



Public Review Draft

September 4, 2019

L'Anse Township, MI MASTER PLAN Update 2019





Acknowledgements

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We also wish to thank the many citizens who attended meetings, the Open House Event, and who provided input on the development of this Master Plan!

Cover photo: 2nd Sand Beach by Jeffery Loman

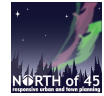


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Chapter 1: Introduction

This plan was undertaken to help the citizens of L'Anse Township make informed decisions and set priorities and goals to achieve a sustainable future. The plan contains recommendations and action strategies to assist the Township to organize efforts and resources for maximum potential. The plan will serve as a guide for future decisions about growth management and development, land-use regulation, and infrastructure.

Authority and Purpose

The purpose of the Master Plan is to guide the future of the Township and help the community develop sustainably through a realistic and well thought out approach. The Master Plan has been prepared under authority of the Michigan Planning Enabling Act, P.A. 33 of 2008, as amended. The Master Plan is an important tool for a number of reasons:

- The Master Plan provides the legal basis for zoning, subdivision of land, and other local land use regulations.
- The gathering and analysis of comprehensive community information and data enables community leaders to holistically understand unique challenges and opportunities.
- By involving citizens and stakeholders in the planning process, the Plan serves as the supported community vision, including goals and strategies for achieving the shared vision.
- The Master Plan can serve as a catalyst for desired changes by engaging community action.
- The Plan can help to generate regional collaboration with neighboring communities.

The purpose of the master plan is to guide future development towards the economic and efficient use of land; promote the public health, safety, and general welfare; help guide the preservation of historic resources and character of the Township; provide for adequate transportation systems, public utilities, and recreation; and ensure efficient expenditure of public funds. The Plan adoption is subject to a public hearing and approval by resolution of the L'Anse Township Planning Commission and Township Board. (Township Board approval is optional but highly recommended.)





Implementation of the plan is an on-going process, requiring the monitoring of changes in the community as well as the progress towards achieving the plan's goals. **The Master Plan should be reviewed every five years and a determination made whether it needs updating or a new plan adopted.**

Public Involvement Open House Summary

The L'Anse Township Planning Commission held an Open House public involvement workshop on January 30, 2019. 17 persons signed in and participated. The Open House event consisted of stations that allowed participants to comment on maps showing existing land use, future land use, recreation, and "like" or comment on Opportunities and Issues that had previously been identified by the Planning Commission and citizens. In addition, an aerial map of the former football field property was shown so that people could provide input on future development of a park on the site.

Issues/Opportunities

At a public meeting on December 19, 2018, the Planning Commission and citizens who were present identified a number of issues and opportunities. These lists were posted and participants had the opportunity to place a colored dot on those statements they felt were important. Some commented on the list as well. The number in parentheses shows the number of "likes". Comments are noted in italics

Opportunities

Large wind energy project (1)

Comment: This should also be labeled/defined as a threat: to local habitat, tourism, property values, a collaborative community.

Mountain biking tourism (3)

ORV/ATV tourism (4)

Dark sky.... viewing northern lights (6)

Comment: unless laws on the books to protect the night sky from security lights, et.al...this is a joke

Port facility (1)

North Country Trail (6)

Tourism (5)



Port needs work to function (2)
 Remote location for industry
 Lack of leaders to spur tourism (2)
 Lots of groups not collaborating together, all doing their own thing! Competition (1)
 Expanding broadband and cell communications (1)
 Funding/investment for tourism (1)
 Lack of lodging
 No restaurants offer lake views (*comment: Skippers, Legion*)
 No banquet facilities (1) (*comment: Legion, Whirligig*)
 Lack of fire dept. volunteers
 Marketing/advertising (1)
 Blight...ordinances not enforced (1)
 Natural gas service in rural areas
 Cost of electricity (1)
 Attitude of community to accept change (3)
 Sparsely populated area doesn't support a lot of biz
 Need to attract more young people (1)



Additional Issues Listed at the Open House

Consider limiting the number of camping trailers/RVs on lots

Blight

Be thankful for what we have (1)

Need a vision prior to selection of opportunities. For example, do we want to become an industrial complex for the UP or a tourist destination with wilderness experiences. Some visions are mutually exclusive. Vision is the main driver.

Don't tell anyone about our wonderful piece of heaven

Discourage "boom and bust" resource extraction

Input from high school students or questionnaire on what they would like to see in the

community

L'Anse Township is made up of coastal communities-the current plan fails to acknowledge this and therefore fails to describe the "character" of the



community

The current plan touts the LWEC is a “tremendous partner”. Really?

The current plan isn’t “flexible” by nature or intent

The current plan doesn’t allow for orderly development-mentions “wind” 42 times

The current plan is not a result of general consensus

The current plan demonstrates a lack of consultation with adjacent local governments

The current plan doesn’t serve to develop an overall vision

This does not do service to this form of analysis. What are issues? SWOT Analysis suggests strengths, weaknesses both internal to L’Anse Township and opportunities and threats (both external) to the township

Weakness: No collective vision for the future of our area that includes L’Anse Twp. No vision-no future

Structured rehab/detox facility needed in township

Teach entrepreneurialism to young folks and others

Pollution from LWEC

Opioid issues-need healing

Suicide issues (1)

Recreation Plan Map comments

What about the BB Shrine? This is a big draw for the area that is underutilized

Hire a L’Anse Twp Recreation Director/Grant Writer/Developer to develop our resources

We need to add a 1.75 mile hiking trail to Mt Arvon Summit created 2 years ago. Is blazed, has signage and parking

Identify waterfalls

We could use more “silent” trails in Baraga County for hiking, biking, snowshoeing (1)

Develop the Linden Creek Trail with Twp, Village, for hiking, biking, snowshoeing

Baraga County Recreation Suggestions: Bring together all the county groups working on recreation plans and 1st, share the plans, 2nd, could the groups work together for 1 master plan and all the groups working on that as well as their own



Transportation/Roads Map Comments

Connecting County Rd from Big Ericks Bridge to Big Bay, originally M35. Establish new road and opportunity for development

*We have the Triple A Road already (nice and scenic). Already good! We don't want to lose our 6 pack/Big Bay ambiance
Maintain natural beauty and exploit it in non-destructive ways (mountain bike trails) etc. And the fringe benefits will help business locally
Protect natural areas*

Existing Land Use Map Comments

*Herman is zoned as Agriculture and that is not reflected here. There are 3 active agricultural businesses in Herman
Land uses are misidentified on this map*

Future Land Use Map Comments

*Metallic mining opportunities
Mining is a "boom and bust" industry and destroys the land
Protect carbon sinks in forested land
Increase hiking trails. Trail to Mt. Arvon is great
Protect rivers and waterfalls for tourism
Map is incorrect-road is continuous through Pequaming, 4 miles around*

In summary, participants see outdoor recreation as an opportunity and want more trails. Participants are concerned about the natural environment and do not want that compromised in the name of economic development. Participants also see the need to work together to enhance what already exists and to develop new opportunities.



Vision and Guiding Principles

L'Anse Township's values toward growth and development are reflected in their Vision Statement, Guiding Principles, Goals, and Strategies. Following is a summary of the Vision Statement and Guiding Principles.

Vision Statement

L'Anse Township is a community that seeks sustainable growth through responsible stewardship of natural and historic resources; protecting public health, safety, and welfare; where residents are invited to participate in all decisions; and where people work together to accomplish community goals, collaborate, and celebrate our differences.

Guiding Principles

The following are the guiding principles of this Master Plan:

- Listen to our citizens and work in their interest
- Creatively use funds to move the Township forward
- Treasure our past and focus on the future
- Collaborate with neighboring communities to help all grow together
- Foster sustainable job growth that meets the needs of our constituents
- Create an achievable plan



Chapter 2: Township Profile

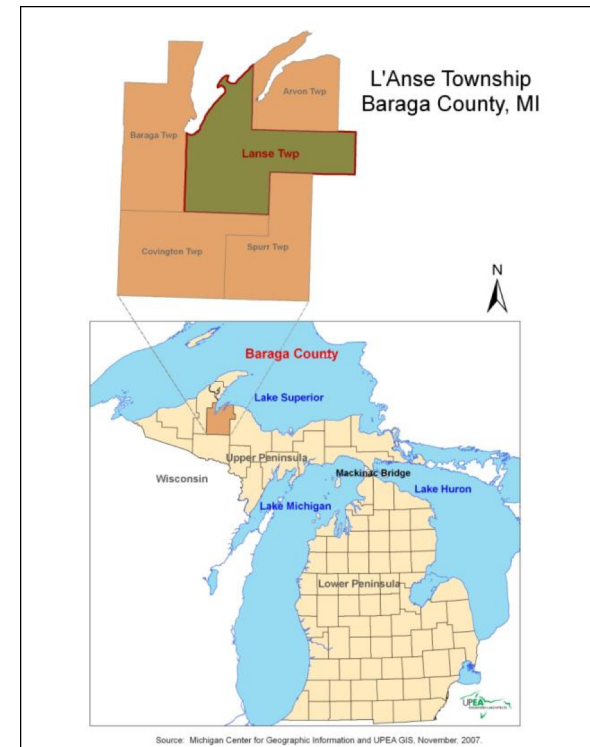
In this section of the plan, a general profile of L'Anse Township is presented. This section is not intended as an exhaustive inventory of all the aspects of the Township, but is meant to give some background and general context of the demographics and existing conditions of natural features, infrastructure and development patterns within the township. This information will inform future land use decisions.

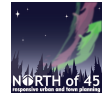
Regional Context

L'Anse Township is located in the western Upper Peninsula of Michigan in Baraga County. It is bordered on the north by Keweenaw Bay and Lake Superior. Adjacent Baraga County Townships include Arvon to the north, Spurt and Covington to the south, and Baraga to the west. Adjacent Michigan Counties include Houghton to the west, Iron to the south, and Marquette to the east. L'Anse Village is contained within L'Anse Township, and it is the Baraga County seat. According to the Keweenaw Bay Indian Community representative, about 44,064 acres of L'Anse Township (including 269 acres of L'Anse Village) is contained within the L'Anse Reservation of the Keweenaw Bay Indian Community. (See map next page)

L'Anse Township has a total area of about 269 square miles, the largest area of any township in Baraga County. About 2.5 square miles of this area is contained within the Village of L'Anse. About 7.5% of the total area is water, not including Lake Superior.

According to the 2010 U.S. Census data, L'Anse Township contains 45 percent of the total population of Baraga County (almost 4,000 people). Fifty-four percent of the total population of L'Anse Township lives in the Village of L'Anse while the remaining 46 percent lives in the rest of the Township. Similarly, L'Anse Township contains a little over 41 percent

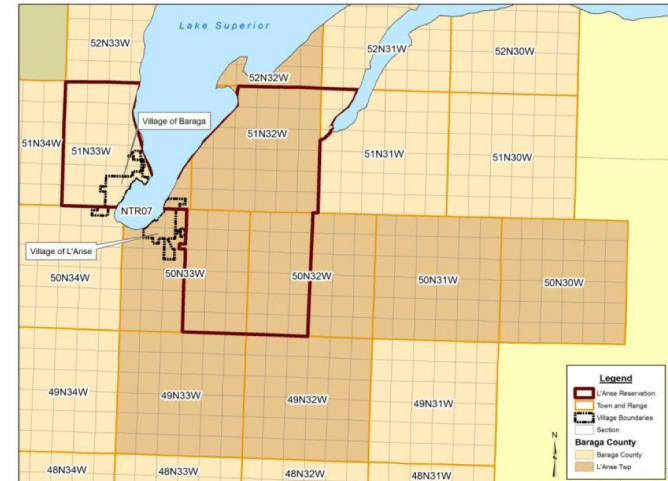




of the total housing units of Baraga County (1,918 units), with 51 percent contained in the Village of L'Anse and 49 percent in the balance of the Township.

The Township of L'Anse (including L'Anse Village) has a population density of 16 people per square mile of land area, and housing unit density of 8 units per square mile, but is surpassed in density by Baraga Township with 19 people and 8 housing units per square mile. The remaining townships in Baraga County have densities of less than 4 people and 5 housing units per square mile. The Village of L'Anse has a population density of 822 people and 383 housing units per square mile. This is by far the densest pattern of development in the County since the Village of Baraga has only 572 people and 270 housing units per square mile. The portions of L'Anse Township outside the Village of L'Anse have a density of only 7 people and 4 housing units per square mile.

L'Anse is approximately 180 miles from Green Bay, Wisconsin; 210 miles from Duluth, Minnesota at the western tip of Lake Superior; 360 miles from Minneapolis, Minnesota; and 390 miles from Chicago, Illinois.



The L'Anse Township Hall is located on Main Street in the Village of L'Anse. L'Anse (along with the rest of the Upper Peninsula) is contained within Congressional District #1 of the 106th Congress. Baraga County is contained within the Superior-West Region #13, which also includes Keweenaw, Houghton, Ontonagon, Gogebic, and Iron Counties. This region is administered by the Western Upper Peninsula Planning and Development Regional Commission in Houghton. This region is rural and heavily forested with numerous small inland lakes. Within this region of approximately 84,800 people, the combined cities of Houghton/Hancock comprise the largest urban area with around 11,000 residents. Regional population is estimated to remain relatively stable through 2030.

The following information was provided by the Michigan Department of Transportation. There are no national or international corridors of highest significance in this Superior region although US-41 traverses the Township. L'Anse lies on US-41 between the two significant cities of Marquette (about 68 miles away) and Houghton (about 33 miles away). This region includes part of the Great Lakes Circle tours, national forest area, and numerous state parks, and attracts over 2 million visitor-days of travel per year.



The region has several post secondary institutions including Michigan Technological University. Total regional enrollment is estimated at approximately 7,000. There are three commercial passenger airports at Ironwood, Ontonagon, and Houghton. An intercity bus serves Gogebic, Houghton, Baraga, and Iron Counties. Short line rail service is available in Baraga County, mainly for timber, paper mills, and iron ore industries. There is some difficulty in integrating long-distance freight cut-through travel with local and tourism traffic in the region, mainly dealing with the speed differential with logging trucks. Two commercial water ports are in the area, including the port near Houghton that handles approximately 230,000 tons/year.

Baraga County is contained within the Western Upper Peninsula Eco-Region, which encompasses 24,287 square miles and includes all of Baraga, Iron, Houghton, Keweenaw, Ontonagon, and Gogebic counties and portions of Menominee, Dickinson, and Marquette counties. Landcover in this region is primarily forested (81%) and wetlands (11%). Agricultural land use covers 2% and urbanization covers approximately 2% of the land area. Most of the region is managed as either private or public forest. Prevalent forest types include northern hardwoods, aspen, pines (with significant acreage constituting plantation) and lowland conifers. Levels of snowfall and rain are higher in areas adjacent to Lake Superior. Forests in this region have been recognized as the major breeding area for a large number of migratory song birds.

Historic Context

The historic context of L'Anse Township revolves around the boom and bust of various types of economies, mostly based on area natural resources. Early area settlements were established by American Indians, missionaries, and French fur traders.

The indigenous people of the Lake Superior region are the Ojibwa people (Lake Superior Band of Chippewa Indians). The Indian Village of Zeba was established around 1835 as one of the earliest mission settlements. Zeba is an unincorporated tribal community located within the boundaries of the L'Anse Reservation in L'Anse Township on the shore of Lake Superior's Keweenaw Bay about halfway between the Village of L'Anse and Pequaming. The Zeba Indian Mission United Methodist Church, originally known as the Kewawenon Mission, was constructed in 1888 and is listed on the National Register of Historic Places. A cemetery on Indian Cemetery Road in the Pinery dates from the 1840's, and is unique in its use of spirit houses instead of more traditional gravestones.



The local economy was focused on fur trading during the early 1800's. Pierre Crebassa, considered the Town Father of L'Anse, built the American Fur Trading Company post at the present day L'Anse Township Park just north of the Village of L'Anse. This was a major shipping point for furs, hides, and sandstone. By 1860 the fur trading industry had all but disappeared as the once abundant fur bearing animal population was exhausted.

L'Anse Township was founded in 1846 as part of Houghton County. Baraga County was established in 1875, and was eventually divided into Arvon, Baraga, Covington, Spurr, and L'Anse Townships.

Transportation, including the railroad, was instrumental to the early formation of the L'Anse Township as a trading center for the Upper Peninsula. The Great Lakes were a water highway linking the raw materials that fostered the age of steel (rich timber and mineral deposits) with eastern industrial districts. Three quarters of the iron ore in the United States was in the hills surrounding Lake Superior, and L'Anse was a natural port. Transportation was needed to get minerals and timber between the mines and mills and the docks.

During the mid-1860's, a stage coach line traveling through L'Anse Township was built to connect Houghton and Marquette. The stage coach line not only brought passengers and supplies to L'Anse but it also provided mail service, setting the foundation for an economic boom in the area. News of iron deposits, timber, peat, slate, and quartz in the area spread quickly.

