-------------|-------|------------|------------|
| STANDARD | | | | | | | |
| No Repair | 215(3) | 19 | 12 | 146(11) | 392 | (14 Vac) | 48.4% |
| Minor Repair | 209(2) | 21 | 24 | 3 | 257 | (2 Vac) | 31.7% |
| SUB-STANDARD | | | | | | | |
| Major Repair | 110(9) | 5 | 12 | 31 | 158 | (9 Vac) | 19.5% |
| Demolition | 4(3) | 0 | 0 | 0 | 4 | (3 Vac) | .4% |
| | | | | | | | |
| TOTAL D.U. | 538 (17) | 45M (0) | 48 (0) | 180 (11) | 811 | (28 Vac) | 100% |

NO. OF
STRUCTURES

583

24

17

624

building improvements. Further this information will be invaluable also in the City's continued search for funds to assist in housing rehabilitation, particularly from the Michigan State Housing Development Authority Small Cities Block Grant program. The City has been carrying out housing rehabilitation improvements for a number of years which has had a real impact on improvement to the city's housing conditons.

ASSESSMENT

There is considerable vacant land within the City for further residential development for all income levels. The City has made substantial progress in providing housing for low income and elderly families. Although the City has made substantial progress in improving sub-standard housing through the Small Cities Housing Rehabilitation program, there are still 158 dwelling units needing major repairs. The City should continue to seek funds from the Michigan State Housing Development Authority to continue housing rehabilitation and further to continue its code enforcement activities.

TRANSPORTATION NETWORK

Highways

Major interstate highways serving the City include I-94 which connects Chicago and Detroit with the Hartford Interchange within 7 miles of the city. Also, I-96 which lies 9 miles west connects the City with Grand Rapids to the north and I-94 to the south. Also serving the city to the east is U.S. 131 which provides direct link with Grand Rapids to the north and south to I-80/90 (Indiana Toll Road). M-43 links South Haven to Bangor and Kalamazoo, however some portions are not Class A, all weather roads.

ASSESSMENT

The City is close enough to Interstate Highways to be adequately serviced, with good connecting roads except for M-43 which could be a problem for heavy trucks during spring thaws.

Air

Air passenger and freight needs can be served by either Kalamazoo County Airport east of the County or Ross Field in Benton Harbor. In addition, Michiana Regional Airport in South Bend, Indiana also has commercial service which is within 50 miles of the city. Also the city is served by a general utility airport located just south of South Haven within ten miles of the city, as well as Watervliet Municipal Airport.

ASSESSMENT

The City has no airport but seems reasonably served by nearby facilities.

Rail

Bangor is served by the Chesapeake and Ohio Railroad, by means of the Chicago/Detroit Mainline, which runs through Bangor and Hartford. Passengers are taken on and discharged at the old R.R. Station.

The railroad runs thru the City and on the west side of the Industrial Park. The City installed a spur into the Industrial park to serve existing and future industries with a section set aside as a "team track" to serve occasional users. At the present time it is rarely used but a major potential user is currently negotiating with the City.

ASSESSMENT

The City seems well served by railroads at this time.

Port Facilities

Lake Michigan commercial port facilities are nearby in Benton Harbor/St. Joseph providing access to the Chicago Ship Canal/ Mississippi River System.

ASSESSMENT

The City, or its industries, have little need for a port.

Public Transportation

Bangor is indirectly served by one bus system. The Indian Trails system serves the Paw Paw and Hartford area (within 7 miles of Bangor) inroad to Chicago or Kalamazoo.

Every person in the City of Bangor is eligible to utilize the public transportation services of Van Buren County Transportation. Their eleven bus fleet provides door-to-door demand/response service throughout the county, as well as special out-of-county trips.

ASSESSMENT

The City appears to be well served by public transportation particularly by the County Transportation System.

PART III

COMMUNITIES FACILITIES AND SERVICE CONDITION

1. Education

This section covers the school buildings and facilities themselves and the adequacy of the facility. Please refer to Table 12 for the total number of students in the various grades, the student-teacher ratio, and the availability of educational and higher educational facility. The Bangor schools consist of three structures; Elementary School, kindergarten through third grade; Junior High School for grades 4 through seven; and High School serving grades 8 through 12. A conference with school officials indicates that the Elementary School is now at full capacity and will need to be expanded as enrollment increases. The Elementary School site is fairly small and is adjacent to a parcel of land owned by the City which has a building which could be converted to additional classrooms if the City and School Board agree to such use.

No estimate of cost is made for such a proposal.

The Junior High School is not yet at capacity, but according to school officials may need expansion if student enrollment increases significantly.

The High School is well below capacity and is considered adequate into the foreseeable future.

All facilities are considered to be modern and well equipped.

ASSESSMENT

School facilities are modern and adequate into the unforeseeable future, except for potential need for more classroom space

for elementary students. There appears to be a relatively inexpensive way to accomplish the expansion when needed in the future.

2. Public Safety

The City of Bangor maintains a police department with four sworn officers and for civilian aides.

The fire department covers a fire district significantly larger than the City of Bangor but has one full time person and has been operating successfully with approximately 42 volunteer firemen. Their equipment and facilities appear to be modern and up to date.

ASSESSMENT

The City's crime rate is low and both police and fire departments adequate at this time.

3. Health Facilities

The City of Bangor is served by several hospitals in the area. Within Van Buren County there are five nursing homes and two community hospitals providing all area residents with 24 hour emergency care facility. Lakeview Community Hospital is a 106 bed primary care hospital and South Haven Community Hospital is a 82 bed primary care facility. Both have medical and surgical units, pediatrics, obstetrics, and a combined extensive care and coronary care facility. Within the City there are three doctors, three dentists and one optometrist.

The City of Bangor has a migrant and rural health care facility near the City Hall housed in a new structure which is known as the MARCHA Clinic. This facility is open to the general

public and is staffed with one full time physician and one part time physician and two full time nurses. The facility provides primary medical care services as well as dental services provided by three part time dentists. The clinic is capable of doing some laboratory work but the more complicated lab work or more serious cases are referred to the cooperating hospital in Watervliet, Michigan.

ASSESSMENT

Bangor seems to be well serviced by health facilities.

4. Public and Private Utilities and Facilities

Private utilities of natural gas is provided by the Consumer Power Company, electricity is provided by the Indiana Michigan Power Company and telephone is provided by General Telephone Company.

4.a Water System

Bangor is serviced by five wells and has a total production capacity, if all five were running, of 2,200 gallons per minute, this would be in excess of 100,000 gallons per minute. The present demand on the system is approximately 200,000 gallons per day, which is provided by three wells. Two wells are in a stand-by mode in case of break down or any unusual demand by a major fire and so forth. At the present time the water is being treated by floridation and also recently by the introduction of lineal chain phosphate and chloridation to remove some of the iron that is making water in some areas unpalatable. The water quality at this point in time appears to be in very satisfactory condition.

All areas of the City are served by public water, however there may be a demand for the extension of mains outside of the City to serve part of the township, particularly the area east of the city. Another water improvement would be to provide a loop from the present well on Arlington west of the City down 61st Avenue in the Township and tying it into the existing water main at the end of Industrial Road. This would provide added pressure and volume to the Industrial area. This loop would require approximately 4,100 feet of new 10" main at \$12.00 a foot for a total of \$48,000.

No estimate of cost are made to provide service to potential users outside the City, in that, any additional main serving areas outside would have to be financed either by the Townships or by special assessments to the users rather than be a burden to the taxpayers of the city.

ASSESSMENT

The water system is adequate presently and for the foreseeable future.

4.b Sanitary Sewage System

The sewage collection system serves the entire City, however there are some sections of combined sewers on Alexander, Hamilton and Morrison Streets which need to be separated at some point in time. This will significantly reduce the amount of infiltration of ground water and storm water into the sewer system which need not be treated and should go into the storm drain system. The

following is an estimate of the cost of repairs to the sanitary system needing early repairs.

| | | |
|--------------------|---------------------------------|-----------------|
| Alexander Street - | 1400 feet at \$10.00 per foot = | \$14,000 |
| Hamilton Street - | 1200 feet at \$10.00 per foot = | \$12,000 |
| Morrison Street - | 900 feet at \$10.00 per foot = | \$ 9,000 |
| | Total Cost | <u>\$35,000</u> |

Of the improvements, it appears that Alexander Street is the most critical of the areas and should be replaced within the near future because of the usage and deteriorating of the sanitary lines in this area.

Another area in the City requiring sanitary sewer is a section on Black River Road requiring approximately 1,000 of sanitary sewer to the western corporate limits of the City and at \$10.00 per foot, for a total cost approximately of \$10,000. In addition a lift station may be necessary to service this area at an additional cost of \$125,000. Further there is a stretch of M-43 at the west boundary of the city where there is no sanitary sewer. This stretch is 900 feet long and would be necessary if sanitary sewer were extended into the township. The above lift station would also service this line. The portion that lies within the city would require an expenditure of \$9,000.

The total cost for improvements to the sanitary sewer system in the foreseeable future including the above items would require an expenditure of approximately \$179,000.

ASSESSMENT

The combined sanitary-storm sewers on Alexandria, Hamilton

and Morrison should be replaced as soon as possible. Other improvements noted will be required only as new development occurs, primarily in the adjacent Township.

4.c Storm Drains

The City is fairly adequately served by storm drainage system, however there are several areas that need either reconstruction or additional drains installed to alleviate the periodic flooding. These areas are as follows:

1. Installation of a 12" storm drain in Charles Street from approximately Walnut Street to Center Street. This would require approximately 600 feet of 12" storm drain at \$24.00 per foot for a total cost of \$14,400. (Including inlets and man holes.)
2. A new 12" storm drain on Main Street between Third Street and First Street plus a section north on First Street. This would require approximately 2600 lineal feet of 12" storm drain at an approximate cost of \$24.00 per foot for a total cost of \$62,400.
3. Construction of a 12" storm drain on High Street from Third Street east to Center Street and right on Center Street to Hastings Court. This would require installation of 2800 lineal feet of storm drain 12 to 24" in diameter at an average cost of \$28.00 per foot for a total cost of \$78,400.
4. The construction of 1200' of 15-18" drain in Elgin Street and Center Street to the Mill Pond to service the CBD and relieve existing undersized drain.

