

VILLAGE OF
L'ANSEMASTER PLAN
2024

ADOPTED
Planning Commission July 15, 2024
Village Council July 22, 2024



We would like to thank the many citizens of the Village of L'Anse who participated in the development of this Master Plan!



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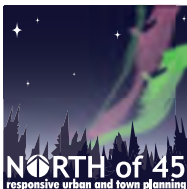
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Title Photo Credit: Village of LAnse Facebook Page

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01

Introduction





AUTHORITY AND PURPOSE

The purpose of the Master Plan is to guide the future of the Village of L'Anse 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 Village of L'Anse; 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 Village of L'Anse Planning Commission and Village Council. (Village Council approval is optional but highly recommended.)

Implementation of the Master 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 Plan should be reviewed every five years and a determination made whether it needs updating or a new plan adopted.

REGIONAL CONTEXT

The Village of L'Anse is located in Michigan's western Upper Peninsula and is the county seat for Baraga County. L'Anse is located approximately thirty-two (32) miles south of Houghton and approximately sixty-seven (67) miles west of Marquette.

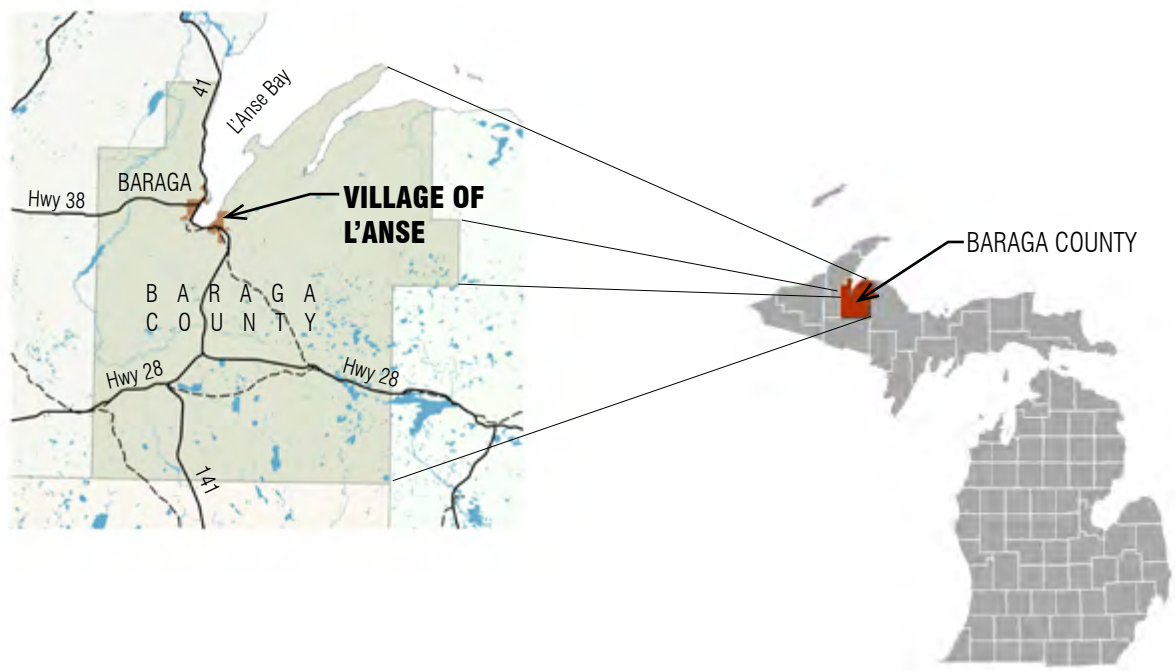


FIGURE 1.0 VILLAGE OF L'ANSE VICINITY MAP

The Village of L'Anse is situated on L'Anse Bay, part of Keweenaw Bay and Lake Superior at the mouth of the Falls River. This location provides outstanding opportunities for recreation and boating.

HISTORICAL BACKGROUND

The historic context of L'Anse Township revolves around the area's natural resources. Early area settlements were established by American Indians, missionaries, and French fur traders, although it wasn't until the Houghton and Ontonagon railroad announced plans to make the area a terminus for their rail line that the Village of L'Anse started to take shape.

Transportation, including the railroad, was instrumental to the early formation of the Village 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 the Village of L'Anse was built connecting Houghton and Marquette. The stage coach line not only brought passengers and supplies to L'Anse but it also provided mail service, connecting L'Anse to the rest of the area and providing the foundation of an economic boom



FIGURE 1.1 - L'ANSE 1881

in the area. News of iron deposits, timber, peat, slate, and quartz in the area spread quickly.

In the early 1870's, the Houghton and Ontonagon Railroad laid out a route from Lake Michigamme to the Bay of L'Anse. By December 1872, the railroad connected Houghton, Ontonagon, Marquette, Smith Mountain (Republic Mine) and L'Anse. The 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, Lake Superior, 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 Village of L'Anse 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 Village, 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. However, 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. 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. Around the same time the Ford Motor Company purchased vast amounts of land along with the Pequaming Mill and mills in Big Bay and the Iron Mountain – Kingsford area. The lumber processed at his sawmills were used in the wood panels on Ford's automobiles.

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

The start of World War II saw many people in the area leave for larger metropolitan areas to find work. Ford operated the mill in L'Anse until October 27, 1954 when it was dismantled and sold. With the



FIGURE 1.2 - L'ANSE SAWMILL



Photo Source: Superior View Photos

FIGURE 1.3 - MAIN STREET, L'ANSE

shift to more synthetic material and the subsequent closure of the mills, the automotive industry ceased to drive the economy of the area. The area returned to its rural character with few reminders of the early industrial boom.

Since that time, the L'Anse area economy has transitioned to a diverse economy. The area provides number of employment opportunities including several major industrial employers, the Michigan Department of Corrections (Baraga prison), a number of smaller manufacturing and fabrication industries, logging and forest products, medical services, government and retail.

THE PLANNING PROCESS

Outlined below is a summary of the planning process:

DATA COLLECTION AND ANALYSIS

The Plan contains a summary of important information about Village of L'Anse, current conditions, trends, current issues and opportunities. This information was analyzed and summarized in order to obtain an overview and understanding of the community.

PREVIOUS PLANNING DOCUMENT REVIEW

The following documents were reviewed and relevant information incorporated into the Master Plan:

- 2017 Village of L'Anse Master Plan
- L'Anse Village and Township Recreation Plan
- Target Housing Market Analysis, 2016
- Village of L'Anse Zoning Ordinance
- L'Anse Capital Improvements Plan
- L'Anse Township Master Plan, 2019

PUBLIC INVOLVEMENT

It is important for a Master Plan to provide opportunities for community engagement, so that the Plan responds to community needs and desires. The Village offered several opportunities for people to become involved and express their ideas and opinions. A Community Planning Open House event was held on August 21, 2023. A summary of this open house event is included in the Appendix.

GOALS & STRATEGIES

Goals and strategies that describe a course of action are a tool for future decision-making and help to define the character, values, and priorities of the L'Anse community.

Goals are broad statements that describe a desired outcome, where we want to be. Goals are often long-term in scope.

Strategies are a program, action, or practice that supports one or more policy statements. Strategies address at a high level, the “who, what, when, where, and how” of reaching a goal. A strategy may include multiple sub-strategies.

IMPLEMENTATION

The Plan concludes with a Chapter that provides strategic activities and initiatives to implement the Master Plan.

COMMUNITY

DEMOGRAPHICS

SUMMARY

Important demographics for the Village of L'Anse are summarized below.

- According to the ACS 2021-5-year Census of Population, there are **2,089 persons** residing in the Village of L'Anse.
- There are **876 households** (2.2 persons per household) in the Village and 3,164 households in Baraga County.
- The **median age is 45.7** years. 53% of the population is 18-64 years of age. 22% of the population is under the age of 19. 16% of the population is 60-69 years of age.
- Per capita and median household income are reported at **\$26,827** and **\$45,431** respectively.
- Approximately **15.5% of the population is below the poverty line**, about 20% higher than the rate in Baraga County and the State of Michigan(13.5%).
- **92.6%** of the population has educational attainment of high school grad or higher; **13.8%** have a Bachelor's degree or higher.



FIGURE 1.4 EXISTING CONDITIONS MAP

02

Vision & Guiding Principles

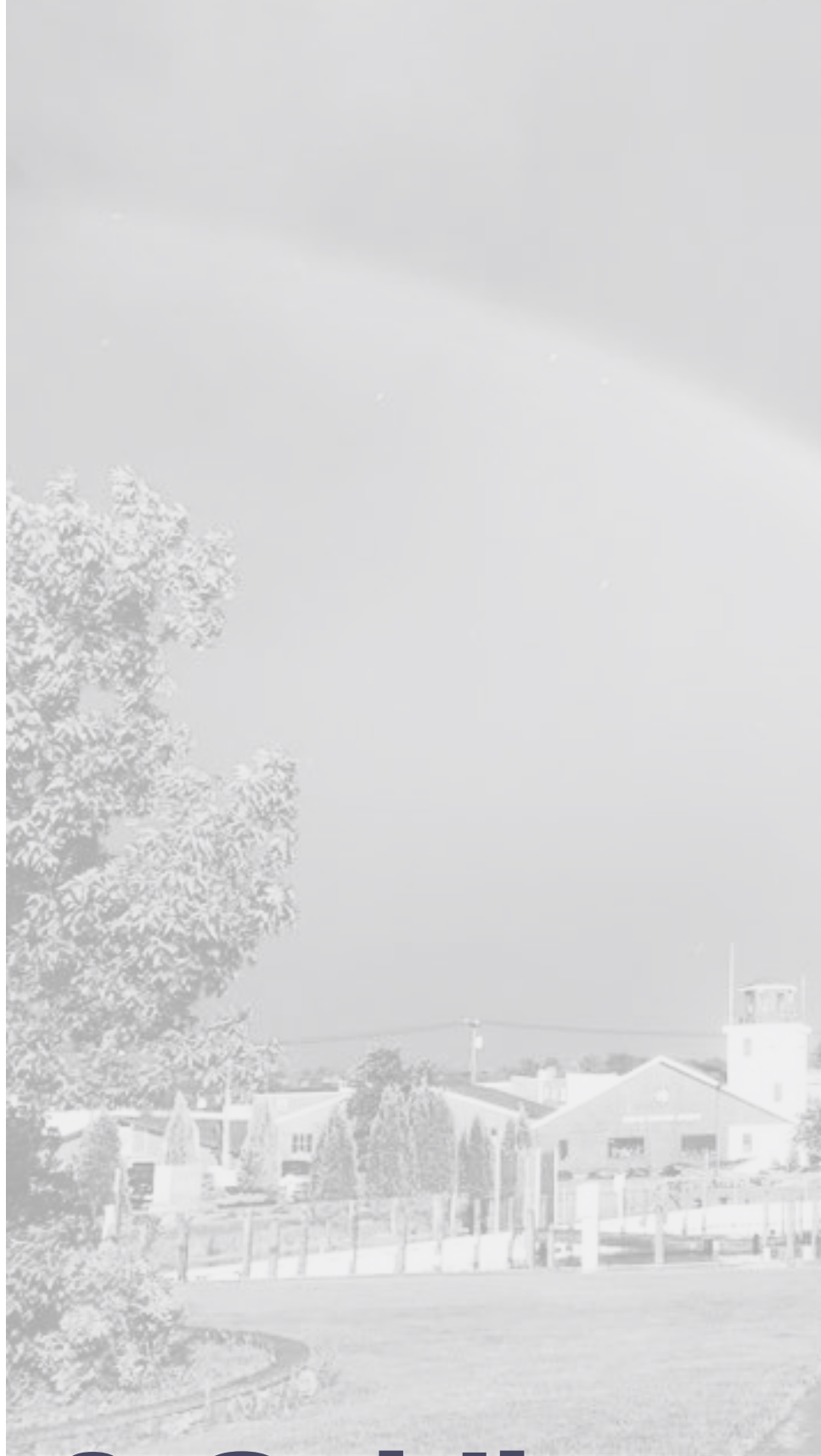




Photo Credit: Village of L'Anse Facebook Page

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

VISION STATEMENT

The Village of L'Anse will be recognized as a "Community of Choice" that has embraced diverse opportunities and achieved community resilience. Residents, property owners, and visitors will experience high quality-of-life resulting from collaborative practices in support of healthy and sustainable economic, built, social, and natural environments. L'Anse will continue to be the place where people feel safe to put down roots and build for the future.

GUIDING PRINCIPLES

THE FOLLOWING ARE OUR GUIDING PRINCIPLES:

- Listen to Village residents and work in their interest
- Creatively use funds to move the Village of L'Anse forward
- Collaborate with neighboring communities to help all grow together
- Foster sustainable job growth that meets the needs of our constituents
- Create an achievable plan and implement it as opportunities and resources allow



Photo Credit: Village of L'Anse Facebook Page

FIGURE 2.0 - L'ANSE BAY



03

Housing



Photo Credit: Village of L'Anse Facebook Page

Housing in the Village of L'Anse is dominated by older, single family homes. The Village was developed with a grid street pattern which provides an efficient layout for providing services. Sidewalks are present throughout most of the Village neighborhoods. Community pride is evidenced by the appearance of homes and neighborhoods.

Currently, there is a great need for apartments and rental housing in L'Anse. There are a few multi-family apartment buildings scattered throughout the neighborhoods. The Village also has apartments above some of the downtown stores.

Most of the housing in the Village of L'Anse is located north of the Highway 41 corridor. There is one mobile home park and one neighborhood which consists of two long blocks of houses just south of US-41. These neighborhoods lack pedestrian amenities, and are separated from the rest of the Village by the highway corridor.

Most of the housing in L'Anse is located very close to the centrally-located school, downtown, and recreation facilities. Some neighborhoods would benefit from the addition of small parks and gathering areas for young children and senior citizens, and the opportunity for neighborhood community gardens. There is also a need to extend the sidewalks to the northern-most neighborhoods east of Main Street as walkers frequently use this corridor.

The L'Anse Housing Commission owns and manages a 34-unit complex that provides low income housing for families, single individuals, and retired people living on fixed incomes.

The Western Upper Peninsula Planning and Development Region (WUPPDR) is administering HOPE funds for single-family owner-occupied homes in Baraga County for the following:

- roof repairs or replacements
- windows
- insulation
- furnace repair or replacement
- water heater repair or replacements.

The USDA also has funding available for housing rehabilitation.

L'Anse has been known for its very affordable housing, however, in recent years, the market has changed. Retirees stay or have moved here because of the low cost and find they can have a higher quality of life in L'Anse than in many other parts of the country. The relatively low cost for housing and good Internet connectivity also makes the Village ideal for individuals who perform work that can be done from anywhere. Individuals can live here and experience a higher standard of living than most other parts of the country.

A downside of the lower housing values in some communities has been a dramatic increase in the number of short-term rentals

FIGURE 3.0 - NORTH MAIN STREET



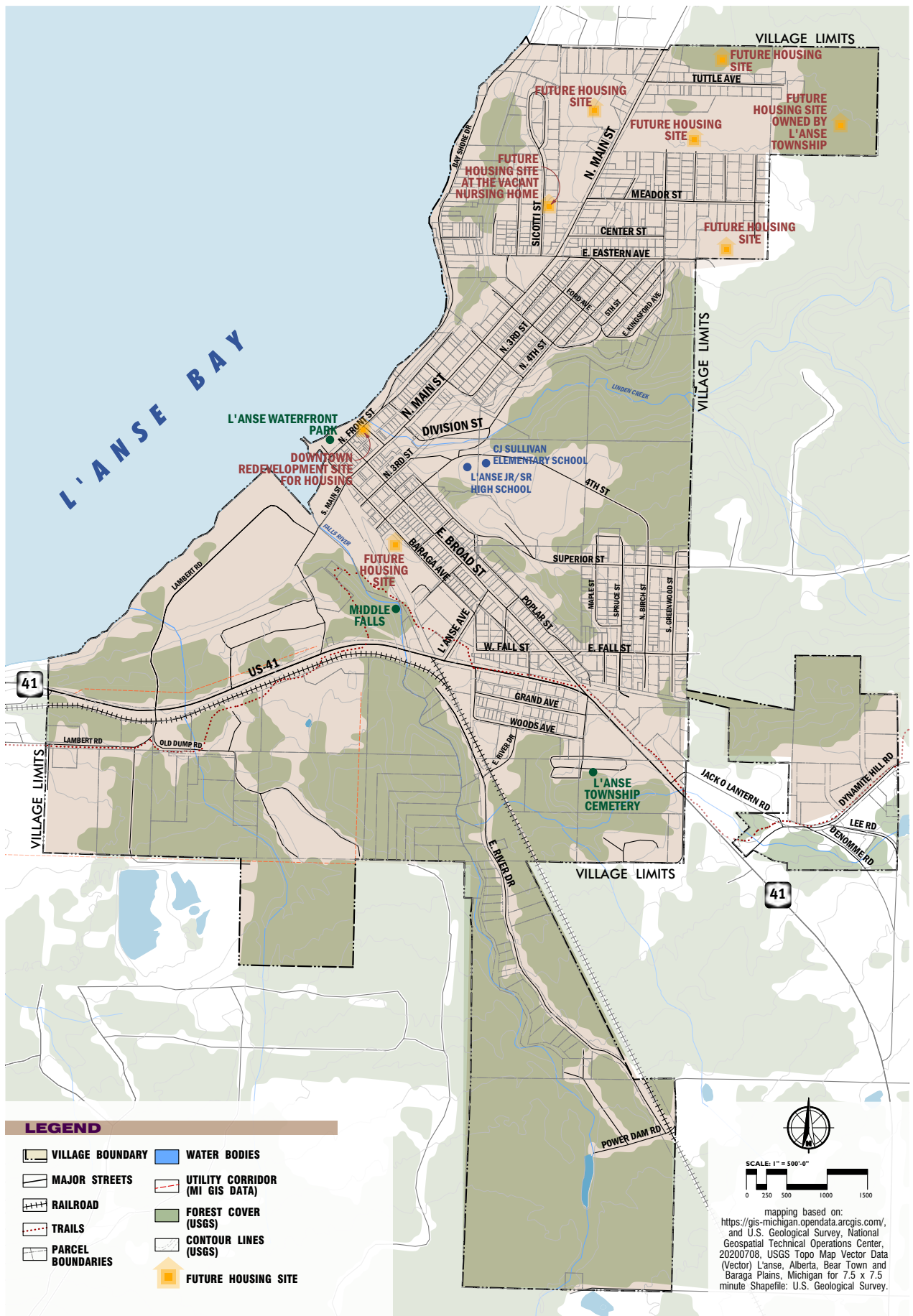


FIGURE 3.1 FUTURE HOUSING DEVELOPMENT

(AirBnb, VRBO). The growth of this industry in the last few years has been well-documented, as have community efforts to slow or curtail the conversion of single-family home to short-term rentals.

A quick look at the Airbnb website showed only a few Airbnb units in the Village itself, with a number located north of the Village along the shoreline. Short-term rentals are probably not a major issue in the Village at this time.