The Village of L'Anse came into existence with the establishment of rail transportation when the Houghton and Ontonagon railroad announced plans to make the area a terminus for their rail line. By December 1872, the railroad connected Houghton, Ontonagon, Marquette, Smith Mountain (Republic Mine) and L'Anse. The



Top: 1940 Zeba, Chief Welch. (Superior View Photo) Bottom: Indian Cemetery at the Pinery. Source: www.highway41north.com, maintained by Clyde Elmlad





railroad project brought many people into the area to search for ore deposits, work in the construction industry, or work in local businesses. The geographic location of L'Anse was very important for shipping. The cove shape of Keweenaw Bay provided a protected harbor for ships carrying passengers and supplies. Completion of the ore dock and railroad allowed ore to be transported by ship from the various mines in the area. During this time, homes and businesses were rapidly built or transported to the Township if the owners could not wait for construction. In less than seventy days, sixty buildings were erected. It seemed as though L'Anse would become the trading center of the Upper Peninsula, and the price of land skyrocketed.

However, the National Panic of 1873 brought economic hardship to the area, limiting further expansion. At the beginning of the Panic, many businessmen moved out of the area; however, the businessmen who stayed found promise in the logging and lumbering industries. Twenty – three years later, in 1896, the Village of L'Anse and the ore dock were destroyed by fire that started at the L'Anse Lumber Company. The town was quickly rebuilt and began to grow once again.

When the Marshall Butters Sawmill was constructed in 1911, the area lumber industry took off once again. The Marshall Butters Sawmill was sold to Steams and Culver in 1915 and then sold again on January 1, 1923 to the Ford Motor Company. The area has a rich history related to the Ford Motor Company.

Ford Motor Company purchased vast amounts of land in Baraga County, as well as three area sawmills located in Alberta, L'Anse, and Pequaming. Ford also owned mills in Big Bay and the Iron Mountain – Kingsford area. In fact, he owned the towns of Alberta



Top: 1900's L'Anse Town Hall. Source: Superior View Photo
Bottom: 1920 L'Anse. Source: www.highway41north.com, maintained by Claude Elmblad





and Pequaming. This was all part of Ford's desire to build an industry with an integrated supply chain. The lumber processed at his sawmills were used in the wood panels on Ford's automobiles. Ford operated the mill in L'Anse until October 27, 1954 when it was dismantled and sold.

With the shift to more synthetic material and the subsequent closure of the former Steams and Culver Mill, the automotive industry ceased to drive the economy of the area. The World Wars also had a detrimental impact on the area economy. Shortly after the end of World War I (1918), the cost of production of copper exceeded the price and the copper market fell, signaling the end of prosperity in Keweenaw Bay.

In 1936, the State of Michigan began construction of a scenic highway (US 41) which followed the shore of Keweenaw Bay. Much of the rail lines were dismantled.

The start of World War II saw many people in the Township leave for the cities to find work. The area returned to its rural character with few reminders of the early industrial boom. Like many rural areas, the economy has since shifted to a service-oriented economy, although some wood products industries still prosper in the area.



Top: 1911 Lumber camp in Pequaming. Bottom: 1920 Pequaming mill.
Source: Superior View Photo.





Following is a historical introduction to the communities within L'Anse Township. Located 12 miles northeast of the Village of L'Anse is the small community of Aura, which was founded in 1914 by Finnish immigrants coming to work in the mines of Copper Country. The community of Herman was also established by early Finnish Settlers.

The Village of Alberta was built by Henry Ford and became one of his village industries. A 20 acre reservoir provided a water supply for the sawmill, log pond, and fire protection for the Village. This small sawmill soon became a showplace drawing visitors and tourists. This "Historic Model Sawmill Town" is located 9 miles south of the Village of L'Anse. In the 1950's, Ford Motor Company donated its land holdings in and around Alberta to the Michigan College of Mining and Technology to be used for forest research and management.

Bovine is a small community located 4 miles south of L'Anse on US-41. Historically, this location was a small sawmill site and location of the Taylor Mine. Today, it is home to the L'Anse Golf Club and Little Mountain.

The historic community of Pequaming was once a Chippewa Indian settlement dating back at least 500 years. It was here in 1660 that the first white person on record, French Jesuit Priest Father Rene Menard, arrived in the area. In 1879, the Ojibwa sold the land to lumberman Charles Hebard who built a sawmill. In those days, this company-supported, close-knit and picturesque community supported 800 residents.

In 1923, Ford Motor Company purchased the entire town and sawmill from Charles Hebard & Sons. He kept the sawmill running during the Depression years when many others were closed. However, Ford was not able to keep the mill running with the onset of World War II. The mill closed in 1942, leaving Pequaming a ghost town almost overnight.



Interpretive signage celebrating the history of Pequaming – the Rise and Fall of a Company Town



Zeba is a Native American Indian community located 5 miles north of L'Anse. The community dates back to 1835 when it became the first mission settlement in the Keweenaw Bay area. The Zeba Indian United Methodist Church, built in 1888, is a Michigan State Historic Site and is on the National Register of Historic Places. Nearby is an Indian cemetery where Ojibwa buried their dead by enclosing the remains in a box or birch bark shell.

Mount Arvon is Michigan's highest point standing at 1,979.238 feet above sea level. It is located in the rugged, heavily forested backwoods of L'Anse Township, approximately 27 driving miles from the Village of L'Anse. Access is by logging roads which often are relocated and are unfit for passenger cars during the rainy season. There are no panoramic views due to the heavy forest cover, but there are marked hiking trails. The second highest point in Michigan, Mount Curwood, is also located in L'Anse Township.

Today, L'Anse Township is the population center of Baraga County and enjoys a more diversified economy. The Village of L'Anse is the county government seat and business center for most of the surrounding area, and is located on Keweenaw Bay. One attraction located between the villages of L'Anse and Baraga, overlooking the Keweenaw Bay, is the Shrine of the Snowshoe Priest, Bishop Baraga, whose title came as a result of visiting his missions by the only way then possible—snowshoes. Bishop Baraga built the first permanent settlement for Native Americans in the Western Upper Peninsula of Michigan and founded five missions in Upper Michigan, Lower Michigan, Wisconsin and Minnesota. The village of Baraga and Baraga County are named in honor of him.

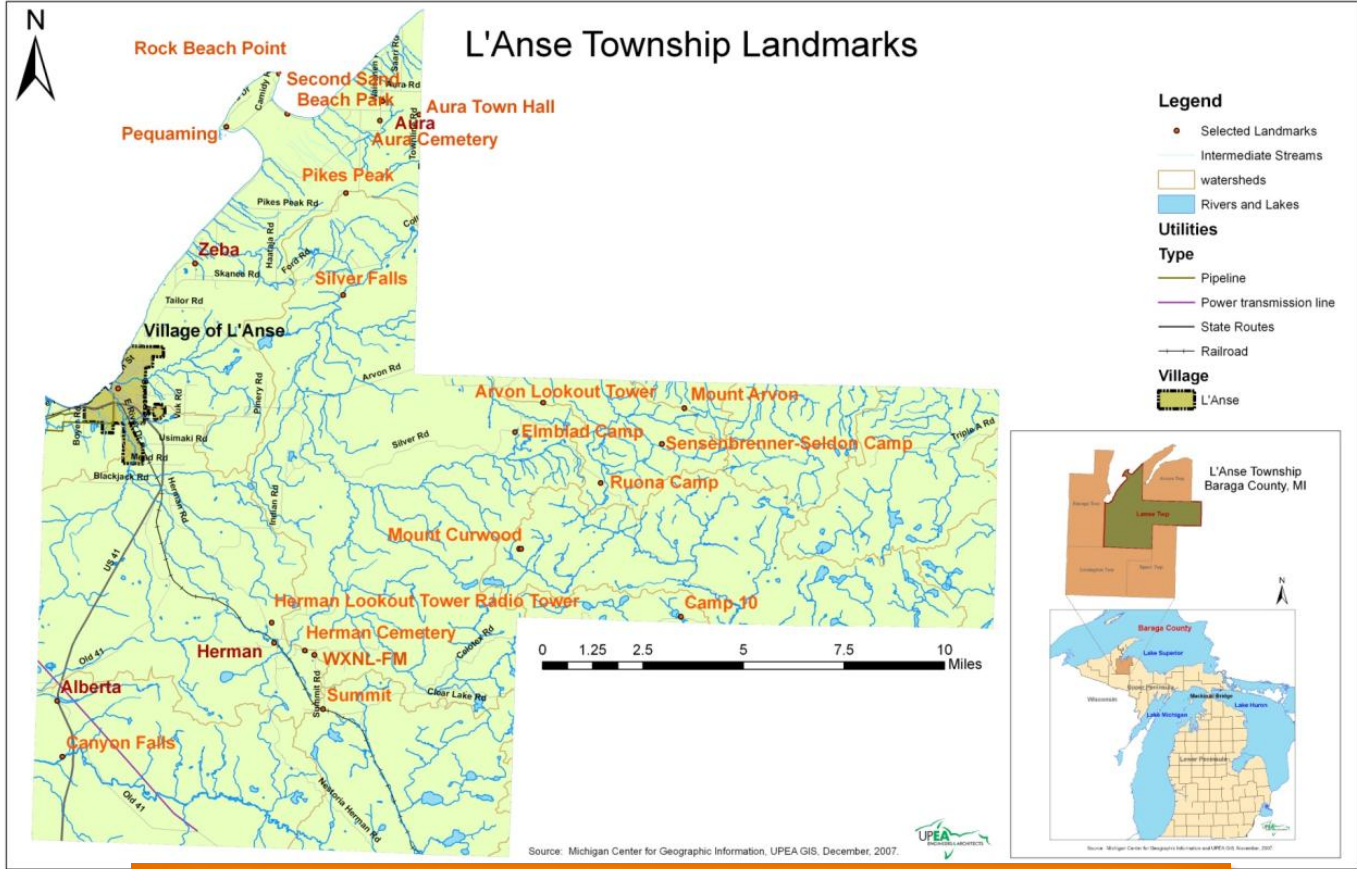


Top: Alberta – 1930's. Bottom: The community of Pequaming in the 1900's. Source: Superior View Photo.





Today, the Keweenaw Bay Indian Community (KBIC) is a sovereign nation established in 1936 by the United States government. The L'Anse Reservation of KBIC, established under the treaty of 1854, has recognized borders in L'Anse and Baraga Townships. It is both the oldest and the largest reservation in Michigan. The Keweenaw Bay Indian Community has extensive land holdings in Baraga County, including 19 miles of Lake Superior shoreline, 3,000 acres of wetlands, and 80 miles of rivers on the L'Anse Indian Reservation.



L'Anse Area Landmarks



Township Demographics

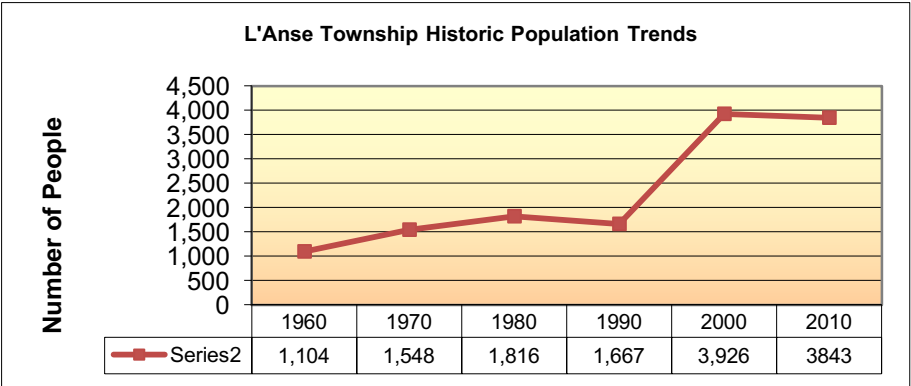
Population

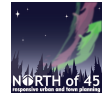
Any plan must be based on an understanding of the people in the community. Population analysis and projections are basic plan elements that impact future land use decisions relating to growth or shrinkage of demand for new development, community facilities and services.

Local and County Population Trends

Population growth is the most important factor influencing land use decisions in any community. Simply put, if the population of a community is growing, there will be a need for more housing, commerce, industry, parks and recreation, public services and facilities, or roads. The chart on this page shows the population trends for L'Anse Township since 1960. As can be seen in the chart, the population rose slightly from 1960 to 1980 reaching a peak population of 1,816. The population then declined according to the 1990 Census then in the 2000 Census the population spiked to 3,926 people. However, during the 2000 Census, the Census Bureau counted the Village and the Township as one population. When the Village population is subtracted out the 2000 Township population is 1,819. According to the 2010 Census, the population then dropped by 2.1 percent to 3,843 people. The latest population estimate available from the American Community Survey indicates the Township population has dropped by 95 persons to 3,748, a decline of 2.4%.

Population decline is not unique to L'Anse Township, it is happening all across the State of Michigan and in many rural communities across the country. Household size is has slowly declined over the past few decades. Recently it was reported that Michigan's fertility rate is also declining, in 2018 recording the second highest drop in the annual number of births since 2000. At 18%, this decline is the second largest drop in the country. Birth declines are greatest in Michigan's northernmost counties. Experts agree the implications of this are serious and will affect the ability for employers to fill positions, the ability to attract new employers to a community, and paying to maintain services in communities. In addition, the coming decades will see significant population loss as the baby boomers age.





Age Distribution

Information on age distribution within a population can assist a community in matching public services to community characteristics and in determining special needs of certain age groups. Analysis of age distribution may also be used by policy makers to identify current gaps in services and to project future service needs for housing, education, recreation and medical care.

Age distribution comparisons for the Township and the County are presented in Figure 2-6. In general, the age distributions for L'Anse Township have the highest percentages (37 percent) of people between the ages of 25 to 54 years. However, the median ages has risen from 39.6 years old to 43 years old. This is evidence that although there are still a large number of middle aged people, the population as a whole is getting older. This could lead to an increased need for services such as elderly care facilities.

Racial Breakdown

According to the U.S. Census 2010 data for L'Anse Township, 81.5 percent of the population is white, 12.2 percent is American Indian or Alaskan Native, and 5 percent other.

Households

Since the 1970's, the nationwide trend has been a decline in household size. There are many reasons for this trend including higher divorce rates, families have fewer children, elderly living alone, and others.

Figure 2-6: Age Distribution

Age Group	L'Anse Township		Baraga County	
	Number	Percent	Number	Percent
Under 5 years	226	5.9	417	4.7
5 to 9 years	247	6.4	460	5.2
10 to 14 years	250	6.5	559	6.3
15 to 19 years	259	6.7	536	6
20 to 24 years	163	4.2	446	5
25 to 29 years	191	5	541	6.1
30 to 34 years	198	5.2	549	6.2
35 to 39 years	235	6.1	580	6.5
40 to 44 years	267	6.9	609	6.9
45 to 49 years	271	7.1	671	7.6
50 to 54 years	279	7.3	670	7.6
55 to 59 years	305	7.9	704	7.9
60 to 64 years	227	5.9	587	6.6
65 to 69 years	207	5.4	491	5.5
70 to 74 years	151	3.9	388	4.4
75 to 79 years	138	3.6	250	2.8
80 to 84 years	105	2.7	168	1.9
85 years and over	124	3.2	234	2.6
Total	3,843		8,860	
Median Age	43		42.9	
2000 Median Age	39.6		39	



If the household size of a community is decreasing, this means that new housing units might be necessary to accommodate for more citizens needing places to live. This can even be true if the overall population of a community is declining. In some municipalities, new housing units are being built to accommodate the demand for housing created by lower household sizes in spite of declining overall populations.

Figure 2-7 shows the household characteristics for the Township and County in 2010. The Census Bureau classifies households in terms of the relationships among the persons who share a housing unit. Some households are families, consisting of two or more persons related by blood, marriage, or adoption, while others are non-family households composed of persons living alone or with unrelated persons.

In the year 2010, L'Anse Township was reported to have 1,623 households. Of these, the majority are family households (1,034), with the majority of family households consisting of married couples (753). However, of these married couples, 590 households didn't have any children. Of the other non-married family households, 262 households are female householders living alone, compared to 255 male households living alone. The large number of family households without children could be directly related to the older population discussed in the previous section.

