

Master Plan

2018



VILLAGE *of*
Baraga



NORTH of 45
responsive urban and town planning

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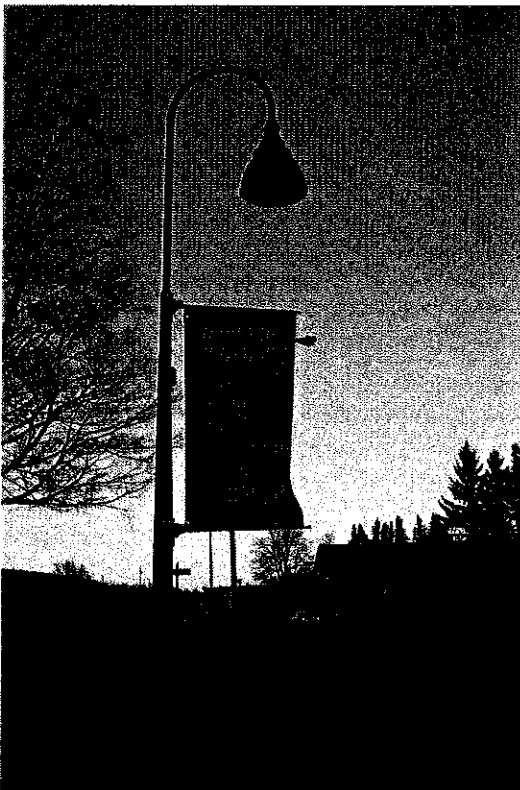
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Chapter 1: Introduction

The Village of Baraga Master Plan is an advisory document that provides guidelines for development based upon public vision and intentions. The Plan enables private property owners to make informed decisions about their land that are consistent with community goals, as well as provide direction for Village decision-making.

Authority and Purpose

The Village of Baraga 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 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 Master Plan provides the legal basis for zoning, subdivision of land, and other local land use regulations.

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; provide for adequate transportation systems, public utilities, and recreation; and ensure efficient expenditure of public funds. The master plan may project 20 years or more into the future. The Plan adoption is subject to public hearing and approval by resolution of the Village Council.

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

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 Baraga, 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 Plan Review

The current Recreation Plan, Downtown and Waterfront Plan (2004), the 2015 Regional Non-Motorized Pathway Study, and the Baraga County Target Market Analysis (2016) were reviewed as part of the planning process.

A few trends in small town planning relevant to the Village of Baraga...

Place matters...

A strong national trend has developed that defies old thinking about attracting business, industry and new residents. Quality of life factors, such as the arts, recreation, diversity, positive attitudes and community vibrancy, now play the most important role in determining where jobs are created and where people will live.

Trails, Complete Streets, walking and biking...

People today want safe transportation alternatives, sidewalks, walkable neighborhoods, and easy access to nature and recreation trails.

Sustainability...

Energy efficiency, alternative energy systems, locally grown food, environmental stewardship, and stormwater management have become priorities in many communities.

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.

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 Baraga 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.

Chapter 2: Vision and Guiding Principles

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

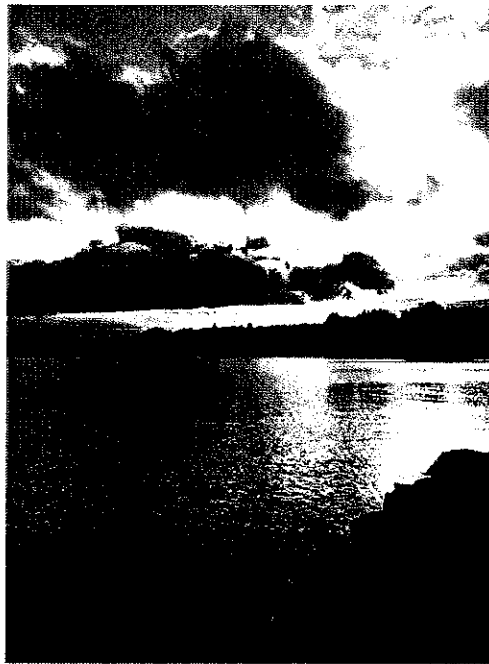
Vision Statement

The Village of Baraga is a livable community featuring a high quality of life, open communication between the Village and its citizens, offering outdoor recreation for all ages and in all seasons, and support for businesses and growth.

Guiding Principles

The following are key characteristics of our guiding principles:

- Listen to Village citizens and work in their interest
- Creatively use funds to move the Village forward
- Collaborate with neighboring communities and the Keweenaw Bay Indian Community (KBIC) 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

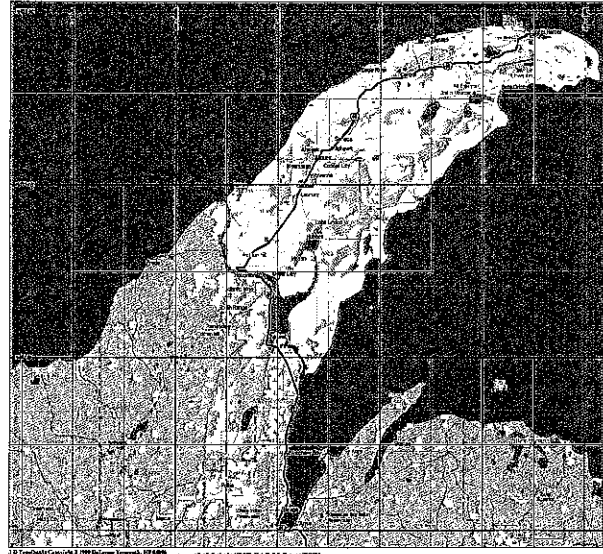


Chapter 3: Community Overview

This Chapter will provide an overview of the Village of Baraga

Regional Context

The Village of Baraga is located in central Baraga County, in the western Upper Peninsula of Michigan. The village's eastern boundary is formed by L'Anse Bay, part of Keweenaw Bay, Lake Superior. This striking waterfront setting is an important part of the community's identity. Views of the lake and the surrounding hills can be seen throughout the village.



The Village of Baraga was founded on a site once occupied by an Indian Community, and the Village is part of the L'Anse Indian Reservation. In the seventeenth century, the first white men came to the area as French missionaries, voyageurs and traders following the south shore of Lake Superior westward from Sault Ste. Marie. The early 1800's witnessed extensive area involvement in the fur trade. Father Frederick Baraga established a Roman Catholic Mission at Assinins in 1843. Both the Village and the County took Father Baraga's name.

The Village of Baraga was incorporated in 1891. Lumbering, fishing, mining and agriculture attracted a variety of immigrants to the area and population peaked in the early part of the century. In recent years, the economy of the area has shifted towards manufacturing, tourism, casino gaming, and government services.

The Village is situated and parallel to US Highway 41. Michigan Highway M-38 runs east-west through the Village to its junction with US Highway 41 near the waterfront.

Population Characteristics

According to the US Census, the 2010 population of the Village of Baraga was 2,053 persons. The most recent official estimate (2014) was 2014 persons. Population characteristics for the Village are somewhat skewed due to the location of the Baraga Prison. Prison population data was added to the US Census in 2010 which makes analysis of population trends difficult. Gender, race, age, income, and educational characteristics may not reflect the actual Village population.

Like most Upper Peninsula communities, the Village likely lost population due to out-migration, the lack of job opportunities, an aging population, and shrinking household sizes.

The table below provides an overview of population characteristics for the County, Township, Village and L'Anse Reservation.

2010 Population Characteristics	Baraga County	Baraga Township	Baraga Village	L'Anse Reservation & Off Reservation Trust Land
2010 Population	8,860	3,815	2,053	3,703
2000 Population	8,746	3,542*	1,285	3,672
% Pop. Change 2000-2010	1.3%	7.7%	59.8%	0.8%
# of Males	4,863	2,332	1,413	1,796
# of Females	3,997	1,483	640	1,907
Under 5 years	417	162	76	222
18 and Over	7,066	3,082	1,729	2,748
65 and Over	1,531	471	206	623
# White	6,641	2,370	922	2,385
# Black	635	605	603	14
# Amer. Indian, Eskimo, Aleut.	1,160	672	451	1,076
# Other	424	168	77	228
Median Age (years)	42.9	38.6	35.7	41.0
Per. in Nurs., Elem., High School	1,543	627	367	788
% H.S. Grad. or higher-25 yrs. & over	82.2%	73.3%	68.1%	87.9%

Housing

According to the 2010 Census, there are 580 housing units in the Village, of these, 527 are occupied. 285 units are owner occupied units, 242 are renter occupied. Less than 20% of the housing units were constructed before 1940.

The Baraga Housing Commission offers one Public Housing community with 50 units for families and senior/disabled individuals.

The table below summarizes 2010 housing data for the County, Township and Village.

2010 Housing Characteristics	Baraga County	Baraga Township	Baraga Village	L'Anse Reservation
# of Housing Units	5,270	1,629	580	1,822
# of Occupied Housing Units	3,444	1,252	527	1,510
# Renter Occupied	785	325	242	437
# Owner Occupied	2,659	927	285	1,073
Median Value Owner Units	\$86,500	\$84,300	\$88,100	\$93,500
Median Rent	\$496	\$364	\$381	\$502
Seasonal Housing Units	1,383	247	10	164
#/% Housing Built before 1940	1,340/25.5%	304/18.8%	150/19.7%	399/20.4%

A 2016 Target Market Analysis was prepared for Baraga County by the firm Land Use USA, in cooperation with the Western Upper Peninsula Planning and Development Region (WUPPDR). This analysis provides valuable information on housing needs and opportunities for the Village of Baraga.

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 even if it means commuting for more job choices in the region's larger cities".*

The report suggests this scenario for the Village of Baraga could have a different market potential outcome if the Village makes enhancement through Placemaking efforts, which will help attract more demand for units.

Aviation

The Village of Baraga does not have a commercial airport. The nearest commercial airport to the Village is Houghton County Memorial Airport. There is also a privately owned airport located outside of the Village limits in Baraga Township.

Houghton County Memorial Airport

The Houghton County Memorial Airport is located in Hancock, Michigan approximately 40 miles northwest of the Village via U.S. Highway 41. The Airport is owned and operated by Houghton County. The Airport consists of two landing runways, a terminal building, and hangers for general aviation. The Airport is serviced by United Airlines, with daily flights to and from Chicago.. The Airport is accessed by way of U.S. Highway US 41. Parking is located adjacent to the general aviation airport terminal.

Baraga Airport

Baraga County Airport is a privately owned airport open to the public. The airport has one grass runway and tie downs are available. The airport is open seasonally. The airport is located at 4772 Cemetery Road (M-38) Baraga, Michigan.

Rail Service

The Canadian National Railway operates a freight line which travels through the village parallel to the US-41 corridor. It is important to preserve rail service for a more sustainable future. This valuable infrastructure may be a key to community survival in a changed future.