However, while short-term rentals do increase a community's bed base for tourism, they also result in fewer homes for sale and long-term rentals available for people who live and work in the community. It has also increased sales prices. In a small community like L'Anse, long-term effects could include loss of population, fewer community volunteers for boards and commissions, fire departments, first responders and other community efforts that require manpower.

The Village should monitor the growth of short-term rentals. The Village of L'Anse's existing housing stock may not meet the needs of people who want to continue to live in L'Anse while downsizing to smaller, low maintenance housing. Older residents may want to sell their larger home, especially in the current "hot" seller's market, but cannot find suitable housing that fits their needs.

KEY HOUSING CHARACTERISTICS

Total Housing Units: 968

- Single Family: 78.3%
- Multi-family: 18%
- Mobile homes: 3.7%

Occupied Housing Units: 91%

Owner occupied units: 68%

Year moved in

- before 1990: 20%
- 1990's: 14%
- 2000's: 11%
- 2010-2014: 21%
- 2015-2016: 29%
- Since 2017: 4%

Lived in same house a year ago: 88%

Median owner-occupied home value:
\$79,700

- Value under \$100,000: 72%
- Value \$100,000-\$200,000: 23%

Source: American Community Survey, 2021



Photo Credit: Village of L'Anse Facebook Page

FIGURE 3.2 - L'ANSE WATERFRONT PARK AND KEWEENAW BAY

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 the Village of L'Anse. 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 – even if it means commuting for more job choices in the region's larger cities".

The report suggests this scenario for the Village of L'Anse could have a different market potential outcome if the Village continues its Placemaking efforts, which will help attract more demand for units.

There are a number of vacant land sites within the Village limits that have potential for development of housing, as shown on the map included in this chapter. Utilities are available or nearby. The Village should consider opportunities to partner with landowners and developers to increase the housing supply. A variety of housing types should be considered including single-family homes, multi-family units, townhouse or other attached, higher density housing units.

GOALS AND STRATEGIES

GOAL 1: PRESERVE THE “PRIDE OF PLACE” ETHIC IN L'ANSE.

Strategy 1.1

Adopt and enforce a Property Maintenance Code. A 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 the community and increase property values. Improving aesthetics makes the community more appealing to people looking to move to the area, tourists, 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.

Strategy 1.3

Work with local citizens interested in keeping empty lots clean and maintained with the Adopt-a-lot program. This is a grass roots program intended to utilize volunteers 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 WUPPDR administered HOPE funding and 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 Village should share with residents especially while addressing blighted structures.

Strategy 1.5

Inform property owners, potential property owners and developers 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 potentially access low interest loans, to be paid back through a Brownfields TIF, which can be a significant financial benefit to the developer.

Strategy 1.6

Explore enacting a Village-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 a developer to develop higher-density and/or multi-family housing, especially those types of units targeted towards older persons who are looking to downsize. The Village should also encourage the renovation of existing apartments, and encourage infill development on several vacant sites within the Village to provide more housing. Infill development helps maintain walkable neighborhoods and lessens the harmful effects of sprawl.

04

Natural Features/Parks & Recreation Facilities/Public Lands





Photo Credit: Village of L'Anse Facebook Page

The residents of the Village of L'Anse are fortunate to live in a region blessed with outstanding outdoor recreation opportunities.

Residents can and do participate in a variety of outdoor recreational pursuits in all seasons, including sport fishing, hunting, boating, kayaking, hiking and skiing. As a waterfront community, the Village of L'Anse has worked to improve access to the waterfront with the development of the waterfront park and adjacent marina, and is continuing to enhance these facilities.

This Chapter describes the Village of L'Anse recreation facilities, regional recreational assets and plans for future enhancements.

VILLAGE OF L'ANSE RECREATION FACILITIES

WATERFRONT PARK

The Waterfront Park is the village's crown jewel of recreation. It is located downtown on Keweenaw Bay, providing easy access to village residents and visitors. A Splash Park, playground equipment, and volleyball courts are available for recreation and supplemented by picnic tables, grills, two pavilions, and a beach. Restrooms and a band shell (with weekly summer concerts) are also available. A waterfront trail runs through the park and connects with the downtown business district. Snowmobile trail access is also provided via the adjacent Falls River bridge.

MARINA

Adjacent to Waterfront Park is the one-acre Marina with 16 docks, piers, and a boat launch. A Marina Master Plan (MMP) was developed in 2014 and is being implemented in phases, with most of Phase 1 completed in 2017.

MEADOWBROOK ARENA

The Meadowbrook Recreation Building is an indoor arena with an artificial ice rink, warm-up area, and concession stand. The building is used for hockey, skating, and community events.

THIRD STREET PARK

Third Street Park is a neighborhood facility with a baseball field, basketball courts, a playground, and a Pickleball Court.

FALLS RIVER TRAIL

The Falls River Trail is owned by CertainTeed but is leased to the Village of L'Anse for public access. It is a gentle walking and hiking path adjacent to the Waterfront Park, and the downtown. The trail meanders along the river and leads to a series of waterfalls. The Falls River is a very popular fishing destination for locals and visitors.



Photo Credit: Village of L'Anse Facebook Page

FIGURE 4.0 L'ANSE VILLAGE MARINA

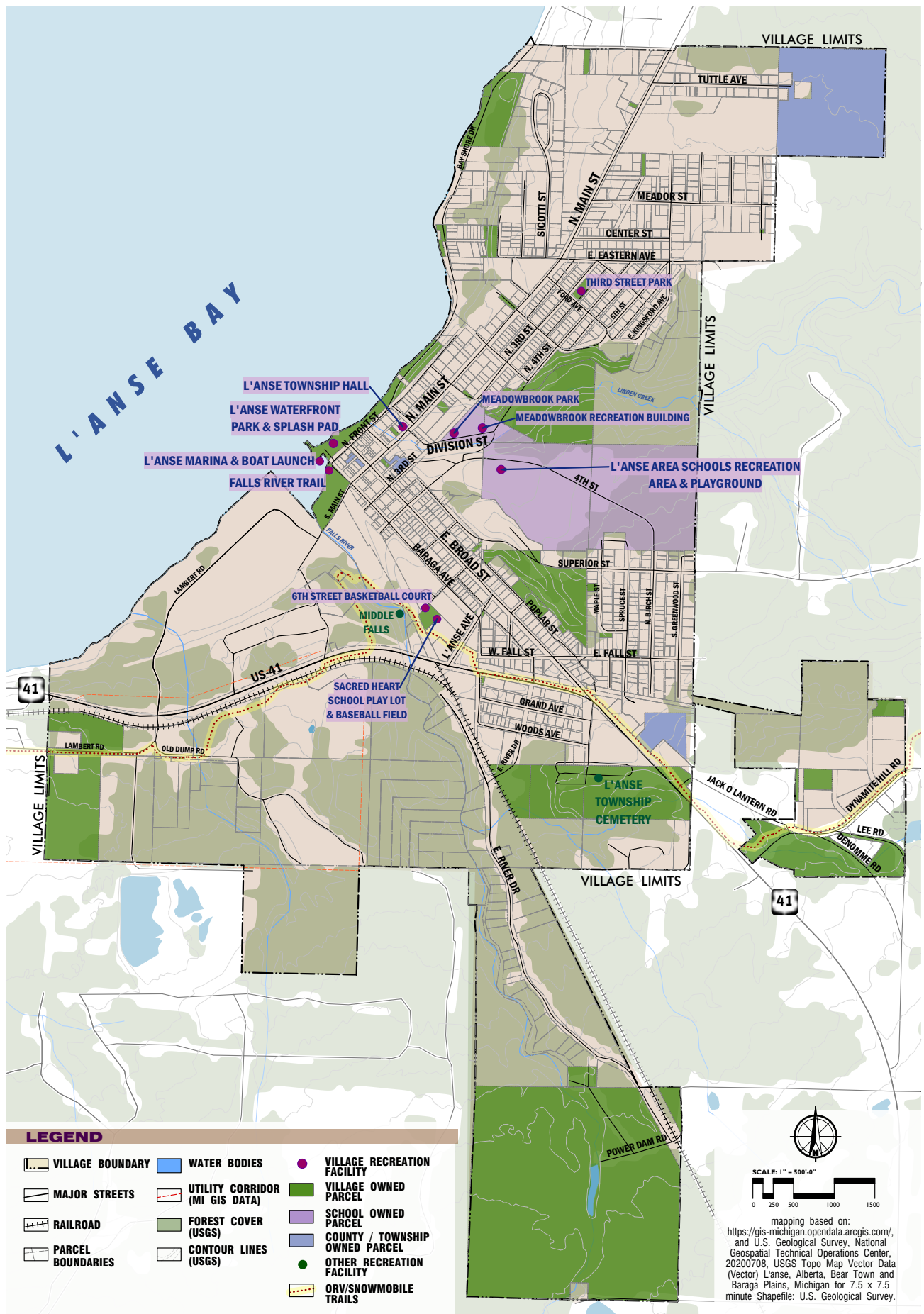


FIGURE 4.1 RECREATION MAP

PINERY LAKE SKI TRAIL

The five-kilometer Pinery Lake Ski Trail is a great summer hiking trail as well as a winter ski trail. The trail is groomed for classical skiing, funded by donation. The Baraga County Convention and Visitors Bureau (BCCVB) provides trail maintenance.

L'ANSE TOWNSHIP FACILITIES

L'ANSE TOWNSHIP PARK

L'Anse Township Park & Campground is located two miles north of the village on Skanee Road. The park includes a beach on the shores of Lake Superior, playground, gazebo, baseball/softball field, and three pavilions for day use. The large pavilion is ideal for larger gatherings and can be reserved. For nightly or weekly camping, a 30-site campground provides RV and tenting camping, showers, firewood, ice, drinks, and a dump station. All campsites have power and free WiFi is available at the park. There are approximately three miles of trails for hiking, biking, and snowshoeing. The park receives heavy use by community 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.

MEADOWBROOK PARK

In 2016 L'Anse Township purchased the former L'Anse Area Schools football field from the L'Anse Area Schools. The site is located on North Main Street within the village. The park features nearly 2 acres of wide open green space and a sledding hill. The Township intends to develop this site with multiple recreation facilities.

SECOND SAND BEACH PARK

Second Sand Beach Park on Keweenaw Bay, 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 L'Anse Township, frequented by a large number of area residents. A new ADA access path and picnic area has been added.

L'ANSE TOWNSHIP HALL

The L'Anse Township Hall is a community and government center located on North Main Street in downtown L'Anse. It is a community center that accommodates dances, exercise, and other recreational activities on its second floor.

OTHER L'ANSE AREA RECREATION FACILITIES

L'ANSE ELEMENTARY SCHOOL PLAYGROUND

The school area has an abundance of playground equipment plus a basketball court and multiple picnic tables.

L'ANSE AREA SCHOOLS VILLAGE PARK

This park serves the community and a broader region, being used for regional school athletic events. The park includes all the amenities of a school sporting complex, a football field, soccer field, and track, baseball/softball diamond, sledding hill, gazebo and a 2.1 mile nature trail.

L'ANSE AREA SCHOOL BUILDING

The L'Anse Area School Building includes a weight room and three gymnasiums for regional basketball and other athletic events. The building is also used by the community for senior exercise.

SACRED HEART SCHOOL (PRIVATE)

Although Sacred Heart School is private, there are numerous facilities that are open to the public. The Sacred Heart School Play Lot, has a basketball court and playground equipment. The Little League Baseball Field features a batting cage. Another facility, the 6th Street Basketball Court is leased to the Village. A community garden is located adjacent to the basketball court.

L'ANSE GOLF CLUB

The L'Anse Golf course is a privately owned 80-acre golf course located in L'Anse Township, four miles south of the village. It is a 9 hole, 36 par course. There is also a driving range, clubhouse, and practice green.

REGIONAL RECREATION FACILITIES

BARAGA STATE PARK

The Baraga State Park is located west of and directly across the Bay from the Village of L'Anse. The park is a major recreational asset and attracts thousands of visitors each year. The park features a short hiking trail, a playground, toilets, a horseshoe court, a sanitation station for campers, and pedestrian access to Keweenaw Bay.

Baraga State Park is part of the Michigan Department of Natural Resources (MDNR), Parks & Recreation Division (PRD) and one of 103 throughout the state. There is a strong heritage of conservation, historic preservation, education, and outdoor recreation for the public. Baraga State Park is proud to be the oldest state park in the contiguous Upper Peninsula. The park has been attracting campers and tourists since 1921. For more than 100 years, the park has undergone many changes while still retaining the same mission, importance and value within Baraga County. The park also has significant value regionally.

Baraga State Park is a modern campground with 95 sites situated on 58 acres. The park includes 20-30-50 amp electrical services, full hook-up sites, pull through sites, mini-cabin and modern restroom facilities.

The park is one of just a few state parks that allow the operation of an ORV between the campground and nearby ORV trails. The park connects to Twin Lakes and Bewabic State Parks and Bond Falls Scenic Site via several motorized routes.

Baraga State Park is a very family friendly park along with a destination for residents for programs and events, working vacations and as a base camp for visiting many local and Western Upper Peninsula attractions.

TRAILS

Recreational trails have become an increasingly popular amenity for communities. When asked, residents frequently cite non-motorized trails as the most important recreation facility a community can offer. People today want safe trails for walking and biking in

order to gain the health benefits of those activities. In addition, more people are choosing to walk or bike as a means of transportation instead of using a car. Snowmobile and ATVs are very popular in L'Anse and the Baraga County area.

MOTORIZED TRAILS

Village of L'Anse Residents currently have access to recreational trails for snowmobiles and ATVs. Trails 14 and 15 provide access to a vast network of snowmobile trails in Baraga County as well as connecting north to the Keweenaw Peninsula, east to the Marquette area and south to the Iron County area.

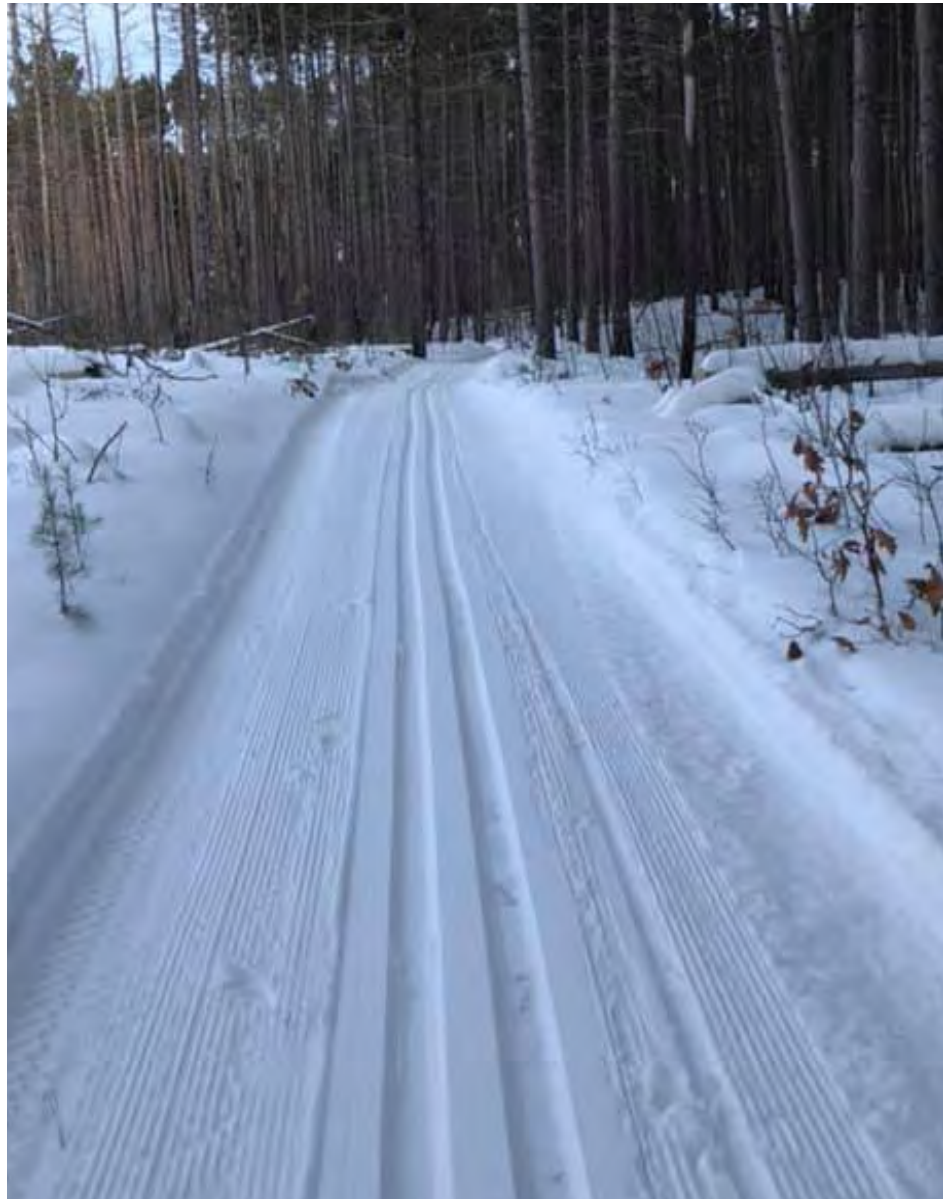


Photo Credit: Baraga County Convention & Visitors Bureau Facebook Page

FIGURE 4.2 - PINERY LAKE SKI TRAIL

NON-MOTORIZED TRAILS

In recent years, the Keweenaw Bay Indian Community began the process of developing a trail that would include a segment through the Village of L'Anse. The KBIC received a grant from the Michigan Economic Development Corporation to perform a feasibility study to be used for planning and design of a non-motorized pathway connecting the community of Zeba with the Sand Point Recreation Area, via the villages of L'Anse and Baraga.

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 proposed trail would be of great benefit to local residents who enjoy walking and biking on a safe pathway. Tourists seek access

to the outdoors and the natural environment as a primary reason for visiting the area. A trail linking these areas would provide a way for locals and tourists to enjoy their natural surroundings and provide additional incentive to remain in the L'Anse area, further advancing the area's appeal as a "destination" for travelers.

Phase 1 and Phase 2 of this project have been constructed in the Village of Baraga, from Sand Point, past the Village Marina, to Baraga State Park. Most of the proposed trail on the east side of the Bay lies in L'Anse Township. The segment through the Village of L'Anse is mostly through the Waterfront Park, where trailhead facilities already exist. The project seems to be currently on hold, and needs a champion/leader to push it forward.



FIGURE 4.4 - MEADOWBROOK ARENA AND FUTURE PUBLIC GATHERING SPACE

ADDITIONAL OUTDOOR RECREATION SITES AND FACILITIES

Village of L'Anse residents have close-by access to a wide variety of outdoor recreation activities and facilities. Listed below are a few of the outstanding regional sites and facilities within close proximity to the Village of L'Anse.