Educational Attainment

According to the 2010 Census, L'Anse Township had a total of 808 students enrolled in school. This is approximately 134 students less than the 2000 Census. For the population 25 years old and older, L'Anse Township reported 41.9 percent obtained a high school

Figure 2-7: Household Type				
Household Type				
L'Anse Township and Baraga County				
Household Type	L'Anse Township		Baraga County	
	Number	Percent	Number	Percent
Total households	1,623		27,538	
Family households (families)	1,034	63.7	16,664	64.1
With own children under 18 years	444	27.4	6,442	25.2
Husband-wife family	753	46.4	13,170	47.4
With own children under 18 years	272	16.8	4,419	15
Male householder, no wife	96	5.9	1,131	5.7
With own children under 18 years	60	3.7	634	3.3
Female householder, no husband	185	11.4	2,363	10.9
With own children under 18 years	112	6.9	1,389	6.9
Nonfamily households	589	36.3	10,874	35.9
Householder living alone	517	31.9	8,361	31.6
Male	255	15.7	4,027	17.1
65 years and over	79	4.9	916	5
Female	262	16.1	4,334	14.5
65 years and over	141	8.7	2,009	8



diploma, 26.7 percent attended some college but did not receive a degree, 7.6 percent received an associate’s degree, 9.3 percent received a bachelor’s degree and 3.2 percent received a graduate or professional degree. This may indicate that a lower percentage of jobs within the Township require higher education skills.

Income

Three pieces of data are used to measure income in a community (per capita, median household and median family). Figure 2-8 compares these three income measures for the Township with Baraga County. These numbers were all reported during the 2010 U.S. Census. The Township leads the County in all three levels.

Figure 2-8: Income		
	L'Anse Township	Baraga County
Per Capita Income	\$ 20,977	\$ 19,107
Median Household Income	\$ 40,804	\$ 40,541
Median Family Income	\$ 52,098	\$ 50,549

Employment

According to Federal Reserve Bank statistics, the County labor force is estimated to be 3,200 as of January, 2019, with 2,974 employed and 226 unemployed. The unemployment rate for Baraga County is typically higher than that of surrounding counties and the State of Michigan as a whole.

Major Employers

According to the Baraga County Profile prepared by the Western UP Planning and Development Region, the following list identifies the major employers in the County:



Major Employers (# Employed, 2014)

Certaineed.....	147
Pettibone Traverse Lift LLC.....	73
Erickson Lumber & True Value.....	5
Peninsula Powder Coating.....	35
Selkey Fabricating.....	12
Besse Forest products in Baraga.....	46
T&H Tollefson Logging.....	12 full time and 6 part time
Collins Brothers sawmill.....	15
L’Anse Manufacturing.....	19 full time and 1 part time

Other Employers (#Employed) 2013-2014

Keweenaw Bay Indian Community.....	517
Michigan Department of Corrections.....	306
Baraga County Memorial Hospital.....	192
Baraga Extended Care.....	94
Baraga Area School District.....	50
Baraga County.....	28
L’Anse Township Schools.....	89

Financial Services

Baraga County Federal Credit Union, and Superior National Bank & Trust

Rail Service

The Canadian National Railway operates a freight line which travels through the Township. It is important to preserve rail service for a more sustainable future. This valuable infrastructure may be a key to community survival in a changed future.



Public Transit

The Baragaland Senior Center presently operates a bus which provides services by request for anyone who is handicapped and needs medical care. Destination trips to Houghton and Marquette are provided monthly, but only if enough passengers are registered for the trip.

Indian Trails operates a commercial bus route and services passengers with connections to Ironwood, Michigan; Green Bay, Wisconsin; Chicago, Illinois; Saint Ignace, Michigan; and the majority of the Lower Peninsula of Michigan. There is a private cab service operating in the area as well.

Public Safety

Public safety services include police, fire, and ambulance services.

Police protection is provided by the County Sheriff's Department, and the Michigan State Police. The Keweenaw Bay Indian Community Tribal Police also patrol areas included in the reservation. These officers cover both privately owned and Tribal trust land calls.

The Township is served by the Village of L'Anse Fire Department is comprised of 21 volunteer fire fighters, many of which also serve key roles in Baraga County's Emergency Management and response. Volunteers in the department serve as public information officers, emergency medical technicians, fire service, and EMS trainers Keweenaw Bay Indian Community, and Baraga County. The fire department not only responds to structural fires, but also grass and forest fires, automobile accidents requiring the "Jaws of Life", rescue, and acts of terrorism.

To assist in the mission of protecting the Village and the surrounding area, the department has many pieces of equipment. According to the fire department webpage; this equipment includes one brush truck, one rescue unit, one 3,000 gallon capacity tanker pumper truck, one 1,000 gallon capacity pumper truck, and an Argo eight-wheeled tracked amphibious rescue vehicle.





The northern portion of the Township is also served by the 12 member Aura Volunteer Fire Department.

Ambulance Service is provided to the area by Bay Ambulance, located in Baraga.

Medical Services

Quality medical services are not only crucial to the health and well-being of residents, but are a valuable public amenity in attracting residents to an area. Baraga County Memorial Hospital, which was previously located on North Main in the Village of L'Anse, constructed a new facility in L'Anse Township on US-41 just south of the Village. Baraga County Memorial Hospital is a critical access hospital with a long-term care unit. The continuum of care includes Baraga County Home Care & Hospice, Baraga County Medical Equipment, Bayside Village Nursing Home, and BCMH Rehab & Fitness Center. Services include cancer, cardiac, emergency, home care, imaging, laboratory, medical rehab, surgical, women's and children's services, telehealth and telemedicine. There are family practice, specialty, and weekend walk-in clinics. Specialty clinics include allergy, ear/nose/throat, neurology, ob/gyn, oncology, orthopedic, ophthalmology, pain diagnostics, podiatry, surgical, sports medicine/EMG, and urology. Home care offers skilled nursing services, occupational therapy, physical therapy, speech therapy, social work, and blood pressure screenings and exercise programs.

Communication Services

Communication services are provided to the Village by GTE, Baraga Telephone, AT&T, MCI, Sprint, and others. Cable, DSL, and high-speed dial-up and broadband internet is available. The local newspaper is the L'Anse Sentinel. There are two radio stations, WCUP and WGLI.

Climate

Climate is a challenge for food and crop production. Depending on daily minimum temperatures, the growing season is about 180 days, with occasional seasons extending slightly longer. Last freezing temperatures in the spring vary from early May to early June. First freezing temperatures in fall occur in mid-September to mid-October.

The weather data provided below is compiled by the National Oceanic and Atmospheric Administration for the station in Herman, Michigan (elevation 1,740 feet). Data is summarized for the period from 1971 to 2000.



In January, the average maximum temperature is around 20 degrees Fahrenheit and the average minimum is 3.5 degrees Fahrenheit. In July, the average maximum temperature is around 77 degrees, with the average daily minimum temperature at about 52 degrees. The highest daily temperature for this time period is 96 degrees Fahrenheit. The lowest daily temperature is -40.

Total annual average precipitation for this station is 38.25 inches, and the average annual snowfall is about 216 inches. However, temperatures and precipitation are greatly influenced by Lake Superior and elevation.

Energy

Electricity is supplied to the Township by the Upper Peninsula Power Company. The Village of L'Anse provides electrical power through its own utility and is a member of WPPI Energy, a regional power company serving 51 locally owned, not-for-profit electric utilities. Through WPPI Energy, these public power utilities share resources and own generation facilities to provide reliable, affordable electricity to more than 200,000 homes and businesses in Wisconsin, Michigan's Upper Peninsula, and Iowa. Through WPPI, the Village of L'Anse Electric Utility provides lower electric rates for its customers than other electric utilities in the Upper Peninsula. This can be a major advantage for business and economic development.

Natural gas is provided to the Village of L'Anse and outlying urbanized areas of the Township by SEMCO Energy.

Educational Services

The L'Anse Area School District started in 1858 in a small schoolhouse with one teacher and a few students. Today the school district provides the C.J. Sullivan Elementary School, L'Anse Middle School, and L'Anse High School.

The Sacred Heart School serves elementary and middle school students through Grade 8.

L'Anse-Baraga Community Schools serves Grades 9-12 and provides adult education.

Ojibwe Community College

L'Anse Child Development Center: Early Head Start and Preschool



CJ Sullivan Elementary School: Preschool, Best Start, and Great Explorations (grades K-6)

Soils

Soil composition analysis is used in land use planning to predict soil behavior for selected land uses and to identify special practices needed to ensure compatibility of land use. Improvements may be needed to overcome soil limitations, depending on the planned use of the land. This information is useful to farmers, foresters, community officials, engineers, developers, and home buyers. Figure 3-10 shows areas of the Township that have development limitations due to soil moisture and/or slope.

The Township of L'Anse contains the following soil associations:

Munising-Yalmer association

This soil association is found on flat land and gentle side slopes and is dissected by drainage ways. In the County, this soil association appears mostly in wooded areas with some small clear cut areas. This soil poses slight forest management concerns in that there are equipment limitations, seedling mortality and plant competition. The soil association is fairly suited for cultivated crops, hay and pasture. However, it can be seasonally wet and prone to erosion. The soil is not generally well suited for sanitary facilities.

Kalkaska-Keweenaw association

The soils in this association range from being poorly drained to well-drained and are found in drainage ways and small flats. The soil is well suited for wooded areas, which is where it is found in the County. Main concerns of this soil association are equipment limitations, erosion, seedling mortality, and plant competition.

Champion-Net association

This soil association is moderately well drained and is found in rolling terrain, drainage ways. Most areas of the County where this soil is found are wooded. It is well suited for woodlands, with the main concerns being equipment limitations, and plant competition.

*Amasa association*

The Amasa association is well drained, silty soil found on ridges, knolls, and broad flats. It is well suited for woodland areas, however, there are concerns regarding forest management. These concerns include equipment limitations and plant competition.

Skaneec-Munising-Gay association

This soil association is found on flatland and in depressions and drainage ways. Most areas where this association is found in the county are wooded. This soil association is well suited for woodland areas, with the only concerns being equipment limitations, seedling mortality, and plant competition.

Carbondale-Greenwood-Witbeck association

This association is poorly to very poorly drained and is found in depressions, drainage ways, swamps, and bogs. It is mostly found in wooded areas and is best suited for them. Forest management concerns include equipment limitations, seedling mortality, and plant competition.

Rubicon association

This soil association is found on broad flats and ridges and is generally well drained. It was found mostly in woodland regions of Baraga County. Main forest management concerns are equipment limitations, seedling mortality and plant competition.

Munising-Yalmer-Keweenaw association

This soil association is found mostly on steep to very steep slopes of ravines and is moderate to well drained soil. The soil is found and is best suited for woodland areas. Due to the steep to very steep slopes, erosion is a major forest



management concern. Other main concerns include equipment limitation, seedling mortality, plant competition, and windthrow hazard.

Rousseau-Ocqueoc association

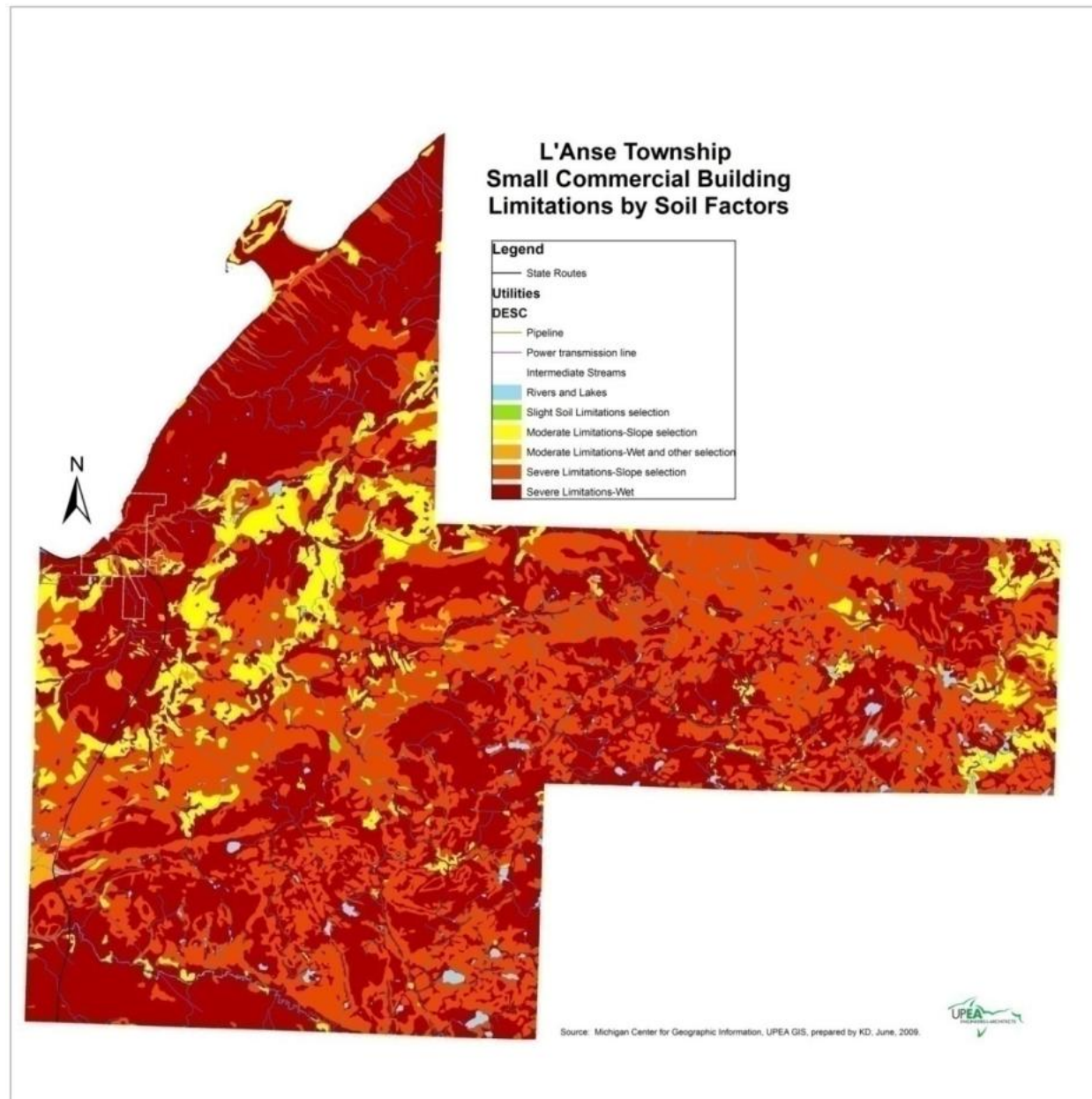
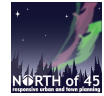
This association is found on hilly to very steep areas, is a well drained sandy soil. The soil association is found throughout the county in wooded areas as it is best suited for these areas. Forest management concerns include equipment limitations, seedling mortality, plant competition and on steep areas erosion is a major concern.

Champion-Michigamme-Rock outcrop association

This association is found on knolls, hills, and long side slopes. In the steeper areas, shallow soils with rock outcroppings are prevalent. The association is generally found in woodland areas and is best suited for these areas. Erosion is a major management concern for slopes greater than 15 percent. Equipment limitations, windthrow hazard and plant competition are among the other management concerns.

Abbaye-Zeba association

Found in drainage ways and depressions, this sandy soil association located on top of sandstone bedrock. The Abbaye-Zeba association is fairly well suited for wooded areas with equipment limitations, seedling mortality and plant competition being among the management concerns.





Forest Lands

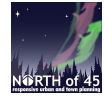
L'Anse Township contains and is surrounded by extensive forested areas that contribute to economic opportunity and industry in the Township.

The Baraga Plains management area includes 12,300 acres of contiguous State Forest land on outwash plains. The forest is nominally fragmented by agriculture or urban development and is in a high snowfall zone with no identified deer wintering complexes. This property is adjacent to US Forest Service lands and contains a wildlife refuge, goose fields, and Kirtland Warbler and Black Backed Woodpecker. The major cover is jack pine (61 percent—mostly less than 40 years old), aspen (12 percent), oak (8 percent), and grass (7 percent). Most of the grass is managed primarily for waterfowl.

The Central Houghton management area is 46,800 acres of scattered State Forest land on dissected moraines. There is nominal forest fragmentation by agriculture, urban development, and early successional habitat. This is a high snowfall zone with two identified deer wintering complexes. Ownership is mainly corporate with 26 percent in State Forest. Cover includes upland hardwoods (72 percent), aspen (7 percent), and mixed lowland conifers (6 percent). These hardwood stands have high production rates for high quality northern hardwood veneer and sawlogs.

The Covington/Ned Lake management area includes 29,300 acres of disjunct State Forest land on ground moraines. There is nominal forest fragmentation by agriculture, urban development, and early successional habitat. This is in a high snowfall zone with several identified deer wintering complexes. Ownership is corporate, private, and state forest (11 percent). Access is limited in several areas. Cover is mostly upland hardwoods (26 percent), mixed lowland conifers (17 percent), lowland brush (11 percent), treed bogs (10 percent), upland spruce/fir (9 percent), and aspen (9 percent).