5. The installation of storm sewers on Alexander Street where a combined storm and sanitary sewer must be replaced. The storm drain would be approximately 1500 lineal feet of 12" main at an average approximate cost of \$24.00 per foot for a total cost of \$36,000.
6. The Hamilton Avenue storm drain where the combined sanitary storm must be replaced would require approximately 1200 lineal feet of storm drain at \$24.00 per foot for a total of \$28,800.
7. The Morrison Avenue storm drain where the combined sanitary and storm is to be replaced would require 900 lineal feet of 12" storm drain at \$24.00 per foot for a total cost of \$21,600.
8. The Arlington-Boyer drain area requires approximately 400 feet of new storm drain to control and direct the water to the Boyer drain. This would cost \$18.00 per foot for a total cost of \$7,200.

The total cost for all storm drainage improvements would be approximately \$248,000. Priority items that appear to be necessary in the relatively near future would be the Hamilton-Alexander section as well as perhaps the Charles Street section in connection with the Downtown Streetscape project. This would require approximately \$78,800 for the short term improvements except Charles Street which may be financed from private sources.

Were the City to embark on an extensive street reconstruction program, new curbs and gutters would be installed for storm drainage collection, and may require extension of some existing

drains and perhaps relocation of some manholes and inlets. However those would be a function of the paving project rather than the storm-drain system.

ASSESSMENT

The City appears to be adequately served with storm drains except for the eight items noted above which should be prioritized.

4.d Public Buildings

City Hall

The City Hall is considered an acceptable structure if certain adjustments could be made in the use of its space, and by the relocation of its police department to a new building either as the part of a new Public Works Building or into a portion of the fire station, or a building adjacent to the fire station.

Fire Station

The present fire station appears to be adequate to provide fire services for the City and to house the necessary fire fighting vehicles. The city is part of a fire district and the four townships that are part of the district also have vehicles which are available should additional support or fire fighting be required in the city or likewise in support of the townships.

Public Works Building

The present public works buildings are considered inadequate to provide space to adequately maintain vehicles and provide storage, materials and supplies to be able to operate an efficient public works department. Further it is poorly located in that it is in the downtown business district. The area could be better used for the expansion of the business district. It is proposed that the public works building be relocated into the Industrial

Park area. This would still be close to all areas of the City to adequately provide services on a timely basis. It is estimated that a new public works building plus improvements would require approximately 5000 sq. ft. building at a cost of \$40.00 per square foot, the total building and site improvements would be \$200,000.

ASSESSMENT

The relocation of the Public Works Building should be a priority item so as to enhance the Downtwon development, as well as to obtain a modern efficient facility for Public Work needs.

4.e Parks

The City has approximately 52.6 acres of park land in the city in the follwing parks in Table .

TABLE 14

BANGOR PARKS

| | |
|-----------------------------------|-------------------|
| Mill Pond (East of Center Street) | 11.5 Acres |
| Lions Park | 11.5 Acres |
| Tourist Park | 15.0 Acres |
| Kiwanis Park | 13.0 Acres |
| Pine St. Park | 1.5 Acres |
| Triangle Park | 0.1 Acres |
| | <u>52.6 Acres</u> |

This does not include the 10.9 acres of land currently being acquired by the City, with a grant from the Michigan Natural Resources Land Trust Division. Nor does it include approximately 50 acres of Mill Pond which will become available when the water level is raised. With the completion of the acquisition underway

this will connect all parks. This will create a very unique park system for a small community. Some development, of the Park system and other facilities, is needed as indicated in the following list:

1. The Tourist Park should have a restroom facility installed for the benefit of tourist and other park users. This is particularly deemed desireable in that fishermen from other parts outside of the City and even other states visit the area at the time of Coho and Salmon runs and would be a needed facility for tourists to the Mill Pond area as it is more fully developed and improved. (Estimated cost \$45,000).
2. Nature trails should be constructed on the lands currently being acquired, to connect up walkways and trails in existing parks, so that there would be over 2 miles of trails in the city for jogging, cross country skiing and so forth. (\$5,000)
3. Kiwanis Park - Additional play apparatus and park equipment, tables and benches, would be desireable in this area (\$5,000).
4. Mill Pond - Suggested improvements are the dredging of the Mill Pond above the dam, up to approximately Center Street; improvements to some of the pond edges on properties currently being acquired by the City. The stumps should also be removed from the Mill Pond area so they will not be hazardous to boats. A major improvement to the Mill Pond is repairs to the dam, both to the apron and also to the gates of the dam to control the water level efficiently. (\$10,000)

There is considerable land adjacent to existing parks that is very marginal for any development, being low land, flood plain areas, hillsides; most of which is wooded. These areas would be a valuable asset to protect the parks and nature areas on the one hand, but also remove marginal land from potential private development, which in most cases, would also be marginal and a future blight on the area.

ASSESSMENT

Bangor has an admirable park system which could be further protected by acquisition of adjacent marginal land.

4.f Industrial Park

The present Industrial Park contains many small parcels of land plus one 30 acre site that are available for sale but has no major area for expansion, should an industry requiring an extensive site be interested. The Industrial Park is served with all utilities plus has a railroad spur into the park. This is a major attraction and necessity for many industries.

ASSESSMENT

To be really effective, larger areas could be acquired for industrial expansion, particularly to the east. Consideration should be given to acquisition of land south of the Industrial Park in the township for further industrial growth.

4.g Bridges

Of the several bridges in the City all appear to be adequate both as to the safety and traffic capacity with the exception of

the small bridge over Maple Creek on BlackRiver Road. This bridge is becoming very deteriorated and should be replaced. It is estimated that it would cost approximately \$20,000 for replacement of its superstructure; its foundation is satisfactory.

ASSESSMENT

The Maple Creek Bridge should be replaced when funds are available.

4.g Streets

A survey was made of all the streets in the City of Bangor with personnel from the Public Works Department who are well aware of the soil conditions, maintenance problems, volumes of traffic on the various streets and roads and have developed a series of recommendations for correcting current problems. Although all streets in Bangor are paved, many, particularly in the outlying area, do not have curb and gutters, although they do have storm drains. It would be prohibitively expensive at this time to attempt to reconstruct all of the streets that do not have curbs and gutters, so a judgement was made by the Public Works Supervisors as to the means and methods to improve the existing streets to reasonable standards that would be relatively easy to maintain over the years.

Some streets are recommended to be completely reconstructed with curbs, gutters, new storm inlets and new pavement surfaces. In all instances this will require the complete removal of all existing pavement so that the street sub-grade can be graded properly to correct drainage problems and meet current construction standards. Some streets, particularly where the present combined storm and sanitary sewer is to be rebuilt, are slated for complete re-

construction. Other streets are suggested to be resurfaced with asphalt paving. Some of the more minor local streets which are in good condition should have a seal coat applied so that the existing pavement and subgrade does not deteriorate. In other limited areas, particularly in the north part of the City, the City has performed some regrading and regrading on the shoulders of the roads which has been successful in alleviating drainage problems in those areas. There are additional streets that could be materially improved with improved side ditches and drainage. The accompanying map shows the location of the various suggested treatments and the following Table 15 lists the various streets and the kinds of cost improvements required.

It is estimated that street improvements suggested will require an expenditure of \$1,074,344. To this the storm drain and sewer improvements should be added.

It should be noted that the improvements to three blocks of Monroe Street in the downtown area, as well as perhaps the storm drainage improvement on Charles Street, may be in the process of accomplishment under the City's application to the Michigan Department of Commerce for financial assistance to make the improvements. The total streetscape improvement cost is approximately \$450,000. Of that the Michigan State Highway Department has indicated it will participate in approximately \$100,000 for new paving in the area. In addition a grant is being requested from the Michigan Department of Commerce under the Small Cities Program to pay another substantial portion of the cost of the work, approximately \$200,000. Private sources in the downtown area have in-

TABLE 15
S T R E E T R E P A I R S

| STREET (WIDTH) | REBUILD \$8.00/Sq.Yd. | RESURFACE \$2.70/Sq.Yd. | SEAL&COAT \$1.25/Sq.Yd. | C&G \$11.00/L.F. | RE-DITCH \$4.00/L.F. | TOTAL COST |
|-------------------|--------------------------|----------------------------|----------------------------|---------------------|-------------------------|---------------|
| HAMILTON 22' | 1,200' \$23,466 | 1,225' \$ 8,085 | 325' \$ 993 | 2,000' \$22,000 | | \$ 54,544 |
| ALEXANDRIA 24' | 2,275' \$48,533 | | 265' \$ 883 | 3,650' \$40,150 | | 89,566 |
| DIVISION 20' | 1,465' \$26,044 | | | 1,980' \$21,780 | | 47,824 |
| MONROE* 18' | *1,425' \$22,800 | | 300' \$ 750 | *2,450' \$26,950 | | 50,500 |
| CHARLES 20' | 1,400' \$24,888 | | | 2,400' \$26,400 | | 51,288 |
| ARLINGTON 38' | 2,150' \$55,733 | 1,625' \$18,525 | | 4,100' \$45,100 | | 119,358 |
| MAIN 18' | 1,875' \$30,000 | | | 3,555' \$30,105 | | 69,105 |
| CENTER 34' | 2,750' \$83,111 | 1,300' \$13,260 | | 3,950' \$43,450 | | 139,821 |
| SECOND 18' | 2,450' \$39,200 | | | 4,540' \$49,940 | | 89,140 |
| LINCOLN 18' | 1,350' \$21,600 | | 725' \$1,812 | | | 23,412 |
| GREENHOUSE 18' | | 1,400' \$ 7,560 | | | 2,625' \$10,500 | 18,060 |
| HIGH 18' | | 2,575' \$13,905 | | 4,810' \$52,910 | 1,375' \$5,500 | 72,315 |
| NORTH 18' | | 375' \$2,025 | | | 600' \$2,400 | 4,425 |
| Sub Total - | | | | | | \$829,358 |