Public Transit

The Baragaland Senior Center presently operates a bus run on Tuesdays and Thursdays. The bus delivers 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.

Public Safety

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

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

Fire protection is provided by the Baraga Volunteer Fire Department.

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

Medical Services

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

Communication Services

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

Climate

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

The weather data provided below is compiled by the National Oceanic and Atmospheric Administration for the station in Herman, Michigan (elevation 1,740 feet), which is just southeast of L'Anse Village. This data may not perfectly portray conditions in Baraga because of the lake effect on weather conditions in the Village. Data is summarized for the period from 1971 to 2000.

In January, the average maximum temperature is around 20 degrees Fahrenheit and the average minimum is 3.5 degrees Fahrenheit. In July, the average maximum temperature is around 77 degrees, with the average daily minimum temperature at

about 52 degrees. The highest daily temperature for this time period is 96 degrees Fahrenheit. The lowest daily temperature is -40.

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

Chapter 3: Public Involvement Summary

The Village of Baraga Master Plan process began with two efforts to obtain initial public input. A Village Resident Survey and a Community Planning Open House. This chapter summarizes the results of these efforts.

Community Survey

A community survey was developed and conducted by the MTU ASMR group for the Village in order to gauge attitudes and satisfaction with Village services and future directions. The survey was mailed to Village residents with an addressed, stamped envelope. The sample size achieved was 142. Most respondents were over the age of 50, lived in a two person household, and are homeowners.

Key, overall findings of the survey:

- Respondents are satisfied with the public safety services in the Village.
- Respondents are satisfied with the residential living environment but would like to see improvement with the cleanliness of residential areas and the appearance and maintenance of public buildings.
- People are generally satisfied with public transportation.
- People are satisfied with Village management.

Areas of Improvement

The following activities scored high on a list of priorities

- Work with existing business and attract new business
- Supporting community events and initiatives
- Attract young professionals
- Work with the Native American community
- Improve the lakefront and marina

Improving the economy by casino expansion and increasing population scored lower on the list

Master Plan Open House

On June 15, 2016 from 4:30-6:30pm, MSU Extension and the Michigan Municipal League (MML) conducted an open house for the Village of Baraga Master Plan at the village offices. The purpose of the open house was to gather initial community input on community assets, issues, and visions for the future. Approximately 20 village residents attended the open house.

Residents were asked to visit three different 'stations' around the room and provide feedback at each. Resident comments and responses are reproduced verbatim in what follows, organized by the three separate stations for community input.

Asset Mapping

One of the stations at the open house was a 3'x5' aerial photo of the village with the village limits identified. Residents were asked to use sticky notes or sharpie markers to place or draw on the map Placemaking Assets (quality of life things – trails, arts, history/culture, etc.), Economic Development Assets (large employers, natural and human resources, transportation, etc.), and Key Centers (the downtown), Corridors (transportation routes), and Nodes (important intersections). A photo of the completed map is provided in the Appendix. The complete list of assets identified follows:



- Historical sugar bushes
- Transfer station
- Tribal government office
- DNR office
- Tribal courthouse
- Pow wow area
- Fitness stations
- Pines Gas Station – Local products sold
- Sand Point trail
- Campground
- Marina
- Sand Point Lighthouse (I)*
- Snowmobile/ORV trails (I)
- Coop gathering to display art and create art
- New park north of Baraga marina needs signs, tables, bathrooms, more frequent mowing, and elimination of decks of logs
- Craft Store, Senior Center, Community Center
- Veteran Park
- Pontoon rental
- Lumber yard
- Football/baseball field (I)
- New casino building should have an auditorium for entertainment and community events, e.g. commencements, meetings
- Baraga sidewalks/lighting
- Rail trail possibilities

- Skate park
- Museum
- Concern: Noise on M-38 – truck traffic

*(I) indicates an additional resident who agreed with the asset.

Issue Identification

At another station, residents were presented with 10 survey results slides from the community survey conducted by MTU in the winter/spring of 2016 and asked to react to the results. No residents provided specific written feedback at this station.

Visioning Exercise

The third station consisted of a half-sheet of paper with three specific questions for which residents were asked to write responses:

What are you really proud of about the community? List several things that come to mind.

- We have a beautiful area with the bay
- Small village community
- Own ice rink
- Public beaches
- The people are good workers – friendly
- Nice view of the bay
- Deep water marina
- Children park
- Scenery
- Patriotic citizens
- Good snow removal
- The big lake
- Rural setting
- Access to forest, hunting, fishing
- Peoples love for the outdoors
- Safety
- Natural resources

What are you sorry about or not so proud of about the community?

- Need signage – lighthouse etc.
- Need sidewalks
- Need public transportation so folks can work
- Drug use

- Too many loose dogs
- Facebook page for the Village
- Some disconnect with history of the area and tribal community
- Losing a lot of our manufacturing
- Businesses are almost all on US 41
- Jobs are moving out
- Occasional yard blight – debris
- Low wages for working people, lack of jobs
- Lack of vision for downtown development
- Trashy appearance of community as a whole
- Junk yards, long grass

Imagine you've come back to the community after 20 years away, what do you see and experience that has changed for the better? It's okay to share your wildest dreams!

- Full employment, less drugs
- Waterfront trail in the village and connects to village of L'Anse and KBIC
- Sidewalks with lighting for non-motorized traffic
- Cleaned up and good view of the lake
- A trail from Sand Point to Pequaming!
- A spirit of cooperation between tribal and local governments for the betterment and beauty of the community.
- Manufacturing still going strong in the area

Master Plan Steering Committee Meeting

A kickoff meeting was held with the Master Plan Steering Committee to discuss the planning process and identify issues and opportunities to be addressed, which are outlined below:

Issues and Opportunities

Waterfront Trail

Economic Development

Training/Education

Lack of available industrial sites

Lindbloom Rd.

Westland Rd.

Relocate the Village Hall for better accessibility and visibility

Armory building

WPPI-lower electric power rates

Cooperative efforts needed

Tax abatement as tool for economic development

Possible economic development partners

Northern Initiatives

Keweenaw Economic Development Alliance

Baraga County Chamber

Baraga County Economic Development Corporation

WUPPDR

Sidewalks

Safe Routes to School (SR2S)

Blight

KBIC cooperation

Trail project is good example

Farmers Market

Chapter 4: Land Use

Natural resources, history and transportation have shaped the existing land use in the Village of Baraga. From its early beginnings as a port, railroad and lumbering town, Baraga has evolved to its current function as a residential and service community, as well as providing industrial employment opportunities. This chapter of the Master Plan provides a Future Land Use Plan, and Land Use Goals and Strategies.

Existing Land Use

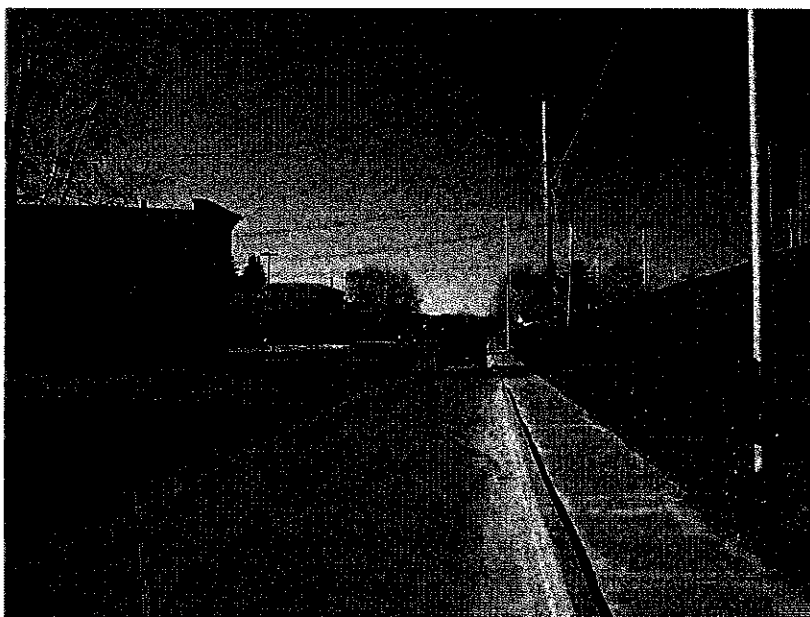
The Village of Baraga contains a variety of land uses that include residential, commercial, industrial and vacant properties. Existing land use in the Village of Baraga is described as follows:

The U.S. Highway 41 corridor is characterized by a mix of older and newer commercial development, a lodging establishment, service-oriented businesses, the KBIC tribal planning office and residential land use. The Village Water Treatment Plant is located on the waterfront on US 41, as is the Baraga County Historical Museum and the village marina and park.

The US 41 corridor north of the M-38 intersection is residential land use, the post office, cemetery, Michigan DNR office, and an industrial park.

The M-38 corridor includes single family residential, multi-family residential, tribal properties, lodging, and the Ojibway Casino.

The downtown district is located along Superior Street, and parallels US 41 to the west. Some residential units are located above commercial space in downtown buildings. The downtown includes a number of vacant lots suitable for new infill construction of mixed use retail, office and residential buildings.



Industrial land uses are located primarily to the north and southeast of the residential areas of the Village. Several residential neighborhoods of varying density surround the central core of the Village.

An Existing Land Use Map is included in the Appendix.

Future Land Use

Future land use in the Village of Baraga will generally follow the existing land use and development patterns already established. A Future Land Use Map is included in the Appendix.

Residential

Many of the Village neighborhoods are in good condition and provide affordable housing opportunities. These neighborhoods should be protected by the enforcement of building codes and enacting a blight elimination ordinance.

Multi-family Residential

This district includes the multi-family housing complexes operated by the Baraga Housing Commission and the KBIC Housing Authority.

Core Mixed Use (Downtown)

The traditional downtown district includes several blocks along both sides of Superior Street from the M-38 intersection south. Infill development of vacant properties with retail, services and offices, with housing on upper stories should be encouraged.

A better community gateway at the south end of Superior Street at the intersection of U.S. 41 and at the U.S. 41/M-38 intersection would help improve the image of both the highway and enhance business development downtown. Future commercial land use requiring small sites in the Village of Baraga should be directed to downtown or the U.S 41 corridor near downtown.

Corridor Mixed Use Development

Commercial development along U.S 41 and M-38 should be directed to areas already developed and served by utilities. Future commercial development within the highway corridors should be planned with access management principals in mind, such as shared driveways, connected parking lots, and opportunities to reduce the number of curb cuts and driveways.

Smart Growth Tenets

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

Industrial

The Village of Baraga has historically been the home of manufacturing and machine shop industries. There are several larger industrial sites in the Village, including the Pettibone Manufacturing site, an Industrial Park, and several small scale industrial sites scattered throughout the Village.