The Huron Mountains management area is 13,700 acres of disjunct State Forest land on till floored-lake plain and bedrock controlled ground moraine. There is a significant lake effect influence and the area is in a high snowfall zone. There is nominal agricultural or urban forest fragmentation. There is heavy recreational use at Little Presque Isle, Donnelly tract, and the mouth of the Huron River. Cover is mostly upland hardwoods (31 percent), aspen (15 percent), hemlocks (13 percent), red pine (8 percent—mostly over 100 years old), mixed lowland conifers (7 percent—most over 90 years old), and lowland brush (6 percent). Most of the aspen will be left unmanaged (being old and inaccessible) and the pines and lowland conifers are to be managed for old forest conditions.



The Menge Creek management area is 8,700 acres of scattered State Forest land on dissected moraine. There is nominal fragmentation by agriculture, urban development, and early successional habitat. This is a high snowfall zone with several identified deer wintering complexes. Ownership is private, State forest, and corporate. Cover is aspen (34 percent), upland hardwood (31 percent), and paper birch (15 percent).

The Peshekee Highlands management area is 22,200 acres of very scattered State forest land on bedrock controlled ground moraine. There is essentially no forest fragmentation by agriculture or urban development. The dominant ownership structure is corporate (52 percent). This is in a high snowfall zone with no identified deer wintering complexes. It is relatively inaccessible and extreme terrain that is good moose habitat. Cover includes upland hardwoods (39 percent), mixed lowland conifers (13 percent), upland spruce/fir (12 percent), aspen (8 percent), paper birch (6 percent), and lowland brush (6 percent). Nearly 1,200 acres of upland spruce/fir have limitations to management relating to habitat values or physical limitations such as wetness, steep slopes, water quality limitations, etc. Other areas are limited by being in special conservation areas or having access and operability limitations.



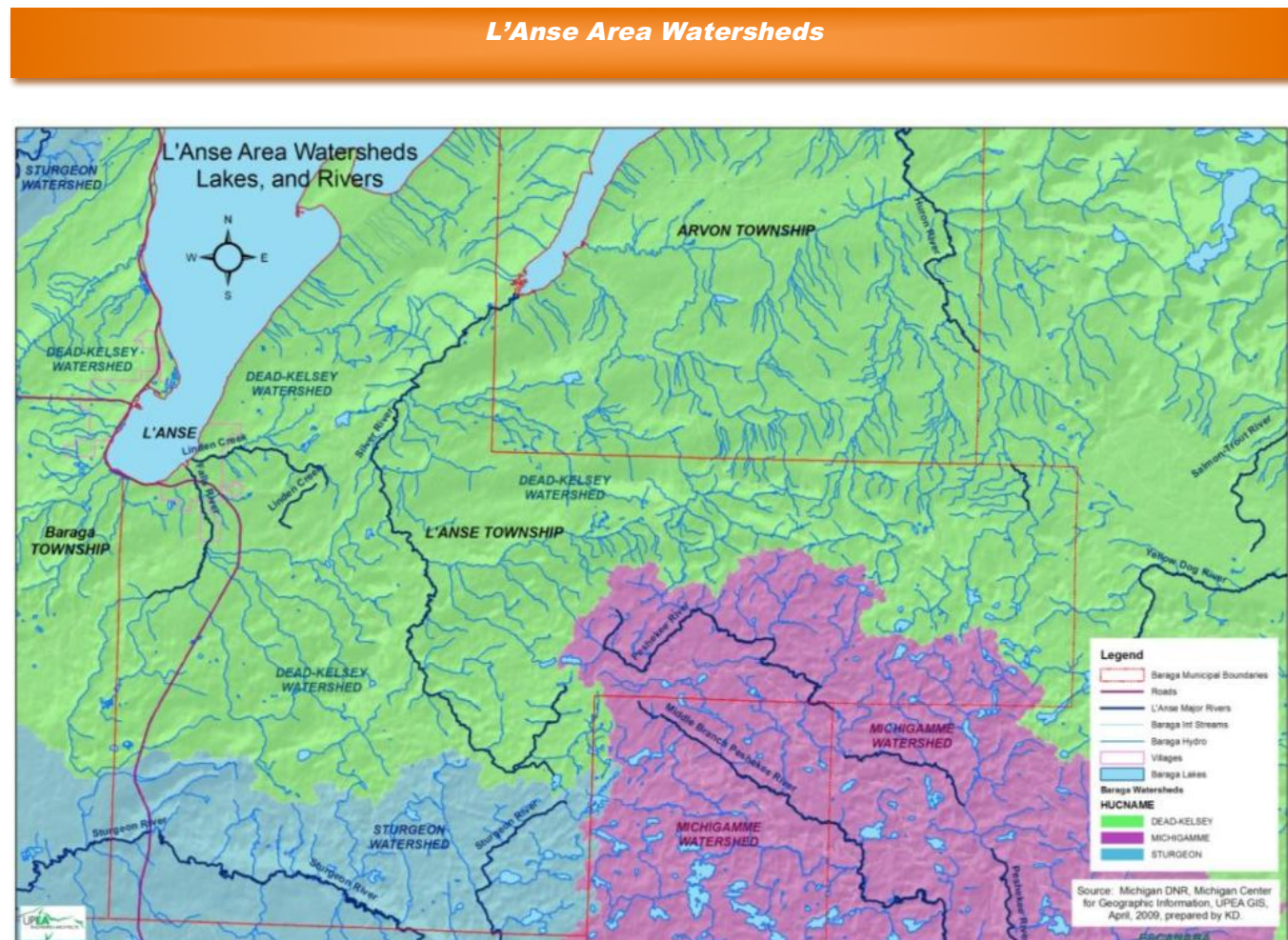


Watersheds

A watershed is an area of land in which all surface waters drain to a common outlet, which in Michigan is always the Great Lakes. Watershed management is a regional approach based on the movements of water and pollutants as defined by natural boundaries rather than political jurisdictions, and primarily focuses on land use which impacts water quality.

The map at right shows the three watersheds located in the Township. The majority of the Township is located in the Dead-Kelsey watershed, however smaller portions of the Township are located in the Michigamme and Sturgeon watersheds. Wetlands, coastal areas, and watersheds are important items to consider when constructing a Land Use Plan. As water travels over the land, it picks up pollutants and sediment which impacts both surface water and groundwater quality.

L'Anse Township would benefit from being a part of a collaborative Watershed Planning Initiative in order to be eligible to receive funding





for the protection of water resources. Specifically, the Falls River, Linden Creek, Silver River within the Township provide outlets to the Keweenaw Bay and Lake Superior, so good stormwater management principles and water protection provisions are of primary importance in L'Anse Township. MDEQ approved watershed plans in the area include one for the Otter River in Baraga and Houghton counties, and one for the Trap Rock River in Houghton and Keweenaw counties.

Coastal Areas

Areas of land and water interface are particularly fragile environments providing critical habitat for fish, waterfowl, plants, and other wildlife. Coastal areas are the last stop for surface pollutants from an entire watershed, and serve as a final filtration opportunity before water reaches the Great Lakes. Coastal wetlands absorb the energy of the waves and diffuse the flow of stream and river currents to protect shorelines from erosion. Shoreline issues involve ever-changing lake water levels, adverse impacts of development, and delicate soils that are prone to movement and/or erosion.

Inappropriate shoreline development can disrupt natural processes and threaten beach creation and replenishment or exacerbate erosion. Development that is located close to the shore will also contribute more pollutants to the water body, whether from stormwater runoff of paved surfaces, agricultural and residential lawn nutrient loading, and improper septic treatment. Good land management practices can protect coastal or shoreline ecosystems.

The adverse impact of development on important coastal regions has prompted the State of Michigan to pursue all means of protecting its coastal areas. Approximately 80 percent of Michigan's coast is currently within private ownership, making resource protection difficult. The growth in seasonal homes along the coasts has resulted in land fragmentation that disrupts natural wildlife corridors and removal of beneficial beach vegetation, adversely impacting fish populations and water chemistry. Unmanaged logging and mineral extraction activities threaten the character of the coast.

Wetlands

Wetlands are surface areas that are usually saturated with water that function like natural sponges, storing water, filtering it, and then slowly releasing it. This process helps control erosion, recharges groundwater, and reduces flood heights. Wetlands also trap sediment, and serve as breeding grounds for many species of animals. Wetlands can contain standing water, but can also be grassy meadows, shrubby fields, or mature forests. Wetlands filter contaminants and sediments, wetland protection and mitigation efforts can also contribute to preservation of groundwater and surface water resources.



According to Part 303 of the Clean Water Act, wetlands are regulated if they are:

- Connected to one of the Great Lakes
- Located within 1,000 feet of one of the Great Lakes
- Connected to an inland lake, pond, river, or stream
- Located within 500 feet of an inland lake, pond, river, or stream
- Not connected to one of the Great Lakes but more than 5 acres in size and located in counties with a population of more than 100,000
- Not connected to one of the Great Lakes or an inland lake, pond, stream, or river, and less than 5 acres in size, but the DEQ has determined that these wetlands are essential to the preservation of the state's natural resources

Local governments can create wetland regulations that address wetlands not protected by the State (isolated, non-contiguous wetlands smaller than 5 acres). These regulations must be at least as restrictive as state regulations, and the DEQ must be notified. Also, when a community chooses to adopt its own wetland ordinance, it takes on the role of co-administrator of wetland regulation. Permits must be issued by both the local permit review process and state review process concurrently. Approval is needed from both the DEQ and local government for a project to proceed. Adopting regulations based on the mandate of the Planning and Zoning Enabling Acts instead of the NREPA will allow the local government more flexibility to enact additional natural environment protection provisions such as vegetated buffer zones and mature tree preservation guidelines which are not explicitly provided for in NREPA provisions. However, the NREPA guidelines will allow local governments to increase wetland protection by addressing smaller size wetlands.

Alternately, local governments can address wetland protection in site plan review. This is accomplished by requiring that state and federal (if relevant) wetland permits be obtained as a condition of local zoning approval. However, this may not allow the municipality to address wetlands on small-scale projects, since site plan review is usually reserved for large-scale projects. Open space zoning may also achieve desired wetland protection goals for the community.



Chapter 3: Housing

L'Anse Township has the most housing units of any municipality in Baraga County (39 percent, or 2,075 units of 5,270). The 2010 U.S. Census count for total housing units in the Township of L'Anse is 2075 units, which is an increase of 142 units since 2000. L'Anse Township had a higher percentage of occupied units than the County in 2010. Occupancy rates have increased in the Township. About 78 percent (1,623 units) of total housing units were occupied in the Township of L'Anse in 2010, compared to about 85 percent in 2000. Occupancy rates for other areas were as follows; State of Michigan 89 percent; Congressional District 1 (106th Congress) 71 percent; and Baraga County 77 percent.

Of the occupied housing units in the Township of L'Anse in 2010, 75 percent were owner occupied, and 25 percent were renter occupied. This is a higher rental occupancy rate than the State of Michigan (74 percent), but a lower occupancy rate than Baraga County (78 percent) and the Congressional District (79 percent).

Most owner-occupied units are 2-person households (40 percent, or 491). Twenty-four percent (300) are 1-person households, 15 percent (190) are 3-person households, about 13 percent (157) are 4-person households, 5 percent (67) are 5-person households, and the remainder (26) have 6-or-more-people per household. Most renter-occupied households are 1-person households (48 percent or 372). About 23 percent (84) are 2-person, and 15 percent (54) in 3-person. The remaining 4-person, 5-person, 6-person households are 31, 13, and 10 units respectively.

The number of vacant units increased by 143 units between 2000 and 2010. (308 units in 2000).

The following table illustrates that most housing in the Township of L'Anse was built prior to 1939. These structures are most likely a result of the rebuilding efforts after the fire. There was also a building boom after WWII and in the 1970's.



Housing Characteristics, 2010	Village of L'Anse	L'Anse Township	Baraga County	L'Anse Reservation & Off Reservation Trust Land
# of Housing Units	988	2,074	5,270	1,822
# of Occupied Housing Units	874	1,623	3,444	1,510
# Renter Occupied	295	413	785	437
# Owner Occupied	579	1,210	2,659	1,073
Median Value Owner Units	\$77,200	\$83,300	\$86,500	\$93,500
Median Rent	\$515	\$539	\$496	\$502
Seasonal Housing Units	27	272	1,383	164
#/% Housing Built Before 1940	403/34.5%	598/28.1%	1,340/25.5%	399/20.4%

The median value of owner-occupied homes in 2010 was \$83,300 in L'Anse Township, among the lowest median home values for Baraga County municipalities. Only the Village of L'Anse was lower, (\$77,200). Overall County median is \$86,500.

A 2016 Target Market Analysis was prepared for Baraga County by the firm Land Use USA, in cooperation with WUPPDR. This analysis provides valuable information on housing needs and opportunities for Baraga County, the Villages and L'Anse Township. According to this report, based on the Target Market Analysis results for an aggressive scenario, there is a maximum annual market potential for up to 78 attached units throughout Baraga County, plus 100 detached houses (for a total of 178 units). Among the market potential for 78 attached units, less than half will be collectively captured by the two Villages of Baraga (14 units annually) and L'Anse (21 units).

There will be 43 migrating households in Baraga County each year seeking attached units in locations other than the two villages. Compared to other counties in the Upper Peninsula region, a large share of the market potential for Baraga County will be generated by households choosing to live in the surrounding townships and unincorporated places like the Zeba CDP – even if it means commuting for more job choices in the region's larger cities. The two villages should strive to introduce new housing formats that would appeal to those households while continuing



to work on Placemaking processes with new amenities for residents, visitors, and tourists. New amenities should include boating-related venues (marinas, charter boats, dinner cruises, etc.) on Lake Superior’s Keweenaw and L’Anse Bays, in locations that are walkable to Downtown L’Anse. Urban planning is also needed in the Village of Baraga to help create a more compact, engaging, and walkable environment.

The following table shows the annual market potential for new housing in Baraga County:

Summary Table A
Annual Market Potential – Attached and Detached Units Renters and Owners –
Aggressive (Maximum) Scenario Baraga County – Michigan UP Prosperity Region 1a – 2016

Annual Market Potential	Detached	Duplex	Other	Total
Aggressive Scenario	Houses	Triplex	Formats	Potential
The Village of Baraga	29	4	10	43
The Village of L’Anse	30	2	19	51
The Zeba CDP	2	.	1	3
All Other Places	39	8	34	81
Baraga County Total	100	14	64	178
Format as a Share of Total	56%	8%	36%	100%

Missing Middle Housing Formats – Recommended Strategies

1. Conversion of high-quality, vacant buildings (such as schools, village halls, hospitals, hotels, theaters, and/or warehouses) into new flats and lofts.
2. New-builds among townhouses and row houses, particularly in infill locations near rivers and lakes (including inland lakes) to leverage waterfront amenities.
3. Rehab of upper level space above street-front retail within downtown districts.
4. New-builds with flats and lofts in mixed-use projects, above new merchant



space with frontage along main street corridors.

5. New-builds among detached houses arranged around cottage courtyards, and within established residential neighborhoods.

6. The addition of accessory dwelling units like flats above garages, expansions to existing houses with attached or detached cottages, or other carriage-style formats.

Goals and Strategies

Goal 1

Stop the decay of the housing stock.

Strategy 1.1

Adopt a Property Maintenance Code and strictly follow it. The Property Maintenance Code is a great tool to get landowners to clean up their property and maintain it. Reducing the number of blighted and dilapidated structures will improve the aesthetics of our community and increase property values. Improving aesthetics makes the community more appealing to tourists, people looking to move to the area, and developers.

Strategy 1.2

Determine if a vacant property registry would be beneficial to the area. A Vacant Building Registry requires all owners of vacant buildings to register their buildings and pay an annual fee. The registration includes local emergency contacts and other general information to make contacting the owner easier if there is an issue. Many towns have found these programs to be useful to disincentivize retaining vacant buildings. This area may be more difficult to implement such a program due to a large number of vacation homes.

Strategy 1.3

Work with local citizens interested in keeping vacant lots clean and maintained with the Adopt-a-lot program. This is a grass roots program intended to utilize community volunteers

Goals and Strategies

The goals and policies on this page support the vision and guiding principles of the plan and should be used to inform future decision-making and action.

Goals are broad statements that describe a desired outcome. Goals are often long-term in scope.

Strategies describe a specific course, action or way in which programs and activities are conducted to achieve a stated goal, and are often place-specific.



to maintain empty lots. Keep a data base of all participating volunteers and publicly thank them for their contributions.

Strategy 1.4

Inform residents about the USDA-RD grant and low interest loan program designed to assist homeowners with repairs. This program can help homeowners get new roofs, siding, windows, etc. This is a very valuable program that the Township should share with residents especially while addressing blighted structures.

Strategy 1.5

Inform property owners and potential property owners of opportunities to address blight through MEDC's Brownfields program. If a developer purchases a structure that is blighted or is in some way environmentally contaminated, the developer can utilize Brownfield's for low interest loans which can be paid back through a Brownfields TIF, thereby saving the developer significantly.

Strategy 1.6

Continue to look at other state funding when available.

Strategy 1.10

Explore enacting a Township-wide clean-up day to encourage citizens to dispose of junk materials in their yard.