- Lake Superior, Keweenaw Bay and Huron Bay
- Inland Lakes and Rivers
- Ojibwa Recreation Area Campground and Marina
- Canyon Falls MDOT rest area and trails
- Ottawa National Forest
- North Country Trail
- Sturgeon River Gorge Wilderness Area
- Lower Silver Falls
- Huron River Mouth and State Forest Campground
- Craig Lake State Park
- Point Abbaye Park
- Silver Mountain Trails
- Arvon Mountain
- Numerous Historical Sites



FIGURE 4.5 - L'ANSE WATERFRONT PARK

GOALS AND STRATEGIES

Recreation Goals and Strategies have been developed for the Village of L'Anse. These are based upon the following guiding principles:

- Take care of what we have before allocating resources on new projects.
- Enhance existing parks and facilities after we have taken care of what we have.
- Create new opportunities when we have made the enhancements that are needed to existing facilities
- Protect the environment.
- Provide health and wellness opportunities.
- Provide safe places for children and families to play.

GOAL 1: MAINTAIN EXISTING VILLAGE PARK FACILITIES

Strategy 1.1

Continue to maintain and improve the L'Anse Waterfront Park and Marina

GOAL 2: CONSIDER OPPORTUNITIES TO USE EXISTING PARK FACILITIES IN THE WINTER

GOAL 3: INCREASE COMMUNITY INVOLVEMENT IN CURRENT AND FUTURE RECREATION PROGRAMS

Strategy 3.1

Utilize volunteers in operations and construction to the extent possible in lieu of external or local public funding

Strategy 3.2

Encourage continuation of community and school athletic organizations

Strategy 3.3

Allow use of recreation facilities at low or no cost for public recreational activities and community events

GOAL 4: PROMOTE HEALTHY LIFESTYLES AND ATTITUDES TOWARDS COMMUNITY RECREATION PROGRAMS

Strategy 4.1

Support projects that are attractive and easily accessible to residents and visitors

Strategy 4.2

Construct new and modify existing sites/facilities in accordance with Universal Design guidelines

Strategy 4.3

Place low-impact facilities, such as playgrounds, within residential neighborhoods to the extent feasible



FIGURE 4.6 L'ANSE MARINA

GOAL 5: CAPITALIZE ON RECREATION FACILITIES AND NATURAL RESOURCES TO PROMOTE TOURISM AND ECONOMIC DEVELOPMENT

Strategy 5.1

Emphasize outdoor recreation and the natural environment in local or county-wide branding/promotional campaigns

Strategy 5.2

Continue to improve the Village of L'Anse Marina consistent with the Marina Master Plan



GOAL 6: DEVELOP L'ANSE TOWNSHIP'S MEADOWBROOK PARK IN DOWNTOWN L'ANSE.

Strategy 6.1

Encourage and participate in the preparation of a Master Plan to guide the future development of this key recreation and community gathering site.

GOAL 7: IMPROVE BOTH MOTORIZED AND NON-MOTORIZED TRAIL OPPORTUNITIES, CONNECTIVITY, ACCESS, COLLABORATION, AND PUBLIC AWARENESS.

Strategy 7.1

Support "complete streets" principles in the planning and design of road and street improvements.

Strategy 7.2

Continue development of dedicated non-motorized trails within the Village and Township.

Strategy 7.3

Encourage the Keweenaw Bay Indian Community and L'Anse Township to develop the proposed non-motorized pathway linking Zeba and Sand Point on the east side of Keweenaw Bay.

Strategy 7.4

Support efforts to improve and interconnect segments of the North Country National Scenic Trail

Strategy 7.5

Work with trail groups/enthusiasts, tourist-oriented businesses and organizations, and DNR to identify and resolve gaps in trail networks.

Strategy 7.6

Support and encourage the development of handicap accessible trails.



05

Village Infrastructure/ Public Facilities/ Safety & Emergency Services



Photo Credit: Upper Michigan's Source, <https://www.uppermichiganssource.com/content/news/Lanse-opens-up-new-array-of-solar-panels-560192741.html>

“Our community solar array project has been an outstanding success. Community members investment in solar is providing a significant reduction in their monthly power cost”. Bob LaFave, Village Manager

The Village of L'Anse has continuously invested in its infrastructure, public facilities, and public safety, in order to provide residents with high-quality services, while being well-positioned to accommodate growth and development. This chapter describes these facilities and services and provides goals and strategies for future investment in services and infrastructure.

CAPITAL IMPROVEMENT PLAN

In Michigan, a Capital Improvement Plan (CIP) is a requirement for municipal governments as stated in the Michigan Planning Enabling Act (PA. 33 of 2008, as amended),

In 2023, with assistance from the Western UP Planning and Development Region (WUPPDR), the Village of L'Anse Planning Commission, administrators and Village Council identified the needs and financial support for public infrastructure and facility improvements. The 2023-2028 Capital Improvement Plan (CIP) outlines the orderly planning of infrastructure projects for the next 6 years, incorporating work still being accomplished in the current year. The CIP takes into consideration the goals and objectives of the Recreation Plan, the Master Plan, and the Marina Master Plan, providing a combined road map for village expenditures. This enables the village government to budget and keep the taxpayers

informed of both necessary and enhancement projects to further the quality of life for its residents.

Although projects are distributed over a six-year period, they can be shifted from year to year by factors such as the environment, fiscal health, capital needs, funding sources, and new priorities. The CIP is reviewed annually prior to the annual village budgeting process.

VILLAGE FACILITIES

WATER UTILITY

The public water system currently serves about 1500 customers in the Village and nearby areas of L'Anse Township. The Village receives its potable water supply from Keweenaw Bay, Lake Superior. 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 the water filtration plant and pumped into the Village water system.

A 11.4 KW solar array located at the water treatment plant has significantly reduced the cost of power to run the facility.

Potable water is available in the residential, commercial and industrial areas of the developed area of L'Anse Village and adjacent areas of L'Anse Township. The water in the system is chlorinated



FIGURE 5.0 L'ANSE WATER TREATMENT PLANT

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.

The water system is currently running at about 25% of capacity, as the water plant was originally constructed to provide water to the Celotex Plant, which later received a permit to withdraw its own water from Keweenaw Bay. This excess capacity can provide an advantage for business recruitment.

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 road reconstruction projects. The Village also replaces galvanized iron pipe water services with copper piping when home owners upgrade their portion of the water services. A current project is investigating and will identify any lead pipe service laterals which may still exist.

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. The Village does not have a valve exercising program at this time. 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. A distribution area is fed by each tank and a small distribution area is operated with water booster station.

The Village currently has a \$1.5 million project to replace some older distribution mains.



Photo Credit: WPPI Energy, <https://wppienergy.org/village-of-lanse-making-solar-accessible-to-all/>

FIGURE 5.1 - L'ANSE SOLAR ARRAY

SANITARY SEWER SYSTEM

The sanitary sewer system consists of a collection and treatment system as described below.

Sanitary sewers service the residential, commercial and industrial area of the developed area of L'Anse Village. A comprehensive wastewater collection and treatment system study was completed in 2008 that evaluated the existing sewer system and recommended a prioritized plan for improvements to the collection system, plant and lift stations. A majority of the sewers were televised and recommendations for rehabilitation and replacement of sewers are included in the comprehensive plan.

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 million gallons per day. While the plant normally meets its treatment parameters it 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 significantly increases incoming plant flow by a factor of approximately three. A Phase IV, \$2.5 million project will improve both the plant and collection systems, including improvements at 8 lift stations that will significantly improve wastewater capacity.



FIGURE 5.2 - EV CHARGING STATION

The sanitary sewer plant consists of primary and secondary treatment of wastewater. Process equipment includes a fine screen, grit separator, four primary clarifiers, four aeration basins, two final clarifiers, chlorine disinfection and bisulfate de-chlorination.

Recommendations for plant improvements, collection system improvements and lift station rehabilitation were included in the 2008 comprehensive plan and are being implemented, including the Phase IV project mentioned previously.

ELECTRICAL SERVICE

The Village of L'Anse Electric Utility was established in 1905 and serves 1200 electric customers in the Village and a few customers in L'Anse Township. The L'Anse Electric Utility 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 Michigan's Upper Peninsula, Wisconsin, and Iowa. Through WPPI, the 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.

In recent years, the Village Electric Utility created a community 110 KW, 320 panel solar array in the L'Anse Industrial Park, with assistance from Michigan Technological University (MTU). MTU students surveyed the community and provided a feasibility analysis for the system. Fifty (50) households subscribed and invested in the system, which generates enough electricity to power 35 residential homes. Subscribers receive monthly savings on their electrical power bills.

Recent improvements to the electrical systems have included upgrading transformers and converting all street lighting to LED.

ELECTRIC VEHICLE CHARGING STATION

In 2017, the Village installed an Electric Vehicle (EV) Charging station in the downtown, located near the Village Marina. The EV Charging Station was one of the first in the Upper Peninsula. The EV charging station is being used and brings in visitors who patronize downtown businesses while their vehicle is being charged.

VILLAGE SERVICES

PUBLIC SAFETY

Public safety services include police, fire, and ambulance services. Police protection is provided to all areas of the Village by the Village of L'Anse Police Department, which consists of 4 officers. Backup protection is provided by the Baraga County Sheriff's Department, and the Michigan State Police. The Keweenaw Bay Indian Community Tribal Police have jurisdiction over areas included in the L'Anse Indian Reservation.

Fire protection is provided by the L'Anse Volunteer Fire Department, which currently has 25 volunteer firemen. The department serves both the Village and L'Anse Township. The Township supports this by levying a 1 mil tax.

Equipment includes a water tanker, engine, and jaws of life truck. Recently, the Fire Department acquired an aerial ladder truck which will greatly improve their abilities and capacity.

The Fire Department also has search and rescue equipment used for remote areas of Baraga County.

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

VILLAGE HALL AND FIRE STATION

The Village has a fairly modern office and fire hall located on Main Street in Downtown L'Anse. The building includes administrative offices, Village Council Chambers and garage and meeting space for the fire and police departments.

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, blood pressure screenings, and exercise programs. In recent years, more local health services are available for veterans.



FIGURE 5.3 - VILLAGE HALL & FIRE STATION

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.

EDUCATION

L'Anse Area Schools provides a high-quality education to the community. The school district has a history of demanding academic programs and vocational industrial education programs geared to meet the diverse needs of the student population. L'Anse Area Schools is located in the Village overlooking Keweenaw Bay. There are approximately 620 students enrolled in K-12 school. The school campus consists of an elementary building, a connected junior-senior high school building and a separate industrial education building. The district is very proud of its recently developed athletic complex that made possible mainly by grants and the work of community volunteers. The district also has a one-to-one project allowing access for each of our students to a Chromebook or tablet for educational purposes. A library open to the public is located at the L'Anse School campus.

L'Anse area children who wish to continue their education can do so at Michigan Technological University, located in Houghton (30 miles), Northern Michigan University at Marquette (70 miles), Gogebic Community College at Ironwood (100 miles) and Houghton (30 miles). The Keweenaw Bay Ojibwa Community College is located right in the Village of L'Anse and serves tribal youth as well as the general public.



FIGURE 5.4 - L'ANSE AREA SCHOOLS



FIGURE 5.5 - KEWEENAW BAY OJIBWA COMMUNITY COLLEGE

GOALS AND STRATEGIES

GOAL 1: CONTINUE TO IMPLEMENT THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN.

Strategy 1.1

Annually, review the CIP and amend as needed as new priorities are identified and funding secured for desired improvement projects.

GOAL 2: MAINTAIN AND IMPROVE THE VILLAGE WATER AND WASTEWATER SYSTEMS.

Strategy 2.1

Continue to plan for and implement needed improvements to the water and sewer systems.

Strategy 2.2

Explore additional opportunities to implement solar energy projects for the electric utility and to operate the water and sewer systems.

06

Transportation





Photo Credit: Village of L'Anse Facebook Page

Local roads and streets draw the most attention from residents and visitors. All residents use roads, either as drivers of vehicles, or as passengers, or depend on them for the transport of goods needed for daily life. People also use roads, and sidewalks, for active transportation and recreational activities such as walking, bicycling, rollerblading, etc. Unlike underground infrastructure such as water and sewer lines, which are equally vital to a community, roads are highly visible, and deteriorated roads and bridges are readily observed by all who travel them.

Michigan Act 51 of 1951 requires that all counties, incorporated cities, and villages establish and maintain road systems under their jurisdiction, as distinct from state jurisdiction, as identified on the Village's official Act 51 map.

ROAD SYSTEMS

STATE TRUNKLINE HIGHWAYS

The state trunkline system includes state and federal highways that connect communities to other areas within the same county, state and other states. These roadways provide the highest level of traffic mobility for the traveling public. State and federal highways are

designed by the prefixes "M" and "U.S." respectively.

There is one U.S Highway directly accessing the Village of L'Anse, U.S. 41. This major north-south highway runs from Miami, Florida to Copper Harbor, Michigan. U.S 41 connects the Village to the neighboring Village of Baraga, and to Houghton and Marquette. Approximately 10 miles south of the Village is the junction of U.S 141 and M-28. In the Village of Baraga, U.S 41 connects with M-38.

Act 51 requires that the Michigan Department of Transportation (MDOT) bear all maintenance costs consistent with department standards and specifications for all state highways including those within incorporated communities.

MAJOR STREET SYSTEM

A system of major streets in each incorporated City or Village is approved by the state highway commission pursuant to P.A. 51. Major streets are selected by the Village on the basis of greatest general importance to the Village. Streets may be added or deleted from the system subject to approval of the state highway commissioner. The Village of L'Anse has an inventory of 5.07 miles of Major Streets within its boundaries.



FIGURE 6.0 L'ANSE MAIN STREET

LOCAL STREET SYSTEM

Village or village roads, exclusive of state trunklines, county roads and those included in the major street system, make up the local street system. The process of approval, additions and deletions is the same as with other road system designations. The Village has an inventory of 13.86 miles of Local Streets within its boundaries.

TRAFFIC VOLUMES

The Michigan Department of Transportation conducts annual vehicle counts on highways. The Average Daily Total (ADT) is used to identify traffic trends and needs for improvements. The 2021 ADT for highways and major streets running through the Village of L'Anse are shown on the Streets and Traffic Map included within this Chapter.

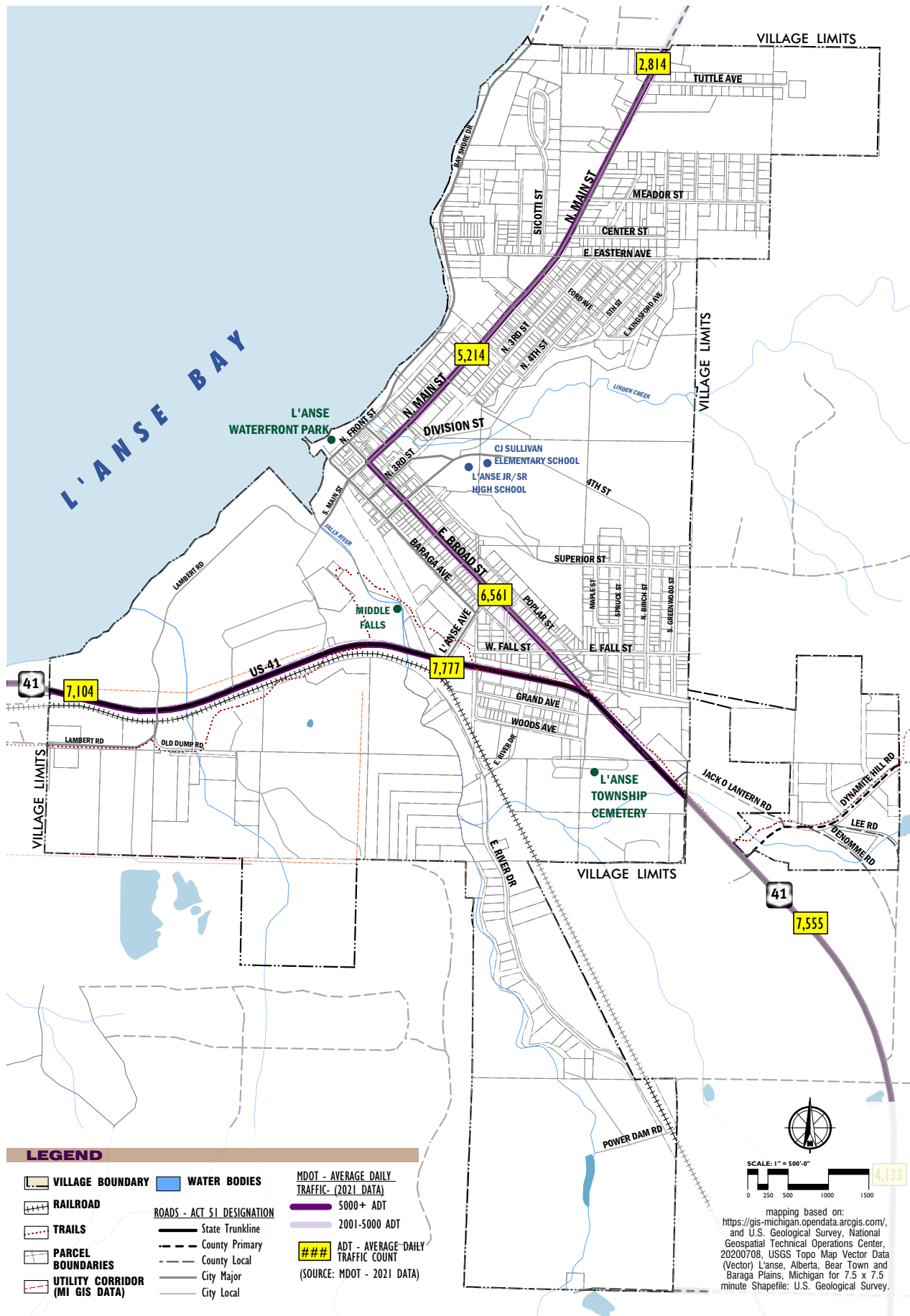


FIGURE 6.1 TRANSPORTATION MAP

TRANSPORTATION PLANNING

Planning for transportation improvements takes place at both the state and local level. The Michigan Department of Transportation (MDOT) maintains a statewide long-range transportation plan, and holds hearings around the state to gather input regarding residents' needs and desires. In addition to the long-range plan, MDOT prepares a five-year program for road improvements statewide. The various phases, such as right-of-way acquisition, design, and construction, are scheduled over a multi-year period so as to keep large projects on track.

Local planning efforts consist of the Village's annual prioritizing of street improvement projects, as well as small urban area task force meetings to plan projects for Category F funding. The purpose of MDOT Category F funding is to provide funding for transportation projects that; improve access to the state all-season system; improve safety and all-season capabilities on routes having high commercial traffic; and are coordinated with the secondary all-season system (TEDF Category D) or provide all-season routes within an urban area. Some local planning efforts address specific issues, and may receive support from MDOT, as in the case of corridor studies and access management plans.