TABLE 15

S T R E E T R E P A I R S

| STREET (WIDTH) | REBUILD \$8.00/Sq.Yd. | RESURFACE \$2.70/Sq.Yd. | SEAL&COAT \$1.25/Sq.Yd. | C&G \$1.00/L.F. | RE-DITCH \$4.00/L.F. | TOTAL COST |
|-------------------|--------------------------|----------------------------|----------------------------|--------------------|-------------------------|---------------|
| CASS 20' | | 850' \$5,100 | 525' \$1,458 | | | \$ 6,558 |
| DOUGLAS 20' | | 1,385' \$8,310 | | | | \$ 8,310 |
| HIGH 20' | | | 275' \$ 764 | | | \$ 764 |
| 3RD | | | | | 700' \$2,800 | \$ 2,800 |
| WASHINGTON 18' | | | 1,350' \$3,375 | | | \$ 3,375 |
| CHERRY 20' | | | 925' \$2,567 | | | \$ 2,567 |
| UNION 18' | | | 375' \$ 938 | | | \$ 938 |
| PARK RD. 16' | | | 1,300' \$2,890 | | | \$ 2,890 |
| PROSPECT 18' | | | 650' \$1,625 | | | \$ 1,625 |
| MORRISON 18' | 900' \$14,400 | | 1,500' \$ 16,500 | | | \$32,088 |
| RAILROAD 20' | | | 700' \$1,945 | | | \$ 1,945 |
| UNION 20' | | | 525' \$1,460 | | | \$ 1,460 |
| MAPLE 22' | | | 975' \$2,980 | | | \$ 2,980 |
| | | | 43 | | Sub Total | \$68,330 |

TABLE 15
S T R E E T R E P A I R S

| STREET (WIDTH) | REBUILD \$8.00/Sq.Yd. | RESURFACE \$2.70/Sq.Yd. | SEAL&COAT \$1.25/Sq.Yd. | C&G \$11.00/L.F. | RE-DITCH \$4.00/L.F. | TOTAL COST |
|--------------------|--------------------------|----------------------------|----------------------------|---------------------|-------------------------|---------------|
| CASE 18' | | | 1,250' \$3,125 | | | \$ 3,125 |
| OLIVER 18' | | | 700' \$1,750 | | | \$ 1,750 |
| RANDOLF 18' | | | 1,850' \$4,625 | | | \$ 4,625 |
| BANGOR 18' | | | 925' \$2,312 | 1,770' \$19,470 | | \$ 21,782 |
| 1ST 18' | | | 925' \$2,312 | | | \$ 2,312 |
| HASTING ST. 16' | | | 725' \$1,611 | | | \$ 1,611 |
| HASTING CT. 12' | | | 775' \$1,292 | | | \$ 1,292 |
| KALAMAZOO 12' | | | 800' \$1,333 | | | \$ 1,333 |
| Sub Total | | | | | | \$ 37,830 |

Construction Grand Total \$ 925,509
Plus Eng. and Contingencies 138,826
Total Cost \$1,074,335

icated that they will further assist in the funding of a portion of the balance. The remaining balance however may be required to be funded by a special assessment in the downtown area.

ASSESSMENT

The improvements to Monroe Street and Charles Street are of overriding importance to the City. This work can have a major impact on attracting new business into the downtown area and maintain the viability of existing businesses. Further the City should move promptly to capture the major financial assistance currently being offered.

Other street improvements should be prioritized on the basis of available funds, however Alexander, Hamilton and Morrison should be considered for priority.

4.1 Sidewalks

A survey of sidewalks within the City was made and it was determined that some areas should have new sidewalks because of the pedestrian traffic, and that other areas of the existing sidewalks are in a deteriorated condition and should be removed and replaced. A judgement was made as to the percentage of the sidewalks that should be replaced in each block and is shown on the accompanying map. Replacement sidewalk was designated as being either up to 25% of the existing frontage within the block or between 25 and 50% with an average of approximately 40% of the walks within that particular block. Table 16 shows the total cost of proposed sidewalk to be approximately \$125,000.

TABLE 16

SIDEWALKS

- A. New Sidewalk - 5,100 lin. ft. x \$8.75/per foot = \$44,625
- B. Remove and Replace 25% of
Sidewalk 4,400 lin. ft. x \$10.00/ per ft. = \$44,000
- C. Remove and Replace 40% of
Sidewalk 3,600 lin. ft. x \$10.00/per ft. = \$36,000

TOTAL COST \$124,625

ASSESSMENT

The City should proceed immediately to eliminate existing sidewalk hazards where sidewalks are lifted by tree roots and other defects which could cause injury. Of second priority would be to install new sidewalk in areas of heavy vehicle and pedestrian use. The balance of sidewalk improvements could be prioritized as funding is available.

PART IV

MANAGEMENT AND ADMINISTRATION

The City of Bangor enjoys a rather sophisticated capacity, compared to most small communities, to administer and manage the affairs of the City. The form of government is the city manager form, which engages an administrative officer to oversee the daily affairs of the City and the conduct of its business, as well as seeing to the promotion and development of its future. In addition to the City Manager, the City has created various agencies and commissions to assist in the development in the City. It has created a Planning Commission, and Economic Development Corporation to assist in the promotion and assistance to industry in the City. It also has created a Downtown Development Authority to assist in the redevelopment and improvement in the downtown area. It has a Housing Commission which has developed housing for elderly and other low income people and has been successful in its management. The City also has worked with, and had access to, technical and professional people as the City Attorney, Bond Counsels, City Engineer and other professional consultants in seeking loans or grants, directly for the City's conduct of some of its affairs as well as development of the Industrial Park and assistance to businesses both in the downtown as well as industrial development.

Assessment

As evidence of the successful management-administrative capacity, the city is operating within its revenues and has very little bond indebtedness, which will be paid off in 1992.

The City has all elements in place for continued successful administration and management.

CITY OF BANGOR
1990 ECONOMIC STRATEGIC PLAN
TO IMPLEMENT
CITY OF BANGOR'S
1990 COMMUNITY DEVELOPMENT PLAN
PART II

Preparation of this report
was funded by a grant thru
the Communities-In-Transition
Program from the Michigan
Department of Commerce.

Consultants for City Planning and Community Development

LESLIE R. CRIPPS & ASSOCIATES

**6259 Pokagon Road
Berrien Springs, Michigan 49103
(616) 471-7387**

Daniel W. Moore
Professional Community Planner
Reg. No. 590
Landscape Architect
Reg. No. 913

Leslie R. Cripps
Professional Community Planner
Reg. No. 537

June 1, 1990

Mayor Rigozzi
City of Bangor
City Hall
Bangor, Michigan 49013

Dear Mayor Rigozzi:

It is with great pleasure I submit the 1990 Community Development Plan, Part II and the 1990 Economic Strategy Plan to implement priority projects identified in the Plan.

The cooperation and help by City staff is greatly appreciated, as well as the contribution made by the citizens at the several Town Meetings.

The Bangor City Planning Commission review, assistance and final adoption of the plans were critical in the completion of this work and is also deeply appreciated.

I trust this work will materially contribute to growth and redevelopment of the City and enhance the quality of life for its citizens.

Respectfully submitted,

Leslie R. Cripps

Leslie R. Cripps
Planning Consultant

INDEX

| | <u>PAGE</u> |
|--|-------------|
| Letter of Transmittal | |
| Introduction | 1 |
| 1990 Economic Strategic Plan | 3 |
| Public Improvements by Priority | |
| 1. Sidewalk Project | 3 |
| 2. Reconstruction of Alexander, Hamilton and Morrison (Including Sanitary and Storm) | 5 |
| 3. Monroe Street CBD Streetscape | 7 |
| 4. Housing Rehabilitation | 8 |
| 5. Charles Street Storm Drain | 8 |
| 6. Rebuild Arlington Street (Center Street east to City Limits) | 9 |
| 7. Re-Surface Center Street (Arlington south City Limits) | 9 |
| 8. Replacement Black River Bridge | 10 |
| 9. Acquire Land to Expand Industrial Park | 11 |
| 10. Acquire Land and Make Improvements in CBD | 11 |
| 11. Kiwanis Park Rest Room | 12 |
| 12. Mill Pond Dam Repairs | 13 |

| <u>INDEX</u> | <u>PAGE</u> |
|--|-----------------|
| 1990 COMMUNITY DEVELOPMENT PLAN - PART II | |
| Land Use Plan and Map | 14 |
| Highway Network | 18 |
| Housing | 20 |
| Zoning | 22 |
| Updating Community Development Plan and Economic Strategic Plan | 23 |
| Appendix A Minutes of 1st Town Meeting | |
| Appendix B Minutes of 2nd Town Meeting | |
| Appendix C Attitude Survey Form and Tabulation of Concerns | |
| Land Use Map | (after page) 14 |
| Zoning Map | (after page) 22 |

INTRODUCTION

The City of Bangor's 1990 Community Development Plan consists of two parts - Part 1 "Survey of Existing Conditions and Problem Identification" which was completed in January 1990. Upon its completion a Town Meeting was held wherein local officials and citizens of the community reviewed the identified problems and made suggestions about treatment of the various issues. A report of the Town Meeting held February 17, 1990 is attached as Appendix "A". Following the Town Meeting, Part 2, the preliminary 1990 Community Development Plan was prepared which consisted of the following items:

1. A proposed long range land use plan.
2. A list of projects and activities suggested to eliminate identified problems and prioritized as to need.
3. Identification of potential resources to assist in the financing of the proposed activities.
4. Suggested modifications to the Zoning District Map.