Goal 2

Address Housing Demand

Strategy 2.1

Actively recruit investors to build single family homes, renovate existing unused apartments, and convert other buildings to apartments if available. The Township should encourage infill development to maintain walkable neighborhoods and lessen the harmful effects of sprawl.



Chapter 4: Infrastructure and Community Facilities

This chapter provides an overview of community infrastructure and facilities in L'Anse Township.

Storm Water Management Systems

L'Anse Township has two primary streams that discharge into Keweenaw Bay, Lake Superior, the Falls River and Linden Creek flowing through the area.

The urban section roadways containing curb and gutter are provided with storm sewers for drainage. A comprehensive map of the storm sewer system within the Village is not available. Numerous individual project records for installation of storm sewers are available.

Baraga County requires a soil erosion and sedimentation control permit for construction activities. Soil erosion control measures are required to be included in site developments to minimize sediment impacts on the watersheds.

Land use has an impact on the basic water balance of an area. Total precipitation is divided into three components, including evapotranspiration, infiltration, and runoff. The quantity of each depends on the amount of precipitation, climate, vegetative cover, soils, land slope, amount of impervious area, and the characteristics of precipitation events such as intensity of rainfall. As land is altered from less intensive to more intensive uses, impervious cover increases, and the relative balance of these three variables is changed. The most dramatic effect is that runoff volume increases and infiltration decreases. The consequence of more runoff occurring more frequently is an acceleration of overland and channel erosion, increased pollutant washoff from the land to receiving waters, and increased flooding frequency. Decreased infiltration reduces the amount of groundwater recharge and leads to a loss of total water volume to supply streams, wetlands, ponds, and lakes during dry weather.

The Falls River and other waterways pass through the Township on their way to Lake Superior. For this reason, it is important to manage stormwater to protect water quality. Land uses that are of particular concern include vehicle salvage yards and recycling facilities, vehicle repair



Riparian buffer along a watercourse



and refueling stations, vehicle and equipment cleaning facilities, fleet storage areas, marina service and maintenance facilities, public works storage areas, and certain industrial sites that manufacture, store, or transport toxic soluble pollutants.

Low impact development best management practices may provide an environmentally responsible way for the Township to manage stormwater runoff with future development. Stormwater runoff is rainfall or snowmelt that runs off the land and is released into rivers and lakes. In a natural woodland or meadow, most of the annual rainfall soaks into the soil, and then much of it is released back into the atmosphere through plants. Water that continues to percolate downward through the soil reaches the water table and moves slowly down gradient, ultimately providing baseflow for streams and rivers, lakes, and wetlands. However, impervious surfaces (such as roads, buildings, and parking areas) and land compaction associated with land development prevent water absorption and create much higher runoff than in natural conditions. As plants are removed, less moisture is released into the atmosphere, and there is greater runoff and less groundwater recharge. These changes in the water cycle dramatically affect water resources. There may be:

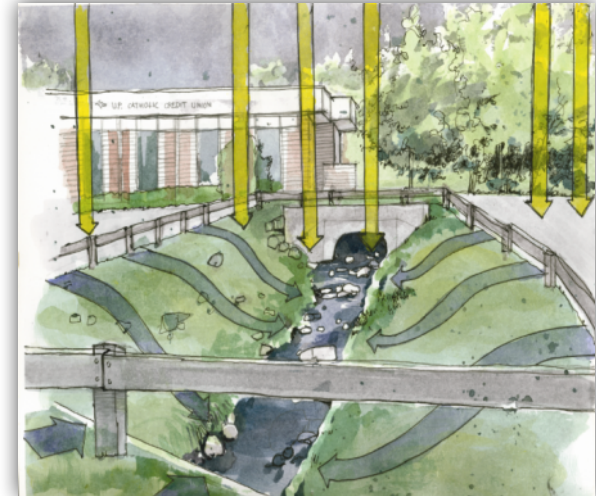
- Increased flooding and property damage
- Degradation of stream channels and habitat
- Less groundwater recharge and dry weather flow
- Impaired water quality
- Increased water temperature
- Decreased water recreational opportunities

Impervious surfaces cause pollutants such as hydrocarbons and trace metals from vehicles, chlorides from road salt, and nutrients from fertilizer and grass clippings left on streets and sidewalks to negatively impact lakes and streams. Runoff from warmed surfaces adversely impacts aquatic life that requires cold water conditions (e.g. brook trout).

Low impact development is a technique that uses a basic principle modeled after nature in managing rainfall by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. This is accomplished not through large, costly facilities located at the bottom of drainage areas, but through small, cost-effective landscape features located at the lot level. Almost all components of the urban environment have the potential to provide better management of stormwater—this includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians. These techniques can be incorporated along transportation corridors, at time of urban redevelopment, and in new development. The goal is to filter stormwater runoff with vegetation before it moves into water bodies.

Care must be taken to appropriately design and maintain these systems so that they work in an appropriate manner, and cold climate conditions must also be managed so that proper filtration occurs. In cold climates, the large quantities of sand and salt used to treat roadways may limit groundwater recharge techniques such as infiltration, vegetative swales, bioretention facilities, filter strips, aquatic buffers, etc. It should be cautioned that these techniques are not always appropriate if there is any risk that contaminants in runoff will not be filtered, and will, instead, penetrate directly to the water table. Injection well and subsurface fluid distribution systems, in particular, require caution and, in most cases, an EPA permit, especially with the presence of soils with poor percolation rates. Pretreatment may be necessary with higher risk land uses, and special care must be taken in the wellhead protection zones.

Stormwater management techniques are designed around two goals: protecting and restoring natural areas, and designing development that minimizes imperviousness and maximizes permeability. Some techniques include preserving open space, daylighting creeks and restoring wetlands, protecting and planting trees, clustering development to maximize unpaved areas, using pervious paving materials, minimizing street widths, reducing the area of parking lots, designing recreation areas to hold runoff, and directing runoff from pavement and buildings to vegetation-lined channels.



Above: Before planting
Below: After planting





Above-ground or shallow infiltration systems, such as vegetated swales, rain gardens, filter strips, bio-retention areas, oil/water separators, and constructed wetlands, allow more time for contaminants to be filtered through the soil. Many of these systems, planted with salt-resistant vegetation, can serve as snow retention areas in the winter, although salt should be minimized near wetlands. Riparian buffers are vegetated areas next to water resources that protect them from nonpoint source pollution and provide bank stabilization and aquatic and wildlife habitat. Design is important, because runoff must be sufficiently slowed to allow sediment and pollutants to settle out. Superior Township should protect and enhance riparian buffers along the Waiska River and other watercourses to protect water quality, utilizing hardy native plants when possible. Good stormwater management techniques should be incorporated into the zoning ordinance, including adjustments to parking standards, landscaping standards, and development standards.

Public Water Supply

Supply

The Township receives its potable water supply from Keweenaw Bay, Lake Superior through the Village of L'Anse water system. The Village Water Treatment Plant constructed in 1994 is located on the northwest side of the Village adjacent to Keweenaw Bay and draws raw water from the Bay which is treated at water filtration plant and pumped into the Village water system. Potable Water is available in the residential, commercial and industrial area of the developed area of L'Anse Village. The water in the system is chlorinated at the plant prior to entering the distribution system. The water presently is not treated with fluoride. The Village owns and operates the water plant. There are two licensed operators who hold state issued F-3 operator licenses.

Distribution

Water mains within the system consist of ductile iron pipe and older mains are sand cast iron. Water service lateral lines consist of type K copper and galvanized iron pipe. The Village replaces galvanized iron pipe water laterals with copper piping in conjunction with roads reconstruction projects. The village also replaces galvanized iron pipe water services with copper piping when home owners upgrade their portion of the water services. The soils in the community are predominately clay and in the downtown area consist of pit run gravel deposits. One small area of the system approximately 300 feet in length was recently required replacement do to pitting corrosion of the main; however, this appears to have been an isolated incidence.



There are numerous dead end mains within the existing distribution system. The Village performs routine flushing annually and more frequently on all dead end mains. At this time, the Village does not have a valve exercising program or a water system master plan. The distribution crew consists of one licensed operator who holds a state issued S-3 license.

The operating pressures and fire flows are fair to good with in the distribution system. There are two 200,000 gallon water storage tanks, one concrete tank and one steel tank. The Concrete tank was erected in approximately 1994 and the steel tank was erected in the 1950s. The water distribution system consists of three areas in the community. An area is fed by each tank and a small area is operated with water booster station.

Pipe material for new water main extensions and replacements consist of installations of ductile iron pipe water mains with Type K copper water service lines. Permits and design submittal are required from Michigan Department of Environmental Quality for water distribution system replacement and expansions.

Private Wells

Areas outside of the Village public water supply distribution area, which includes most of the Township, must be serviced by private wells. The Baraga County Health Department requires a permit to install a well system.

Sanitary Sewer System

Collection System

Sanitary Sewers service the residential, commercial and industrial area of the developed area of the Township adjacent to the Village.

Treatment Plant

The L'Anse Wastewater Treatment Facility was built in 1958, upgraded in 1980 and 2002. The plant is an activated sludge process plant for treatment of non-industrial sanitary wastewater with a design flow of 0.72 mgd. The plant normally meets its treatment parameters but is at risk of exceeding these parameters during high flows such as wet weather or spring melt periods. The plant receives approximately half of its flow from lift station #1 which, when energized, increases incoming plant flow by a factor of approximately three. The Sanitary Sewer plant consists of primary, secondary treatment of wastewater. Process equipment includes a fine screen, grit separator, four primary clarifier, four



aeration basins, a flocculation tank, two final clarifiers, chlorine disinfection and bisulfate de-chlorination. Recommendations for plant improvements and lift station rehabilitation are include in the 2008 comprehensive plan. Permits for construction are required from the Michigan Department of Environmental Quality for sewer collection system and treatment plant construction and modification projects.

Septic Systems

Areas outside of the Village sanitary collection system area must be serviced by onsite sewage disposal systems. Baraga County Health department approvals are required for onsite disposal system including septic absorption fields.

Parks and Recreation

L'Anse Township provides several recreation facilities. Township residents also have access to recreation facilities in the Village, including several playgrounds, the Pinery Lakes ski trails, a beautiful waterfront park, splash pad, marina and boat launch. The L'Anse area schools also provide recreation facilities including a football field, play area, and trails.

In 2018, a new Recreation Plan was prepared for the Village and Township which outlines a proposed improvement program for recreation facilities and making both local governments eligible for grants from the Michigan DNR.

Listed and described below are L'Anse Township park facilities:

L'Anse Township Park

L'Anse Township Park is located three miles north of the village. The park includes a baseball/softball field, playground, horseshoe court, beach, gazebo, and three pavilions for day use. For longer-term use, a 33-site campground provides electric hookups (20-, 30-, and 50-amp), showers, firewood, ice, drinks, a payphone, and a dump station. The park also includes approximately three miles of hiking trails. The park receives heavy use by Township residents, while also drawing visitors from a much wider area. The Township is hoping to expand camping facilities and develop other amenities to provide an even greater draw. All park facilities are well-maintained. The park area is 97 acres including the 40-acre ball field.



Second Sand Beach Park

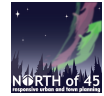
Second Sand Beach, located just east of the community of Pequaming, is a 30-acre site with a beach, picnic tables, grills, and portable toilet. It is the primary public beach in the L'Anse area, utilized by a wide user base.

L'Anse Township Hall

The L'Anse Township Hall is a community and government center. The facility accommodates dances, exercise, and other recreational activities on its second floor.

Former Football Field site

In 2016 L'Anse Township purchased the former L'Anse Area Schools football field from the Village of L'Anse. The site is located on North Main Street within the village. The Township intends to develop this site with multiple recreation facilities.



Infrastructure and Community Facilities Goals and Strategies

Goal 1

Continue to improve and expand Township recreation facilities

Strategy 1.1

Implement the projects identified in the 2018 Recreation Plan

Goal 2

Implement the Zeba to Sand Point walking/biking pathway project

Strategy 2.1

Work with the KBIC, L'Anse Village and Baraga County on funding opportunities.

Goal 3

Direct new higher density development to areas where appropriate public facilities can be provided most economically.

Strategy 3.1

Allow greater density in areas that are served by municipal water and sewer systems (or approved engineered systems).

Goals and Strategies

The goals and policies on this page support the vision and guiding principles of the plan and should be used to inform future decision-making and action.

Goals are broad statements that describe a desired outcome. Goals are often long-term in scope.

Strategies describe a specific course, action or way in which programs and activities are conducted to achieve a stated goal, and are often place-specific.



Strategy 3.2

Implement Stormwater Management Practices that include the reduction of impervious surfaces and utilization of biofiltration methods.



Upper Leatherby Falls



Chapter 5: Land Use

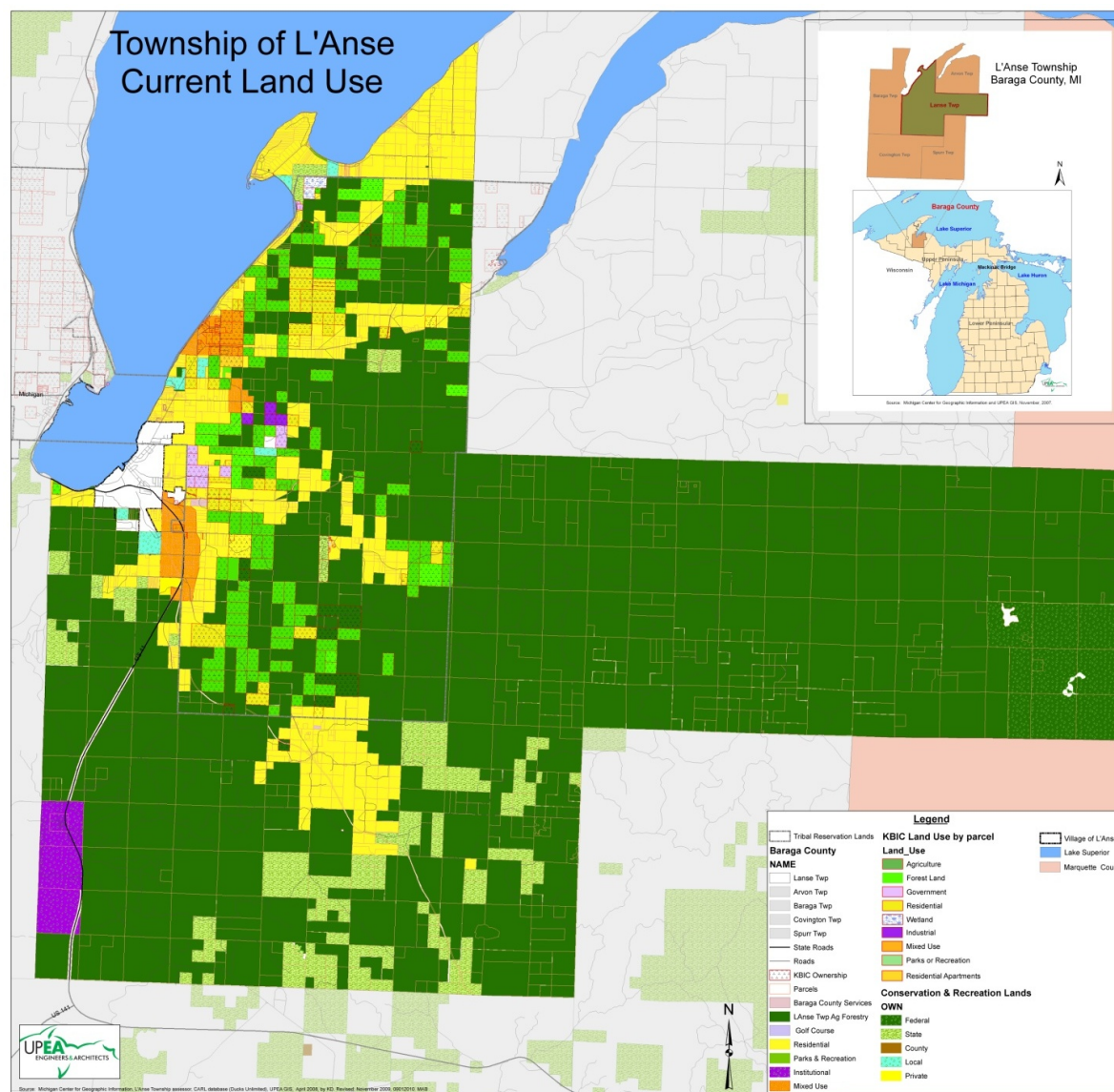
Existing Land Use and Development Patterns

L'Anse Township's overall land use pattern reflects a rural character with a low level of development and extensive forested areas. Much of the land in the Township is in State or Federal ownership, or placed in Commercial Forest Reserve, so opportunities abound for open space and natural resource-based recreation, leaving little land available for development. Much of the commercial development in the Township is currently along the U.S.-41 corridor. Residential development is scattered throughout the Township, however, the density is greatest adjacent to the Village of L'Anse and the shoreline of Lake Superior. Most development potential is located along the U.S.-41 corridor, along the Lake Superior shoreline, and adjacent to Village boundaries. Figure 5-7 illustrates L'Anse Township current land use.