Access management refers to long-term planning for access to highway corridors, in order to preserve the long-term capacity of the roadway, improve safety, and maintain accessibility. Access management examines the spacing and location of driveways, access roads and intersections, and access management plans can recommend such measures as driveway consolidations, front or rear access roads, turn lanes, intersection realignments, addition or removal of traffic control devices, and other measures. Implementation can involve use of zoning and subdivision control ordinances, private road ordinances, standards for subdivision design, and use of local review boards in granting driveway permits.

Access management plans are generally developed cooperatively by local units of government within a specific corridor area, with technical assistance from MDOT. Local committees enter into a Memorandum of Understanding to insure commitment to the planning process and implementation, and a consultant is usually retained to develop the actual plan by working closely with MDOT and the corridor group. At this time, these efforts are usually funded by MDOT.

COMPLETE 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 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)



FIGURE 6.2 WALKWAY FROM DOWNTOWN TO THE FALLS RIVER

- 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.

The Complete Streets approach to street design is recognized by (MDOT). Communities are encouraged to adopt Complete Streets policies to guide the development or reconstruction of roadways.

NON-MOTORIZED TRANSPORTATION FUNDING

Funding for non-motorized transportation projects is available on a competitive basis through several grant programs.

The Transportation Alternatives Program (TAP) is a competitive grant program that funds projects such as bike paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan’s intermodal transportation system, promote walkability, and improved quality of life for Michigan citizens.

The Safe Routes to School (SRTS) grant program is a school-based international movement to make it safe, convenient and fun for children, including those with disabilities, to bicycle and walk to school.

NON-MOTORIZED TRANSPORTATION FACILITIES

In recent years, the construction of non-motorized facilities has increased in many areas in response to public interest. Walking and bicycling are among the top five individual exercise activities according to a national survey (walking is number one). Alternate modes of transportation are encouraged and made safer by facilities such as sidewalks, bike lanes and walking paths.

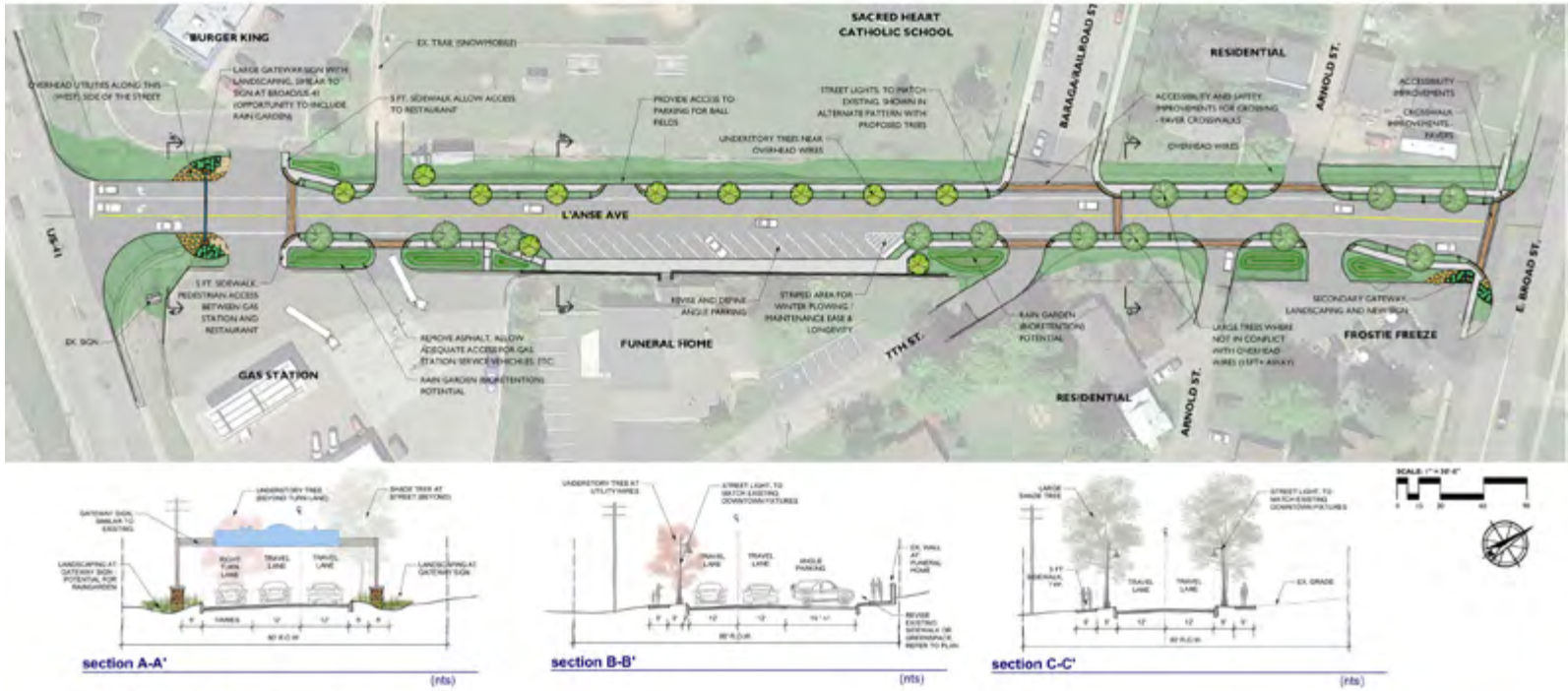
Fortunately, most of the Village of L’Anse has sidewalks that have connected residents to their neighborhoods, schools, stores and workplaces for many years. Sidewalks and bike paths help promote a sense of neighborhood and community, as well as potentially reduce traffic congestion. Where sidewalks are not present, the Village’s residential streets generally have light traffic that allows for safe walking and bicycling.

The Village of L’Anse replaces deteriorated sidewalks when funds are available.

Winter, with its snow and cold temperatures, creates challenges for walking. Fortunately, the Village of L’Anse receives less snow than other areas of Baraga County due to its location on Keweenaw Bay. The Village prides itself on its performance of winter maintenance/ snow plowing on sidewalks throughout the community, enabling walkers and children reach their destination without walking in the street.

As mentioned in Chapter IV, the proposed Zeba to Sand Point Non-Motorized Trail project is not being implemented due to the lack of a project champion, except for the segments located in the Village of Baraga. A preliminary engineering and feasibility study has been completed for this trail by the Keweenaw Bay Indian Community (KBIC). The trail segment through the Village of L’Anse is mostly in place in the Waterfront Park. Most of the undeveloped trail is located in L’Anse Township. This project, if implemented, would have major health and recreation benefits for area residents, as well as attract visitors to the community and area. The Village of L’Anse should encourage the Township and the KBIC to revive and implement this project.

example images



Village of L'Anse
STREETSCAPE CONCEPT PLAN: L'Anse Avenue

APRIL 2022

FIGURE 6.3 STREETSCAPE PLAN FROM 2022

L'ANSE AVENUE GATEWAY PROJECT

L'Anse Avenue is the primary access to the Village from U.S 41. As the gateway to L'Anse, visual and functional enhancements to the street will help attract visitors to the downtown from U.S 41, as well as boost community pride. In 2022, the Village contracted for an analysis, conceptual planning and design work to enhance the function and appearance of this important gateway to the Village. The project included community engagement to review and comment on project alternatives. A final alternative was prepared based on community input.

The \$845,000 project includes a gateway sign, narrowing the street pavement with new sidewalks, new theme lighting, landscaping, paver crosswalks, and rain gardens to improve storm water drainage.

Although the Village did take advantage of an opportunity to repave L'Anse Avenue in 2022, the Village should continue to seek funding to implement the Gateway Project.

ADDITIONAL TRANSPORTATION SERVICES

AIR SERVICE

The nearest airport providing commercial passenger service is the Houghton County Memorial Airport, a distance of about 39 miles, with connecting flights to Chicago. The Sawyer International Airport, located south of Marquette and approximately 76 miles from the Village, provides connecting flights to Chicago and Detroit.

PORT FACILITIES

Historically, the Village of L'Anse had several dock facilities to accommodate the shipment of commodities into and out of the community. The Certainteed Plant, has a dock that is occasionally used for major shipments of equipment, most recently, new power plant generators used in the new power plants constructed west of Baraga and near Marquette.

RAIL SERVICE

The Canadian National Railway operates a freight line which travels through the Village. This is primarily used by the Certaineed Corporation, and the L'Anse Warden Power Plant, as well as for hauling timber.

PUBLIC TRANSIT

The Baragaland Senior Center presently operates a bus, which runs on Tuesdays and Thursdays. The bus transports passengers from their homes to the senior center and back. Services are also provided 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.

GOALS AND STRATEGIES

GOAL 1: MAINTAIN AND UPGRADE EXISTING STREETS.

Strategy 1.1:

Inventory the condition of Village streets using the Pavement Surface Evaluation and Rating (PASER) system and/or other objective program to identify the streets most in need of repaving and/or reconstruction.

Strategy 1.2:

Use the Capital Improvements Plan to prioritize and project street improvements.

GOAL 2: ADOPT AND IMPLEMENT COMPLETE STREETS

Strategy 2.1:

The Village Council should adopt a Complete Streets policy.

Strategy 2.2: Implement Complete Streets measures when designing and constructing new or rehabilitated street projects.

GOAL 3: IMPROVE NON-MOTORIZED/PEDESTRIAN FACILITIES.

Strategy 3.1: Inventory the condition of existing sidewalks and prioritize replacement.

Strategy 3.2: Continue the cost sharing formula (50/50%) with property owners for sidewalk replacement.

Strategy 3.3: When street corners are reconstructed, the corner curbing should be made ADA compliant.

Strategy 3.4: Identify and implement appropriate crosswalk locations with robust pavement markings on major streets and throughout downtown in the Village where needed.

Strategy 3.5: Strongly encourage the Keweenaw Bay Indian Community and L'Anse Township to develop the Zeba to Sand Point Non-Motorized Trail project.

GOAL 4: IMPLEMENT THE L'ANSE AVENUE GATEWAY PROJECT

Strategy 4.1:

Work with the Baraga County Road Commission, MDOT, the Michigan Economic Development Corporation (MEDC), and others to identify and seek funding for this important project.



07

Future Land Use & Zoning Plan



Photo Credit: Village of L'Anse Facebook Page

Natural resources, history and transportation have shaped the existing land use in the Village of L'Anse. From its early beginnings related to the lumber industry, the Village has evolved to its current function as a residential, service, and industrial community.

This chapter of the Master Plan provides a Future Land Use Plan and the Land Use Goals and Strategies. The Zoning Plan describes how the Future Land Use Plan relates to the Village's Zoning Ordinance and needed updates to the zoning regulations.

EXISTING LAND USE

The L'Anse downtown district is centered on Broad and Main Streets, north of the Falls River, and east of Keweenaw Bay. The downtown district contains the bulk of the commercial, service, office, and retail businesses of the Village. There are some residential units located above retail and office buildings.

The majority of the residential areas in the Village are located north

and east of the downtown district.

Southeast of the Village core, along the US 41 corridor, are mixed commercial and industrial land uses.

South of US 41 is the Village industrial park.

The land area located adjacent to the Falls River is the Village primary industrial area that includes the L'Anse Warden Power Plant and the CertainTeed Corporation, an industrial facility that is a major employer in the area.

The relocation of Baraga County Memorial Hospital from the Village to a large site on US 41 in the Township changed land use at the former hospital site which is now the Keweenaw Bay Ojibwa Community College campus.

The L'Anse School campus is a major land use in the Village located east of downtown.



FIGURE 7.0 DOWNTOWN DISTRICT

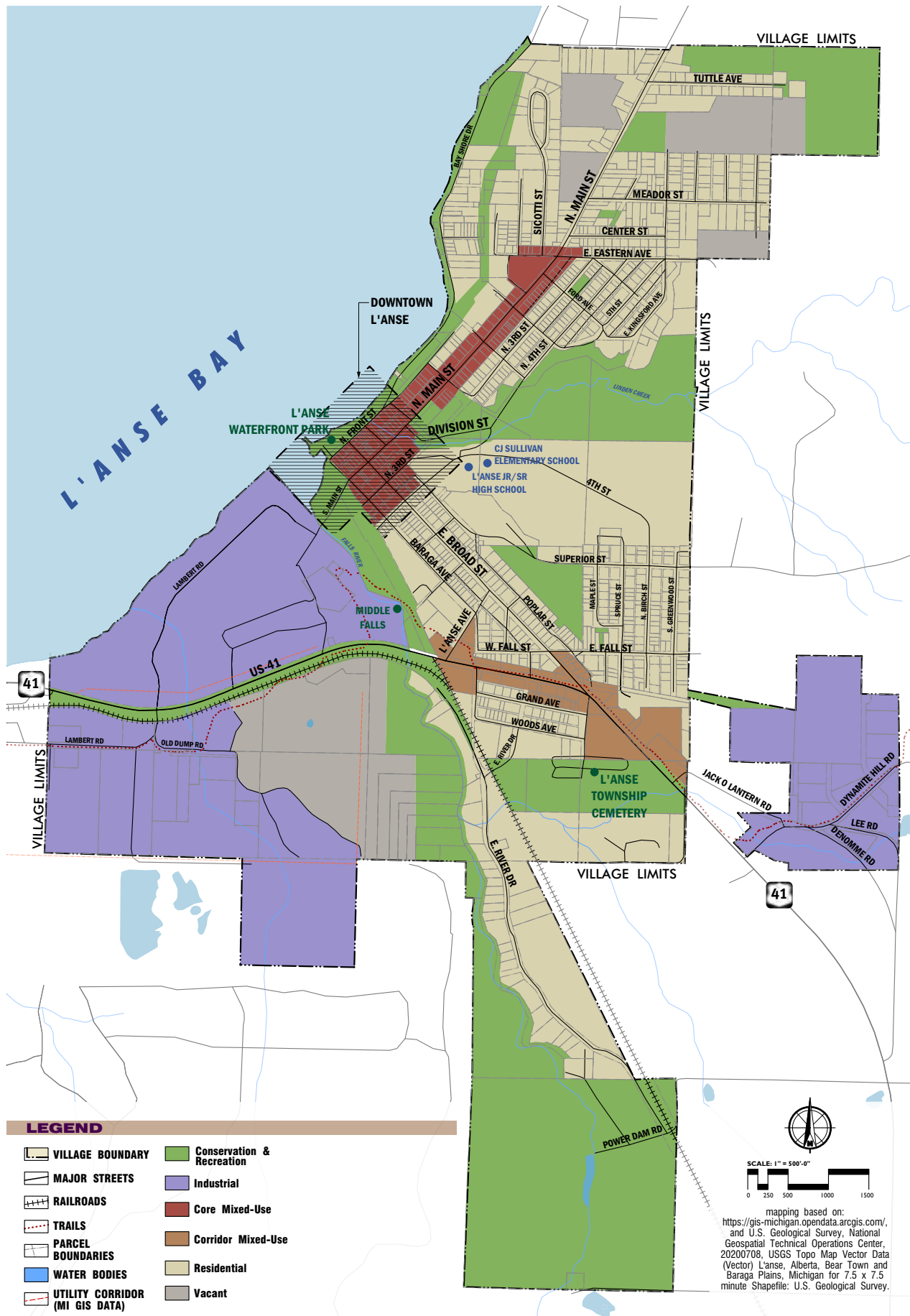


FIGURE 7.1 EXISTING LAND USE MAP

FUTURE LAND USE

Geography, history and natural features have shaped the existing land use pattern found in the Village of L'Anse. How the land base is developed in the community influences traffic flows and patterns, property values, the natural environment, and water, sewer, communications and power utilities.

For the most part, land use in the Village of L'Anse is not likely to experience major change. The Village population is not growing and large land areas for expansion are not needed in the foreseeable future for residential and commercial development.

Like many communities today, L'Anse is experiencing a housing shortage. Several vacant infill sites have been identified for development for a variety of housing types where services and utilities are readily available. Future development should follow "Smart Growth" principles, as shown in the inset on page 58.

HIGHWAY COMMERCIAL

The US 41 commercial corridor can accommodate additional highway oriented developments, however, the extent of commercial zoning for retail and service businesses should be limited. As development of the commercial node is proposed, site plans should conform to best practice access management and storm water containment standards.

ZONING PLAN

This plan satisfies the requirement of PA. 33 of 2008 for a local unit of government that has adopted a zoning ordinance, requiring a zoning plan within the master plan, including an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.