A second town meeting was held to review the preliminary 1990 Community Development Plan with local officials and the established citizens committee for their input. A report of the Town Meeting held April 30, 1990 is attached as Appendix "B". At the conclusion of the April 30, 1990 Town Meeting a final 1990 Community Development Plan was prepared including the 1990 Economic Strategic Plan as well as the new Land Use Plan and was presented to the Bangor City Planning Commission for their final action. The Bangor City

Planning Commission held a public hearing on May 31, 1990 regarding the proposed 1990 Economic Strategic Plan and the 1990 Community Development Plan. Following the hearing the Bangor City Planning Commission adopted the 1990 Economic Strategic Plan as the list of projects, by priority, to correct serious deficiencies in the City's infrastructure during the next 3 to 5 years so as to better provide services for residents of the City and improve the City's commercial and industrial base.

The Planning Commission also adopted the 1990 Community Development Plan as the long range plan to guide City's growth and development.

1990 ECONOMIC STRATEGIC PLAN

The following items have been identified as being critical short term needs of the community which should be addressed within the next three to five years. The items are listed in their order of importance or priority to eliminate current or potential hazards, encourage commercial and industrial development and to enhance the City's livability and attractiveness.

Included in each items narrative is the identification of the primary agency responsible for its improvement as well as identifying possible sources of financial assistance to make the proposed work feasible.

Please refer to 1990 Community Development Plan, Part I and II for other and longer range needs to be addressed.

The following projects were identified and prioritized as the most serious current needs of the City through extensive surveys, official and public discussion, thru Town Meetings and public hearings.

1. Sidewalk Project

The City's sidewalks are in very bad condition, with many broken, scaled and lifted sections which are a public hazard and are exposing the City to serious damage suits if left in their present state. Almost all of these are within portions of blocks needing replacement as shown on the Sidewalk Map. There is estimated to be 8,000 ft. of walk to be replaced at a construction cost of \$80,000.

The following sections of walks are priority items for short term improvements because no walk exists but are heavily used by students on their way to school. Detailed location is shown on Sidewalk Map in Part 1.

| | | |
|--------------------|-------------|------------------------|
| 1. | Arlington | 700' |
| 2. | Park Street | 550' |
| 3. | Randalph | 125' |
| 4. | Walnut | 250' |
| 5. | Union | 350' |
| 6. | Hamilton | 950' |
| 7. | Division | 100' |
| 8. | Monroe | 250' |
| 9. | Lincoln | 300' |
| 10. | Washington | 150' |
| 11. | Main | 300' |
| 12. | Third | 300' |
| 13. | Center | 775' |
| TOTAL NEW SIDEWALK | | <u>5,100'</u> |
| | | x <u>8.75</u> per foot |
| | | \$44,625.00 |

Estimated Cost of Sidewalk Project

| | | |
|----|---------------------------------|------------------|
| A. | Replacement Walk | \$ 80,000 |
| B. | New Walk | <u>44,625</u> |
| | | \$124,625 |
| | 15% Engineering & Contingencies | <u>\$ 18,675</u> |
| | TOTAL ESTIMATED COST | \$143,300 |

The City of Bangor thru its City Council is the agency primarily responsible for sidewalks.

With the high percentage of low and moderate income persons in the City of Bangor it would be a financial burden to attempt to

assess all of the cost of the work on to abutting owners. This is particularly true when the entire City does not have sidewalks on all streets or on both sides of each street. It would be inequitable to force only a portion of the property owners to pay for an improvement which will also benefit other citizens.

Therefore it is proposed that the City provide 50% of the cost of the work through a Michigan State C.I.T. Implementation Grant, and the other 50% be billed to the abutting owner whose property is improved.

2. Reconstruction of Alexander, Hamilton and Morrison Streets

These streets are considered critical because of the failing combined sanitary and storm sewers. It is costly to make repeated and temporary repairs on an item which could develop into a serious health hazard. This project must be completed to eliminate storm water from the sanitary sewer system which makes treatment of sanitary waste inefficient, but also to eliminate sanitary waste being discharged into local ditches and streams during storms. Of equal importance is the ever present threat to health and safety by the periodic collapse of the existing mains and consequent backup of sewage into houses and streets. So that the total projected cost for these improvements are known, all required work is included as follows:

(a) Alexander Street

| | |
|------------------------|---------------|
| Rebuild (2,275') | \$ 48,533 |
| Seal Coat (265') | 883 |
| Curb & Gutter (2,650') | 40,150 |
| Storm Drain | 36,000 |
| Sanitary Sewer | <u>14,000</u> |
| Construction Cost | \$139,566 |

(b) Hamilton Street

| | |
|---------------------|---------------|
| Rebuild (1,200') | \$ 23,466 |
| Re-Surface (1,225') | 8,085 |
| Seal Coat (325') | 993 |
| Storm Drain | 28,800 |
| Sanitary Sewer | 12,000 |
| Curb & Gutter | <u>22,000</u> |
| Construction Cost | \$ 95,344 |

(c) Morrison Street

| | |
|-----------------------|--------------|
| Rebuild (900') | \$ 14,400 |
| Curb & Gutter | 16,500 |
| Seal Coat | 1,188 |
| Storm Drain (900') | 21,600 |
| Sanitary Sewer (900') | <u>9,000</u> |
| | \$ 62,688 |

ESTIMATED COST

| | |
|----------------------------|---------------|
| Total Construction Cost | \$297,598 |
| 25% Eng. and Contingencies | <u>74,399</u> |
| TOTAL PROJECT COST | \$371,997 |

The City of Bangor, through its City Council, is the primary agency responsible for all of the above work.

Because of the limited City budget and need to reserve limited funds for on-going maintenance and a small reserve for other critical and emergency needs, it is proposed that the City sell bonds to pay for approximately 40% of the cost of the work and pledge future State Highway revenues to pay off the bonds. The City's 40% share would be approximately \$150,000. The balance of the cost, \$222,000, would be sought from the State of Michigan, Department of Commerce C.I.T. Implementation Grant funds because of the City's high percentage of low and moderate income persons.

3. The Monroe Street Central Business District Streetscape

This project, encompassing three blocks of Monroe Street in the central business district, is designed to enhance the shopping potential of Bangor's downtown area, stimulate new business development and discourage possible competing shopping mall development outside of the City to the detriment of existing businesses. It will require the removal of a portion of the pavement and installation of new pavement, new curbs and gutters, inlets and connections to the existing storm drain facilities, new sidewalks, improvements to water mains and taps to existing buildings. There will be additional street lighting, landscaping, street furniture and enhanced access to abutting drives and parking areas. This project is estimated to cost approximately \$470,000. The City will be seeking a \$200,000 grant from the Michigan Department of Commerce for Downtown Development, approximately \$100,000 from the Michigan Highway Department for repaving of Monroe Street, approximately \$11,000 of Local Water Department funds and approximately

\$159,000 of additional funds either as grants from abutting business developers or from special assessments and Tax Increment Financing in the downtown area. The Bangor Downtown Development Authority is the agency primarily responsible for this work with all work coordinated through the office of the Bangor City Manager.

4. Housing Rehabilitation

Improving housing is considered a basic and high priority need. This will be a continuous process and is programmed at 15-20 units per year at estimated cost of \$150,000 per year. Funds for this work will continue to be requested from the Michigan State Housing Development Authority.

The City of Bangor, thru its City Council, is the agency primarily responsible for this work.

5. Charles Street Storm Drain

The Charles Street storm drain is considered a priority need to adequately drain an area of the CBD which is proposed for extensive private development in the immediate future. Estimated cost \$14,000.

The agency primarily concerned with this project is the Bangor Downtown Development Authority. The timing of this project could be the same as the Streetscape Project and could be accomplished within the same funding sources since it would be ancillary to the Streetscape project.

If this does not occur, the Bangor City County may budget general revenue funds to correct the problem.

6. Rebuild Arlington from Center Street East to City Limits

This portion of Arlington is deteriorated and as it serves as an extension of Arlington to the west, it is considered a secondary road rather than a purely residential street.

| | |
|------------------------|------------------|
| Rebuild (2,150') | \$ 55,733 |
| Curb & Gutter (4,100') | <u>45,100</u> |
| Construction Cost | \$100,833 |
| Eng. and Contingencies | <u>\$ 25,208</u> |
| TOTAL PROJECT COST | \$126,041 |

The above cost estimates is based on construction standards for a residential road. If heavier traffic is allowed, a wider and thicker pavement may be required which could increase cost by 50% to 75% depending on the standards used.

The City of Bangor, through its City Council, is the agency primarily concerned with this project.

Because of the potential for some commercial and industrial traffic on the road it would not be equitable to assess all the cost of re-construction on the abutting property owners. Further as the City's population is primarily of low and moderate income persons it is determined that at least 50% or \$63,000 be obtained from the Department of Commerce C.I.T. Implementation Grant and the balance be funded by a bond issue to be repaid from Michigan State Gas and Weight funds paid to the City.

7. Resurface Center Street from Arlington South to City Limits

This portion of Center Street must be improved to carry the anticipated commercial and industrial traffic from the new occupants in the Industrial Park. In addition to heavy local traffic Center

Street is an extension of County Road 681 and is considered a primary road. This road should be upgraded to Class A-All Weather road standards. Curb, gutter and storm drains would not be required.

Re-surface (1300') \$13,260

The City of Bangor, through the City Council, is the agency primarily concerned with this project.