Current land uses in the Township are generally complimentary to those of the Village, although agricultural opportunities could be enhanced to serve both municipalities. Uses in the Township along the U.S.-41 corridor leading into the Village are generally a mix of strip commercial development and single-family residential. This corridor is important as a regional gateway, and is an opportunity for enhancement activities.

Strip commercial development brings inherent disadvantages to the community. This form of development can undermine the function and safety of the highway corridor without carefully implemented access management standards because of a proliferation of driveways and other access points. Additionally, it is less economical to provide services to a strip development than a denser, clustered development. Strip development is less convenient to customers who cannot park once and shop at several destinations. There is less opportunity to incorporate non-motorized forms of transit and public transportation since there are multitudes of destinations necessitating multiple stops. The highway currently has a cluttered, inconsistent land use pattern which is less aesthetically appealing. Use clusters provide greater opportunity for pedestrian amenities and landscaping enhancements that create a more pleasing environment. For these reasons, the Township plans to focus commercial and industrial opportunities at major intersections along the highway corridor, and to incorporate denser residential development within walking or biking distance of these employment and shopping centers. Because the Village is largely built out, large commercial development opportunities may be drawn to the Township due to the availability of vacant land.

L'Anse Township current land uses as shown in on the following map (KBIC ownership shown in parcels with large black dot pattern):

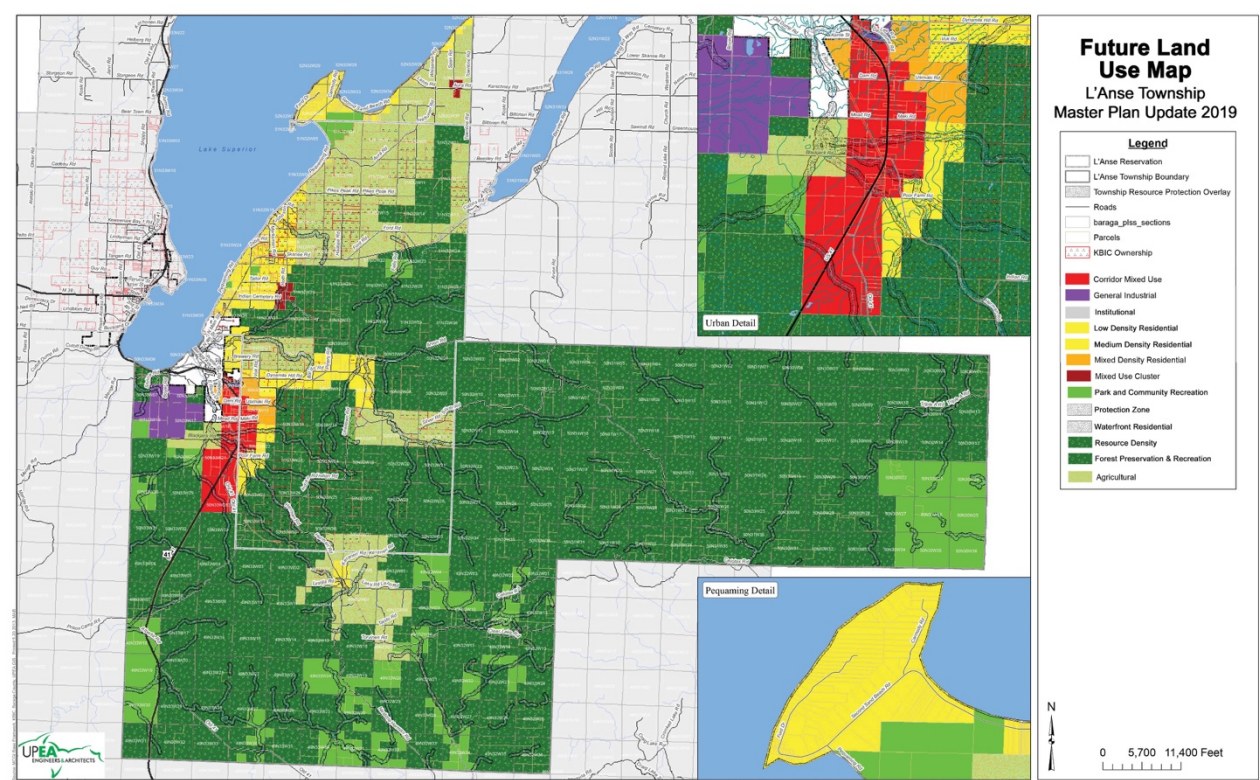




Future Land Use

The Future Land Use Plan addresses land within the confines of the L’Anse Reservation, although it is recognized that the Plan may not apply to some areas under the control of the Keweenaw Bay Indian Community, which is a federally recognized sovereign nation. L’Anse Township has planned for Future Land Uses while considering available information on areas of cultural and environmental significance, as well as economic significance to KBIC. The following future land use descriptions support the above policies for sustainable land development. Categories include:

The **Corridor Mixed-Use** future land use category (bright red) includes the US-41





corridor area which provides a concentrated and convenient location for larger regional- and local-serving auto-oriented uses. The area is characterized by development along a four-lane highway dominated by mostly auto-oriented uses, including some with drive-thru lanes. Surface parking must be accommodated but is preferably located in the rear of the property or screened or buffered from view. Access is generally from the highway but shared access is encouraged to preserve highway safety and function. Uses are primarily office and commercial. The area is intended to incorporate various transportation modes, including all season non-motorized connections (i.e. sidewalks, pathways, and trails) to increase the ease, safety, and convenience of walking and bicycling from surrounding neighborhoods. Future development or redevelopment will include improvements to the pedestrian realm, bicycle network, road crossings, and landscaping.

The **Forest Preservation & Recreation** future land use category (dark green with light green dots) are primarily public (State and Federal) lands primarily used for conservation and preservation of natural resources for sustainable forestry management, with balanced protection for sensitive environmental areas and habitats. This district is intended to serve as protection for timberlands, recreation lands, and wetlands. It is also for uses compatible with natural resources, such as low impact recreation, hunting camps, trails, and wildlife areas. The primary function of this land is for conservation or recreation purposes.

The **General Industrial** future land use category (dark purple) is for industrial service, manufacturing, bulk commodities, and marine uses with intense scale or high volume of activity. Few customers, especially the general public, come to the site. Outdoor storage areas for equipment or supplies may be necessary. This development needs access to minor arterials and collector roads, and roads will be designed to reflect heavier loads and expanded turning radii. Standards for appropriate screening, buffering, and reducing fugitive dust materials will be incorporated. Energy-efficient design and climate-sensitive and environmentally-friendly landscaping techniques will be rewarded through increased density allowances, stormwater credits, or other incentives. The planting of trees is encouraged to soften the impact of buildings of large scale or bulk

Smart Growth Tenets

- Create a range of housing opportunities and choices.
- Build/enhance walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster a distinctive, attractive community with a strong sense of place
- Make development decisions predictable, fair, and cost-effective
- Mix land uses
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development towards existing communities
- Take advantage of compact design.



and outdoor storage areas.

The ***Institutional*** future land use category (gray) is reserved for a mix of uses supporting education. This may include office, recreation, business incubator, museum, and research station.

The ***Low Density Rural Residential*** future land use category (dark tan) includes properties with a residence (normally a permanent single-family residence, but may include seasonal use) normally with septic and private well infrastructure. These properties have access to a primary County road and exist in various levels of density. A slightly higher residential density is envisioned for properties along County primary roads when the development is formatted as a residential conservation or cluster development, provided that at least 60 percent of the space is usable, undeveloped, open space (i.e. 24 of 40 acres) and that approved waste handling systems are engineered.

The ***Medium Density Residential*** future land use category (tan with red dots) includes mostly single-family housing or duplexes. Homes are generally on smaller lots, and it is intended that homes could be interspersed with neighborhood offices or businesses, churches, and parks, especially near main intersections or shopping areas.

The ***Mixed Density Residential*** future land use category (orange) is an area offering a range of housing choices including higher intensity multi-family residential uses, and will accommodate small office and commercial uses meant to conveniently serve the residents of surrounding neighborhoods and reduce necessary automobile trips. This district is located where community sewer and water facilities exist. It also accommodates mobile home parks and manufactured housing communities. A diversity of housing types for various income levels is encouraged. Pedestrian and bicycle circulation is very important in this area.

The ***Mixed Use Cluster*** future land use category (dark red) allows for a mix of uses within a single building, such as ground floor commercial or office, with upper story residential or office, but with no commercial use allowed above a residential use. It also applies to areas containing a mix of housing types and residential densities along with other uses. This district is located close to residential concentrations and activity centers. Appropriate buffers and careful layout of structures are important in this area to ensure compatibility. Structures primarily have shallow setbacks with sidewalks separating the structure from the street. Building forms include generally one- to three-story commercial or residential structures. A mix of uses is accommodated including retail, commercial, office, civic, services, and diverse residential. The pedestrian landscape is of primary importance, as is accommodation of bicycle traffic with bike lanes and bike racks. The provision of intermittent year-round public spaces is important to enhance social interaction and the pedestrian experience. Seasonal outdoor cafes contribute to the active



vitality of this area. On-street parking should be maximized to support customer convenience and walkability. The requirements for off-street parking should be minimized to enhance the pedestrian landscape and ensure compatibility with the surrounding traditional neighborhoods. Landscape buffers should be utilized around the perimeter of surface parking lots. Snow management is very important in this area to ensure year-round economic viability.

The **Park and Community Recreation** future land use category (light green) designates areas of higher intensity outdoor recreation opportunity, park uses, and the cemetery.

The **Protection Zone** (black dot areas) is intended to address sensitive environmental areas along shorelines, waterfronts, riverbanks, steep slopes, bluffs, etc, and to distinguish these areas by a need to implement low impact development or preservation principles. This future land use category is meant to preserve scenic views, reduce erosion potential, and protect water quality while making sure these natural areas contribute to the unique Village character and are available to future generations.

The **Forest Resource** future land use category (green) includes *privately owned* forest lands primarily used for sustainable forest management. As most of these lands are currently maintained in Commercial Forest Reserve, they are open to the public for hunting and fishing. Some landowners allow other recreational uses such as seasonal leased camps, ATV and snowmobile use on trails and logging roads, berry picking and other low impact recreational uses. Existing residential uses are accommodated at a very low density, but further subdivision of lands is not encouraged so as to maintain the integrity of the land for productive and conservation purposes.

The **Waterfront Residential** future land use category (light turquoise) consists of areas with one- and two-story single-family homes directly on the waterfront (Keweenaw Bay). Some are separated from the waterfront by a roadway, but most are placed close to the waterfront or the roadway. Structures generally include lakefront decks and porches to maximize the outdoor experience and connection with the lake. Homes directly on the waterfront may include accessory structures such as docks and boathouses. Lakeshore residential development is still a valuable and rare commodity in most communities where traditional industrial or commercial uses along the waterfront are in transition. This kind of development has the potential to attract investment. For this reason, it is important to protect property values and natural resources in this area. It is important to respect scenic public views and to enforce standards for the protection of water and environmental quality. It is important that runoff from impervious surfaces be drained toward bio-retention areas or riparian buffers to minimize adverse impacts on the lake. The use of permeable surfaces with filter areas should be encouraged.



Comparison of Current and Future Land Use

L'Anse Township is not currently undergoing rapid change, so the main difference between current and future land use is that a mixed-use category is incorporated to promote diversity, density, and clustering of residential and employment destinations in areas near public services. Mixed-density residential types are also promoted in areas close to existing public services to encourage appropriate density. The Township has planned a targeted industrial development area to provide a complementary alternative to development in the Village. Most natural areas in the Township are designated to remain natural.

Zoning Plan

This section will describe how the Zoning Ordinance should be changed to reflect the Master Plan

Large Wind Energy Conversion Systems (LWECS)

In 2018, a major wind turbine development was proposed for Weyerhaeuser land in the Forest Resource Zoning District. A conflict in the Zoning Ordinance was discovered; Large Wind Energy Conversion Systems (LWECS) are listed as a Special Use in the Forest Resource District and in the Conservation/Recreation District, however, a provision in the standards for LWECS (Section 3.15) limited LWECS to the Conservation/Recreation District. The Township Planning Commission and Township Board changed this provision to allow the LWECS in both forest districts. This decision was subsequently challenged by a citizen-driven petition and referendum vote. The zoning ordinance text change was struck down by the referendum. However, the referendum vote did not change the conflict in the zoning ordinance. This will need to be addressed. The Township's legal counsel is recommending elimination of LWECS in the Forest Resource District as soon as possible to resolve the conflicting language.

Review Permitted and Special Uses

A thorough review of the existing Zoning Ordinance regarding permitted and special uses should be completed and the lists updated as needed following the provisions of the Zoning Enabling Act.



Housing

Consider allowing Accessory Dwelling Units (ADU) such as granny flats or cottages behind the primary residence in residential areas.

Review district regulations to ensure that “missing middle” housing can be developed, such as attached townhouses and small multi-family dwellings, can be accommodated in the Township.

Agricultural Land Use

Rezoning the area along Golf Course Road to Agricultural. Review existing Agricultural District Permitted uses, Special Uses and site regulations.



Land Use Goals and Strategies

Goal #1

Ensure that new development follows the Smart Growth tenets and policies presented in this plan, such as prioritizing compact development and directing new development to make the best use of existing infrastructure. This will enhance efficiency in public service provision and infrastructure maintenance, and help preserve natural resource lands.

Strategy 1.1

Create attractive mixed-use environments that serve as destinations so that public investment will translate into more beneficial use of land resources, better protection for the environment and natural habitats, a framework for active living, more efficient public service provision, and enhanced commercial vitality. Create places where people can more easily work, shop, and enjoy recreation close to where they live to reduce vehicular trips, increase interaction, and encourage the use of non-motorized transportation (and healthier lifestyles).

Strategy 1.2

Encourage mixed-use clusters at key intersections along main corridors close to residential concentrations.

Goals and Strategies

The goals and policies on this page support the vision and guiding principles of the plan and should be used to inform future decision-making and action.

Goals are broad statements that describe a desired outcome. Goals are often long-term in scope.

Strategies describe a specific course, action or way in which programs and activities are conducted to achieve a stated goal, and are often place-specific.



Strategy 1.3

Review all development rules for consistency with this plan and to make sure that outdated provisions do not make desirable development such as mixed-use development impossible to achieve in the Township.

Strategy 1.4

Prioritize the rehabilitation or reuse of vacant and underutilized properties or the conversion of single-uses into mixed-use developments as a preferred strategy over new development. This will allow a larger share of growth within existing developed areas already served by infrastructure, reducing encroachment on rural areas.

Strategy 1.5

Identify and create plans or guidelines for the redevelopment of priority sites.

Strategy 1.6

Create distinctive, attractive development with a strong sense of place and community.

Strategy 1.7

Ensure that new development or redevelopment is compatible with existing natural features as much as possible.

Strategy 1.8

Enhance the US-41 transportation corridor by seeking non-motorized transportation and aesthetic enhancement grants.



Strategy 1.9

Implement access management principles to support non-motorized transportation elements and create a safer, more aesthetic highway corridor while preserving function and capacity of the highway system.

Strategy 1.10

Implement strategies to distinguish L'Anse Township as a destination, not a pass-through location.

Strategy 1.11

Develop attractive gateway signage or streetscapes at community gateways.

Strategy 1.12

Include wayfinding signs to help visitors discover civic and special places in the Township.

Strategy 1.13

Create walkable centers for community to enhance mobility, strengthen the economy, facilitate transportation alternatives, and improve social and recreational interaction.

Strategy 1.14

Plan and implement priority pedestrian improvements such as additional pedestrian connections, improved cross-walks, safe pedestrian access through parking lots, sidewalks, multi-use paths, and walkable designs as needed and with all new development or redevelopment.



Strategy 1.15

Create employment, shopping, and continuing opportunities closer to residents by supporting home occupations, local businesses, and institutions.

Goal #2

Accommodate the shift to smaller household sizes by changing the zoning ordinance to allow smaller structures and to meet “missing middle” housing, such as attached dwelling units, townhouses, and multi-family developments, as well as Accessory Dwelling Units (ADU).

Strategy 2.1

Review the Zoning Ordinance for minimum dwelling unit size requirements, consider allowing Accessory Dwelling Units (ADU), and review the Zoning Map and regulations to ensure that attached dwelling units and multi-family housing can be developed in the Township.

Goal #3

Coordinate land use decisions and actions with surrounding jurisdictions and other partners.

Strategy 3.1

Embrace a regional view of community.



Strategy 3.2

Increase citizen participation in the planning of development projects through education and outreach efforts.