Additional land for industry is needed. Sites on Lindbloom Rd. and Westman Rd. were suggested by members of the Master Plan Steering Committee as having potential for a future industrial park area.

Institutional

Institutional land use includes such uses as the Baraga School District property, the Village Office/DPW complex, and the Baraga Correctional Facility.

Parks and Recreation

This land use category includes the Baraga Recreation Building (ice rink), Marina and other park lands. The Village has prepared a master plan for the development of the newly acquired waterfront parcel to guide future development and provide public access.

Zoning Plan

The Michigan Planning Enabling Act, P.A. 33 of 2008, as amended, requires that a Master Plan include a zoning plan that describes how a community's zoning ordinance . The zoning plan shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map and what changes are needed to the zoning ordinance to meet Master Plan land use and development goals and strategies.

The Village of Baraga does not have a zoning ordinance. The primary reason for the lack of zoning is concern that regulations would not be enforceable on lands subject to Tribal Sovereignty. A significant portion of the Village is Trust Land held by the Keweenaw Bay Indian Community (KBIC), and additional properties in the Village are owned by Native Americans. Land held in Trust as well as other land allocated in the 19th century and still in the hands of Native owners is subject to Tribal Sovereignty.

At the same time, there are community concerns about land use and blight. There is an example of an agreement reached between cities and Tribes related to jurisdiction, sovereignty and enforcement of laws and codes (County of Isabella, City of Mt. Pleasant, Saginaw Chippewa Indian Tribe, 2011). A good strategy would be to engage with the KBIC leadership to identify areas of mutual concern

Land Use Goals and Strategies

Goal 1

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

Strategy 1.1

Provide incentives for infill development within the community that would include ground-floor retail combined with upper-level residential uses. This could include the use of tax increment financing, low-income tax credits (affordable housing), façade improvement funds, and reduced land cost.

Strategy 1.2

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.

Goal 2

Foster a distinctive, attractive community with a strong sense of place.

Strategy 2.1

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 2.2

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

Goals and Strategies

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

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

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

Strategy 2.3

Pursue streetscaping and aesthetic enhancements for the U.S 41 corridor through the Village and Superior Street, including pedestrian scale lighting, street trees, bicycle amenities such as parking facilities, bicycle lanes, and wayfinding and gateway signage.



Strategy 2.4

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

Goal 3

Improve residential neighborhoods.

Strategy 3.1

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

Strategy 3.2

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

Strategy 3.3

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

Strategy 3.4

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

Chapter 6: Community Infrastructure & Facilities

This Chapter describes Village of Baraga services, infrastructure, and public facilities.

Water System

The Village of Baraga owns and operates the water treatment plant and distribution system facilities which provide service to the Village of Baraga and surrounding community.

Existing Facilities

The treatment plant is a direct filter water treatment plant and the water source is Lake Superior.

The distribution system consists of approximately 20 miles of water main and has seven (7) Pressure Reducing Valves (PRVs). In general there are two pressure districts, but the prison and the Lyons/Spruce tribal area are additional minor pressure districts.

The existing potable water supply and distribution system is comprised of infrastructure installed in various time frames, ranging from the 1930's to as recent as 2010. The water distribution system, water mains and services are constructed of cast iron in the older sections, PVC watermain in Indian Health Service (IHS) funded water system extensions, and ductile iron in some of the more recent watermain installation areas. The distribution system consists of 2", 4", 6", 8", 10", and 12" water mains.

The distribution system contains one 400,000 gallon ground storage tank which is located 300 feet higher in elevation than the treatment plant located on the shore of Lake Superior. This elevation differential requires PRVs to reduce pressures to acceptable levels in the lower pressure zone.

The water system personnel operate a booster station owned by KBIC located at the ground storage tank. This booster station services the KBIC Industrial Park located west of Baraga on Highway M-38.

Future Improvements

The Village has received funding to make improvements to their water system, and plan to construct those improvements in 2018-2019. These improvements include replacement of 25,000 lf of old watermain, miscellaneous valve and hydrant replacements, PRV station replacements, and various water plant and storage tank improvements.

The DEQ has enacted a law requiring type I public water supplies serving more than 1,000 people to implement an Asset Management Plan (AMP). An AMP will be developed for the Village of Baraga which will include a Capital Improvement Plan identifying needed upgrades and improvements for the 5-year and 20-year planning periods. The AMP will identify any deficient pipes or facilities in the water system and will recommend a replacement schedule based on criticality.

Wastewater System

The Village of Baraga/ KBIC Joint Wastewater Authority owns and operates the wastewater collection and treatment facilities which provide service to the Village of Baraga and surrounding community.

Existing Facilities

Wastewater Treatment Facility (WWTF)

The WWTF consists of an aerated treatment pond, an aerated storage pond, four stabilization/storage ponds with seasonal discharge to Hazel Creek. The WWTF has a daily average design capacity of 500,000 gallons per day.

Collection System

The collection system consists of conventional gravity sanitary sewer system as well as a few lift stations and force mains to pump flow from low lying areas. The collection system has approximately 56,000 linear feet of gravity sewer mains ranging in size from 6" to 12" in diameter. Approximately half of the gravity sewer mains were constructed over 70 years ago.

The sanitary sewer system also includes approximately 35,000 linear feet of private sewer service laterals.

Sewer Lift Stations

The sewer collection system utilizes a main liftstation to pump all wastewater to the treatment facility. The liftstation is a drypit Orenco steel can with adjacent wetwell. There is a liftstation building over the drypit to house the electrical and control systems and generator.

The liftstation pumps the flow to the lagoon treatment facility through a 6" and a 10" forcemain.

An old liftstation remains in place next to the main liftstation to serve as a backup in the event of failure at the main liftstation.

The collection system has one additional liftstation located near the Post Office on Highway US-41, which pumps wastewater from the north collection area near US-41.

Future Improvements

An Asset Management Plan (AMP) is currently being developed for the Village of Baraga which will include a Capital Improvement Plan identifying needed upgrades and improvements in the next 20 years. The AMP will identify any deficient pipes or facilities in the sewer system and will recommend a replacement schedule based on criticality.

Electric Utility

The Baraga Electric Utility is owned by the Village of Baraga and serves 780 electric customers in the Village. The Baraga 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 Wisconsin, Michigan's Upper Peninsula, and Iowa. Through WPPI, the Baraga 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.

Future improvements are to upgrade some transformers and eventually convert all street lighting to LED.



Street and Road System

The Village of Baraga maintains streets within the Village. There are 3.86 miles of major streets within the Village, and 4.90 miles of local streets. The Village also maintains sidewalks in the community. The Village budgets funds as available to repave streets and replace sidewalks as needed. Like most Michigan communities, keeping up with maintenance and/or replacement is a major fiscal challenge.

U.S. Highway 41 and Michigan Highway M-38 through the Village are maintained by the Michigan Department of Transportation.

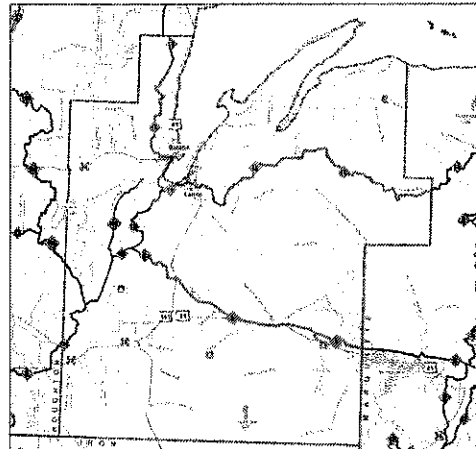
The official Act 51 Road map, which designates major and local streets, is included in the Appendix.

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 popular in the area as well.

Motorized Trails

Village of Baraga 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 and east to the Marquette area.



Non-Motorized Trails

It has long been a dream of the Village of Baraga to develop a non-motorized trail along the waterfront in the Village. US 41 right-of-way issues, land ownership and development patterns, and funding have made this a challenge.

However, in recent years, the Keweenaw Bay Indian Community has begun the process of developing a trail that would include a segment through the Village of Baraga. 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. U.P. Engineers & Architects, Inc. (UPEA) was retained by the KBIC to assist them with evaluating potential trail routes and providing a recommended route and an opinion of cost for construction of all the alternatives.

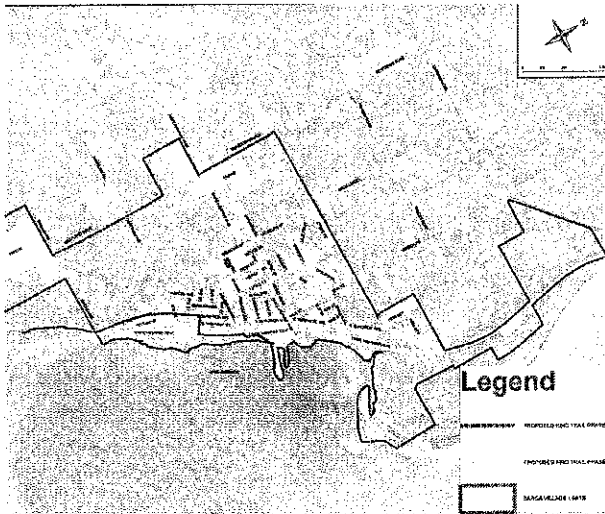
Many factors were considered during this evaluation process including: stakeholder input and desires, applicable local/state/federal agency input, permitting considerations, environmental and historical impacts, scenery, soils, terrain and general constructability, construction costs, property acquisition needs, potential economic impacts, access to existing infrastructure and points of interest, and numerous other considerations.

The most desirable route begins at the Zeba Community Hall and heads south towards L'Anse along Skanee Road. The route then turns west along Haanpaa Road and follows the Keweenaw Bay shoreline along Bayshore Drive into the

Village of L'Anse. From the L'Anse waterfront, the trail traverses the Falls River basin, climbing up to the Bishop Baraga Shrine southwest of town. From the Shrine, the trail descends and parallels U.S. Highway 41 around the head of Keweenaw Bay and then passes through Baraga State Park. The trail finishes by continuing into and through the Village of Baraga, taking advantage of waterfront access near the Baraga Marina before finally heading to Sand Point along Lighthouse Road, terminating at the Sand Point Lighthouse. This route is 11.6 miles in length and the initial engineer's opinion of total cost is approximately \$14.1 million.

This is a very ambitious and costly project, however there are many benefits. In its application to the MEDC, the Tribe described the need for this study: "Diabetes and heart disease are highly prevalent within the Native American Community and are linked to lack of physical activity. A non-motorized trail would also safely connect our communities that are currently divided."

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



tourists to enjoy their natural surroundings and provide additional incentive to remain in the L'Anse/Baraga area, further advancing the area's appeal as a "destination" for travelers.