Since Project 6 and 7 are similar in nature, it is proposed to combine the project construction and funding sources in a joint project. 50% would be funded by a C.I.T. Implementation grant and 50% by a bond issue repaid from State Gas and Weight Tax revenues.

8. Replacement of Bridge on Black River Road

Because of the importance given to attracting tourist to the area, particularly fishermen, replacement of the super-structure of the bridge is a priority item and cost of this work is estimated to be \$20,000.

The City of Bangor, through the City Council, is the agency primarily concerned with this project.

Since Project 6, 7 and 8 are similar in nature, it is proposed to combine the project construction and funding sources in a joint project. 50% would be funded by a C.I.T. Implementation grant and 50% by a bond issue repaid from State Gas and Weight Tax revenues.

9. Acquire Land to Expand the Industrial Park

To accommodate needs of larger industrial prospects, it is proposed that a minimum of 100 acres be acquired within three to five years. If a firm prospect develops the City of Bangor and/or the Bangor Economic Development Corporation must act immediately to obtain the necessary land.

Ideally a long term (3 to 5 years) option should be obtained for the desired land and, with a firm prospect in hand, the City could apply for a grant and/or loan from the Michigan Department of Commerce Strategic Funds, Small Cities Business Development Fund, or similar other state programs to assist in attracting industrial development.

It is anticipated that land cost would be \$1500 to \$2000 per acre, therefore up to \$200,000 will be required to obtain 100 acres.

10. Additional Land and Facilities for CBD Development
(Parking Lots, Access Roads and Business Development)

This project goes hand in hand with Priority Project #3, the Monroe Streetscape Project. However it will require the removal of existing industries from the downtown area.

These improvements are considered a major priority need but their timing will be predicated either on accommodating a new, or expanding, business prospect so that grant and/or loan assistance can be obtained through the Michigan State Small Cities Program, the Strategic Fund or similar State programs for business development; or on the amount of tax revenue the Bangor Downtown Development Authority can create through the new Tax Increment Financing

District.

The primary agency concerned with this project is the Bangor Downtown Development Authority.

Cost estimates are not made at this time because the amount and type of assistance will vary depending on the needs of the business prospect.

However as a preliminary project is proposed that the land currently owned by the City on the south side of the CBD be improved with hard surfaced paving, curbs and storm drains and landscaping as a parking lot. Estimated cost of this improvement is \$100,000.

Funding source for this improvement is the Michigan Department of Commerce C.I.T. Implementation Grant.

11. Kiwanis Park Rest Rooms

This is a heavily used local park with only primitive rest rooms. A priority is given to construct rest rooms and sanitary sewer lines for this facility at an approximate cost of \$55,000.

The primary agency concerned with this project is the City Council of the City of Bangor.

The City can apply to Michigan Department of Natural Resources for a 75% grant under the Land Trust Program or a 50% grant from the Land and Water Conservation Program. The local share is projected to be available from the Park budget over a two year period.

12. Mill Pond Dam Repairs

Before the Mill Pond water level can be raised, repairs must be made to the apron of the dam and to a mechanism to raise and lower the dam gates to control water levels. These repairs are given a high priority item as the rivers, creeks and Mill Pond are attractive to tourists and fishermen and can contribute to the welfare and income of the community.

Cost of these repairs are estimated to be \$10,000 to \$15,000.

The primary agency concerned with this project is the City Council of the City of Bangor.

The City is considering, if possible, the repairs to the dam with City forces in an attempt to reduce the cost and raise the water level as soon as possible.

However if the City forces are not able to perform the work or City funds insufficient, the City will apply to the Michigan Department of Natural Resources for a 50% grant from the Land and Water Conservation Funds with the balance from City General funds.

1990 COMMUNITY DEVELOPMENT PLAN

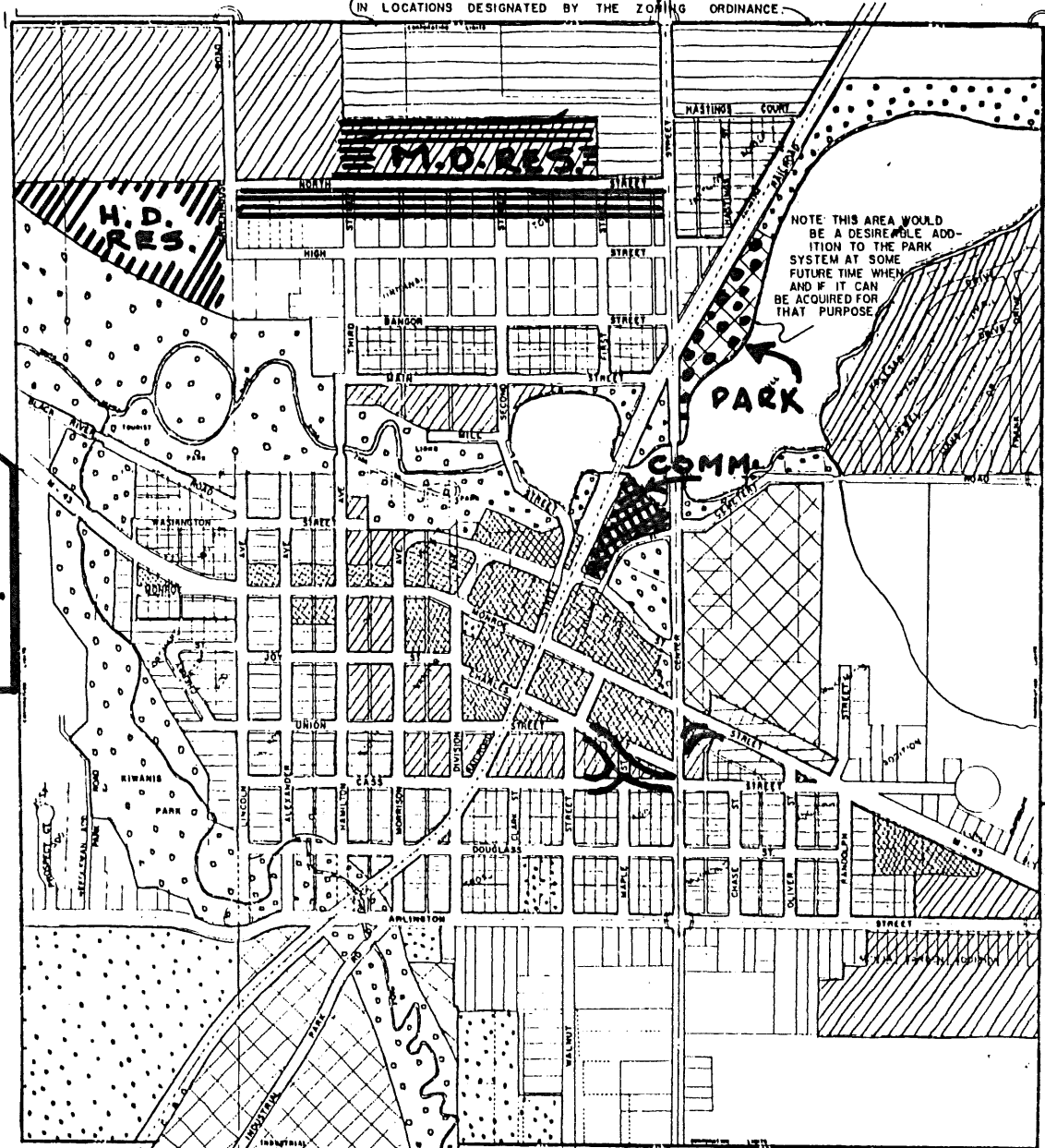
LAND USE PLAN

The 1980 Land Use Plan is considered basically sound; however with recent developments and projects in the private sector the following revisions and adjustments are made for the 1990 Land Use Plan.

The 1990 Bangor Land Use Plan is designed to strenghten the existing commercial and industrial areas by eliminating incompatible land uses and provide room for expansion and growth. Further it is designed to protect residential areas from heavy traffic and blighting influencies and also to provide additional community facilities, as park and service facilities.

In the central business district it is proposed that all industrial activities be eliminated and relocated into the Industrial Park; cleared land then reallocated for commercial expansion, additional parking facilities and streets to serve the growing commercial area. To encourage and expedite such a conversion it is suggested that the Downtown Development Authority take an active hand in attempting to acquire property and assist in the relocation of the industries to the Industrial Park; and further that the Bangor Economic Development Corporation cooperate in the relocation of these businesses into the Industrial Park through various financial incentives. The Downtown Development Authority, thru the Tax Increment Financing District, will in time acquire funds to acquire property, as soon as new commercial businesses are developed in the area. Also shown in the plans are

NOTE THE CONCEPT OF "MEDIUM DENSITY" MAY INCLUDE MOBILE HOME PARKS IN LOCATIONS DESIGNATED BY THE ZONING ORDINANCE.



LAND USE PLAN

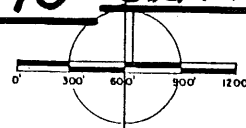
CITY OF BANGOR, MICHIGAN

"1980" PROPOSED 1990 REVISIONS

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS
- MAJOR PUBLIC

NOTE THE LAND USE PLAN ILLUSTRATES THE LONG RANGE THINKING OF THE PLANNING COMMISSION AND MAY BE REVISED AT ANY TIME AT ITS DISCRETION. UNLIKE THE ZONING DISTRICT MAP, IT IS NOT ENFORCEABLE BY LAW AND IT SHOWS CONCEPTS AND USES THAT ARE NOT REFLECTED IN THE ZONING DISTRICT MAP.



PREPARED FOR THE
CITY COUNCIL OF
BANGOR, MICHIGAN

BY LESLIE R. CRIPPS & ASSOCIATES
PROFESSIONAL COMMUNITY PLANNERS
BERRIEN SPRINGS, MICHIGAN

proposed revisions to the street system in the Central Business District to provide better access to businesses and parking lots.