COMPARISON OF FUTURE LAND USES TO CURRENT ZONING DISTRICTS

The following table contains a summary of how the future land use categories for the Village of L'Anse relate to the current zoning ordinance categories

FUTURE LAND USE CATEGORY	ZONING CATEGORY
Residential	M-R Mixed Density Residential SN-R Suburban Neighborhood Residential TN-R Traditional Neighborhood
Downtown	M-1 Core Mixed Use
Commercial	M-2 Corridor Mixed Use
Industrial	I Industrial
Conservation & Recreation	C-R Conservation & Recreation

TABLE 7.1 - COMPARISON OF FUTURE LAND USE TO ZONING

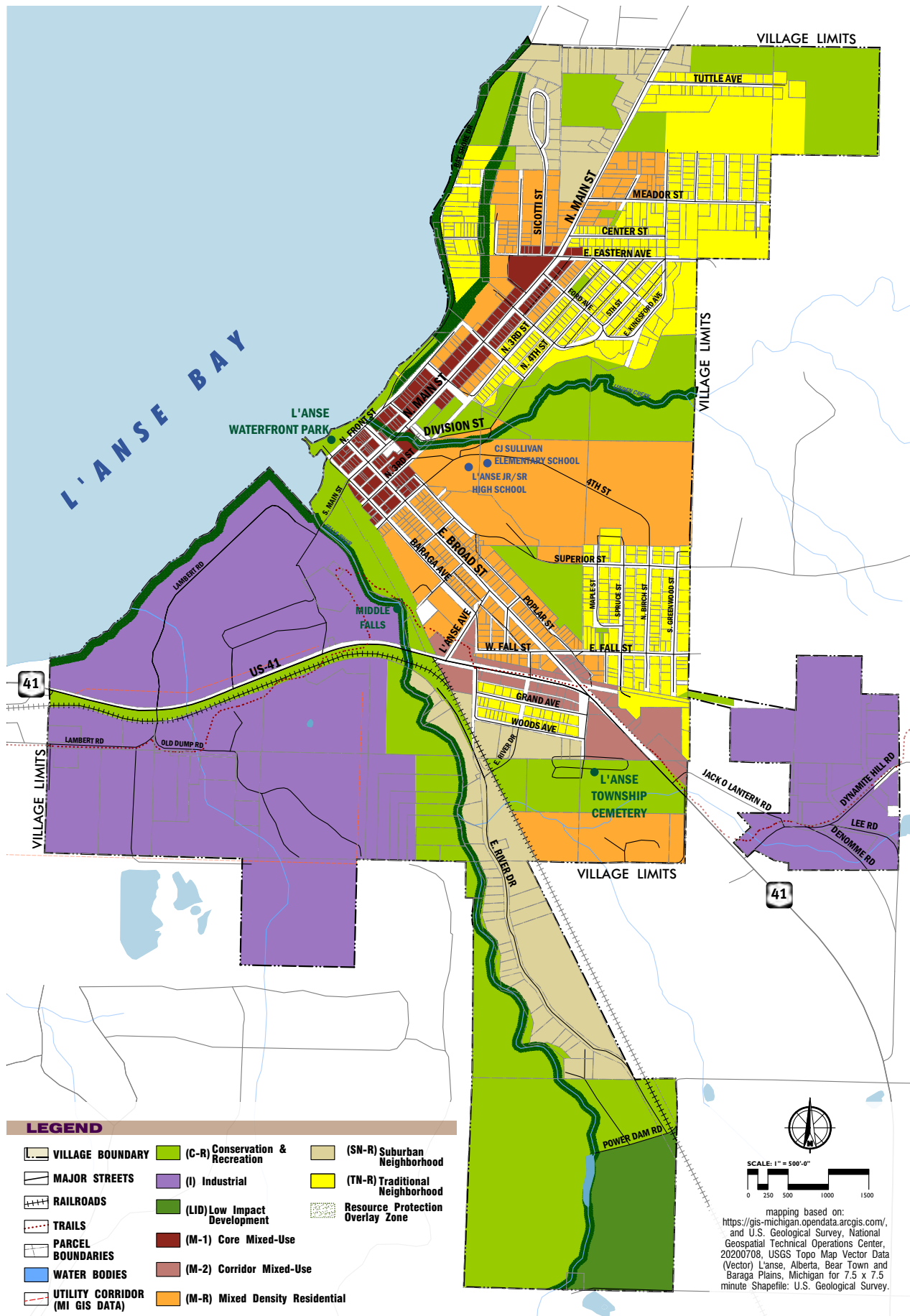


FIGURE 7.2 EXISTING ZONING MAP

ZONING ORDINANCE UPDATE RECOMMENDATIONS

The Village of L'Anse Zoning Ordinance was adopted in 2012. The Ordinance is comprehensive and fairly robust. The Zoning Ordinance already includes a number of provisions considered important in today's planning and zoning environment that are not present in many community zoning ordinances. The ordinance:

- Allows a parking reduction/deferment to reduce pavement.
- Allows a variety of housing types and formats in all districts.
- Requires site plan review for commercial, industrial and multi-family projects.
- Requires cut-off lighting to reduce glare and light trespass.
- Requires landscaping

The Planning Commission should consider a future update to include the following:

1. Consider adding standards and regulations to address the use of solar energy in all districts.
2. Changes in demographics, such as an aging population, and housing preferences, including a trend towards smaller homes, should be addressed in the Zoning Ordinance.
3. Consider reducing minimum residential unit size requirements and allowing for micro units less than 500 square feet (tiny houses) as a Special Use in Residential Districts.
4. Consider allowing shared garages in residential districts with upstairs apartments that meet neighborhood characteristics.
5. Consider other forms of Accessory Housing Units in all residential districts as a Special Use.
6. Consider regulating short-term rentals (STR).
7. Encourage non-motorized transportation by adding bicycle parking, pedestrian access and lighting to Site Plan Review standards.
8. Consider eliminating off street parking requirements in the downtown district.
9. Consider reducing the number of residential zoning districts.
10. Create an Online guide to zoning and the permit approval process.
11. Annually review and approve a Zoning Ordinance fee schedule that covers all staff, mailing and publishing costs.



**FIGURE 7.3 POP UP SEATING
AREA AND ATTRACTIVE
DECORATIONS**

GOALS AND STRATEGIES

GOAL 1: ENCOURAGE THE DEVELOPMENT OF NEW SINGLE AND MULTI-FAMILY HOUSING IN THE VILLAGE, AND MAINTAIN/IMPROVE CURRENT RESIDENTIAL AREAS.

Strategy 1.1: Identify Village-owned lots and properties suitable for residential development and explore opportunities for developing a variety of housing options.

Strategy 1.2: Review the Zoning Ordinance and other Village ordinances, and amend if necessary, to encourage maintenance of existing residential neighborhoods, eliminate blight, and rehabilitate/remove deteriorated structures.

Strategy 1.3: Utilize the Zoning Ordinance and other local regulations to encourage consistency and connectivity between old and new neighborhoods, e.g. by discouraging lengthy cul-de-sac streets and encouraging the extension of the grid street system into new development.

Strategy 1.4: Adopt and enforce appropriate blight and rental-inspection ordinances and utilize Municipal Civil Infractions methodology for enforcement.

Strategy 1.5 Encourage maintenance/upkeep of properties with incentives and volunteer efforts.

Strategy 1.6 Improve maintenance and reconstruction of infrastructure/roads in the neighborhoods to encourage private investment.

Strategy 1.7 Add small neighborhood parks, gathering areas, trails/trail connections, and community gardens as needed or desired within neighborhoods.

GOAL 2: ENSURE THAT NEW DEVELOPMENT FOLLOWS SMART GROWTH TENETS

Strategy 2.1: Provide incentives for downtown ground-floor retail combined with upper-level residential uses, including the use of tax increment financing, low-income tax credits (affordable housing), and façade improvement funds, and reduced land cost.

Strategy 2.2: 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.

Strategy 2.3: Prioritize compact development, to make the best use of existing infrastructure and enhance efficiency in public service and infrastructure maintenance, and help preserve natural resource lands.

GOAL 3: FOSTER A DISTINCTIVE, ATTRACTIVE COMMUNITY WITH A STRONG SENSE OF PLACE.

Strategy 3.1: Encourage new development or redevelopment that is compatible with the scale and architecture of existing properties (especially in the traditional, historic neighborhoods and Downtown) while preserving existing natural features as much as possible.

Strategy 3.2: Require landscaping or public art or other such aesthetic treatment along long, blank walls to improve community aesthetics, and encourage pedestrian activity.

Strategy 3.3: Pursue streetscaping and aesthetic enhancements for the highway corridor through the Village, including pedestrian scale lighting, street trees, bicycle amenities such as parking facilities, bicycle lanes, and wayfinding and gateway signage.

Strategy 3.4: Implement access management principles to create a safer, more aesthetic highway corridor while preserving function and capacity of the highway system and supporting non-motorized transportation elements.

SMART GROWTH TENANTS

- 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**.

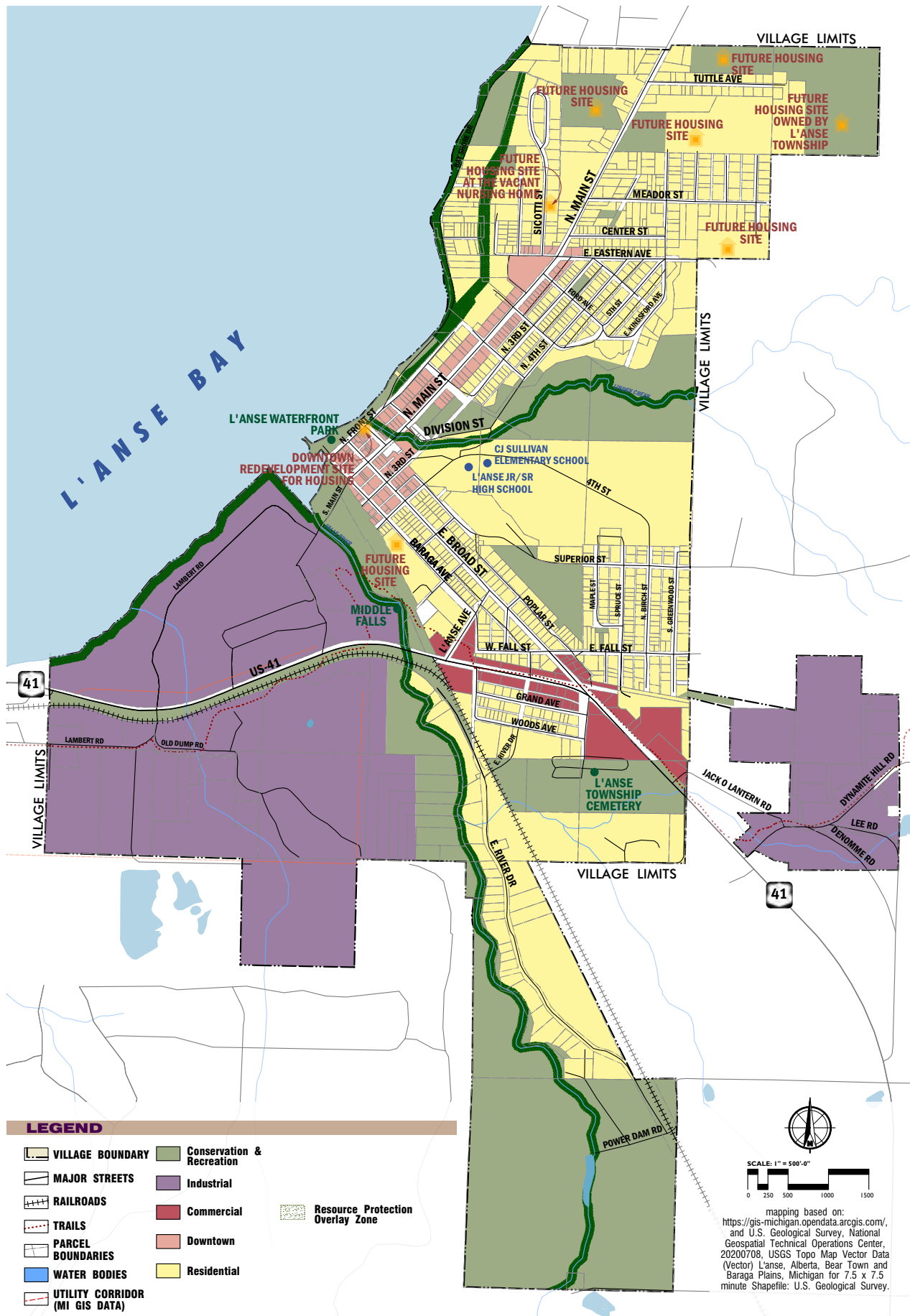


FIGURE 7.4 FUTURE LAND USE MAP

08

**Downtown
Development/
Economic
Development/
Redevelopment
Opportunities**





Photo Credit: Village of L'Anse Facebook Page

Baraga County and the Village of L'Anse economy was once based on the forest products industry. The region is now in transition to an economy based upon small to medium manufacturing firms, tourism, services, outdoor recreation, retirement homes, and remote workers.

The Village of L'Anse has potential for sustainable growth and development. The Village offers a beautiful location on Keweenaw Bay, with good highway access, in a region rich with outdoor recreation attractions, and natural resources. The Village itself is well positioned with good infrastructure, access to high speed broadband, well-maintained and walkable neighborhoods, lower housing costs, and a traditional downtown.

The COVID-19 global pandemic has stimulated the movement of people to rural communities that offer quality of life assets like those found in L'Anse. The locational preferences of the "millennials" and recent college graduates has shown a trend that young people are choosing where to live based on lifestyle and quality of life considerations, rather than job opportunities or pay.

Photo Credit: Village of L'Anse Facebook Page



FIGURE 8.0 - POCKET PARK AT 3RD AND BROAD STREET

Businesses, particularly those within the knowledge economy, have fewer requirements that dictate location within a particular region. Instead, they are looking for places that will provide a high quality of life for their employees and an appealing work environment. These trends have accelerated as the result of the pandemic.

Increasingly, research into economic trends and economic development strategy suggests that the traditional models of business attraction may not be suitable, successful, and sustainable for many communities, particularly those places in geographically isolated regions. Instead, investment in public infrastructure and broadband improvements, placemaking, and amenities that will enhance the community's image and attractiveness to prospective businesses, entrepreneurs, and employees, is now recognized as a viable strategy.

This chapter of the Master Plan provides ideas and guidance for both downtown development and overall economic development.

DOWNTOWN DEVELOPMENT

L'Anse has a Downtown Development Authority (DDA) and Tax Increment Financing (TIF) plan, as permitted under Michigan Public Act 197 of 1975. The revenues from the TIF Plan have been put to good use in the Village, funding infrastructure, the streetscape, the Waterfront Park, and special events. The L'Anse DDA provides for the following:

- Façade grants have been offered for 15 years. The \$2500 grant helps pay for façade improvements.
- Paid the local share of cost of the streetscape and marina projects.
- An EV charging station.
- The recently constructed Splash Pad in the Waterfront Park.
- Special events and music concerts.
- Downtown decorations for holidays.
- Christmas tree decorating contest.
- Maintenance of planters and streetscape
- Downtown murals.
- Free WIFI in the downtown.

The L'Anse downtown area includes some attractive storefronts, offices, a bank, a leading grocery store in the region, an excellent sporting goods store, specialty and gift shops, some bars and restaurants, specialty coffee shop and bakery, and other service businesses. The overall appearance is good, attractive to both residents and visitors. Residents of L'Anse are very proud of their downtown!

ANALYSIS

The streetscape on Broad and River Streets presents a positive appearance with street trees, theme lighting, banners, and landscaped areas. Overall, sidewalks along the downtown streets are in very good condition. A sidewalk is needed on Baraga Avenue from Main Street to Front Street, which would provide a key pedestrian access to the Waterfront Park, Marina and the Splash pad.

While downtown does offer a variety of business and retail offerings, the community has lost several key retailers and businesses in recent years, including a hardware store and a pharmacy. This problem is not unique to L'Anse, as consumers now have many retail options Online.

Downtown L'Anse, and Baraga County in general, have few restaurant options available.

The downtown has some vacant lots that offer potential for redevelopment. There are vacant or underutilized upper floors of existing buildings that have potential for development of office/shared workspaces or housing. Vacant lots should be cleaned up, and the Village should consider allowing short term vendors and food trucks to set up on vacant sites. These kinds of activities attract people to downtown.

North Front Street faces Keweenaw Bay and Waterfront Park. The block between Broad Street and River Street has several vacant lots which offer an outstanding opportunity for redevelopment of a mixed-use project that could include retail and housing.



Photo Credit: Village of L'Anse Facebook Page

FIGURE 8.1 - THE COMMUNITY ENJOYING THE HOLIDAY PARADE IN DOWNTOWN L'ANSE.

OTHER REDEVELOPMENT OPPORTUNITIES INCLUDE:

- The storage buildings on N 3rd
- N 3rd and Baraga, behind new bank
- N 4th and Baraga
- Warehouse next to Indian Country Sports

Redevelopment sites are noted on the downtown map included in this chapter.

Construction of a new Superior National Bank building is underway. While this is great news for the downtown and community, it is unfortunate that the existing bank building located on the corner of Main and Broad Streets will be demolished and that key corner will become part of the bank's parking lot. The Village should negotiate with the bank to acquire the corner property and develop a small landscaped gathering space/town square at that location.

A number of building owners and businesses have taken advantage of a DDA program offering small grants for façade improvements.

However, there remains a number of buildings that have 1960's-70's makeovers with aluminum and other materials covering the original building fronts which are clearly outdated and blighted. The DDA should make these building a priority and strongly encourage property owners to renovate these façades. One approach is to invest in architectural concept drawings and a cost estimate to show property owners what can be done.



FIGURE 8.2 EXAMPLE OF GATEWAY ARCH



FIGURE 8.3 LINDEN CREEK

Most of the parking available downtown is on-street. There appears to be an adequate parking supply on-street, and additional public parking is available on Front Street or near the marina.

For travelers and the large number of tourists going by the Village on US 41, it is easy to miss the downtown area. Recognizing this, the Village initiated a study of L'Anse Avenue, which serves as the primary access to the Village from US 41. The concept for L'Anse Avenue recommends reducing the width of the pavement area, sidewalks, landscaping, theme lighting, and rain gardens. A feature of the plan creates an arched gateway to the Village. If implemented, this project would encourage travelers to stop downtown. Gateway arches over Broad Street, at the east entry to downtown, and over Main Street, at the north entry to downtown, would create a sense of arrival and compliment the attractive streetscape of downtown L'Anse. Consideration should be given to coordinate the look and feel of these proposed gateway arch projects.

There are currently a variety of wayfinding signs downtown. A unified wayfinding sign system would be beneficial for downtown.








Electric vehicle (EV) charging stations are becoming an important downtown asset, as more of these vehicles are being sold and used. The Village installed an EV charging station in 2017, adjacent to downtown and the marina.

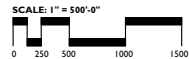
A number of years ago, a US Army Corps of Engineers USCE project changed the configuration of Linden Creek as it flows through downtown to Keweenaw Bay. Prior to that, Linden Creek had been buried in an underground culvert that would cause flooding during spring runoff and major rain events. The USCE project upgraded the culvert and day-lighted a segment of Linden Creek between Main and Front Streets. This segment is currently not very attractive with rock rip-rap banks, and is surrounded by guard rail. A nice enhancement would provide planting of trees and suitable, low-maintenance landscaping, possibly a fishing deck, and limited public access to Linden Creek in this area.

A DDA is allowed to levy up to 2 mills to fund operations. This tool could be explored to determine if it makes sense and if the levy can raise enough meaningful funding to make improvements, to promote business activity, host special events, conduct marketing promotional activities, and beautification efforts such as planting flowers throughout the downtown.



LEGEND

-  PARCEL BOUNDARIES
-  VILLAGE OWNED PARCEL
-  COUNTY / TOWNSHIP OWNED PARCEL
-  RECREATION FACILITY
-  OTHER PUBLIC FACILITY
-  REDEVELOPMENT POTENTIAL
-  FUTURE HOUSING SITE



mapping based on:
<https://gis-michigan.opendata.arcgis.com/>, and U.S. Geological Survey, National Geospatial Technical Operations Center, 20200708, USGS Topo Map Vector Data (Vector) L'Anse, Alberta, Bear Town and Baraga Plains, Michigan for 7.5 x 7.5 minute Shapefile: U.S. Geological Survey.

AERIAL IMAGE:
 Google Earth Aerial (2023)

FIGURE 8.4 DOWNTOWN L'ANSE

ECONOMIC DEVELOPMENT

The Village of L'Anse 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 some basic infrastructure needed to grow this industry and capture more tourism spending. While rich in outdoor adventure opportunities, The Village of L'Anse 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 the Village of L'Anse. 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. The Village of L'Anse offers many of these attributes. These are a few of the economic development challenges facing L'Anse Township and Baraga County.

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. Baraga Telephone Company is currently expanding broadband capacity and service in the area.

SMALL SCALE ECONOMIC DEVELOPMENT FOCUSED ON LOCAL BUSINESS

As a small community with limited resources, the best thing the Village of L'Anse can do to create economic development activity is to continue to improve the quality of life opportunities within the Village, making it a great place to live and do business. Strengthening

BARAGA COUNTY EMPLOYERS & ANCHOR INSTITUTIONS

- **Michigan Dept. of Corrections** | Government Administration
- **Keweenaw Bay Tribal Services** | Government Administration
- **L'Anse Mfg** | Metal Manufacturing
- **CertainTeed** | Building Products
- **L'Anse Warden Power Plant** | Utility
- **Laser North, Metal** | Manufacturing
- **Pettibone Traverse, Industrial Lift Machines** | Manufacturing
- **Selkey Fabricators, Metal** | Manufacturing
- **Baraga Co. Federal Credit Union** | Finance
- **Superior National Bank** | Finance
- **Ojibwa Casino** | Entertainment, Gaming

neighborhoods, eliminating blight, improving recreation opportunities, fostering the development of new housing, and supporting downtown revitalization are all important elements to this strategy.