Phase 1 of this project is funded and will be constructed in 2018. It will begin at Sand Point and terminate at the Village Marina.

Funding for Phase 2 has been applied for. This segment connects Baraga State Park to the Baraga

Marina through the Village of Baraga. This section would be another easily constructed section features flat grades for ease of use and views of Keweenaw Bay along its 1.23 mile length and also provide trail users the opportunity to access the Village of Baraga's downtown area. The north end of the section would tie into planned future development that includes a waterfront park near the existing marina and boat launch. The trail will cross US 41 at 3rd Street.

Community Infrastructure & Facilities Goal and Strategies

Goal 1

Develop and Implement a Five Year Capital Improvement Plan.

Strategy 1.1

Working with the Department of Public Works and the Village utility consultant, prepare a comprehensive list of needed and desired improvement projects and their cost, and prioritize capital improvement projects.

Goal 2

Maintain and improve the Village water and wastewater systems.

Strategy 2.1

Prepare an Asset Management Plan (AMP) for the Village of Baraga water system which will include a Capital Improvement Plan identifying needed upgrades and improvements for the 5-year and 20-year planning periods.

Strategy 2.2

Implement the funded water system improvement project.

Strategy 2.3

Prepare an Asset Management Plan (AMP) for the Village of Baraga wastewater system which will include a Capital Improvement Plan identifying needed upgrades and improvements for the 5-year and 20-year planning periods.

Goal 3

Maintain and upgrade Village streets.

Strategy 3.1

Repave entire roadways as part of water and sewer projects, where possible.

Strategy 3.2

With the potential state gas increase, the Village may have more funds to repair streets. To determine priorities, a PASER study of road conditions should be completed.

Strategy 3.3

Implement Complete Streets (cars, pedestrians, bicycles) principals when possible in conjunction with street improvement projects.

Strategy 3.4

Apply for transportation enhancement grants to improve visual conditions, and pedestrian/bicycle facilities on U.S.41 and M-38. These grants require a local match, and can cover streetscape, sidewalk/bicycle improvements, landscaping, gateways and street trees.

Strategy 3.5

Implement access management best practices on U.S 41 and M-38, to align and limit driveways, reduce the number of access points and turning movement conflicts.

Strategy 3.6

Paint bold and interesting crosswalks to create visual interest in the community and enhance pedestrian safety.

Goal 4

Improve non-motorized transportation in the Village

Strategy 4.1

Continue to pursue funding for the Zeba to Sand Point Trail segments located within the Village

Strategy 4.2

Support the efforts by the KBIC and other local governments to secure funding for the Zeba to Sand Point Trail.

Strategy 4.3

Continue to improve existing sidewalks and develop new sidewalks where none exist in the Village.

Strategy 4.4

Post information and maps of nearby trails on the Village website.



Chapter 7: Downtown Development

Downtown Development

The Baraga downtown and highway business area has a linear development pattern along Superior Avenue and U.S. 41. The physical location near the shore of L'Anse Bay has not been capitalized upon, with the exception of a few businesses including the Baraga Lakeside Hotel.

There are a number of excellent businesses in the district, however, in general, retail businesses have not invested in updating storefronts, facades and interiors of downtown buildings. Overall, the appearance is very dated. Shoppers have greater choices and opportunities to spend money than ever within the region and in the global Internet marketplace. Unfortunately, the Baraga business district is not very appealing to many of today's shoppers, whether they are local persons or tourists. This affects the overall attractiveness of the business district.

There are several attractive commercial buildings including the Lakeside Hotel property, the KBIC Tribal Planning Office and Larry's Food Market. A number of the businesses are steel buildings, and while these may provide affordable retail and service space, they do not add much character or visual interest to the highway and downtown business district. The result



is a rundown, depressing image that is not good for business. Consumers equate outdated with out of touch—a negative impression of the business district. In some cases, misguided or inappropriate remodeling attempts have hidden original details and architectural treatments that if restored, would capitalize on the building's original design and scale. Appropriate window treatments and signage can have a huge impact on an area's image.

Downtown streets and sidewalks are generally adequate. On Superior Avenue, on-street parking is available. Businesses on the U.S. 41 corridor provide individual parking lots. Some of these businesses and parking areas are interconnected, allowing traffic movement between stores without having to re-enter the highway.

The focal point for the business district is located at the intersection of M-38, Superior Avenue and U.S. 41. This "triangle" is a key, highly visible location, yet is visually unattractive, often used for storage or sale of vehicles.



Parallel to the highway and Superior Avenue is a rail corridor owned by the Canadian National (CN) Railroad. The rail line is used sporadically, but remains an active rail corridor linking the industrial park north of the village with the CN network.

There is currently no visual or physical connection between the business district and the waterfront. A strong pedestrian connection is needed. The revised plan for the non-motorized trail is proposed to cross the highway at 3rd Street and connect to the downtown on Superior Street.

A walkway and attractive pedestrian-scale theme lighting was installed along much of Superior Avenue. This project creates a pedestrian link between the Baraga State Park and the business district. This streetscape could be expanded to include the US 41 and M-38 corridors.

North of M-38, rows of red pines frame the US 41 corridor and create an attractive gateway to the community from the north. The downtown and highway business district, however, lacks landscaping, vegetation or trees, creating a barren appearance to the community.

The Village of Baraga would benefit greatly by developing a design and landscape treatment plan for the highway corridor. Areas adjacent to the rail line and highway right-of-ways could be made more attractive through plantings. Some of this area is drainage ways and ditches that could provide better storm water treatment with appropriate landscaping.

Goal 1

Support the DDA in attracting new businesses

Strategy 1.1

Support the DDA's beautification efforts of offering grant funding to building owners to fix up facades, landscaping, planting flowers, banners, etc., recognizing that a vibrant downtown will make the community much more attractive to tourists.

Strategy 1.2

Prepare a master landscape/streetscape plan for the US 41 corridor.

Chapter 8: Economic Development

Improving the local economy and job creation is noted as a priority for the Village of Baraga, and confirmed through the public involvement that has been a part of this planning process. Baraga was founded as an industrial and railroad town, and has had several successful manufacturing businesses in the community over the years. The loss of several of these businesses has severely impacted the community. Baraga County has historically experienced high unemployment over the years.

The inset on this page offers sage advice for small town success. A number of communities across the nation have faced similar challenges. Baraga can learn from what others have done to improve their economic situation.

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 in a time of constrained public resources. Investment in public infrastructure improvements and

The 7.5 keys to small town success (From Author Jack Shultz; Boomtown USA and 7&1/2 Keys to Big Success in Small Towns)

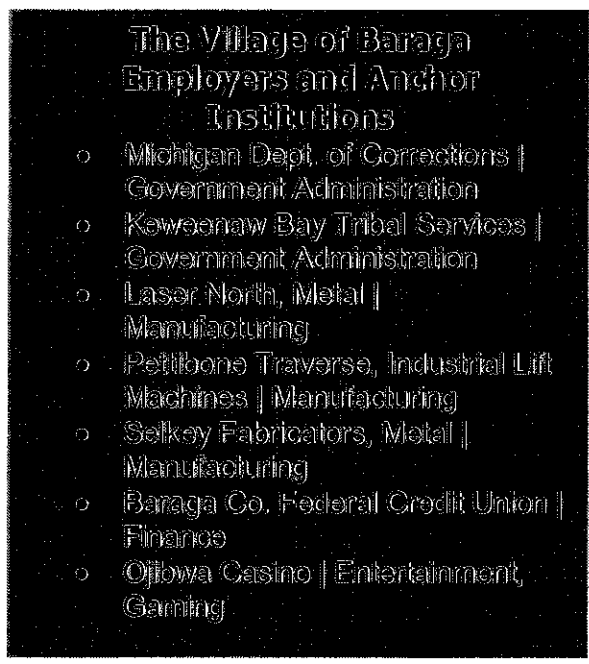
1. **Adopt a Can-do Attitude** – Can-do attitudes must permeate discussions throughout every level of a community, e.g., town council, non-profits, educational institutions.
2. **Shape Your Vision** – Build upon strengths; learn from others, set goals and work towards achieving those goals.
3. **Leverage Your Resources** – Understand what worked in the past and what could work in the future. Natural resources, local celebrities, local flavor, e.g., climate, locally manufactured products, etc., diversity and experience, retain high school graduates, reconnect with former residents and make new networks.
4. **Rise Up Strong Leaders** – The 9 traits of strong local leadership; create positive and open working environments, have strong vision for the community, keep the right priorities in mind, hear citizens' concerns, be open to criticism, face challenges, decisions based on the long-term, share the leadership and develop future leaders.
5. **Encourage an Entrepreneurial Approach** – Don't be afraid, leave that comfort zone, take those calculated risks, learn from failure, understand the need to change and be proactive not reactive.
6. **Maintain Local Control** – encourage local land ownership, business ownership and financial institution ownership, communities that have local control can hold their destiny in their hands.
7. **Build Your Brand** – It is a communities calling card, however, communities must achieve their vision first. Build the brand for the long-haul and build it based on the community's vision.
- 7 & 1/2. **Embrace the Teeter Totter Factor** – There are balances in small towns and a small shift one way or another can make either a positive or negative impact. Endure the teeter totter factor by understanding change happens, keep momentum on your side and step up and take charge.

amenities will enhance the community's image and attractiveness to prospective businesses, entrepreneurs, and employees.

Recent studies about the locational preferences of the "millennials" and recent college graduates show a trend that young people are choosing where to live based on lifestyle and quality of life considerations, rather than job opportunities or pay. Businesses, particularly those within the knowledge economy, have fewer requirements that dictate location within a particular city or region. Instead, they are looking for places that will provide a high quality of life for their employees and an appealing work environment.

The improvements recommended in this plan (such as investment in infrastructure, parks, housing, and recreational amenities) are critical for any business attraction efforts by the Village.

The Master Plan also recommends an "economic gardening" approach to growing jobs



and businesses in Baraga. 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. If possible, the Village of Baraga should provide greater 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.

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. Resource and technical assistance organizations include the Keweenaw Economic Development Alliance (KEDA) and the Western UP Planning and Development Region (WUPPDR).

The Village of Baraga is blessed with assets and potential based upon its natural setting that offers access to wild areas and Lake Superior. It is these assets that will help the community retain and attract workers and businesses.

Business Retention and Attraction

Attraction, expansion and retention of businesses is vital. It is also one of the most difficult things for a community to successfully accomplish. It takes hard work, planning, and follow-through.

Business retention is actually the most important economic development activity, a cardinal rule of any good economic development program. Barring a major disaster, loss of business has the most devastating impact on the community. If it is a large business or industry, it is unlikely to replace jobs for years or replace that service.