It is proposed that the existing Industrial Park area, in the southwest corner of the city, be expanded by the acquisition of additional properties in the township. This land to be used for larger industrial complexes that may be attracted to the area because of the railroad spur and supporting utilities as well as other incentives. An agreement has been reached with each of the adjoining townships that the various bodies will cooperate in such a development under Act 425 of the State of Michigan, wherein the land is not annexed to the City. Both the City and Townships would benefit by each receiving a share of the additional tax revenues, and of course the job opportunities for all citizens.

There are two large industrial facilities in the City, one being the DuWel Corporation east of the central business district, and the Getman Corporation in the Industrial Park. DuWel is a large viable enterprise and will remain so. It does not emit obnoxious smoke, dust or odors and is a valued resource in the community. However also north of the central business district is a large junk yard along the railroad and Center Street, adjacent to the Mill Pond area, which is a serious detriment to the appearance of the community and also an eyesore in the utilization of the Mill Pond once it becomes filled and is actively used.

The residential areas of the community are proposed to provide for low density (single family), medium density and multi-

family areas. The existing multiple family usage is basically concentrated around the perimeter of the central business district. This area contains a number of buildings with two to four family dwelling units located in large, formerly single family residences which were converted to a more economic use. To allow for additional conversion of existing large structures, a limited area has been devoted to multi-family use around the fringe of the downtown area. There are several larger multiple family projects, particularly in the eastern part of the city, most of which are relatively new. It is possible that some further expansion might be considered in this area although available land is somewhat limited.

Single family housing predominates in the City, however there is sufficient land within the community, in the east, north and west, to accommodate additional expansion. It is suggested that the City limit mobile homes to the northern part of the city where there is already a concentration. This will assist in the stabilization of property values in all parts of the community.

No additional land appears to be needed for the schools within the foreseeable future.

The Bangor City parks are proposed to be connected by a series of trails in the lowlands along the Black River and Maple Creek. This will provide a continuous band of park land from the Mill Pond area in the northeastern part of the community, across the approximate middle of the community following the Black River and southerly following Maple Creek on the eastern edge of the Industrial District. This will create an extended park system,

unique for a community of this size and will remove marginal land from undesirable development.

HIGHWAY NETWORK

There are two adjustments being suggested for the highway network for the City of Bangor, one is to construct a service road around the central business district to expand the central business district, and to make parking areas more readily accessible. This arrangement is in line with the convenience afforded shoppers at shopping malls. Further the rear of the existing buildings can often times be converted to another main entry rather than relying on only the previously afforded "front" doors. This will be accomplished over a period of time as the Downtown Development Authority is able to obtain funds to acquire property and make other adjustments to the downtown area according to a detailed development plan.

The second concern for the City of Bangor is for Class A-all weather roads, in the adjoining townships, to adequately service the industrial district in the southwest corner of the community, as well as the proposed expansion in the township. This area is not served by Class A, all weather roads, and heavy vehicles in the spring of the year are limited in the amount of weight they can carry because of the County frost law protection. It is suggested that 34th Street, with the cooperation of the adjoining townships, the county, and the County Road Commission, be developed as a Class A road to C.R. 681 and that it be extended east to M-43 in the township. Further that a Class A. all weather

road be extended on 34th and 62nd Street in the Township west and north to M-43 so as to provide Class A roads both in a northerly and westerly direction. The City must work with the State to complete improvements to M-43 so that it will be a Class A road. Further C.R. 681, or Center Street, south of the City of Bangor appears to be a Class A road except for the bridge that needs to be rebuilt or strengthened near Red Arrow Highway. This should be rebuilt so that industrial traffic would have access to the I-94 Interchange at the City of Hartford. With those improvements heavy industrial traffic could be accommodated without any impediment during periods of frost. These improvements are considered long range projects and may not be realized until such time as additional industrial development occurs that requires this type of service.

An interim improvement to accommodate commercial traffic from the south on Center Street and desiring to go east on M-43 is to improve the right turn capability at the intersection of M-43 and Center Street. It is suggested that an additional right turn lane be constructed with a large traffic island to create a sweeping turn onto M-43. This would require the acquisition of a small piece of property. The benefit of such an improvement would be to keep heavy traffic off of primarily local roads in residential areas.

HOUSING IMPROVEMENTS

Of the 811 dwelling units in the community, approximately 162 are rated substandard, either major repairs or demolition. This represents approximately 20% of all housing in the community. Housing in this condition can have a very serious blighting effect on adjacent properties and certainly would discourage neighbors from making improvements to their property. There are apparently 250 homes rated needing only minor repairs which constitutes approximately 31% of the housing. Housing rated minor repairs are considered standard housing but may need only routine maintenance items to bring them into good standard condition.

The City has been fortunate to have been able to carry out a program of financial assistance for housing rehabilitation with a series of grants, either from the Department of Housing and Urban Development, or in recent years from the Michigan State Housing Development Authority. In order to bring all housing into standard condition it is proposed that the City carry out three programs, one is to continue financial assistance to low and moderate income people to improve their housing at the approximate rate of 20 dwelling units per year. This program to be carried out with the assistance of the Michigan State Housing Development Authority at an approximate level of \$150,000 to \$200,000 per year.

Secondly some housing rated substandard is occupied by families whose incomes are above the moderate level and cannot be assisted under the housing rehabilitation program. For those families who can afford repairs to the housing the City will continue to have a code enforcement activity carried out to expedite

ZONING

The current Zoning District Map is considered basically sound, however the following changes are recommended to more closely adhere to the 1990 Land Use Map and to guide redevelopment of these areas.

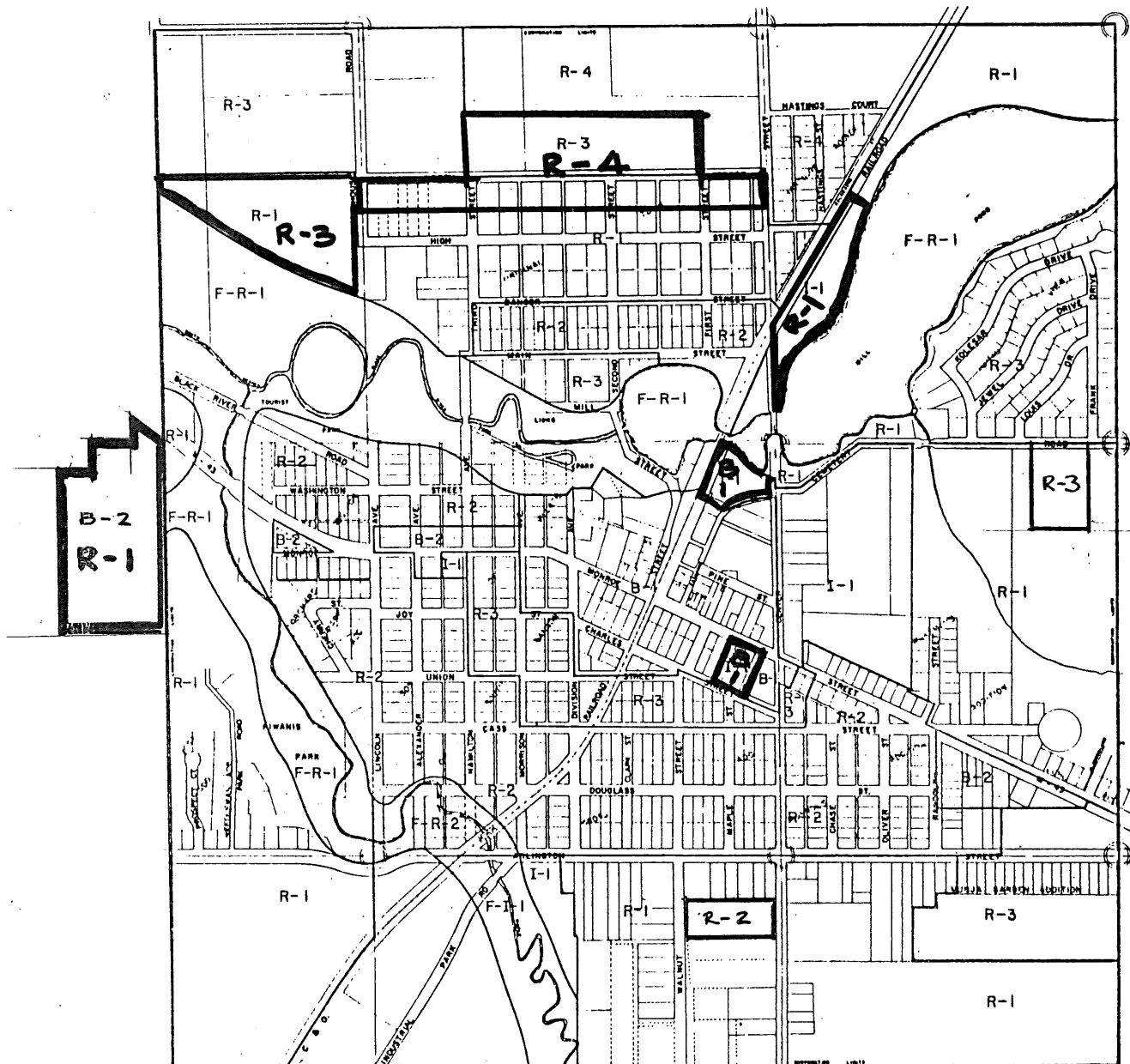
1. Change present I-1 area in the CBD south of Monroe Street to B-1. This is in line with the concept of eliminating all industry from the CBD.

2. Change the present I-1 District between the R.R. and Mill Pond, east of Center Street to R-1.

3. Change R-1 District between Bangor Street and North Street east of Greenhouse Road to R-4 Mobile Home District. This area contains almost all mobile homes in the city except for the concentration abutting it on the east.