The Master Plan supports an “economic gardening” approach to growing jobs and businesses in the Village of L’Anse. This proven approach grows the local economy from within by promoting local entrepreneurship and small and local business development. The primary idea of economic gardening is to work with what is already present in the community to build new opportunities.

The Village of L’Anse should provide support for existing businesses and particularly home-based businesses, persons who work from home as freelancers, consultants, or remote employees, and other individuals making or selling products from home. Removing any local zoning barriers to home-based business and redevelopment of downtown is one example of supporting economic development.

In general, economic gardening strategies should seek to connect existing businesses and entrepreneurs to resources that will help them grow and thrive, while removing the barriers to starting and operating a business. The Baraga County EDC is a strong partner for the Village’s economic development strategy.

TOURISM

During the pandemic in 2020-2021, the Upper Peninsula (UP) experienced unprecedented growth in visitation. The growth trend continued in 2021 and 2022. People have, and are discovering the Upper Peninsula because of a stronger interest in travel and vacationing closer to home, and increased interest in active lifestyles and outdoor activities. This has also resulted in an increase of “remote workers” who have chosen to live in the UP while working for a company out of the area.

In the past, tourism jobs were associated with restaurant, service, and motel staff, which typically have been minimum wage positions.



FIGURE 8.5 - BROAD STREET PROVIDES A LANDSCAPED GATEWAY TO THE L’ANSE WATERFRONT PARK

Instead, tourism should be embraced for the opportunities it creates to own and manage small business. The Village can support growth of tourism in the community and the region by encouraging entrepreneurs to start tourism-related businesses, such as outdoor equipment rentals, guided tour companies, lodging, fishing charters, food trucks, gift shops, a brew pub, and other small business that can benefit from visitors.

THE HOUSING CONNECTION

While the Village of L’Anse has not experienced the dramatic increase in short-term rental (STR) housing as other communities, STR should be monitored. Investors have taken advantage of low-cost housing that has been available in the region and converted homes to STRs. Vacation rentals available through sites such as VRBO and Airbnb, are impacting the availability of both rental units and inventory of houses for sale.

The advantages of STRs in a community like L’Anse is an increase in the lodging base that was previously unavailable in the community, which has benefited tourism and extends stays in the community. Owners of STRs also pay non-homestead property taxes, which are significantly higher than what residents pay.

The disadvantage of STRs in a community is that these properties are constraining the housing supply for people who want/need to rent or own a home and live in the Village. This directly impacts

economic development potentials, and the recruitment of people to fill teaching, health care and other jobs. Long-term, STRs can reduce an already declining population. Rural, small communities rely on residents to fill important civic and volunteer roles, STRs may reduce the number of persons to fulfill this need.

This situation is not unique to L'Anse, it is a national issue. The Village should focus attention on developing available housing sites where infrastructure; water, sewer, and access, are available.

REDEVELOPMENT TOOLS

BROWNFIELD REDEVELOPMENT AUTHORITY

A Brownfield Redevelopment Authority, established under the Brownfield Redevelopment Act PA 381 of 1996, as amended, can provide a developer with access to both EGLE and MEDC related Tax Increment Financing as well as EGLE grant and loan funding for appropriate projects. Eligible work includes environmental assessment, due care, lead and asbestos assessment and abatement, and demolition, public infrastructure and site work.

MICHIGAN ECONOMIC DEVELOPMENT CORPORATION COMMUNITY ASSISTANCE PROGRAM

The Village of L'Anse, working with Michigan Economic Development Corporation's (MEDC) Community Assistance Team can access Community Development Block Grant (CDBG) funding for qualified redevelopment projects.

REDEVELOPMENT READY COMMUNITIES

Redevelopment Ready Communities is an initiative through the Michigan Economic Development Corporation (MEDC) to help communities promote their developable sites and buildings. It involves gathering and maintaining data on developable sites and buildings to advertise locally and with the state. The program also requires cities to have available incentives, tools and programs to assist with redevelopment. The Village is currently working to become a certified participant in the Redevelopment Ready Communities program. Once certified, the Village can advertise the developable sites and land on a national basis with no cost to the

Village. This does require the Village to put together the information about empty lots and buildings, and having this available will make it easier to work with developers and people interested in starting a business in L'Anse.

GOALS AND STRATEGIES

GOAL 1: MARKET VACANT VILLAGE-OWNED AND PRIVATELY-OWNED LAND FOR DEVELOPERS.

Strategy 1.1 Prioritize sites for redevelopment efforts and determine which types of businesses are appropriate on these sites.

Strategy 1.2 Create property information packages.

BARAGA COUNTY DATA

Labor force: **2,998**

Largest Employer:

Michigan Department of Corrections

Industry by number of workers 16 & over:

- Education, health care & social assistance: **23.2%**
- Manufacturing: **20.7%**
- Retail trade: **11.5%**
- Accommodation & food services: **2.6%**
- Public administration: **11.6%**

Source: 2022 American Community Survey

Strategy 1.3 Create developers' packets and start actively recruiting businesses through directly mailing developers and by posting the information on the Village website and other websites such as costar and zoom prospector.

Strategy 1.4 Work with WUPPDR and various state agencies on these packets.

GOAL 2 PARTICIPATE IN AND SUPPORT AREA-WIDE ECONOMIC DEVELOPMENT ACTIVITIES

Strategy 2.1 Continue to support and be involved with the Baraga County Economic Development Corporation, Chamber of Commerce, and Visitors and Convention Bureau.

GOAL 3: ENHANCE QUALITY OF LIFE OPPORTUNITIES WITHIN THE VILLAGE OF L'ANSE

Strategy 3.1
Continue work to strengthen neighborhoods, eliminate blight, improve recreation opportunities, foster the development of new housing, and support downtown revitalization.

Strategy 3.2
Continue to improve the L'Anse Farmer's Market

GOAL 4: SUPPORT CONTINUED DOWNTOWN REVITALIZATION EFFORTS

Strategy 4.1 Work with Superior National Bank to acquire the corner property on Main and Broad Streets for the development of a landscaped public gathering space.

Strategy 4.2 Design and implement a downtown and Village-wide wayfinding system.

Strategy 4.3 Implement the L'Anse Avenue Enhancement project.

Strategy 4.4 Continue to seek a developer for a mixed-use redevelopment of the site on Front Street, as well as other downtown sites.

Strategy 4.5 Continue to provide façade improvement grants. Consider funding design efforts for key downtown buildings needing façade improvements.

Strategy 4.6 Consider the future development of gateway arches at the east and north entries to downtown.



FIGURE 8.6 - THE VILLAGE GIFT SHOP, A NON-PROFIT ARTIST COLLECTIVE, COMMISSIONED THIS ATTRACTIVE MURAL THAT CONTRIBUTES TO THE CHARACTER OF DOWNTOWN L'ANSE



09

Environmental Sustainability



Acting in a way that ensures future generations will have the natural resources available to live in the same way or better than current generations.

This chapter will focus on environmental sustainability and specifically areas that are important to consider for the Village of L'Anse as it makes future planning decisions.

A good way to introduce positive sustainable changes over time into everyday living is to incorporate the improvements gradually. By making small incremental changes towards improved environmental sustainability, the Village of L'Anse can very well end up making a big impact for future generations. Some ways to do that are in regulatory improvements by the way of Ordinance or Policy changes.

The Village of L'Anse has already been making great strides. Recent improvements to the Village's public facilities include:

- Street lights have been changed to LED fixtures resulting in significant energy savings.
- The Village Electric Utility has created the community solar project, and is 100% subscribed, as noted in Chapter 5 under Electrical Service.
- Installed a solar array at the water treatment plant.

SUSTAINABILITY GUIDE

The following is a general guide for sustainable considerations. These best practices should be referenced and/or required where applicable in any future zoning ordinance revisions or in the creation of any future design standards or operating policies for the Village.

Regulations based on these general principles would seek to provide a strong foundation for future growth, conserve limited resources, and protect the natural environment for the long-term health of our planet and future generations.

PROTECT AND ENHANCE THE SITE

- protect ecologically sensitive sites
- minimize the development footprint (refer to low impact development section)
- integrate buildings with site topography
- site homes and developments in a way that celebrates natural habitats

IMPROVE ENERGY EFFICIENCY

- Incorporate passive solar design strategies (proper orientation of structures, placement of windows, etc.)
- Use proper insulating techniques for the building envelope
- Design for efficient use of space (i.e. bigger isn't always better)

- Install high-performance windows and place to take advantage of natural light and cross ventilation
- Consider active solar or wind systems for energy or water heating

USE ENVIRONMENTALLY RESPONSIBLE BUILDING MATERIALS

- Select materials that are appropriate and durable for harsh winter climates
- Select products that support local manufactures and local economies
- Select materials with recycled content or that are recyclable
- Avoid materials that unduly deplete natural resources
- Avoid materials that generate excess pollution during manufacturing

CREATE A SAFE INDOOR ENVIRONMENT

- Avoid materials with high VOC (volatile organic compounds) such as some carpets, adhesives, paints, etc.
- Provide for proper ventilation in all buildings
- Maximize the control of indoor environments with proper window placement, lighting, and temperature controls

PROVIDE WATER EFFICIENT WATER USAGE

- Use low-flow plumbing fixtures
- Incorporate efficient hot-water delivery systems
- Consider gray water usage, provide for water storage for landscape use
- Incorporate water efficient landscaping

REDUCE GENERATION OF SOLID WASTE

- Provide for both construction and home waste recycling
- Purchase building materials so as to minimize waste
- Utilize recycled materials in new construction

CREATE A HEALTHY LIVING ENVIRONMENT

- Encourage home or community gardening
- Incorporate walking trails, especially nature trails with educational opportunities.
- Incorporate alternative forms of transportation (walking, biking, bus, etc.)

LOW IMPACT DEVELOPMENT

In order to protect our vital and important natural water resources (including drinking water) in the region it should be required for all new developments to incorporate low impact development practices in the construction of any projects. These are also known as GREEN INFRASTRUCTURE or STORMWATER BEST MANAGEMENT PRACTICES (BMPs). The Southeast Michigan Council of Governments created a “Low Impact Development Manual for Michigan” in 2008. This is still a tremendous resource for Michigan communities.

The following are just some of the BMPs and techniques that would be suitable to incorporate into development projects in the Village, however creativity and ingenuity should be encouraged as the stormwater solutions can be incredibly varied across different sites. The photographs in this chapter are example images meant to inspire.



Photo Credit: <https://sustainablesites.org/colby-college-athletic-fields>

FIGURE 9.1 - PROTECTING THE SITE - INTEGRATING FACILITIES INTO NATURAL TOPOGRAPHY



Photo Credit: Brian Knight, <https://www.greenbuildingadvisor.com/article/cost-effective-passive-solar-design>

FIGURE 9.2 - ENERGY EFFICIENCY - PASSIVE SOLAR DESIGN STRATEGIES

SOME NONSTRUCTURAL BMPS ARE:

- Cluster development
- Minimize soil compaction
- Minimize total disturbed area
- Protect natural flow pathways
- Protect sensitive areas
- Reduce impervious surfaces
- Stormwater disconnection.

SOME STRUCTURAL BMPS ARE:

- Bioretention (similar to rain gardens)
- Planter boxes or Tree Wells.
- Depressed Tree/Planter Islands in parking lots
- Vegetated Swales
- Infiltration Trenches
- Pervious Pavements
- Green Roofs
- Rainwater Collection/Reuse
- Native Vegetation Requirements



FIGURE 9.3 - STRUCTURAL BMP - CURB YARD REVISED TO COLLECT STORMWATER FROM THE STREET

SUSTAINABLE DESIGN RATING PROGRAMS

There are several well known and accepted sustainable design rating programs for the development of building and site plans. Developers should be encouraged to utilize these programs (or at least follow their criteria even if they don't become fully certified) for all new projects. An incentive program or reduced permitting fees or time lines for projects that use one of these metrics and become certified projects could also be considered. Projects that use these rating systems bring an additional level of recognition and marketing power to the community.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED):

This program is administered by the U.S. Green Building Council (USGBC). It is the most widely used green building rating system in the world. The USGBC vision is that buildings and communities will regenerate and sustain the health and vitality of all life within a generation. With a mission to transform how buildings and communities are designed, built and operated, enabling an environmentally and socially responsible, healthy, and prosperous environment that improves the quality of life. Developers can use this rating system when designing and constructing virtually all building, community and home project types. LEED provides a framework to create healthy, highly efficient and cost-saving green buildings.

Refer to www.usgbc.org for more detail.

SUSTAINABLE SITES INITIATIVE (SITES):

SITES certification is available for a wide range of development projects, with or without buildings. SITES is a rating system that guides, evaluates and certifies a project's sustainability in the planning, design, construction and management of landscapes and other outdoor spaces.

SITES supports landscape architects, planners and others in implementing nature-based solutions. SITES projects enhance biodiversity and mitigate climate change, while conserving resources, improving public health and protecting critical ecosystems.

Refer to www.sustainablesites.org for more detail.

THE NATIONAL GREEN BUILDING STANDARD™:

The National Green Building Standard™ provides independent, third-party verification that a home, apartment building, or land development is designed and built to achieve high performance in six key areas: Site Design, Resource Efficiency, Water Efficiency, Energy Efficiency, Indoor Environmental Quality, and Building Operation & Maintenance.

Refer to www.nahb.org for more detail.

ENERGY STAR:

Energy Star Certified homes are designed and constructed to be significantly more energy efficient than those built to code while lowering homeowner utility bills and providing superior comfort, quality, and durability.

Refer to www.energystar.gov for more detail.



FIGURE 9.4 - BUS STOP IN MUNISING CONVERTED TO UTILIZE POROUS PAVEMENT WITH A RAIN GARDEN

THE LIVING BUILDING CHALLENGE™:

This is a building certification program, advocacy tool and philosophy that defines the most advanced measure of sustainability in the built environment possible today. This is just one program that is a part of the International Living Future Institute (ILFI), there are additional programs that may be of interest including The Living Community Challenge.

Refer to <https://living-future.org/programs-overview/> for more detail.

MICHIGAN GREEN COMMUNITIES:

Established in 2009, Michigan Green Communities (MGC) is a statewide sustainability benchmarking, networking, and technical assistance program. MGC is the product of the collaboration and partnership among the Michigan Economic Development Corporation (MEDC); the Michigan Department of Environment, Great Lakes, and Energy (EGLE); the Michigan Department of Health and Human Services (MDHHS); Michigan Department of Transportation (MDOT); the Michigan Department of Natural Resources (MDNR); the Michigan Association of Counties (MAC); the Michigan Municipal League (MML); and the Michigan Townships Association (MTA).

The Michigan Green Communities Challenge is an annual program that serves as a guide to help communities measure their progress towards sustainability.

The Challenge includes several categories and each is comprised of several action items. Communities earn points by completing these action items. Participation is free and open to any local government in Michigan

Recognition Awards: Track your sustainability progress, see how you compare to other Michigan communities, and earn certification as a bronze, silver, or gold community. Challenge participants earn a logo to display on your website and in print materials, are publicized at the annual awards conference and on the MGC website, and are included in a press release.

Refer to <https://migreencommunities.com/> for more detail.



FIGURE 9.5 - INCREASING STREET TREES PROVIDES A WEALTH OF ENVIRONMENTAL BENEFITS^{1, 2, 3}

1 <https://smartgrowth.org/value-street-trees/>

2 <https://www.reliance-foundry.com/blog/11-benefits-street-trees>

3 <https://www.treesforstreets.org/street-trees-worth-their-weight-in-gold/>

GOALS AND STRATEGIES

GOAL 1: PROTECT AND ENHANCE THE EXISTING NATURAL RESOURCES.

Strategy 1.1

Review the existing ordinance and consider adding a Tree Protection and/or including a tree replacement requirement in the Zoning Ordinance.

Strategy 1.2

Review the existing ordinance regarding the language for steep slope protection (consider restricting development on slopes over 18%) and removal of existing vegetation.

Strategy 1.3

Create a policy for annual street tree plantings to start replacing street trees every year. Consider neighborhood outreach to help residents properly maintain existing street trees.

GOAL 2: PROMOTE SUSTAINABLE DESIGN AND MANAGEMENT EFFORTS.

Strategy 2.1

Include a requirement for sustainable design and low impact development (LID) practices in the zoning ordinance and/or design standards. Include but not limited to; innovate stormwater techniques, recyclable materials, green roofs, pervious pavements, energy efficient lighting, native landscaping and preservation of existing trees.

Strategy 2.2

Seek and promote funding opportunities (grants) for sustainable development practices.

Strategy 2.3

Encourage or consider tax incentives for development that follows various current industry benchmarks such as LEED or Sustainable SITES.

Strategy 2.4

Consider being involved in the Michigan Green Communities program through the Michigan Municipal League

GOAL 3: UTILIZE PUBLIC PROJECTS TO IMPLEMENT AND PROMOTE SUSTAINABLE DESIGN AND RAISE AWARENESS WITHIN THE COMMUNITY.

Strategy 3.1

Create an Request For Qualifications (RFQ) process for qualified architects and contractors in sustainable design.

Strategy 3.2

Create baseline standards for building upgrades and new construction.

Strategy 3.3

Create baseline standards for incorporating green infrastructure into improvement projects of public right-of-ways, alleys, and parking facilities.

Strategy 3.4 Create promotional materials for residents and businesses describing the various sustainable practices that can be deployed in the Village.

GOAL 4: INCREASE RECYCLING OPTIONS.

Strategy 4.1

Add recycling to public trash receptacles Downtown, at public facilities, at public events, and in parks.

Strategy 4.2

Increase business recycling through code requirements and/or incentive programs.

Strategy 4.3

Create a drop-off program at the DPW Yard for less common recycling items.

GOAL 5: CONSERVE ENERGY RESOURCES.

Strategy 5.1

Continue to work so that all street lamps and other public lighting is converted to LED, where possible.

Strategy 5.2

Utilize stronger architectural standards for new construction and renovations to include building features that save energy.

Strategy 5.3

Use savings from energy efficiency upgrades to create a revolving fund for future energy reduction upgrades.

GOAL 6: EXPAND THE USE OF GREEN STORMWATER INFRASTRUCTURE.

Strategy 6.1

Develop zoning incentives for integrating green stormwater infrastructure into private development projects.

Strategy 6.2

Integrate green stormwater infrastructure into parks or other public projects.

Strategy 6.3

Promote the use of permeable pavement and other options for limiting the amount of stormwater runoff.

Strategy 6.4

Consider implementing a “green alley” program to reduce paving and increase infiltration in alleys.