There are some basic things the Village can do to retain businesses:

1. Run an efficient, honest, and friendly local government.
2. Know your business community.
3. Let your business leaders know that they are appreciated.
4. Keep your businesses informed.
5. Help your business community when you can

One simple way of showing businesses you care about them is to host a business breakfast where all business owners are invited. The Village can give a "State of the Village" address where they let the business leaders in the community know what has been accomplished over the past year and what is planned for the future. It could include a speaker to address the overall economy. This simple meeting helps the business community learn about the community and get to know their civic leaders. It goes a long way towards keeping the business owners positive about the Village. It also provides business owners with an update on the economy and what they may expect in the future. Service providers like the community college may be asked to attend and allowed to set up a booth to describe their services to interested businesses at the informal coffee prior to the breakfast.

Expand what already exists is the second cardinal rule of a good economic development program. Existing businesses that are successful will expand. Helping them expand is the next logical step.

The things that make the Village successful will encourage your existing businesses to expand. Work with the Chamber of Commerce, the Baraga EDC, the Keweenaw Economic Development Alliance, WUPPDR, the MTEC Smart Zone and other organizations to conduct seminars on business expansion. The Village can help businesses learn about and apply for State and regional programs that will help finance business expansion.

Attracting new businesses is very difficult, especially because the Village is a slow or no growth area of the State. A major part of this effort is an ongoing effort to enhance the community's visual appeal and quality of life.

Another important consideration is to be ready for an expansion of an existing business or locating a new business in the Village. The existing Industrial Park is at capacity. The Village should consider options for a new Industrial Park facility. Sites on Lindbloom Road and Westland Road were mentioned as possibilities.

It has been suggested that the Village office and garage, currently housed in a former industrial building with limited visibility, be relocated to a more visible and accessible location, freeing up the building and site for a new industry. The relocation, perhaps on a vacant downtown site, could stimulate additional investment in downtown. The former Armory building was also suggested as a possible site for relocation.

Tourism

The Baraga County region offers outstanding outdoor and cultural tourism potential. Historic sites, vast forested areas and wilderness areas, natural beauty, a number of recreational trails for motorized and non-motorized users, and Lake Superior.

The Ojibwa Casino, owned and operated by the KBIC, is a major tourism attraction. The KBIC is planning major upgrades and expansion at their site in the Village. Having more things for visitors to do and see can help extend casino visits and benefit the tribe, other local businesses, and community. The Village and KBIC can work together to enhance the community and make tourism a bigger part of the local economy.

Supporting the KBIC's Zeba to Sand Point Trail project is one example of a cooperative effort to improve tourism in the area, as well as supporting and enhancing the Lake and Country bike touring route being promoted by the Baraga County Chamber of Commerce.

Redevelopment Ready Communities

Redevelopment Ready Communities (RRC) is an initiative through the Michigan Economic Development Corporation (MEDC) to help cities and villages 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 communities to have available incentives, tools and programs to assist with redevelopment.

The Village of Baraga has started the process to become a RRC community, and should continue to participate. Possible redevelopment sites include the vacant armory and vacant sites along Superior Street.

Economic Development Goals and Strategies

Goal 1:

Promote the Village of Baraga as a location offering excellent opportunities for business while providing a quiet, caring community and outstanding recreational amenities.

Strategy 1.1

Communicate with, support, and retain existing businesses and provide assistance for businesses looking to grow, start up, or relocate to the Village of Baraga.

Strategy 1.2

Enhance the visual appearance/streetscape (lighting, landscaping) of the U.S 41 and M-38 corridors through Baraga, as well as consider options for the development and creation of "gateways" at major community gateways.

Strategy 1.3

Continue to plan and invest in quality of life amenities like housing, parks, trails, as well as community programs and events that make Baraga special.

Strategy 1.4

Encourage development of retail and services that support local and regional needs.

Strategy 1.5

Establish partnerships at the local, regional, and state level that support economic development.

Strategy 1.6

Promote unique attractions for regional tourism, including arts and culture and outdoor recreation.

Goal 3

Promote outdoor recreation to entice visitors to the area.

Strategy 3.1

Continue to support the development of the Zeba to Sand Point Trail being developed by the Keweenaw Bay Indian Community (KBIC). Specifically, the Village of Baraga should continue to pursue the Phase II development through the Village, from the marina to the Baraga State Park. This trail can easily become a major destination for bicycle and hiking tourists. The Village should look at further developing it through neighborhood connections and trail spurs, working with the DDA to develop a trail head including bathrooms, and a bicycle repair stand.

Strategy 3.2

Continue to improve the marina to attract more boaters and fisherman to the Village.

Strategy 3.3

Support the Baraga County Chamber of Commerce in their marketing and education endeavors.

Strategy 3.4

Include information for tourists on the Village's website.

Goal 5

Market available vacant land and buildings for development/redevelopment.

Strategy 5.1

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

Strategy 5.2

Create property information packages.

Strategy 5.3

Create developers' packets and start actively recruiting businesses through directly mailing developers and by posting the information on the Village website.

Strategy 5.4

Work with KEDA, WUPPDR and various state agencies on developer packets.

Strategy 5.5

Conduct an Industrial Park feasibility study to determine location and the cost of developing new industrial sites in the Village.

Goal 6

Attract New Businesses to Baraga

Strategy 6.1

Focus efforts on supporting both new and existing small, locally owned businesses and in attracting and retaining skilled labor.

Strategy 6.2

Develop information for the Redevelopment Ready Sites to actively recruiting businesses.

Strategy 6.2

Build upon the strong wood based and manufacturing industry presence in the region to attract additional employers.

Chapter 9: Recreation

The Village of Baraga Community Parks and Recreation Plan describes the community, inventories existing recreation facilities, and provides a five-year action program for future recreational development. This Recreation Plan was adopted by the Village Council on February 25, 2015.

Administrative Structure

In the Village, park and recreation facilities are managed primarily by the village manager with oversight by the council's three-member Recreation Committee, which makes recommendations on major initiatives to the full council for approval. An organization chart is included in this plan. The Village supports and maintains recreation facilities through annual General Fund appropriations. In 2014, the Village expended approximately \$65,000 for maintenance and operations of recreation facilities. Maintenance functions are carried out by Village employees.

Description of the Planning Process

The development of the Village of Baraga Community Parks and Recreation Plan involved village council members, the village manager, and village residents. The village council makes time at each of its monthly meetings for citizen views and comments. A handful of citizens did take advantage of the opportunity to speak publicly about their recreation ideas and they attended the public hearing and the village council meetings. Although ideas from citizens did not yield any new possible projects, their comments did affirm that the village was on the right course with their Action Program, as all the citizen ideas were already listed.

In addition to attending public meetings, other citizens approached village officials during personal and less formal encounters, whether at village offices or at the grocery store. Comments made to village officials are reflected in this plan.

Another main avenue of public comment runs through the Village's Downtown Development Authority, which is composed of village residents who volunteer to serve on the authority. The DDA's responsibilities include developing new ways to attract visitors to the Village and ways in which the Village can attract more business owners as well as potential customers. The DDA is extremely active in proposing recreational initiatives to the Village and are involved in all major recreation projects.

The Village Council received public comments on the Recreation Plan on January 12th, 2015 during its regular monthly meeting. The meeting was attended by approximately 10 citizens.

A second opportunity to receive public comments was held on February 10, 2015 during a public comment period that was held before the Village Council's regular monthly meeting.

The start of the 30-day public comment period was advertised in the *L'Anse Sentinel* on January 14, 2015, and the public comment period started that day. The same advertisement advised citizens where to obtain a copy of the draft recreation plan.

A well-advertised Public Hearing was held by the Baraga Village Council on the recreation plan was held February 25th, 2015 to receive any public comments or concerns on the draft plan.

Summary of Citizen Input during Planning Process

- Waterfront Park at Historical Museum should be developed with handicap parking, seating benches, ADA compliant walking paths, and foot bridges.
- The village needs more walking paths. On the waterfront would be good, but walking paths anywhere in the village would be nice.
- The Baraga State Park should plow parking spots in the winter so people can park at the entrance and go snowshoeing in the park and on the park trails.
- If the village does build a new multi-use path along the U.S. 41 corridor, it should be available to snowmobilers in the winter. Four wheelers should not be allowed on it in the summer or fall, as it should be focused for use by pedestrians and people riding bicycles.
- The road into the marina is getting a little rough and the pavement is breaking.
- It would be nice to see trails and horse shoe throwing pits developed on the Jacobson property once it is acquired.
- There should be a hiking trail between L'Anse and Baraga.
- People should be allowed to walk on existing snowmobile trails in the winter.
- Most trails in the village should be for both hikers and motorized recreation.
- We don't care if snowmobiles are on the walking trails in the winter because we're in Florida.

Village of Baraga Recreation Inventory

Baraga Marina

The Baraga Marina has facilities for mooring recreational watercraft, boat launching facilities, water, electricity, pumpout, and bait shop. Portions of the marina are ADA compliant. Restrooms are not compliant.

Baraga Municipal Recreation Building Complex

This facility provides indoor ice for skating activities and has a regulation-size hockey rink. It also has changing rooms, concession rooms, and a zamboni room. ADA compliant.

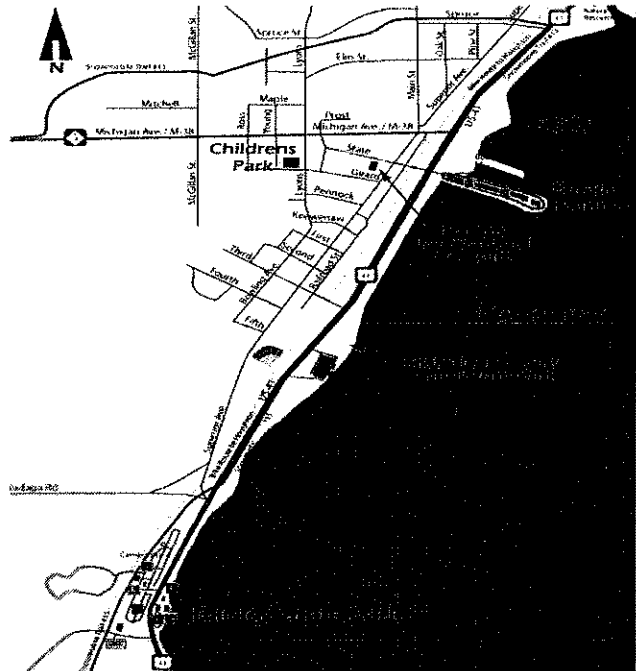
Baraga's Children's Park

The park has swings, teeter totters, slides, picnic tables, benches, swinging benches, and a rest room. ADA compliant restroom.



Historical Society Waterfront Park

The Village owns a small parcel of land on U.S. 41 that hosts the Baraga County Historical Society museum and a small waterfront park. The park is currently more of a riparian buffer that was created about 1990 as part of a wetland mitigation project for a private marina that was constructed immediately to the south of the Waterfront Park.