Strategy 3.3

Locate new development in or near existing developed areas to promote an efficient and compact pattern of development, reduce the negative effects of sprawl, and reduce infrastructure and service costs.

Goal #4:

Promote development that is consistent with a future-oriented vision and that upholds an ethic of stewardship that encourages individuals and organizations to take full responsibility for the economic, environmental, and social consequences of their actions.

Strategy 4.1

Commit to the protection and preservation of its natural resources such as clean air, open space, woodlands, water resources, and environmentally sensitive areas while maintaining a balance between economic opportunity, quality-of-life, natural biodiversity, and sustainability of life support systems.

Strategy 4.2

Enact or continue to enforce policies to restrict and control inappropriate development in areas where there are steep slopes, soil erosion possibilities, shorelines, and wellhead protection areas.

Strategy 4.3

Preserve rural character by discouraging land splits and encouraging rural residential cluster/conservation development where possible.



Strategy 4.4

Allow the appropriate level of rural residential development that does not overburden the existing rural road network, and is sensitively designed to preserve rural character. Allow more intense development adjacent to or accessible from County primary roads and utilize larger lot development along local roads to preserve open space.

Strategy 4.5

Enforce existing zoning regulations to preserve and enhance riparian buffers along rivers and other water bodies in the Township to protect water quality and aquatic and wildlife habitat, slow runoff, and allow a greater percentage of water to return to groundwater.



Chapter 6: Transportation

While L'Anse Township does not build or maintain roads, transportation is vital to citizens, and an important to the quality of life in the Township. This Chapter will discuss transportation and opportunities to enhance it in the Township.

Roadway Network

The principle transportation mode in the Township today is vehicular transportation served by the roadway network. Roads serve two basic purposes, the movement of traffic and provision of access to adjoining property. Each of the roads within the Township has a specific traffic capacity, design standard, and design use. By defining the function of roads and their service to the community, the appropriate land uses can be encouraged adjacent to these roads. The design of a road depends principally on its functional classification and the traffic volume it is expected to accommodate at some future time. Different design elements of roads include the number of lanes, width and surfacing of shoulders, width of structures, type of surface, and design speed. It is important to employ access management principles to preserve proper road function and the value of public investment along major roads. The road network in L'Anse Township is described in detail below. (See map on next page).

Federal Highway System

The only Federal Highway in the Township is U.S. 41, which traverses northeasterly through L'Anse Township. The Michigan Department of Transportation facilitates the maintenance and construction by way of Capital Preventative Maintenance funds or Restoration Rehabilitation funds.

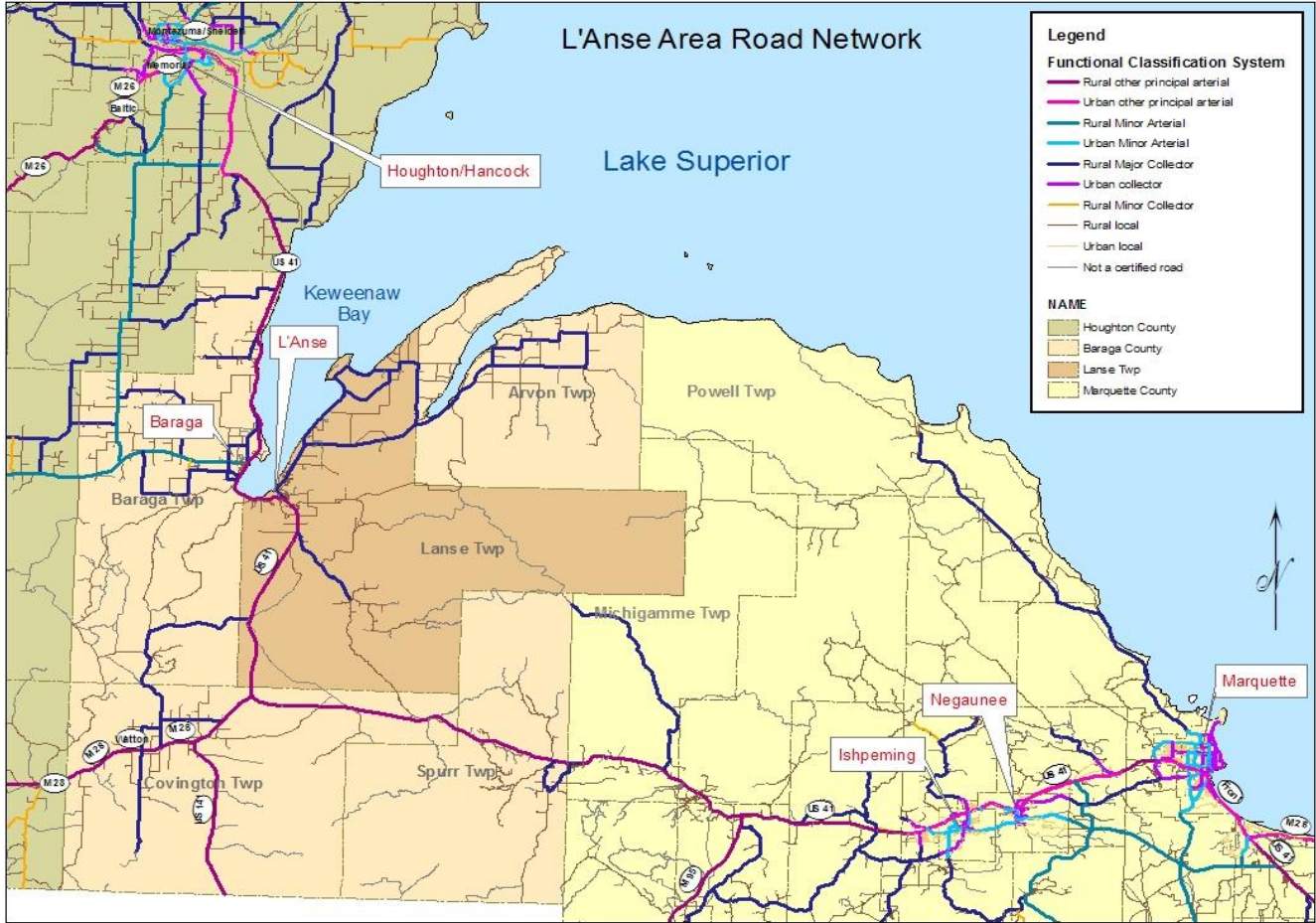
Township Roadway System

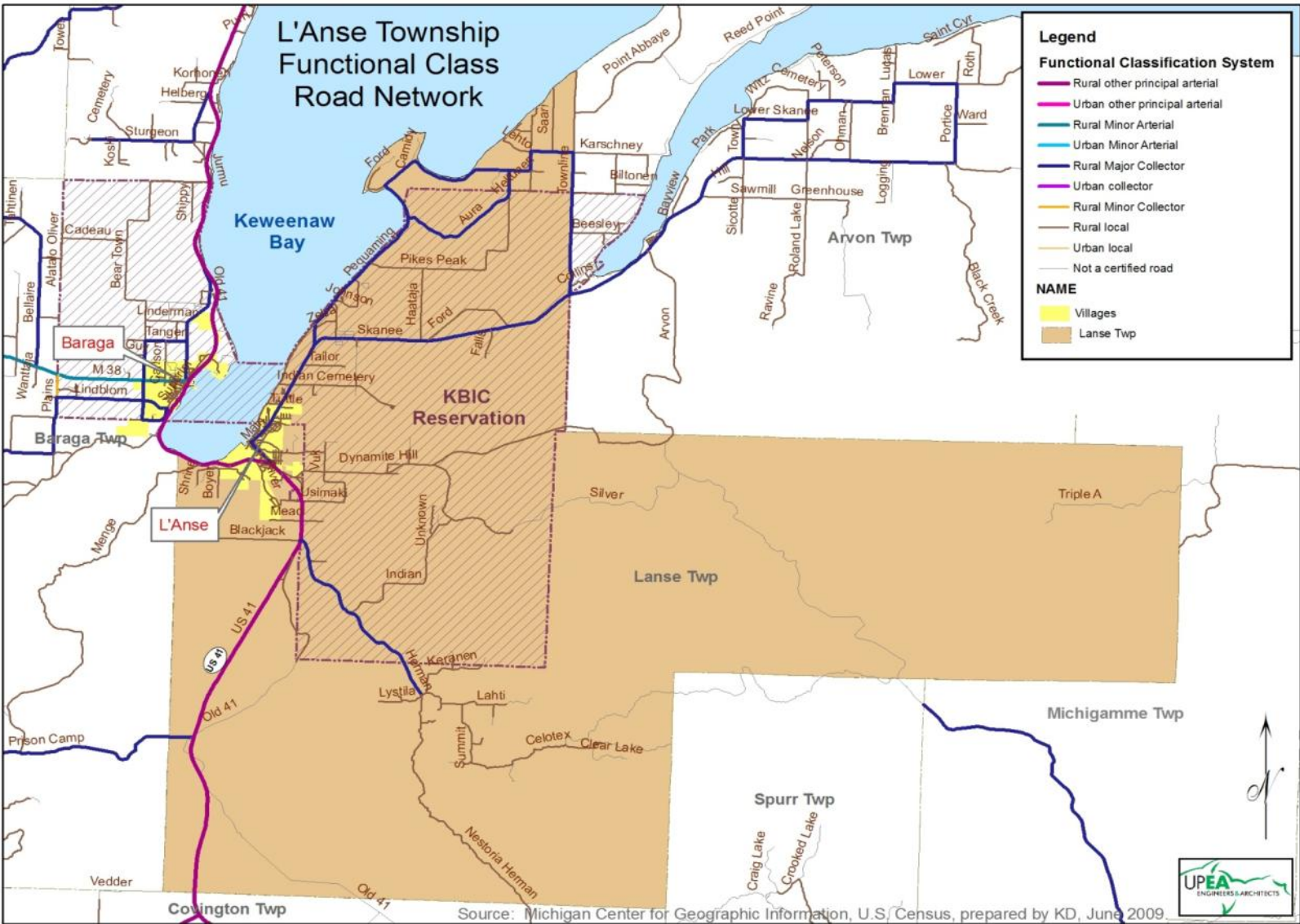
The Township designates roadways as major or local in accordance with the State of Michigan Act 51 of 1951. The designation of major is utilized for roadways which provide circulation throughout the city and connect to neighboring arterials. (See map on next page)

Township Rural Major Collector streets (see detailed map next page) include Aura Road, Herman Road, Skanee Road, Pequaming Road, Second Sand Beach Road, and Townline Road.



All other streets in the Township are designated as local. Within the Township, local roads serve as access and minor collector roadways. An extensive local road network is developed within the urban area of the Township. Township road funding for road maintenance is provided by the ACT 51 Michigan Transportation Fund. The maintenance activities are provided by the Baraga County Road Commission.







National Functional Classification

Roadways classified as principal arterial accommodate major traffic movement over long local or regional distances. The L'Anse Township has one roadway, U.S. Highway 41, classified as principal arterials

Roadways classified as urban minor arterials interconnect and provide access to principal arterials, accommodating more modest trip lengths and placing a higher emphasis upon access to land uses.

Local Roads emphasize access to abutting properties and the collection of traffic for distribution to collector and arterial corridors. This classification applies to the remainder of roadways within the Township.

Public Transit

The Baragland Senior Center presently operates a bus run on Tuesdays and Thursday. The bus will pick up passengers at their homes with a destination point at the senior center and return runs are also provided. Destination trips to Houghton and Marquette are provided monthly, and are only provided if enough passengers are registered for the trip.

Indian Trails operates a commercial bus route and services passengers with connections to Iron Wood, Michigan; Green Bay, Wisconsin; Chicago, Illinois; Saint Ignace, Michigan; and the majority of the Lower Peninsula of Michigan.

Aviation

L'Anse Township currently does not have a commercial airport servicing the Township. The nearest commercial airport to the Township is Houghton County Memorial Airport.

Railroad Service

The Canadian National Railway operates a freight line which travels North/South through the Township parallel to the U.S. 41 corridor. Spur railway lines service the industrial park and the CertainTeed plant.



Harbor

The Township currently does not have its own harbor. However, The CertainTeed plant in L'Anse has access to the commercial navigation in Keweenaw Bay. The L'Anse Village Marina serves as a point of refuge for recreational water craft on Keweenaw Bay.

Non-Motorized Transportation

Although vehicles are the primary transportation in the Township, according to the 2000 U.S. Census, about 6% of people in the Township used other means of transportation. The primary non-motorized transportation modes people use are bicycling and walking.

Before planning for bicyclists and pedestrians, it is important to define them. A pedestrian according to the American Association of State Highway and Transportation Officials (AASHTO), a pedestrian is defined as “a person afoot or in a wheelchair”. A bicycle is defined in Section 257.4 of the Michigan State Vehicle Code, Act 300 of 1949, as “a device propelled by human power upon which a person may ride, having either 2 or 3 wheels in a tandem or tricycle arrangement, all of which are over 14 inches in diameter.” Michigan State Statute also allows bicycles on all Michigan highways and roads except limited access freeways or unless otherwise posted.

There are many different types of pedestrians and bicyclist. Pedestrians are the easiest group to accommodate, although there are many different ages and abilities of pedestrians. Most pedestrians can be accommodated sufficiently by providing sidewalks or paths along most roadways. However, they travel at a much slower speed than a bicycle, therefore accommodations should be made closer together (ideally one-quarter mile spacing).

How and where people bicycle is affected by their ability. Bicyclists can be classified into three broad categories, however, it is important to recognize that some casual or novice riders will eventually become experienced cyclists if an encouraging bicycle system is developed. The three broad categories of bicyclists are described below:

- Advanced or experienced adults who are capable of operating under most traffic conditions.
- Casual or novice adults and teenagers who are less confident in their ability to operate in traffic on collector and arterial streets without provisions for bicyclists.
- Children who because they are not mature mentally or physically are not capable of bicycling safely without adult supervision.



- A subgroup of the child bicyclists category are preteen riders whose bicycle use is initially monitored by adults, but who are eventually allowed to ride unsupervised on the road system. The majority of their riding will occur on local residential streets with low vehicle speeds and volumes, but they do require access to key destinations such as schools, recreation facilities and neighborhood shopping areas. Most preteens (if they have been given proper bicycle education) will behave more like casual adult cyclists and thus are considered a subgroup.
- Another subgroup of bicyclists is teenagers who have taken driver's education. For many, driver's education is where they are first formally introduced to the concepts of vehicular traffic. This information is critical to safe bicycle operation and should be provided at a much earlier age.

Because of the positive effects that walking and bicycling have on recreation, fitness, transportation and the environment they are vital to a community.

The differences in the needs and desires of pedestrians and bicyclists require a variety of facility types to accommodate them safely and enjoyably. Currently most of the roads in the Township are rural roads, therefore they are suitable for pedestrians and bicyclists. However, it is important to plan for pedestrian and bicyclists before the Township develops.

Pedestrian Infrastructure

Whether building new infrastructure or renovating existing places, it should always be assumed that people will walk, and plans should be made to accommodate pedestrians. There are many reasons people walk; to go to the local businesses, to take their children to the local park, to visit neighbors, for exercise, and to spend time with family.

However, people will not walk unless they feel safe. Cracked and broken sidewalks are dangerous or uncomfortable for senior citizens, people pushing children in strollers, skateboarders, vision challenged people, and even bicyclists. They may be impossible for the handicapped to navigate. If suitable sidewalks aren't provided, people will improvise and use roadways or create informal paths. If people aren't walking it is probably because they are prevented from doing so. Either the infrastructure is insufficient or has serious gaps. Are there continuous safe walkways? Are there physical barriers such as rivers, drainage ways, walls, or highways that prevent convenient pedestrian mobility in a community? Do bridges for automobiles also provide a safe walking area for pedestrians, especially in the winter? Does the lack of curb ramps or the existence of steep grades or steps prevent access for the elderly or people with disabilities? Elements to consider in sidewalk design include grade, cross-slope, width, passing space, vertical clearance, grates and gaps, obstacles and protruding objects, and surface conditions.



Crosswalks are also a critical part of the pedestrian network. It is that part of the roadway designated for the use of pedestrians in crossing the street. Crosswalks may be either marked or unmarked, but are most effective when motorists can identify them easily. Pedestrians, especially those with vision constraints, benefit from clearly marked crosswalks.

Creating walkable communities can be difficult in areas that are oriented to the automobile. Brimley is fortunate to be a relatively compact community that could support a pedestrian network joining important community destinations. As the population of the Township ages, and the Township seeks to attract new residents and businesses, it is important to consider improvements to the pedestrian system. The Township should pursue funding for a Non-Motorized Transportation Plan that would identify specific projects and phases in a systems approach. For example, the community desires to create a multi-use path from the Village limit north along the shore.