4. Change the R-1 District west of Greenhouse Road to R-3 Multiple Family.

5. Change B-2 District to R-1 on property recently annexed on west City limits.



ZONING DISTRICT MAP CITY OF BANGOR, MICHIGAN

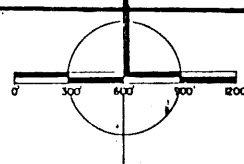
ADOPTED
12 - 27 - 1983

PROPOSED 1990 REVISIONS

LEGEND

- R-1 ONE FAMILY RESIDENTIAL DISTRICT
- R-2 ONE AND TWO FAMILY RESIDENTIAL DISTRICT
- R-3 GENERAL RESIDENTIAL DISTRICT
- R-4 MOBILE HOME DISTRICT
- B-1 RETAIL AND LIMITED SERVICE BUSINESS DISTRICT (CBD)
- B-2 GENERAL BUSINESS DISTRICT
- I-1 INDUSTRIAL DISTRICT
- F FLOOD PLAIN DISTRICT

NOTE: THE FLOOD PLAIN DISTRICT IS SUPERIMPOSED UPON (OVERLAYS) OTHER DISTRICTS AS INDICATED BY THE SYMBOL "F" FOLLOWED BY THE SYMBOL OF THE DISTRICT OVERLAIN



PREPARED FOR THE
CITY COUNCIL OF
BANGOR, MICHIGAN

BY LESLIE R. CRIPPS & ASSOCIATES
PROFESSIONAL COMMUNITY PLANNERS
BERRIEN SPRINGS, MICHIGAN

UPDATING COMMUNITY DEVELOPMENT PLAN

AND

ECONOMIC STRATEGIC PLAN

As part of the Bangor City Planning Commission functions and responsibility the Commission will periodically, as it deems necessary, review, revise and update the Bangor Community Development Plan. These reviews will take into account recent accomplishments, trends in growth and development, new needs and opportunities.

Further the Planning Commission, at least once a year, will review the current Economic Strategic Plan and revise and amend the projects, cost estimates and priorities as it deems necessary for the best interests of the City of Bangor. The Planning Commission will transmit their findings and determination to the Bangor City Council yearly at such time that the City Council can consider the recommended projects in current City budget preparation.

REPORT ON TOWN MEETING
FEB. 17, 1990
HIGH SCHOOL AUDITORIUM

The City of Bangor held a town meeting in conjunction with the development of a comprehensive plan. This meeting was attended by sixty persons interested in the planning process. Presentations were made by Jill Bland, Van Buren County Director of Community Development, and Leslie R. Cripps, Consultant for the City.

Following the general assembly the group divided into small work sessions to address ten different areas of concern to the citizens. The following suggestions or subjects of concern were submitted for consideration during the strategic planning process. A similar number of subjects focused on affairs related to the administration and everyday operations of the City.

These subjects are compiled into a separate report and channeled toward the city officials and staff. Some items were of mutual concern and appear in both reports, to be addressed in the appropriate manner.

HOUSING

The need for additional, quality, single family dwellings was expressed. Both for the buying public and those who desire to rent. The homes must be in the moderate to middle income bracket. The need for new homes on lots cleared by the demolition of substandard houses could provide building sites. Existing houses must be inspected and brought up to code to protect the deteriorating neighborhoods. The possibility of courtesy warnings to those living in homes of disrepair was introduced, along with the suggestion for some educational classes on minor home repair. Code enforcement must be continued and immediate attention given to those dwellings used for rental and not up to existing structure codes. The need for a code enforcement officer to concentrate on junk cars, and community blight problems was discussed. There was some concern about the zoning regulations as they apply to mobile homes within the City.

PUBLIC SAFETY

The long range planning for more community wide services was of interest to some who thought the surrounding townships and the City should join efforts for a Community Police Department. This could be modeled after the Fire District. The possibility of a Public Safety Department to coordinate services could prove more economical. Training for police officers to assist with life saving techniques. Suggestions were C.P.R. training, Emergency Medical Technicians, first responders and rescue procedures. There were many expressions of concern about availability of adequate manpower during certain hours of the day for the Fire Department. The Ambulance Service and prevention programs are requiring more hours of commitment, and could eventually necessitate full time personnel for emergency responses. The lack of local doctors being available on a 24 hours basis caused some to be concerned. Some joint effort by South Haven Hospital and M.A.R.C.H.A. needs to be explored to provide better health care facilities in the City.

INDUSTRY

Good quality jobs, for local people, was the focus of this group. Locating new industries, in the Industrial Park, that are compatible with the area. Again, there were strong indications that the townships and city must cooperate in this venture. The necessity for an all season road to gain access to the interstate highways, will be required for new industry. There was discussion about the need for entrance ramps on M-43 and CR 681 at the interstates. A training program to better equip the employable, for high tech jobs, will enable the City to invite more manufacturers to the park. There was concern about meeting the needs of present employers, so they can expand and grow with their operations. It was the feeling of many that some industrial plants located within the City should be encouraged to relocate into the Industrial Park.

BUSINESS

The downtown area is in great need of revitalization; the buildings are old, some need repair and remodeling, others should be replaced. There is a need for more retail merchants supplying essential services. A clothing store was suggested. A variety store, shoe store, and another grocery market were listed as priorities. There seems to be a need for good quality rental space in the central business district.

Some concerns were focused on the undesirable building that should be cleared making way for new construction. A great deal of distrust was expressed for a beautification project in the business district. Off street parking could be a definite need if the merchants are to discover greater sales opportunities. The formation of a T.I.F.A. district to capture investment funds to rehabilitate the main street was discussed with much support. The pedestrian crossings on Monroe Street need to be clearly identified. The main street infrastructures need repair and new street surfacing is needed on Monroe Street. The business district needs plans to expand in all directions.

STREETS AND WALKS

In general it was concluded that the existing sidewalks are in a state of disrepair and many new walks were needed. The tree roots are causing a great amount of damage to the walks and should be removed. The school students should set priority patterns for immediate sidewalk attention. The snow removal was discussed with indications that some systematic method of enforcing the charter provision, on maintenance, should be implemented. Many streets need resurfacing. A long range bond proposal could be economically feasible for financing major street repair. Off street parking was brought up in this session as possible solutions to traffic problems on streets near the schools. Many streets will require the installation of curbs and gutters to control surface water and drainage. The bridge over the Maple Creek on Black River Road should be replaced to provide access to the park on Lincoln Streets. This roadway also needs major repair. There are some sections of the City where sidewalks are considered unnecessary.

WATER AND SEWER

There are many areas of the City where storm water is a serious problem. The system of drains is old inadequate and undersized. There are numerous sections of the City where no storm drain exists, gravel or sod edges along the roadways need more frequent maintenance. Water in many instances remains standing along streets and in private yards after heavy rains. The efforts to treat the city water supply is producing results according to those reporting at the town meeting. Some areas still indicate some reddish colored water on dead end mains. The public would like to see some arrangements made to provide public restrooms in the parks. A great deal of inconvenience is imposed on fisherman and tourists as well as local residents when using the City parks system.

PARKS AND RECREATION

Bangor has a very unique parks system continuing along the waterways through the City. Efforts should continue to maintain the natural hiking trail along the Maple Creek and Black River. The bridge over Maple Creek needs replacement and the street repaired to provide good access to the Tourist Park property. The facilities in all parks need to be maintained and the playground equipment repainted. Restroom facilities should be available in each of the major parks. There was concern over the security provided in the parks. More police patrols should be provided. The possibility of closing parks during nighttime hours was discussed. The use of scouts or other volunteer groups to monitor the use of parks and instill pride in their preservation could be a project for the future.

EDUCATION

The group heard suggestions for improving programs for gifted students and offering talented pupils more challenging classes. The summer recreational opportunities need to include tennis, swimming, arts and crafts classes. All students should be taught C.P.R. (Cardio-Pulmonary Resuscitation). The adult enrichment classes need to offer more choices, possibly a home repair class. There was an expression of need for college extension classes in Bangor. The consultants report gave two false impressions on education. When the

TOWN MEETING
April 30, 1990

The second Town Meeting held in conjunction with the development of the Comprehensive Plan for the City of Bangor was held at the High School on April 30, 1990 at 7:30 p.m.

Our consultant Leslie Cripps of Berrien Springs reviewed the second portion of the plan and answered questions from an audience of 44 residents and interested citizens.

Concerns included sidewalks, which were high priority to most residents. Items such as applying for a grant to build sidewalks, reviewing the necessity of replacing our sidewalks and whether people do actually use the sidewalks enough to warrant rebuilding them.

Another concern of persons using the parks were the Kiwanis restroom facilities available when family picnics are being held and the maintenance and upkeep of the restrooms.

Our Millpond and the development of it was of concern because of being left out of the plan at this point. It is included in the T.I.F.A. district and the planning of that project and will be addressed in that issue.

Statement
incorrect.
Millpond is
covered in
plan.

Our Proposed Streetscape for the Downtown Area was emphasized as well as the storm sewer to accomodate Monroe St., north on Exchange St.

Zoning is to be studied carefully by the Planning Commission with some concern about extending the R-4 district on North Street.

There being no further questions or discussion the meeting was adjourned.

CITIZENS SURVEY SUMMARY AND ANALYSIS

The true measure of any development plan will be determined by how well it meets the needs and anticipation of the people. In an effort to discover the attitude of the citizens, a survey was distributed. The City Manager recommended a sampling of each neighborhood be contacted by the Citizen's Advisory Committee. The committee decided to undertake reaching every household in the community. The survey was written using three different resources. A previous form used approximately ten years ago was reviewed and questions were selected from that survey. Model surveys were consulted and questions utilized as well as solicited questions from organizations in the City. The eight page form with fifty four questions, some having multiple answers, was distributed utilizing 60 block captains. These surveys were delivered on a Friday, and picked up Monday evening. The block captains were willing to read and explain questions that were not understood. The entire program was "soft sell" without any pressure placed on the citizens to require all answers or identify the returns by signing them. A designated place to write their address would identify problem areas.