Jacobson Property

The six-acre "Jacobson Property" was recently acquired. The parcel is located adjacent to Baraga Marina. Possible improvements include a volleyball court, a horseshoe court, boardwalks, splash park, playground equipment, and disc golf course.

The Baraga County Historical Society leases the building on the land. The waterfront park is open to the public, but has no improvements that allow the public to access it. The historical society wishes to make future improvements to the waterfront park including picnic tables and sitting benches, a walking path accessible to people of all abilities (ADA accessible/Universal Accessibility), and small pedestrian bridges. Not ADA Compliant.



Baraga State Park

The park is located on the southern boundary of the Village. The park is a huge community 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.

GOALS AND OBJECTIVES

The main recreation goal for the Village is to expand recreational opportunities for residents and visitors in a manner that makes the Village more livable and that visitors and tourists find attractive. In supporting visitors and tourists, the Village is supporting local businesses that cater to travelers.

It is believed a substantial number of recreational tourists travel through Baraga County on the way to Houghton and Keweenaw counties. By improving recreational opportunities provided by Keweenaw Bay and recreational trails in the region, the Village hopes to become a more desirable destination for a larger portion of the pass-through traffic.

Additionally, the Village wishes to make itself more livable for residents by providing more recreational opportunities. The Village also wishes to promote more healthy activities for its residents. For example, with obesity becoming a nationwide pandemic, the Village would like to consider more walking trails and biking paths to provide residents an opportunity to "stretch their legs" while enjoying the area's scenic beauty.

Among the ideas expressed by Village residents are the following:

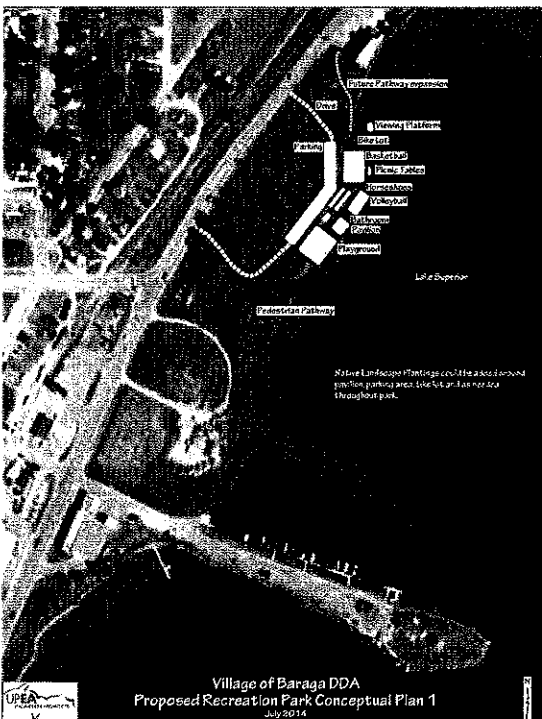
- Boardwalks along the bay

- Better trail connection between the village and state park
- More water-based recreation like a "splash park"
- Multi-use trail for walking in summer, snowmobiling in winter
- Community gardens
- Multi-use trails joining other communities
- Better swimming beach
- Ice rink improvements

Action Program

The Village wishes to improve recreational trails within its boundaries. These trails would focus on pedestrians and bikers during the warm months and snowmobilers during the winter months. Included in its plans is a trail to connect Baraga Marina with Baraga State Park. Possible trail routes are along the waterfront or along the U.S. 41 corridor that runs through the village.

The Village also hopes to improve the municipal ice rink. The rink is in need of new ice-making equipment, and the cooling coils sit on top of the rink's concrete slab, making the facility unusable during summer months. Embedding the coils under concrete would allow the facility to be used for other community functions. Other potential projects include new boards and glass, new refrigeration plant (compressor and circulator pumps), and an addition behind the players benches for showers and locker rooms.



Following the Village acquisition of the Jacobson property, the village would like to make improvements. Among the ideas are a volley ball area, horseshoe pit, pathways, boardwalks, a splash park, playground equipment, and placement of a sign so that the public knows that it is a public park. Since the Jacobson property is contiguous to the Baraga Marina, some of the improvements mentioned for the Jacobson land could be constructed at the marina. The Village is interested in a connecting pathway that allows pedestrians to walk between the two parcels.

The Village would like to see improvements at the waterfront park behind the Baraga County Historical Society museum. Improvements may include picnic tables, benches, ADA accessible paths and bridges.

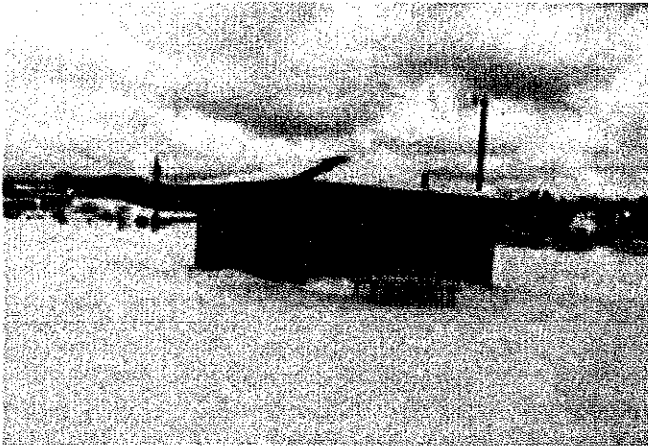
The Baraga Marina is one of the community's main recreational venues and is highly valued by the community. There are a variety of opportunities at the marina to improve its service to the community. Among the potential improvements are:

- New rip-rap along the marina shoreline where high water levels have the potential to wreak havoc.
- Remove inappropriate concrete rip-rap that is causing more problems than it is solving.
- New entrance gate and concrete abutments/walls/foundations
- The Harbor Master building in years past has settled unevenly. The settling may cause issues in the future with water and sewage pipes that serve the area.



ramp and skid pier to replace the launch and skid piers constructed in 1978, as they have outlived their useful life.

- Harbor master building restrooms are not barrier-free and are not in compliance with ADA regulations.
- Replace or renovate the building and restrooms.
- New boat launch
- New service pier with utilities as it is approximately 35 years old and has outlived its useful life.
- Fencing and concrete for permanent docking areas that have outlived their useful life.
- The bituminous pavement roadway into the marina has outlived its useful life and needs replacement.
- Pathway replacement in areas where high water levels have caused excessive erosion and damaged the walkways.
- The soils under the marina's uplands (land above the waterline) are of uncertain origin. The soils may contain organic materials which caused the harbor master



building to settle unevenly. The village wishes to conduct a geotechnical investigation of the uplands before any major building project is undertaken.

The Zeba to Sand Point Non-Motorized Trail proposed and being implemented by the Keweenaw Bay Indian Community includes several segments through the Village. Phase 1, Sand Point to the Village Marina, is in design with construction slated for 2018. Phase 2, from the Village Marina to

Baraga State Park, is being submitted for funding. The Village should continue to support the KBIC long range plan for the trail as it will have numerous benefits for the community, including promoting healthy lifestyles and exercise, tourism, and placemaking for the Village.

The Village also supports efforts to improve regional recreation and tourism such as the Lake and Country bike touring route developed by the Baraga County Chamber of Commerce.

Chapter 10: Implementation

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

Land Use

Action Item	Responsible Party	Timeline
Provide incentives for mixed-use infill development within the community	Village Council	On-going
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	Village Council	On-going
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.	Village Council/DDA	On-going
Adopt and enforce appropriate blight and rental-inspection ordinances and utilize Municipal Civil Infractions methodology for enforcement.	Village Council	2018
Improve maintenance and reconstruction of infrastructure/roads in the neighborhoods to encourage private investment.	Village Council	On-going
Add small neighborhood parks, gathering areas, trails/trail connections, and community gardens as needed or desired within neighborhoods.	Village Council	On-going

Community Infrastructure & Facilities Goal and Strategies

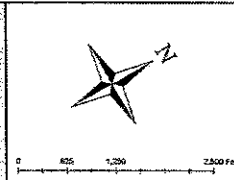
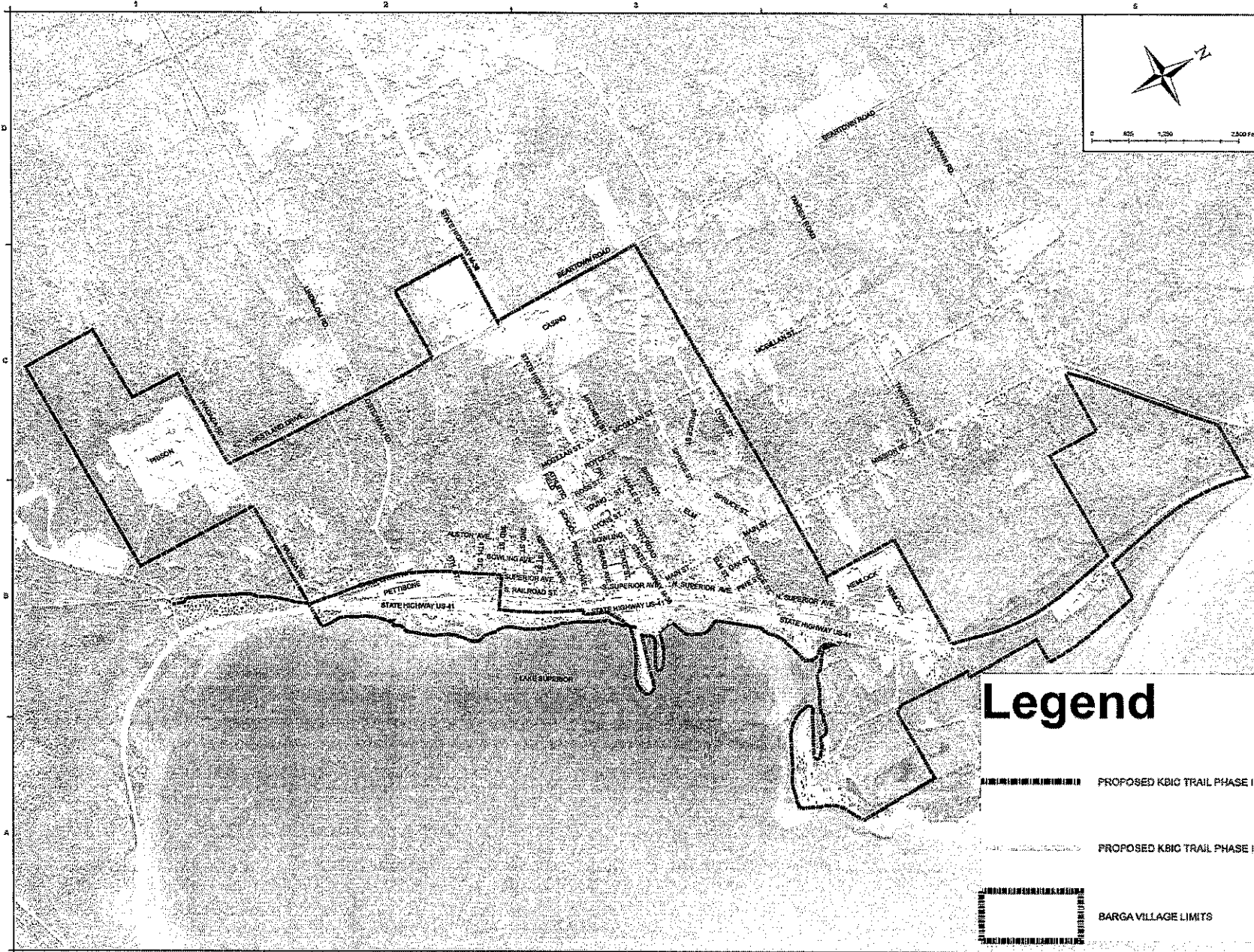
Action Item	Responsible Party	Timeline
Working with the Department of Public Works and the Village utility consultant, prepare a Capital Improvement Plan	Village Council/Public Works	2018
Prepare an Asset Management Plan (AMP) for the Village of Baraga water system which will include a Capital Improvement Plan identifying needed upgrades and improvements for the 5-year and 20-year planning periods.	Village Council/UPEA	2018
Implement the funded water system improvement project.	Village Council	2018
Prepare an Asset Management Plan (AMP) for the Village of Baraga wastewater system which will include a Capital Improvement Plan identifying needed upgrades and improvements for the 5-year and 20-year planning periods.	Village Council/UPEA	2018
Repave entire roadways as part of water and sewer projects, where possible.	Village Council	On-going
To determine priorities, a PASER study of road conditions should be completed.	Village Council/Public Works	2018
Implement Complete Streets (cars, pedestrians, bicycles) principals when possible in conjunction with street improvement projects.	Village Council	On-going
Apply for transportation enhancement grants to improve visual conditions, and pedestrian/bicycle facilities on U.S.41 and M-38.	Village Council	On-going
Paint bold and interesting crosswalks to create visual interest in the community and enhance pedestrian safety.	Village Council/Public Works	On-going