FIGURE 9.6 - EXAMPLE OF A GREEN ALLEY CONVERSION SHOWING BOTH REDUCED PAVEMENT AREAS AND POROUS PAVEMENT



10

Winter City Strategies



Photo Credit: Village of L'Anse Facebook Page

The Village of L'Anse and Baraga County are noted for considerable lake effect snowfall and for outstanding winter recreation opportunities. The County is a noted winter destination for snowmobiling, and to a lesser degree, ice fishing on Keweenaw and Huron Bays of Lake Superior. The Village receives less snow than other areas of Baraga County, most notably the community of Herman located in the high country about 10 miles outside the Village.

Residents also participate in snowshoeing at the L'Anse Township Park. Cross-country skiing on groomed trails can be found at the Pinery Lakes Trails, located just outside the Village limits. This recreation area is owned by the Village. The Village is currently partnering with the Baraga County Convention and Visitor Bureau (CVB) to purchase new grooming equipment for the Pinery Lakes Trails.

Ice fishing for lake trout is very popular on Keweenaw Bay adjacent to the mouth of the Falls River, with the L'Anse Waterfront Park providing a primary access point for ice fishing in the Village.

The L'Anse Meadowbrook Arena is used for ice skating and hockey in winter. Outdoor ice skating is proposed for the new park/farmers market area that was the former school football field, owned by L'Anse Township at the edge of downtown. Families can enjoy sledding at this site as well.

With these great winter opportunities as a baseline, there are opportunities to make the winter season even better in L'Anse. Keweenaw Bay is an asset that can be utilized for more than ice fishing. When good ice is present, a skating pathway could be established along the shore. Large blocks of clear Lake Superior ice could be harvested for ice art and sculpture around the community or to establish an ice sculpting competition. Keweenaw Bay could be the center of a winter festival to include an ice fishing derby, ice sculpting, and skating.

A great example of this type of event is found in the cities of Ashland and Washburn Wisconsin, who annually host the "Book across the Bay" festival, which raises thousands of dollars for local charities. The 10-kilometer course, which is groomed for both classic-style and skate skiing, as well as walking and snowshoeing, follows a route not on land, but over the frozen surface of Lake Superior. The event is held at night, and the course is lit by ice and candle luminaries, creating a magical multi-sport event trekking across the frozen bay. Included is live music, fireworks, a fire-breathing snow dragon, fires, food and drink, the path lined with beautiful luminaries, and a wonderful sense of community.

Despite these winter recreation opportunities, winter can be a difficult time for some L'Anse residents. Winter problems include seasonal affective disorder, social isolation, and the challenges of dealing with snow and mobility.

It is important to note that the Village of L'Anse does clear snow from all sidewalks in the community, which greatly improves mobility and provides safe walking for people of all ages.

A growing number of communities across the northern tier of the United States and in Canada are embracing the winter season and finding the opportunities it offers: economically, socially and culturally. Following "best practices" for "winter cities", many communities are transforming themselves with things like year-round bicycling lanes, snow management innovations, winter festivals, skating plazas, all-season town squares, winter markets and other business opportunities. People want to walk, bike and socialize outside year-round, as long as they can do so with relative ease and comfort. It only makes sense to plan and design a northern community for winter as much as we do for summer.

This chapter of the Master Plan provides ideas to make the most of winter's opportunities and to create a culture shift so that L'Anse is considered one of best places to live, work and play in winter and year-round. The best "winter city" practices presented here, when implemented, will minimize winter's negatives and create a more livable community.

WINTER IN L'ANSE

Average Annual Snowfall: **152"**

Average Annual Number of Days with 1 Inch or more Snow Depth: **137 days**

Average January High/Low Temperatures:
23/10 degrees Fahrenheit

WINTER CITY BEST PRACTICES

PROVIDE OR ENHANCE OPPORTUNITIES FOR WINTER OUTDOOR ACTIVITY

- ❖ Consider ways to use existing city parks and open space for additional winter activities, such as a sledding hill, an ice skating rink or pathway, outdoor gathering area with a fire pit and creative warming hut.
- ❖ Create winter trails in the Village. Where possible, connect existing trails and walkways.
 - Maintaining/grooming the snow for a multi-purpose skiing, running and walking path is possible where below freezing temperatures predominate.
 - Communities that experience extended above freezing temperatures may find it better to plow the trail for walking/running/biking.



FIGURE 10.0 - PROVIDE FOR WINTER OUTDOOR ACTIVITIES

IMPROVE WINTER TRANSPORTATION FOR PEDESTRIANS, CYCLISTS AND PUBLIC TRANSIT USERS

- ❖ Designate critical pedestrian areas that should receive priority when clearing sidewalks and walkways.
- ❖ Consider recruiting the assistance of local residents, such as business owners, neighborhood groups, or other organizations to maintain critical areas.

- ❖ Ensure that transition areas such as curb-cuts and bus stop platforms are properly plowed to ensure pedestrian safety, as these areas are often a collecting point for large mounds of icy snow due to street plowing.

DESIGN FOR WINTER SAFETY AND COMFORT

- ✳ Take advantage of solar radiation in the orientation of buildings and outdoor spaces to provide a southern exposure to heat and sunlight.
- ✳ Use buildings and vegetation to protect outdoor spaces, such as vest pocket parks, from prevailing winter winds.
- ✳ Avoid building orientations which will create a wind tunneling effect.
- ✳ Avoid creating public spaces for winter use in areas that are shaded from the sun.

- ✳ Provide shelters or wind blocks in areas that serve as outdoor gathering spaces.
- ✳ Use technology and materials appropriate for a “winter city”. Outdoor furniture should be constructed using appropriate materials such as wood, polyethylene, or vinyl-coated metal.
- ✳ Cover ramps or stairs to protect them from snow and ice.
- ✳ Provide handrails for all public and private walkways that exist on slopes. Particularly hazardous areas, such as steps and ramps, may need to be heated to prevent snow and ice from accumulating.
- ✳ Design roofs to account for snow and ice accumulation, and also prevent snow and ice from shedding onto parking areas or pedestrian walkways.
- ✳ Create transition areas at building entrances to provide patrons with an area to shed snow prior to entering the building.

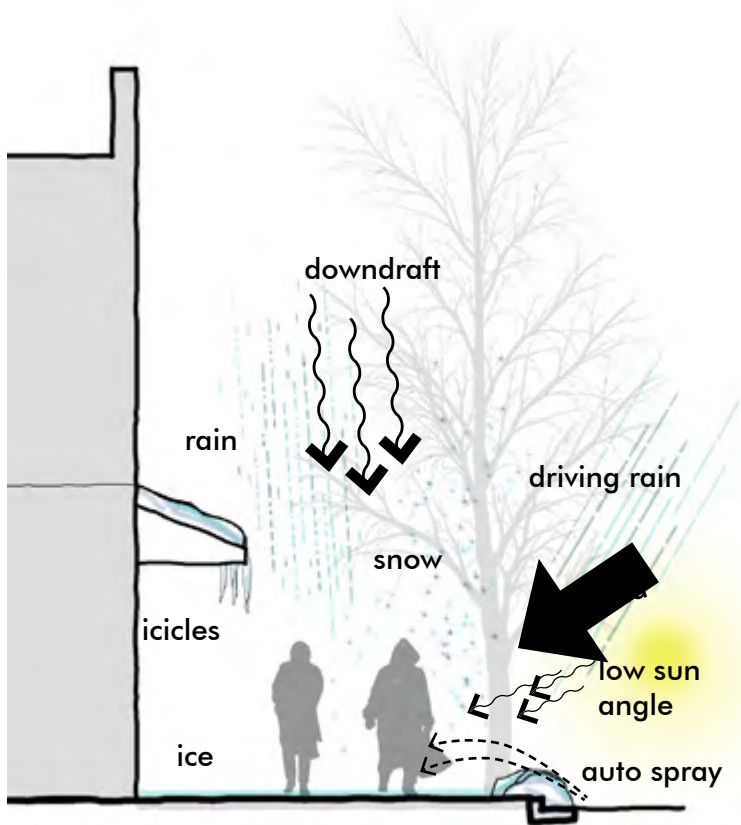


FIGURE 10.1 - ELEMENTS OF PEDESTRIAN DISCOMFORTS IN WINTER CITIES

SNOW MANAGEMENT

- ✳ Consider snow plowing and removal in the design of road improvements such as curb extensions/bump outs, to allow for easy maneuverability of equipment around such areas.
- ✳ Design road cross-sections to provide an area for snow storage to prevent snow from being plowed onto the sidewalks when the street is cleared of snow.
- ✳ Bike lanes should not be used for snow storage, as more people are using bicycles for transportation year-round.
- ✳ Bike lanes should be maintained to the same standard as streets in order to encourage more people to commute by bicycle.
- ✳ Bike parking racks should not be put away for the winter season.

- ❖ Map out snow management problem areas and issues to evaluate the impacts of winter winds and drifting snow on city streets and walking paths.
- ❖ Redesign areas where wind is problematic to use earth forms and vegetation to reduce wind and drifting snow.
- ❖ Investigate the use of new equipment or innovative technology for snow removal.
- ❖ Locate snow storage areas where they will receive sufficient solar radiation to encourage melt-off and provide adequate drainage.
- ❖ Store snow in a number of smaller sites, rather than one large area in order to speed up the melting process.
- ❖ Balance the need for efficient snow removal with other considerations such as walkability, aesthetics, and parking.
- ❖ Explore and implement appropriate “best practices” for snow management that will improve service, reduce inconvenience and increase citizen satisfaction.

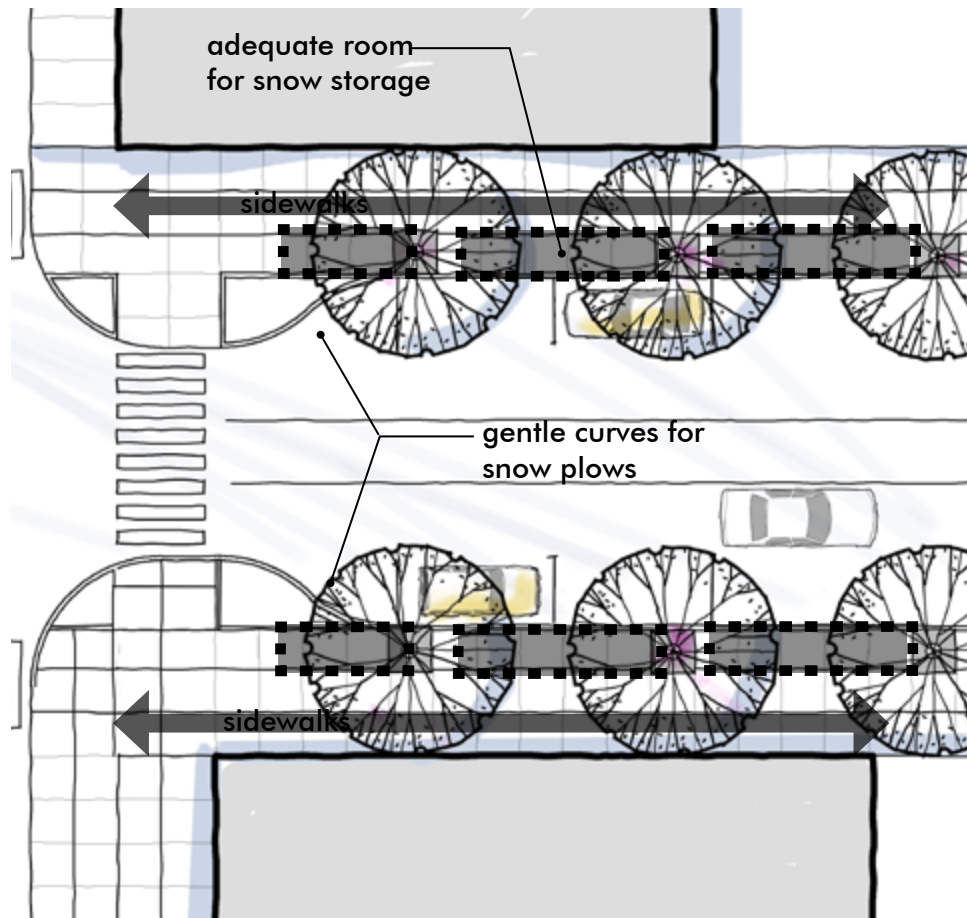


FIGURE 10.2 - SNOW PLOWING AND STORAGE

VEGETATION AND LANDSCAPING

- ❖ Plant deciduous trees on the southern face of a building or outdoor area to provide cooling in the summer (when leaves are present), while still allowing sunlight to filter in during the winter (when leaves have fallen).
- ❖ Coniferous vegetation should be used on the north and west sides to protect the area from prevailing winter winds.
- ❖ Use berms and vegetation to direct snow drifts away from building entrances.
- ❖ Select appropriate landscaping for snow storage areas to minimize damage and poor growth due to compaction, pollutants, and poor drainage.

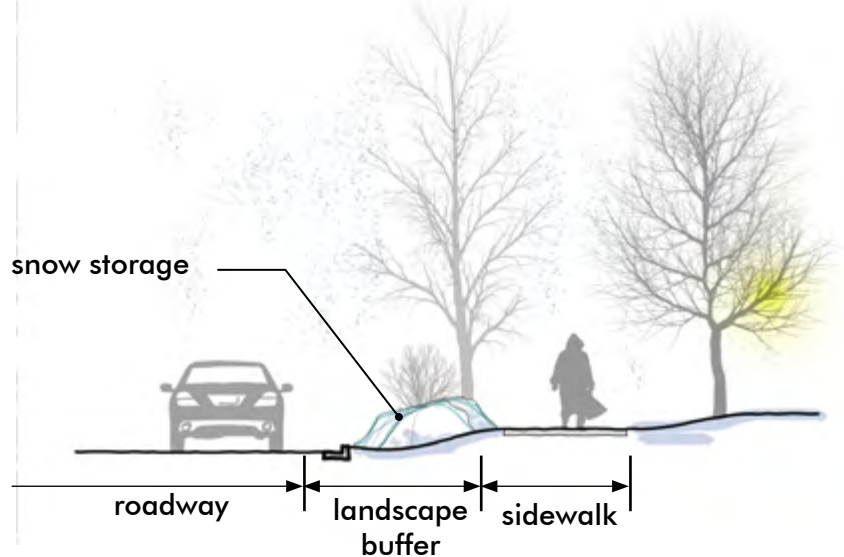


FIGURE 10.3 - LANDSCAPE BUFFERS & SETBACK

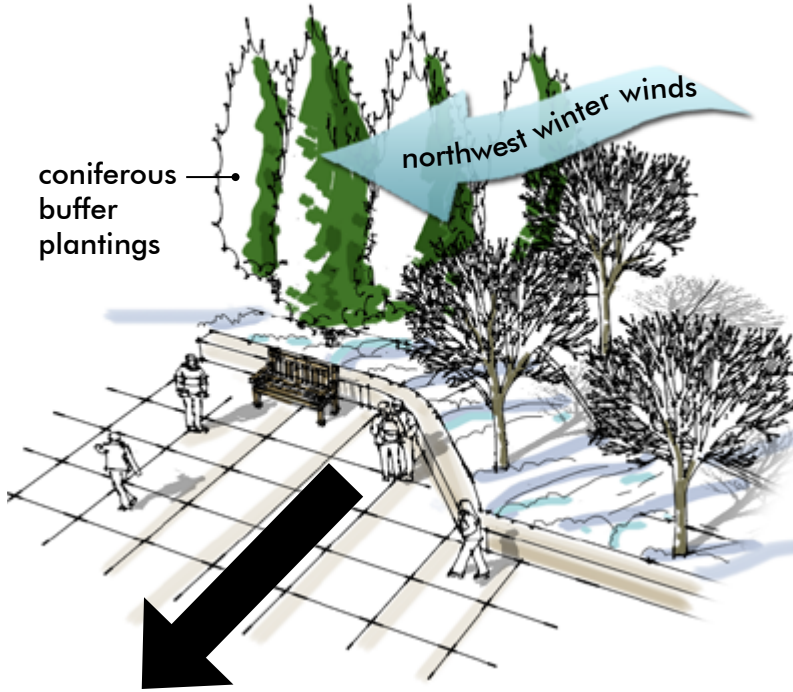


FIGURE 10.4 - OUTDOOR ROOMS

- * Consider using vegetation as snow fences to protect open roadways and other areas from prevailing winter winds.
- * Create “outdoor rooms” using trees and vegetation to shelter exposed areas from prevailing winds.
- * Use landscaping plant species that offer attractive or useful winter characteristics such as twig color, fruit, and salt-tolerance.

LIGHTING AND COLOR

- * Consider color and lighting treatments for public spaces and buildings, in order to offset the darkness and monotony of the winter season.

MAKE WINTER A POSITIVE ASSET TO ATTRACT BUSINESS, TOURISM AND NEW RESIDENTS

- * Collaborate with other area organizations to create a sustainable annual winter festival featuring family outdoor activities, snow/ice sculptures, winter market, food and music.
- * Consider implementing a “winter market” to capture a greater share of winter tourism.
- * Dress up downtown with lighting, public art, and snow/ice sculptures for the entire winter season, not just the holidays.



FIGURE 10.5 - LIGHT UP THE DARK

GOALS AND STRATEGIES

GOAL 1: PROVIDE OR ENHANCE OPPORTUNITIES FOR WINTER OUTDOOR ACTIVITY

Strategy 1.1

Support efforts to improve the L'Anse Pinery Lakes Ski Trails and the L'Anse Township Park snowshoe trails.

Strategy 1.2

Consider ways to use the L'Anse Waterfront Park for additional winter activities, such as an outdoor gathering area with a fire pit and creative warming hut.

Strategy 1.3

Support efforts to create a town square park at the Township-owned former football field; a Master Plan for this site should be developed to guide and coordinate future development

Strategy 1.4

Continue to maintain the sidewalks in the Village for winter pedestrian use.



FIGURE 10.6 - WAYS TO USE EXISTING SPACES IN THE WINTER

GOAL 2: PROVIDE THE BEST POSSIBLE SNOW MANAGEMENT PRACTICES AND SERVICE

Strategy 2.1

Map out snow management problem areas and issues, and evaluate the impacts of winter winds and drifting snow on streets and walking paths. Redesign areas where wind is problematic to use earth forms and vegetation to reduce wind and drifting snow.

Strategy 2.2

Investigate the use of new equipment or innovative technology for snow removal. This is particularly important when existing snow removal practices potentially interfere with walkability.

Strategy 2.3

Locate snow storage areas where they will receive sufficient solar radiation to encourage melt-off. Adequate drainage must also be provided. Store snow in a number of smaller sites, rather than one large area in order to speed up the melting process.

Strategy 2.4

Balance the need for efficient snow removal with other considerations such as walkability, aesthetics, and parking.

Strategy 2.5

Explore and implement appropriate “best practices” for snow management that will improve service, reduce inconvenience and increase citizen satisfaction. Innovations like the “snow-gate” plow that greatly reduces the volume of snow pushed into driveways, or following Village plows with a pickup truck and plow to push the street snow aside should be explored.