An effort to contact all 826 households resulted in 610 surveys returned. These findings were tabulated by the Citizens Advisory Committee. The City staff has summarized each question and presented the following portrayal of the findings. These comments correlate with the question identification number and/or letter on this survey.

UNDERGROUND

1. The number of people responding represented about 96% of the returned surveys. Three quarters of the residents answered "always" when evaluating their sanitary sewer systems. Only minor difficulties exist in the City's portion of the system. These seem to relate to the older combination lines in limited areas of the City.

2. The water pressure appears adequate in 90 percent of the City only. One percent reported difficulty.

3. Rusty water still seems to be evident in 55% of the homes reporting. Thirty eight percent indicate no problem at all. Efforts are being made to correct the problem.

4. The water odor problem seems to accompany the reddish color with attention being given to prescribed areas.

5. Attention is drawn to our storm sewer problems by 31% of the homes having water stand on property after heavy rain.

SURFACE

6. Paved streets with no curb and gutter were reported by 64% of the residents.

7. About half of the properties who do not have curbs would like to have them installed.

8. A little over 50% of the properties have sidewalks according to those reporting.

9. One fourth of the people without sidewalks would prefer to have them.

10. Those having walks reported 39% need repairs.

11. Streets need repairing according to 53% of the surveys.

12. Trees are shading 49% of the surveyed property.

13. Only 23% would prefer more trees.

14. Fire hydrants "appear near" on 82% of the questioned people.

15. Streets are adequately marked according to 87% of the people.

16. Visible house numbers appear on 70% of the residents.

17. People interested and willing to beautify their property with flowers and shrubs totaled 69%.
18. 72% of the properties reported adequate driveways and off street parking.
19. Approximately 70% of the surveyed would prefer to see the Millpond area developed.

STRUCTURES

20. The average age of homes represented in the survey was 53 years. Only 14% were under 25 years of age.
21. The owners reported that 75% of the homes were in good repair.,
22. Some repairs were required according to 40% of the reports. The largest needed only painting. Roofs, siding and insulation were next highest. Doors, flooring, furnace and foundations represented only a few homes. New windows were in the middle with 15 requests.
23. The Central Business district drew criticism from 62% of the surveys.
 - a. Two thirds of the people thought substandard buildings should be removed.
 - b. New store fronts were requested by 77% of the reporters.
 - c. 73% of those replying would like to see new stores built.
 - d. More off street parking is requested by 66% of the people.
 - e. A surprising number of people thought food, shoe and clothing stores were needed. 76% of the people divided equally requesting these three. Variety, fast foods, cleaners and department stores captured the largest remaining votes.

f. Shopping is accomplished by those reporting, at the following sites:

- 45% Kalamazoo
- 31% South Haven
- 9% Benton Harbor
- 4% Bangor
- 11% Other

g. Some purchases were made locally in the following categories by people reporting.

- 75% Food
- 79% Gas
- 9% Clothing
- 62% Drugs
- 62% Hardware
- 34% Restaurants

PUBLIC SERVICE

24. The Police Department was reported to be efficient by 257 people and courteous by 292.

25. The Police Department's service were satisfied by 83% of those requesting assistance.

26. The fire and ambulance service had been called by 55% of the people.

27. The fire and ambulance service was rated efficient by 91% of those requesting service and 83% courteous.

28. Overall 89% of the people were satisfied by the service rendered.

29. City employees were requested by 31% of the people in the past year.

30. 83% of those requesting service were treated courteously.

31. The problem was taken care of promptly 65% of the time.

32. Two thirds of the people want the City to provide additional services.

33. 60% of these people are willing to make requests to the City council.
34. About one half of those reporting presently burn their leaves.
35. When asked if residents would haul leaves to compost location 62% indicated they would.
36. A ban on burning leaves was supported by 65% of the people surveyed.
- 37 & 38. A larger percentage of people have trash pick-up and most prefer not to have it on their taxes.
39. The trash pick up service is satisfactory to 92% of those contracting for service.
40. The parks are regularly used by 31% of the surveyed.
41. Only 15% felt Bangor needed more parks.
42. Renters make up 38% of the polled people leaving 62% as home owners.
43. The number of people involved in the survey was made up of 52% males, 48% females, 35% were minors and the average number per household was 3.75.
44. - 48. The employment figures were not conclusive on our first totals. More research will need to be done from a sampling to make a determination.
49. When requested to serve on committees only 35% expressed willingness.
50. Bangor's educational facilities received a vote of confidence by 76% of the people answering the survey.
51. This question seemed insignificant from the answers on the questionnaire.

MEDICAL

52. Regular health care was indicated by 72% of the residents.

53. The health care providers were indicated as Bangor 28%, South Haven 40%, Kalamazoo 19%, others equal 13%.

54. An additional doctor and a dentist were most frequently listed as health care needs.

The findings of this survey were not meant to be conclusive. They are meant to be used in conjunction with other resource data. The input from two town meetings and the findings of the consultant in working with the Planning Commission should be able to provide the City council with information to lead the City into a viable planning tool for the future. The cooperation of the D.D.A. and the E.D.C. to address strategic development plans will enable the City to progress into the 21st century. As the City builds a sound economical base it will assist the local merchants and industrial firms to make greater commitments toward additional development. The strong spirit of dedication and sense of cooperation between community leaders and private investors will command greater progress than this community has known for many years.

1990 NEEDS ASSESSMENT SURVEY

ADDRESS _____

INTERVIEWER _____

UNDERGROUND

1. Does your Sanitary Sewer work properly?
☐ Always
☐ Sometimes
2. Is your water pressure adequate?
☐ Always
☐ Sometimes
☐ Never
3. Do you have rusty water?
☐ Yes
☐ No
4. Does your water have an odor?
☐ Yes
☐ No
5. Do you have water standing on your property for more than 2 hours?
☐ Yes
☐ No

SURFACE

6. Is your street paved with no curb and gutter?
☐ Yes
☐ No
7. Would you like to have curb and gutter?
☐ Yes
☐ No

8. Is your property served by city sidewalk?
____Yes
____No
9. Would you like to have city sidewalk?
____Yes
____No
10. If you have sidewalk, does it need repair?
____Yes
____No
11. Does your street need to be resurfaced?
____Yes
____No
12. Is your property shaded by city trees?
____Yes
____No
13. Do you need more trees?
____Yes
____No
14. Is there a fire hydrant near your property?
____Yes
____No
15. Is your street marked by adequate street signs?
____Yes
____No
16. Is your property identified by a visible house number?
____Yes
____No

17. Would you be willing to plant flowers and shrubs in front of your property to beautify the city?

_____Yes

_____No

18. Is your property served with an adequate driveway and off street parking?

_____Yes

_____No

19. Would you like to see the Millpond cleaned and the banks improved for homes and recreational use?

_____Yes

_____No

STRUCTURES

20. How old is your building? Approx. ____ yrs?

21. Is your building in good repair?

_____Yes

_____No

22. Does your building need some rehabilitation?

Example: New roof, siding, paint or insulation?

_____Yes

_____No

If yes....what _____?

23. Are you satisfied with the Central Business District the way it is now?

_____Yes

_____No

g. Check purchases made locally.

☐ food

☐ gas

☐ clothing

☐ drugs

☐ hardware

☐ restaurants

PUBLIC SERVICE

24. If you have called the Police Dept. for service, were they

☐ Efficient

☐ Courteous

25. Were you satisfied with their services?

☐ Yes

☐ No

26. Have you ever called on the Fire and Ambulance Dept. for assistance?

☐ Yes

☐ No

27. If you have called on the Fire and Ambulance for service, were they

☐ Efficient

☐ Courteous

28. Were you satisfied with their services?

☐ Yes

☐ No

29. Have you requested service from City employees in the past year?

☐ Yes

☐ No

39. Are you satisfied with the present trash pick up service?

_____Yes

_____No

40. Do you regularly use the City parks?

_____Yes

_____No

41. Do you think Bangor needs more parks?

_____Yes

_____No

SOCIOECONOMICAL

42. Do you own your own home? _____

rent? _____

43. How many people reside at this address?

| Age | Male | Female |
|-----------|-------|--------|
| 0-4 | _____ | _____ |
| 5-12 | _____ | _____ |
| 13-17 | _____ | _____ |
| 18-24 | _____ | _____ |
| 25-39 | _____ | _____ |
| 40-60 | _____ | _____ |
| 60 & over | _____ | _____ |

44. How many adults in this residence are employed? _____

45. What type of job do they do?

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

46. Do you work outside of Bangor?

_____Yes

_____No

47. How long have you been employed in your latest job? _____
48. If unemployed, what type of job are you looking for? (skilled labor, mechanic, secretarial, construction, etc.)

49. Would you be willing to serve as a member of any of the committees, boards, or commissions:
 _____ Yes
 _____ No
50. Are you pleased with the educational facilities in Bangor?
 _____ Yes
 _____ No
51. If you are over 60 years of age do you need help with:
 Applying for food stamps Yes _____ No _____
 Medicaid/Medicare Yes _____ No _____
 Picking up food stamps Yes _____ No _____
 Transportation Yes _____ No _____
 Meal Preparation Yes _____ No _____

MEDICAL

52. Do you and your family have a physician that you see for regular health care?
 _____ Yes
 _____ No
53. Where do you obtain your regular health care?
 _____ Bangor _____ So. Haven _____ Kalamazoo _____ Other
54. What additional health care services do you feel are important to make available in Bangor? _____