Action Item	Responsible Party	Timeline
Continue to pursue funding for the Zeba to Sand Point Trail segments located within the Village	Village Council	2018
Support the efforts by the KBIC and other local governments to secure funding for the Zeba to Sand Point Trail.	Village Council	On-going
Continue to improve existing sidewalks and develop new sidewalks where none exist in the Village.	Village Council	On-going
Post information and maps of nearby trails on the Village website.	Village Council	2018

Economic Development

Action Item	Responsible Party	Timeline
Communicate with, support, and retain existing businesses and provide assistance for businesses looking to grow, start up, or relocate to the Village of Baraga.	Village Council, Chamber of Commerce	On-going
Prepare a design and landscape plan to enhance the visual appearance of the U.S 41 and M-38 corridors through Baraga,	Village Council/DDA	2018
Continue to plan and invest in quality of life amenities like housing, parks, trails, as well as community programs and events	Village Council/DDA	On-going
Encourage development of retail and services that support local and regional needs.	DDA	On going
Establish partnerships at the local, regional, and state level that support economic development	Village Council	On-going
Support the DDA's beautification efforts of offering grant funding to building owners to fix up facades, landscaping, planting flowers, banners, etc., recognizing that a vibrant downtown will make the community much more attractive to tourists.	DDA/Village Council	On-going
Continue to pursue the Trail Phase II development through the Village, from the marina to the Baraga State Park.	Village Council	2018
Continue to improve the marina to attract more boaters and fisherman to the Village.	Village Council	On-going
Support the Baraga County Chamber of Commerce in their marketing and education endeavors.	Village Council	On-going

Action Item	Responsible Party	Timeline
Prioritize sites for redevelopment efforts and determine which types of businesses are appropriate on these sites.	Village Council	2018-19
Create property information packages.	Village Staff	2018-19
Create developers' packets and start actively recruiting businesses through directly mailing developers and by posting the information on the Village website.	Village Staff/KEDA/WUPPDR	2018-19
Conduct an Industrial Park feasibility study to determine location and the cost of developing new industrial sites in the Village.	Village Council	2018



**ENGINEERING
ARCHITECTURE
PLANNING
SURVEYING
ENVIRONMENTAL**

142 PORTAGE STREET
HOGSTON, MI 49851
(248) 482-0810

2404 N. STEPHENSON AVE., SUITE 1
IRON MOUNTAIN, MI 49801
(248) 779-0932

44 NORTH POSE STREET
SPOKING, MI 49844
(248) 483-0911

4701 CONLAP AVE., SUITE 6
HARTZELL, MI 49829
(248) 713-4184

301 ADAMS STREET
KALAMAZOO, MI 49001
(269) 333-0311

PROJECT TITLE:
**BARAGA
MASTER
PLAN**

OWNER:
**VILLAGE OF
BARAGA
MICHIGAN**

PROJECT LOCATION:
**BARAGA,
MICHIGAN**

REVIEW: 10/25/17
ISSUED FOR: DATE:

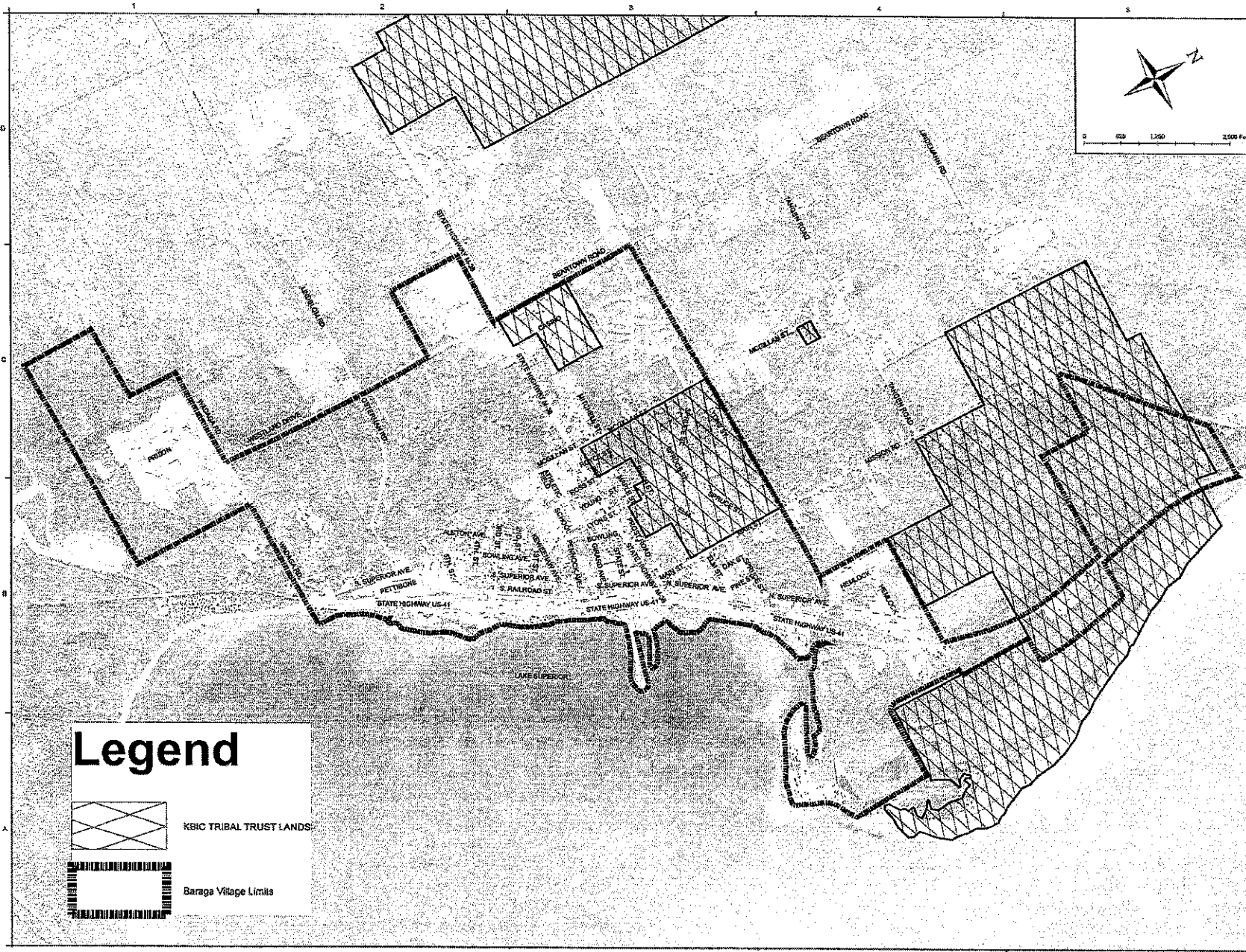
Legend

- PROPOSED KBIC TRAIL PHASE II
- PROPOSED KBIC TRAIL PHASE II
- BARGA VILLAGE LIMITS

NORTH of 45
responsive urban and town planning

PROJECT NO: 803-16534
DESIGNED BY: M.J.J.G.H.
DRAWN BY: A.J.K.
CHECKED: J.K.
APPROVED: J.K.