Multi-Use Paths

Integrated trail systems accommodate a range of users including walkers, joggers, hikers, bicyclists, and inline skaters. Regional trail systems may also accommodate mountain bikes, equestrian, cross-country skiing, dog sledding, skijoring, and off-leash dog trails. It is also important to think of the needs of the aging population in regional trail systems. The photos on the pervious page show a portion of a universally accessible trail to a mountain overlook in Powell Township, Marquette County. There are no stairs on this trail, and although there are up to 10 percent slopes, frequent level landing areas are provided so that wheelchairs can be accommodated. The Township should refer to the Architectural Barriers and Transportation Board's accessibility guidelines for outdoor developed areas for trails such as this. Superior Township should collaborate on regional trail projects and be prepared to provide valuable links and unique amenities in the overall system. A well-designed trail can become a destination in itself, especially if it features scenic views, natural areas, and other natural amenities.

Asphalt/bituminous surfaces can be used in most climates. Crushed compacted aggregate surfacing is also acceptable for less traveled trails or those in a natural setting. Concrete is not as well suited in climates with freeze/thaw cycles. Typical widths are 8 to 10 feet. Trail gradients should average less than 5 percent to be considered an accessible trail, with 3 percent preferred. Eight to 10 percent gradients are acceptable for moderate distances. Grades in excess of 10 percent should be avoided. Overhead clearance should be a minimum of 10 feet. A shoulder area of grass or compacted gravel should be a minimum of 2 feet on each side. Attention must be paid to safe roadway crossings, general public safety, and accommodation of maintenance vehicles. Trail amenities include benches, signage, picnic areas, drinking fountains, and emergency shelters. Trail lighting should be provided at intersections, but lighting of the entire trail may increase night utilization, especially for cross-country skiing. Nature trails should be kept simple and intimate in context with the setting. The difficulty may vary according to terrain.



Bicycle Infrastructure

Bicycles are permitted on all Michigan highways and roads except limited access freeways or unless otherwise posted. This includes roadways in State Forests, State Parks, National Forests, and National Parks. Mountain bicycles are suited for many of the State and National Forest trails; however, portions of the North Country National Scenic Trail and Hiawatha National Forest prohibit bicycles. Bicycles are also prohibited in congressionally designated wilderness areas.

On-street bikeways bring enormous benefits to both the cycling and non-cycling public. Bikeways create opportunities to incorporate exercise. They use public dollars efficiently by reducing road maintenance costs and increasing the carrying capacity of the transportation system. They improve safety for all users; bicyclists feel they have a safe space on the road and tend to be more law-abiding, and motorists are placed at greater ease knowing where bicyclists are apt to be and have greater awareness of the right for bicyclists to use the road. Bicycle lanes are typically provided on collector and arterial streets. They can be implemented by narrowing existing travel lanes, removing a travel lane, removing parking, and widening a roadway or paving a shoulder. These varying needs must be weighed carefully.

The most efficient way to incorporate bikeways is to include them as part of road reconstruction projects, or as a restriping of the roadway with bicycle lanes during routine resurfacing. Design of bikeways must consider:

- Sight lines and topography
- Lane widths for all travel modes
- Intersection design
- Signing, markings, and striping
- Design of drainage inlet grates
- Pavement conditions
- Specific design for pinch points, driveways, railroad crossings, and other challenging areas



- Integration with off-street shared-use trails/paths

If bicycle lanes are deemed unfeasible, alternative improvements may be substituted, such as providing a bicycle lane in only one direction (such as on an uphill direction on a steep slope), using shared lane markings, or directing cyclists to an alternative bikeway. An extra-wide curb lane can give extra room for bicycle operation if there is not enough room for a bicycle lane. When roadways are not available, multi-use paths can provide connections.

The MDOT Superior Region created a Non-Motorized Transportation Plan and Investment Strategy report in 2009 that can be accessed through the Eastern U.P. Regional Planning & Development Region. In summary, the Township would benefit from implementing alternate modes of transportation planning into road improvement projects, especially along key movement corridors. For more information see the Michigan Pedestrian and Bicycle Safety Action Plan, published in April of 2006 by the Governor's Traffic Safety Advisory Commission.

Future Transportation Infrastructure Considerations

Complete Streets

The Township should embrace Complete Streets principles and implement them in street projects when possible. Streets serve many functions, including:

- Connecting various parts of the community
- Providing surface transportation (accommodating all modes of transportation including pedestrians, bicyclists, transit, motor vehicles, emergency services, etc.)
- Accommodating public access to destinations
- Providing space for utilities and other public infrastructure hidden underground
- Helping to define a place and create a sense of place. For example, streets provide a place for people to interact as venue for parties, parades and other community events.



Due to the varied functions of streets, the National Complete Streets Coalition has defined a Complete Street as a street designed and operated so they work for all users; pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt Complete Streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Designing and building Complete Streets fosters livable communities and provides many benefits to the community such as:

- Providing children with opportunities to reach nearby destinations in a safe and efficient environment
- Encouraging healthy and active lifestyles through wide, functional, and attractive sidewalks and well-defined bicycle routes consistent with the context of the community
- Allowing everyone, especially people with disabilities and the elderly, to reach destinations and travel around the community
- Reducing pedestrian risk by as much as 28 percent by implementing Complete Streets design elements such as raised medians, sidewalks, and other traffic-calming measures (according to the National Complete Streets Coalition)
- Promoting a cleaner environment. The Complete Streets approach encourages people to walk or bicycle to their destinations around the community, which may help reduce vehicle trips. Many Complete Street designs also include increased green space along the roadway which also helps the environment

Zeba to Sand Point Trail Project

A Zeba to Sand Point Non-Motorized Trail has been proposed by the Keweenaw Bay Indian Community. The project is being implemented on the Baraga Side of Keweenaw Bay from Sand Point to the Baraga Marina, A second segment will be implemented by the Village of Baraga, and is awaiting a final piece of funding that will bring the trail from the Marina to the Baraga State Park.

A major segment of this trail, from Zeba to the Village of L'Anse lies within L'Anse Township. The Township should support the KBIC long range plan for the trail, and consider partnering with the KBIC with funding for the segment through the Township, as it will have numerous benefits for the community, including promoting healthy lifestyles and exercise, tourism, and placemaking.



Downtown County Road Bypass

For many years, there has been discussion about routing Skanee Road traffic, specifically heavy logging trucks, around the downtown district and the Village of L'Anse. This project certainly would face challenges from a financial and feasibility standpoint. However, the community and logging industry would see benefit from a safety, time-saving and logistics standpoint.

Transportation Goals and Strategies

Goal 1

Implement the Zeba to Sand Point Trail Project through the Township

Strategy 1.1

Meet with KBIC to discuss the project and how the Township can support this effort

Goal 2

Accommodate all forms of transportation, including pedestrians, bicycles and vehicles, when planning road and street improvements.

Strategy 2.1

Implement Complete Streets principles when possible

Goal 3

Continue to pursue a downtown bypass for Skanee Road truck traffic

Strategy 3.1

Seek opportunities for funding a bypass route



Economic Development

L'Anse Township and Baraga County have many assets that combine to make the area a great place to live, work, raise a family, and enjoy the great outdoors. However, the Baraga County economy has historically struggled. Natural resource-based and wood products industries are often subject to boom and bust cycles. Likewise, the small shop welding and painting businesses created in response to local demand by larger firms struggle or go out of business when the larger firm moves or declines. Young people gain an excellent education, leave to pursue further education, and find limited opportunities to return to the area.

Tourism based upon recreation is an important part of the local economy, however, the County is lacking in the basic infrastructure needed to grow this industry and capture more tourism spending. While rich in outdoor adventure opportunities, L'Anse Township and Baraga County have limited (some outdated) lodging facilities, few restaurants, few gift shops, no adventure guides and businesses, no bike trails, and limited wayfinding to direct visitors to existing outdoor attractions.

It is well documented that quality of life has become the major driver for job creation in the country. While proximity to natural resources, transportation, cheap energy and labor are still important considerations, the availability of a skilled labor force has become more important. Today, more people are choosing where they want to live, and either adapting themselves to local opportunities, or finding opportunities to work within their field from a remote location. This talent-focused trend offers great potential for a rural, isolated community like L'Anse Township. It is also well-documented that the type of place that attracts talent offers certain amenities and services, including natural beauty, proximity to a university, a walkable and thriving community, affordable housing choices, entrepreneurial spirit, excellent broadband connectivity, and other attributes that make it a special place. L'Anse Township offers some, but not all of these attributes.

These are a few of the economic development challenges facing L'Anse Township and Baraga County. This Chapter will describe opportunities for economic development.

Business/Industrial Development

The Baraga County Economic Development Corporation (EDC) is the designated organization and focal point to promote economic development in the County. The EDC is governed by a board made up of interested persons and business interests. They partner with the Michigan Economic Development Corporation (MEDC) to offer incentives for business development. The EDC contracts with the Lake Superior Community Partnership (LSCP) to provide services to existing and proposed new businesses, including



business retention calls to determine business assistance needs relating to job training, incentives, and other needs. The EDC focus is to retain the businesses already present, and recruit businesses that will fit well with the existing manufacturing base. With 42% of Baraga County lands designated as privately held Commercial Forest under the Commercial Forest Reserve, the wood resources available are very important for future wood products business development.

The EDC is also focused on improving broadband/Internet connectivity in the County.

L'Anse Township can support business and economic development efforts by ensuring adequate sites are designated under zoning regulations, support efforts to improve broadband connectivity, and financially supporting the EDC efforts.

Tourism

L'Anse Township and Baraga County have tremendous tourism potential. Assets include Lake Superior, Keweenaw and Huron Bays, the Sturgeon River, including Canyon Falls and Gorge, the North Country Trail, Pointe Abbaye Park and natural area, the L'Anse Township Park, Pinery Lakes Ski Trails, miles of ATV and snowmobile trails, fishing and hunting, small inland lakes, several marinas, hiking, and exploring opportunities, historic sites and several museums, a growing arts community, downtown L'Anse and waterfront park, the Falls River in L'Anse, scenic views, the KBIC Ojibway Casino, and more.

According to the Michigan Economic Development Corporation (MEDC), visitor spending in Baraga County was over \$43 million in 2017. This includes lodging, food and beverage, retail, recreation and transportation. Nearly 40% of that total was in the recreation category which includes casino wagering. In 2017, about 412 persons were employed in tourism in the County. Obviously, the KBIC casino facility in Baraga is a major tourism driver.

As indicated previously in this chapter, tourism development growth in the Township and County is somewhat limited by a lack of lodging facilities, restaurants and retail. Development of lodging, eating places, and retail is somewhat of a “chicken and egg” situation. Private investment in businesses oriented to tourism doesn’t happen without demonstration of demand. Public investment in key facilities and attraction can increase demand.

The Baraga County Chamber of Commerce and Visitors and Convention Bureau are existing non-profit organizations working to promote the area. While they are separate organizations with somewhat different mandates, they do work together on tourism



initiatives. One such effort is currently underway, a Branding and Marketing strategy. This effort will result in a coordinated message, wayfinding, and marketing approach for Baraga County tourism.

Another initiative is the “Lakes and Country touring routes with signage to direct visitors around the area to see the many sites and attractions available.

The Keweenaw Bay Indian Community (KBIC) has prepared a plan for the development of a non-motorized trail from Zeba, in L'Anse Township, around the head of Keweenaw Bay, to Sand Point just north of the Village of Baraga. The purpose of the trail is to promote active transport and healthy lifestyles of residents, but the trail would also stimulate tourism, connect communities, and enhance the quality of life for residents.

A Feasibility Analysis was prepared by U.P. Engineers and Architects (UPEA) for this project for the KBIC. Many factors were considered during this evaluation process including: stakeholder input and desires, applicable local/state/federal agency input, permitting considerations, environmental and historical impacts, scenery, soils, terrain and general constructability, construction costs, property acquisition needs, potential economic impacts, access to existing infrastructure and points of interest, and numerous other considerations.

The most desirable route became apparent to UPEA during the evaluation process. It begins at the Zeba Community Hall and heads south towards L'Anse along Skanee Road. The route then turns west along Haanpaa Road and follows the Keweenaw Bay shoreline along Bayshore Drive into the Village of L'Anse. From the L'Anse waterfront, the trail traverses the Falls River basin, climbing up to the Bishop Baraga Shrine southwest of town. From the Shrine, the trail descends and parallels U.S. Highway 41 around the head of Keweenaw Bay and then passes through Baraga State Park. The trail finishes by continuing into and through the Village of Baraga, taking advantage of waterfront access near the Baraga Marina before finally heading to Sand Point along Lighthouse Road, terminating at the Sand Point Lighthouse.

The trail route and costs are shown on the map on the following page.



Economic Development Goals and Strategies

Goal 1

Support Economic Development efforts in Baraga County

Strategy 1.1

Review the Zoning Ordinance and Map to ensure that land suitably located for business development is zoned appropriately.

Strategy 1.2

Make development proposal and zoning issue decisions in a timely and fair manner.

Strategy 1.3

Provide financial support to the Baraga County EDC.

Goal 2

Enhance and develop Township facilities related to tourism and recreation.

Strategy 2.1

Meet with KBIC officials to discuss participation with developing the Zeba to Sand Point Trail through the Township.

Strategy 2.2

Support efforts to develop the Zeba to Sand Point Trail by contributing matching funds for development grants.

Strategy 2.3

Continue to improve and enhance the Township Park.



Strategy 2.4

Partner and contribute to the improvement of the Pinery Lakes Trails and the development of mountain biking trails in the Township.

Strategy 2.5

Prepare a development plan for the former school district football field that will complement the Village of L'Anse and provide needed public recreation facilities.

Strategy 2.6

Contribute to the Baraga County CVB and Chamber of Commerce and help support the branding and marketing program.



Chapter 8: Action Plan

This final chapter in the Master Plan provides direction for implementation of goals, strategies, projects and initiatives. The list is quite extensive, and will take time and resources to implement.

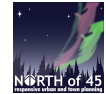
Housing Strategies

Strategy	Responsibility	Timeframe
Adopt a Property Maintenance Code	Planning Commission and Township Board	2020
Determine if a vacant property registry would be beneficial to the area.	Planning Commission and Township Board	2020
Work with local citizens interested in keeping vacant lots clean	Planning Commission	2021
Inform residents about the USDA-RD grant and low interest loan program designed to assist homeowner	Planning Commission	2021
Continue to look at other state funding when available.	Planning Commission	On-going
Explore enacting a Township-wide clean-up day to encourage citizens to dispose of junk materials in their yard.	Planning Commission and Township Board	2020
Actively recruit investors to build single family homes, renovate existing unused apartments, and convert other buildings to apartments if available	Planning Commission and Township Board	2020-ongoing



Infrastructure and Community Facilities

Strategy	Responsibility	Timeframe
Implement the projects identified in the 2018 Recreation Plan	Township Board	2019-ongoing
Work with the KBIC, L'Anse Village and Baraga County on funding opportunities to implement the Zeba to Sand Point Trail.	Planning Commission and Township Board	2019-ongoing
Allow greater density in areas that are served by municipal water and sewer systems (or approved engineered systems).	Planning Commission/Township Board	2019-ongoing
Implement Stormwater Management Practices that include the reduction of impervious surfaces and utilization of biofiltration methods.	Planning Commission	On-going



Land Use

Strategy	Responsibility	Timeframe
Update the Zoning Ordinance as described in the Zoning Plan and Land Use Strategy 2.1	Planning Commission/Township Board	2019-2020
Consider and implement Land Use Strategies 1.1-1.15	Planning Commission	ongoing
Consider and implement Land Use Strategies 3.1 – 3.3	Planning Commission	ongoing
Consider and implement Land Use Strategies 4.1 – 4.5	Planning Commission	ongoing

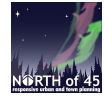
Transportation

Strategy	Responsibility	Timeframe
Meet with KBIC to discuss the project and how the Township can support the development of the Zeba to Sand Point Trail project	Planning Commission and Township Board	2019
Continue to explore the feasibility of a downtown bypass for heavy trucks	Planning Commission and Township Board	on-going



Economic Development

Strategy	Responsibility	Timeframe
Review the Zoning Ordinance and Map to ensure that land suitably located for business development is zoned appropriately.	Planning Commission	2020
Make development proposal and zoning issue decisions in a timely and fair manner.	Planning Commission and Township Board	On going
Provide financial support to the Baraga County EDC.	Township Board	Ongoing
Support efforts to develop the Zeba to Sand Point Trail by contributing matching funds for development grants.	Township Board	ongoing
Continue to improve and enhance the Township Park.	Township Board	ongoing



Strategy	Responsibility	Timeframe
Partner and contribute to the improvement of the Pinery Lakes Trails and the development of mountain biking trails in the Township.	Township Board	ongoing
Prepare a development plan for the former school district football field that will complement the Village of L'Anse and provide needed public recreation facilities.	Planning Commission and Township Board	2020
Contribute to the Baraga County CVB and Chamber of Commerce and help support the branding and marketing program.	Township Board	ongoing