GOAL 3: MAKE WINTER A POSITIVE ASSET TO ATTRACT BUSINESS, TOURISM AND NEW RESIDENTS

Strategy 3.1

Collaborate with other community organizations to create a sustainable annual winter festival featuring family outdoor activities, snow/ice sculptures, winter market, food and music.

Strategy 3.2

Continue to dress up downtown for the entire winter season with lighting treatments.

HOW TO GET STARTED

1. Establish a local **Winter Strategies Task Force**
2. Discuss snow removal, recreation, walkability, and other marketing/business development **initiatives**.
3. This task force should include a **DPW** representative, **Planning Commission** Chair, **Village Manager, business owner** and a representative from the **CVB**.
4. Make an **inventory of winter assets**
 - Attractions
 - Partnerships
 - Opportunities



FIGURE 10.7 - MAKE WINTER A POSITIVE ASSET & ATTRACTION



11

Implementation



Photo Credit: Village of L'Anse Facebook Page

The Master Plan is a guide for the Village of L'Anse elected and appointed officials to follow. The Plan presents many Goals and Strategies to implement for the improvement and revitalization of the Village. While some strategies require funding, others are policy-related and low cost. Implementation will require time, patience and perseverance.

The Master Plan should be referred to for all decisions, and reviewed and updated as required every five (5) years by the Planning Commission.

The tables below summarize Master Plan strategies.

HOUSING		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Adopt and enforce a Property Maintenance Code	Village Administration	On-going
1.2 Determine if a vacant property registry would be beneficial	Planning Commission	1-2 years
1.3 Work with local citizens interested in keeping empty lots clean and maintained with the Adopt-a-lot program	Planning Commission	On-going
1.4 Inform residents about the USDA-RD grant and low interest loan program designed to assist homeowners with repairs.	Village Administration	On-going
1.5 Inform property owners and potential property owners of opportunities to address blight through MEDC's Brownfields program.	Village Administration	On-going
1.6 Continue the Village-wide clean-up day to encourage citizens to dispose of junk materials in their yard.	Planning Commission	1-2 years
2.1 Actively recruit developers to develop sites for multi-family housing and single family homes. The Village should also encourage the renovation of existing apartments and encourage infill development to provide more housing. Infill development helps maintain walkable neighborhoods and lessens the harmful effects of sprawl.	Village Administration, Planning Commission and Village Council	On-going

TABLE 11.1 - HOUSING STRATEGIES

NATURAL FEATURES/PARKS & RECREATION FACILITIES/ PUBLIC LANDS

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Continue to maintain and improve the L'Anse Waterfront Park and Marina	Village Administration and Village Council	On-going
3.1 Utilize volunteers in operations and construction to the extent possible in lieu of external or local public funding	Village Administration, Recreation Committee	On-going
3.2 Encourage continuation of community and school athletic organization	Village Administration, Recreation Committee	On-going
3.3 Allow use of recreation facilities at low or no cost for public recreational activities and community events	Village Council	On-going
4.1 Support projects that are attractive and easily accessible to residents and visitors	Recreation Committee/Village Council	On-going
4.2 Construct new and modify existing sites/facilities in accordance with Universal Design guidelines	Recreation Committee/Village Council	On-going
4.3 Place low-impact facilities, such as playgrounds, within residential neighborhoods to the extent feasible	Recreation Committee/Village Council	On-going
5.1 Emphasize outdoor recreation and the natural environment in local or county-wide branding/promotional campaigns	Village Administration/Village Council	On-going
5.2 Continue to improve the Village of L'Anse Marina consistent with the Marina Master Plan	Planning Commission/Village Council/Village Administration	1-3 years
7.1 Support "complete streets" principles in the planning and design of road and street improvements.	Village Council/Village Administration	On-going
7.2 Continue development of dedicated non-motorized trails within the Village and Township.	Village Council/Village Administration	On-going
7.3 Encourage the Keweenaw Bay Indian Community and L'Anse Township to develop the proposed non-motorized pathway linking Zeba and Sand Point on the east side of Keweenaw Bay.	Village Council/Village Administration	1-3 years

TABLE 11.2 - NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS

NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS (continued.)		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
7.4 Support efforts to improve and interconnect segments of the North Country National Scenic Trail	Village Administration and Village Council	On-going
7.5 Work with trail groups/enthusiasts, tourist-oriented businesses and organizations, and the DNR to identify and resolve gaps in trail networks.	Village Council/Village Administration	On-going
7.6 Support and encourage the development of handicap accessible trails.	Village Council/Village Administration	On-going

TABLE 11.2 - NATURAL FEATURES/PARKS & RECREATION FACILITIES/PUBLIC LANDS (CONTINUED.)

VILLAGE INFRASTRUCTURE, PUBLIC FACILITIES, SAFETY & EMERGENCY SERVICES		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Annually, review the CIP and amend as needed as new priorities are identified and funding secured for desired improvement projects.	Village Administration	On-going
2.1 Continue to plan for and implement needed improvements to the water and sewer systems.	Village Administration	1-5 years
2.2 Explore additional opportunities to implement solar energy projects for the electric utility and to operate the water and sewer systems.	Village Administration	On-going

TABLE 11.3 - VILLAGE INFRASTRUCTURE, PUBLIC FACILITIES, SAFETY & EMERGENCY SERVICES

TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Inventory the condition of Village streets using the Pavement Surface Evaluation and Rating (Paser) system	Public Works	1-2 years
1.2 Use the Capital Improvements Plan to prioritize and project street improvements.	Planning Commission and Village Administration	1 year
2.1 If not previously done, the Village Council should adopt a Complete Streets policy.	Village Council	1-2 years
2.2 Implement Complete Streets measures when designing and constructing new or rehabilitated street projects.	Village Council/Village Administration	On-going
3.1 Inventory the condition of existing sidewalks and prioritize replacement	Public Works	On-going
3.2 Consider a cost sharing formula with property owners for sidewalk replacement.	Village Administration and Village Council	2-5 years
3.3 When street corners are reconstructed, the corner curbing should be made ADA compliant.	Public Works	On-going
3.4 Identify and implement appropriate crosswalk locations with robust pavement markings on major streets and throughout downtown in the Village where needed.	Village Administration	1-2 years
3.5 Strongly encourage the Keweenaw Bay Indian Community and L'Anse Township to develop the Zeba to Sand Point Non-Motorized Trail project.	Village Administration and Village Council	1-5 years
4.1 Work with the Baraga County Road Commission, MDOT, the Michigan Economic Development Corporation (MEDC), and others to identify and seek funding for the L'Anse Avenue Gateway project.	Village Administration and Village Council	2-5 years

TABLE 11.4 - TRANSPORTATION: VEHICULAR, PEDESTRIAN & BICYCLE

FUTURE LAND USE AND ZONING PLAN

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Identify Village-owned properties suitable for residential development and explore opportunities for developing a variety of housing options	Planning Commission	1-5 years
1.2 Review the Zoning Ordinance and other Village ordinances, and amend if necessary, to encourage maintenance of existing residential neighborhoods, eliminate blight, and rehabilitate/remove deteriorated structures.	Planning Commission	1 year
1.3 Utilize the Zoning Ordinance and other local regulations to encourage consistency and connectivity between old and new neighborhoods, e.g. by discouraging lengthy cul-de-sac streets and encouraging the extension of the grid street system into new development.	Planning Commission	On-going
1.4 Adopt and enforce appropriate blight and rental inspection ordinances and utilize Municipal Civil Infractions methodology for enforcement.	Village Administration	On-going
1.5 Encourage maintenance/upkeep of properties with incentives and volunteer efforts	Village Administration	On-going
1.6 Improve maintenance and reconstruction of infrastructure/roads in the neighborhoods to encourage private investment.	Planning Commission	1-2 years
1.7 Add small neighborhood parks, gathering areas, trails/trail connections, and community gardens as needed or desired within neighborhoods	Village Administration, Planning Commission and Village Council	On-going
2.1 Provide incentives for ground-floor retail combined with upper-level residential uses, including the use of tax increment financing, low-income tax credits (affordable housing), and façade improvement funds, and reduced land cost.	Planning Commission and Village Council	3-10 years
2.2 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.	Planning Commission	On-going
2.3 Prioritize compact development, to make the best use of existing infrastructure and enhance efficiency in public service and infrastructure maintenance, and help preserve natural resource lands.	Planning Commission	On-going

TABLE 11.5 - FUTURE LAND USE AND ZONING PLAN

FUTURE LAND USE AND ZONING PLAN (continued.)

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
3.1 Encourage new development or redevelopment that is compatible with the scale and architecture of existing properties (especially in the traditional, historic neighborhoods and Downtown) while preserving existing natural features as much as possible.	Planning Commission	On-going
3.2 Require landscaping or public art or other such aesthetic treatment along long, blank walls to improve community aesthetics, and encourage pedestrian activity.	Planning Commission, DDA	On-going
3.3 Pursue streetscaping and aesthetic enhancements for the highway corridors through the Village, including pedestrian scale lighting, street trees, bicycle amenities such as parking facilities, bicycle lanes, and wayfinding and gateway signage.	Planning Commission, Village Council, and Village Administration	1-5 years
3.4 Implement access management principles to create a safer, more aesthetic highway corridor while preserving function and capacity of the highway system while supporting non-motorized transportation elements.	Planning Commission	On-going

TABLE 11.5 - FUTURE LAND USE AND ZONING PLAN (CONTINUED)



FIGURE 11.0 - L'ANSE EARLY STREETSCAPE FEATURES

DOWNTOWN DEVELOPMENT/ECONOMIC DEVELOPMENT/ REDEVELOPMENT PRIORITIES

STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Prioritize sites for redevelopment efforts and determine which types of businesses are appropriate on these sites.	Planning Commission	1 year
1.2 Create property information packages.	Planning Commission and Village Administration	2 years
1.3 Create developers' packets and start actively recruiting businesses by directly mailing developers and posting the information on the Village website.	Village Administration	2 years
1.4 Work with WUPPDR and various state agencies on these packets.	Village Administration	2 years
2.1 Continue to support and be involved with the Baraga County Economic Development Corporation, Chamber of Commerce, and Visitors and Convention Bureau.	Village Council	On-going
2.2 Encourage L'Anse County municipalities to support the EDC.	Village Council	On-going
3.1 Continue work to strengthen neighborhoods, eliminate blight, improve recreation opportunities, foster the development of new housing, and support downtown revitalization	Planning Commission and Village Council	On-going
3.2 Continue to improve the L'Anse Farmers Market	Village Administration/DDA/ Village Council	On-going
4.1 Work with Superior National Bank to acquire the corner property on Main and Broad Streets for the development of a landscaped public gathering space.	Village Administration/DDA/ Village Council	1 year
4.2 Design and implement a downtown and Village-wide wayfinding system	Planning Commission, DDA and Village Council	1-2 years
4.3 Implement the L'Anse Avenue Gateway Enhancement project.	Planning Commission, DDA and Village Council	1-2 years
4.4 Continue to seek a developer for a mixed-use redevelopment of the site on Front Street, as well as other downtown sites.	DDA, Village Council, Village Administration	2 years
4.5 Continue to provide façade improvement grants. Consider funding design efforts for key downtown buildings needing façade improvements.	Planning Commission, Village Council	2 years
4.6 Consider the future development of gateway arches at the east and north entries to downtown	Planning Commission, Village Council	1-2 years

TABLE 11.6 - DOWNTOWN DEVELOPMENT/ECONOMIC DEVELOPMENT/REDEVELOPMENT PRIORITIES

ENVIRONMENTAL SUSTAINABILITY		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Review the existing ordinance and consider adding a tree protection and/or including a tree replacement requirement in the Zoning Ordinance.	Planning Commission	2-4 years
1.2 Review the existing ordinance regarding the language for steep slope protection (consider restricting development on slopes over 18%) and removal of existing vegetation.	Planning Commission	2-4 years
1.3 Create a policy for annual street tree plantings to start replacing street trees every year. Consider neighborhood outreach to help residents properly maintain existing street trees.	Planning Commission and Village Council	1-2 years
2.1 Include a requirement for sustainable design and low impact development (LID) practices in the zoning ordinance and/or design standards. Include but not limited to; innovate storm-water techniques, recyclable materials, green roofs, pervious pavements, energy efficient lighting, native landscaping and preservation of existing trees.	Planning Commission	1-2 years
2.2 Seek and promote funding opportunities (grants) for sustainable development practices.	Planning Commission and Village Council	On-going
2.3 Encourage or consider tax incentives for development that follows various current industry benchmarks such as LEED or Sustainable SITES.	Planning Commission and Village Council	1-2 years
2.4 Consider being involved in the Michigan Green Communities program through the Michigan Municipal League	Planning Commission and Village Council	1-5 years
3.1 Create an RFQ process for qualified architects and contractors in sustainable design.	Planning Commission and Village Council	1-5 years
3.2 Create baseline standards for building upgrades and new construction.	Planning Commission and Village Council	1-5 years
3.3 Create baseline standards for incorporating green infrastructure into improvement projects of public right-of-ways, alleys, and parking facilities.	Planning Commission	2 years
3.4 Create promotional materials for residents and businesses describing the various sustainable practices that can be deployed in the Village.	DDA, Village Council, Village Administration	1-2 years
4.1 Add recycling to public trash receptacles; at public facilities, public events, and in parks.	Village Council & Public Works	1-2 years
4.2 Increase business recycling through code requirements and/or incentive programs.	DDA, Village Council, Village Administration	1-2 years

TABLE 11.7 - ENVIRONMENTAL SUSTAINABILITY

ENVIRONMENTAL SUSTAINABILITY (CONTINUED)		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
4.3 Create & maintain a drop-off program at the DPW Yard for less common recycling items.	Village Council & Public Works	On-going
5.1 Continue to work so that all street lamps and other public lighting is converted to LED, where possible.	Village Council & Public Works	On-going
5.2 Utilize stronger architectural standards for new construction and renovations to include building features that save energy.	Planning Commission	3-5 years
5.3 Use savings from energy efficiency upgrades to create a revolving fund for future energy reduction upgrades.	Village Council, Village Administration	3-5 years
6.1 Develop zoning incentives for integrating green storm-water infrastructure into private development projects.	Planning Commission	2 years
6.2 Integrate green storm-water infrastructure into parks or other public projects	Village Council & Public Works	3-5 years
6.3 Promote the use of permeable pavement and other options for limiting the amount of storm-water runoff.	Planning Commission	On-going
6.4 Consider implementing a “green alley” program to reduce paving and increase infiltration in alleys.	DDA, Village Council & Planning Commission	2-3 years

TABLE 11.7 - ENVIRONMENTAL SUSTAINABILITY



FIGURE 11.1 - EXAMPLE OF OUTDOOR GATHERING IN WINTER

WINTER STRATEGIES		
STRATEGY	PRIMARY RESPONSIBILITY	SUGGESTED TIME FRAME
1.1 Support efforts to improve the L'Anse Pinery Lakes Ski Trails and the L'Anse Township Park snowshoe trails.	Recreation Committee, Planning Commission and Village Council	On-going
1.2 Consider ways to use the Waterfront Park for additional winter activities, such as an outdoor gathering area with a fire pit and creative warming hut.	Planning Commission, Village Administration	1-2 years
1.3 Support efforts to create a town square park at the Township-owned former football field; a Master Plan for this site should be developed to guide and coordinate future development	Village Council, Village Administration	1-2 years
1.4 Continue to maintain the sidewalks along U.S 41 and the walkway out to the school for winter pedestrian use.	Public Works	On-going
2.1 Map out snow management problem areas and issues, and evaluate the impacts of winter winds and drifting snow on Village streets and walking paths. Redesign areas where wind is problematic to use earth forms and vegetation to reduce wind and drifting snow.	Public Works	On-going
2.2 Investigate the use of new equipment or innovative technology for snow removal. This is particularly important when existing snow removal practices potentially interfere with walkability.	Village Administration and Public Works	On-going
2.3 Locate smaller snow storage areas where they will receive sufficient solar radiation to encourage melt-off. Adequate drainage must also be provided.	Public Works	On-going
2.4 Balance the need for efficient snow removal with other considerations such as walkability, aesthetics, and parking.	Public Works	On-going
2.5 Explore and implement appropriate "best practices" for snow management that will improve service, reduce inconvenience and increase citizen satisfaction. Innovations like the "snow-gate" plow that greatly reduces the volume of snow pushed into driveways, or following Village plows with a pickup truck and plow to push the street snow aside should be explored.	Village Administration/Public Works	On-going
3.1 Collaborate with other area organizations to create a sustainable annual winter festival featuring family outdoor activities, snow/ice sculptures, winter market, food and music.	Planning Commission & Township Board	1-2 years
3.2 Continue to dress up downtown for the entire winter season with lighting treatments.	DDA	On-going

TABLE 11.8 - WINTER STRATEGIES



Appendix



Photo Credit: Village of L'Anse Facebook Page



Village of L'Anse Master Plan Community Engagement Summary

The Master Plan process included several opportunities to engage citizens and stakeholders.

Open House

A drop-in, open house event was held on August 21, 2023, from 4:30-6:30 pm, at the Village Hall. This open house event provided opportunities for citizens to help shape the future of L'Anse. Topics include land use, recreation, transportation, housing, and downtown/economic development. Community members could view Master Plan maps, speak informally with Planning Commissioners and the project consultant, and post notes on the maps.

Written notes included:

- The downtown is looking better and better.
- Is there any way to have a removable cover for the audience at the Lakeshore concerts?
- Colorful facades for businesses (paint, assist with price).
- Waterfront Park is a huge success. People and kids are there early and stay late.
- Need to the power dam property for recreation and housing.
- The boat launch has been busy. I have seen one person pay the fee (and I have a good view).
- Intersection of Front/Bayshore and Division need to be reconfigured (by American Legion).
- Potential for a roundabout at Broad Street and US 41 intersection.

Downtown Development Authority meeting

At a public meeting held on September 12, 2023, the project consultant met with the DDA to obtain their input on the Master Plan.

Downtown Issues

- Loss of long standing businesses...pharmacy moved out to hospital
- Not enough retail...changes in retail and purchasing
- Need more variety of restaurants...Nite Owl, Skippers, Delicatata, Pizza Shack, fast food on highway
- Busy during the weekdays, weekends are dead
- Parking is a perceived issue

Downtown Opportunities

- SNB corner site
- Possible housing site on waterfront
- Redevelopment sites:
 - storage buildings on N 3rd
 - N 3rd and Baraga behind new bank
 - N 4th and Baraga
 - Warehouse next to Indian Country Sports

Current programs and plans

- Façade grants...15 years...\$2500 grant...scaled drawings required
- Paid local share of streetscape, marina
- Paid for EV charging station
- Paid for splash pad
- Special events, music events
- Downtown decorations for holidays, Christmas tree decorating contest
- Maintenance of planters and streetscape
- Murals
- Free WIFI throughout downtown

Budget

\$130,000 revenue

The DDA funds projects, doesn't sit on cash



COMMUNITY OPEN HOUSE AT L'ANSE VILLAGE HALL