**WATER
DISTRIBUTION
SYSTEM**



Legend

KBIC TRIBAL TRUST LANDS

Baraga Village Limits

UPEA
ENGINEERS & ARCHITECTS

**ENGINEERING
ARCHITECTURE
PLANNING
SURVEYING
ENVIRONMENTAL**

100 PORTAGE STREET
HONOLULU, HI 96813
(808) 422-4833

2000 N. STEPHENSON AVE., SUITE 2
PO BOX 10000, MI 49801
(505) 773-5302

424 SOUTH PINE STREET
SPOKANE, WA 99204
(509) 455-5515

1911 BOWLAP AVE., SUITE 8
HONOLULU, HI 96812
(813) 773-4568

131 ARDENWAY STREET
DALLAS, TX 75204
(214) 338-5577

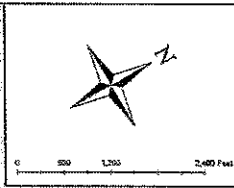
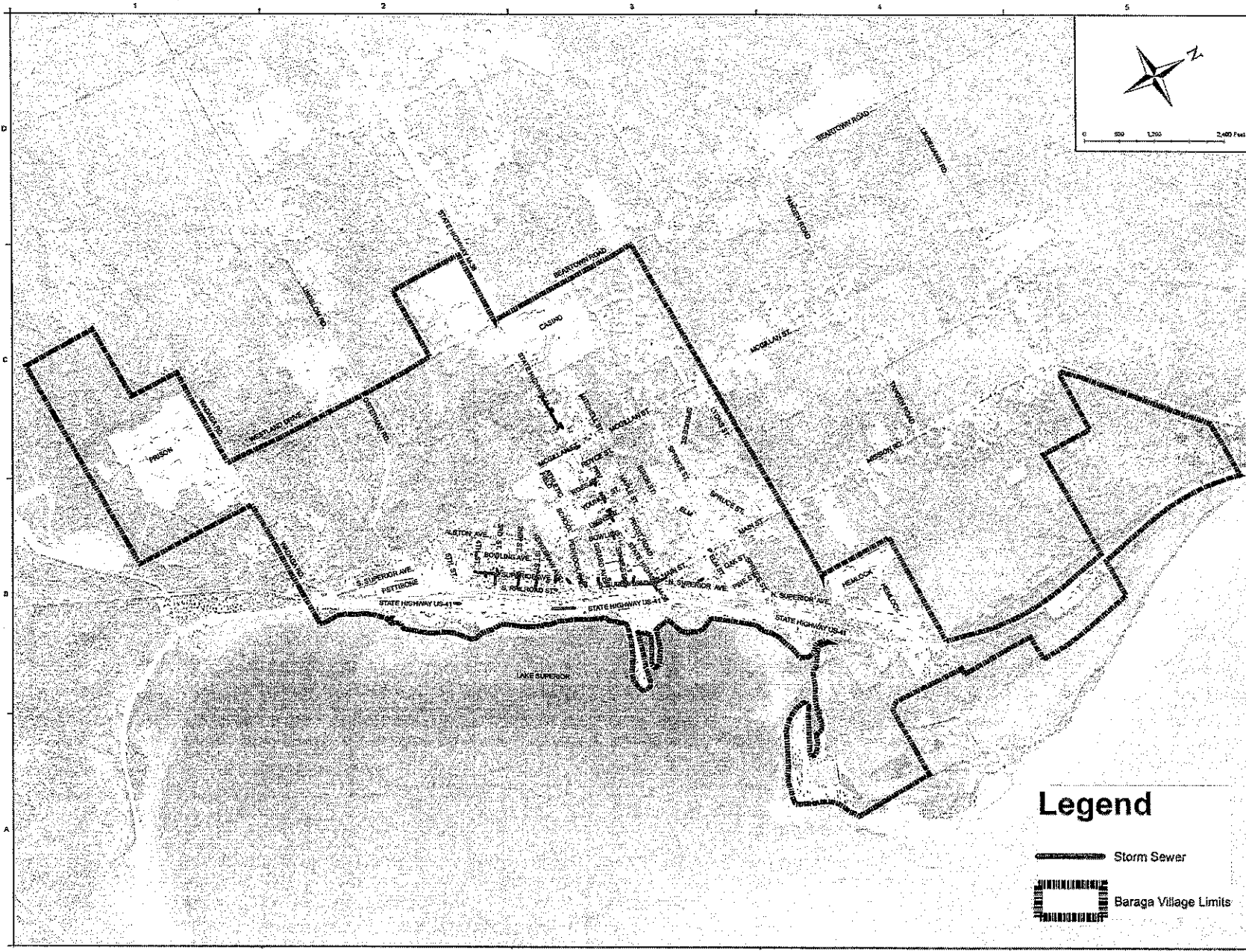
PROJECT TITLE:
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MICHIGAN
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MICHIGAN

REVIEW	ISSUED FOR:

NORTH of 45
responsive urban and town planning

PROJECT NO: 802-16534
 DESIGNED BY: M.J.J./L.G.H.
 DRAWN BY: A.J.K.
 CHECKED: J.K.
 APPROVED: J.K.

**KBIC TRIBAL
TRUST
LANDS**



ENGINEERING
ARCHITECTURE
PLANNING
SURVEYING
ENVIRONMENTAL

130 PORTAGE STREET
HIGHTSTOWN, NJ 08520
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1406 N. 5 THOMPSON AVE. SUITE 1
JOHN HOPKINS, MD 21205
(410) 729-0933

424 SOUTH PINE STREET
PORTLAND, ME 04101
(207) 483-6031

1711 DUNLAP AVE. SUITE 8
MINNETTCA, WI 53041
(262) 732-4389

787 JEFFERSON STREET
BOSTON, MA 02118
(617) 452-0351

PROJECT TITLE:
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REVIEW	10/25/17
ISSUED FOR:	DATE:



PROJECT NO: 802-16534
DESIGNED BY: M.J.J.G.H.
CHECKED: A.J.K.
APPROVED: J.K.

**STORMWATER
SYSTEM**

Legend

- Storm Sewer
- Baraga Village Limits

07 - VILLAGE OF BARAGA

APPROVED

3.86 -- MILES OF MAJOR STREET
4.90 -- MILES OF LOCAL STREET
FOR THE PERIOD
JULY 1, 2016 to JUNE 30, 2017
BY

[Signature]

ACT 51 ADMINISTRATOR

July 1, 2016

DATE OF APPROVAL

VILLAGE OF BARAGA BARAGA COUNTY

POP. 2,063 -- 2010 CENSUS
T 50N, 51N - R 33W

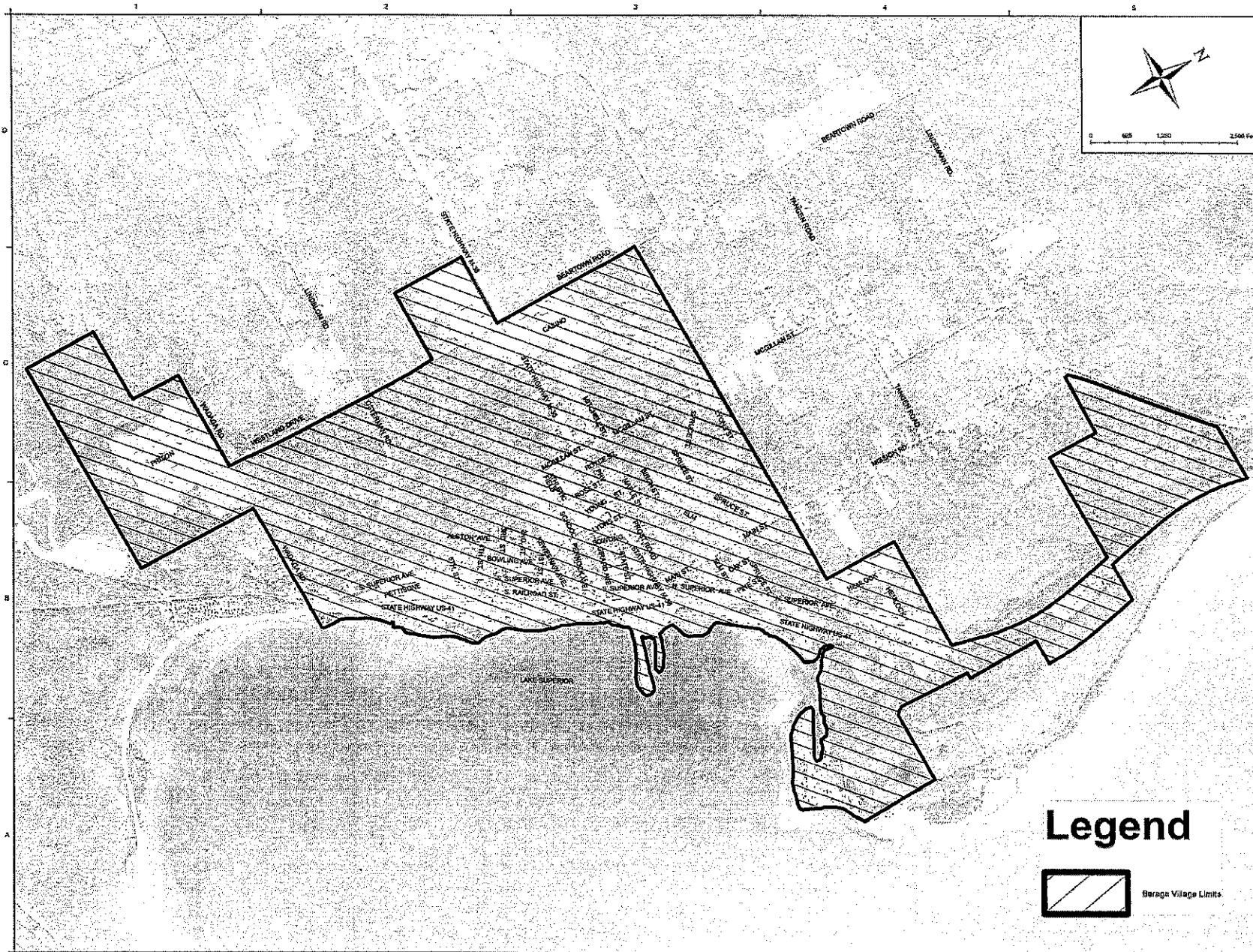
STREET SYSTEM
THE MICHIGAN HIGHWAY LAW,
PUBLIC ACT 51 OF 1951, AS AMENDED,
MICHIGAN DEPARTMENT OF TRANSPORTATION
1 inch equals 1000 feet Map Size 18x24



ROAD SYSTEM	LEGEND	GEOGRAPHY
STATE TRUNKLINE		ADD LINES
COUNTY PRIMARY		SECTIONS
COUNTY LOCAL		NON-FOCUS AREAS
CITY MAJOR		LAKE / RIVER
CITY LOCAL		HYDROGRAPHY
ADJACENT JURISDICTION ROAD		RAILROAD
UNIVERSITY ROAD		
STATE PARK ROAD		
RAILS TO TRAILS		

Revision Date: August 31, 2016





Legend



Baraga Village Limits

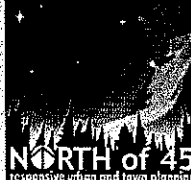


**ENGINEERING
ARCHITECTURE
PLANNING
SURVEYING
ENVIRONMENTAL**

150 PORTAGE STREET
DOWNSIDE, MI 49821
(907) 427-4230
200 N. STEPHENSON AVE. SUITE 2
IRON MOUNTAIN, MI 49801
(248) 775-0007
400 SOUTH PINE STREET
TPOCAHO, MI 49848
(907) 488-1911
1701 CLARK AVE. SUITE 6
MARQUETTE, MI 49801
(219) 331-4188
307 ASHMAN STREET
SAULT STE. MARIE, MI 49783
(231) 824-0811

PROJECT TITLE:
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MICHIGAN**

REVIEW	10/23/17
ISSUED FOR:	DATE



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DESIGNED BY: M.J.J.L.G.H.
DRAWN BY: A.J.K.
CHECKED: J.K.
APPROVED: J.K.

**VILLAGE
BOUNDARY**

