



# CITY OF MARQUETTE

## COMMUNITY MASTER PLAN

### Supplemental Report

OCTOBER 2024



## **Cover Painting**

*Ore Dock 2022*

Artist: Gene Bertram

Oil Painting

Art Week 2023 Magazine Cover

Gene currently has work displayed at Marquette's City Hall

More about the artist/exhibit: [Blog | MQTCompass.com](https://mqtcompass.com/blog/gene-bertram-ore-dock-2022)

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Resolution

# Table of Contents

01. Introduction	9
02. Community Profile	13
03. Natural Features & Resiliency	27
04. Coastal Resilience	49
05. Community Facilities	59
06. Transportation & Mobility	71
07. Housing & Neighborhoods	91
08. Economic Development	107
09. Land Use	123
10. Community Input	137
11. Appendix	175

## List of Tables

Table 1: Marquette County Population Change	15
Table 2: Marquette County Population Change	19
Table 3: ALICE Household Survival Budget – Marquette County	22
Table 4: ALICE Household Stability Budget – Marquette County	23
Table 5: Climate Action Planning: Next Steps	30
Table 6: Watershed Statistics	34
Table 7: Green Infrastructure Methods	36
Table 8: Wetlands	37
Table 9: School Enrollment	62
Table 10: Arts & Culture Goals and Strategies	68
Table 11: Crashes, 2021	77
Table 12: Proposed Safety Treatments	77
Table 13: Marquette Housing Type	95
Table 14: Community Feedback on Missing Middle Housing Types	98
Table 15: City of Marquette Jobs by Place	108
Table 16: Workers by Industry, for the Civilian Employed Population 16 Years and Over	110
Table 17: Top 5 Largest Industries in Marquette County by Economic Output	111
Table 18: Top 5 Largest Industries in Marquette County by Employment	111
Table 19: Industry Types	112
Table 20: Industry Trends	112
Table 21: Marquette County Top Industry Trends	113
Table 22: Visitor Spending 2022, Marquette County	115
Table 23: Existing Land Use	124
Table 24: Civic Land	127
Table 25: Conservation & Recreation Land	128
Table 26: Single-Family Residential Land	129
Table 27: Utility Land	130
Table 28: Single-Family Residential Land	131
Table 29: Underdeveloped Land	132
Table 30: Commercial Land	133
Table 31: Industrial Land	134
Table 32: Manufactured Housing Land	135
Table 33: Mixed-Use Land	136

## List of Figures

Figure 1: Population 1860 – 2040	16
Figure 2: NMU Enrollment	17
Figure 3: Marquette Population Pyramid	18
Figure 4: Household Incomes	20
Figure 5: Household Income by Age of Householder	21
Figure 6: Marquette Temperatures	29
Figure 7: Precipitation	29
Figure 8: Modified Skyline Test	43

Figure 9: Urban Heat Island Effect	45
Figure 10: Lake Superior Water Levels	51
Figure 11: CoPe Coastline Framework	53
Figure 12: Phase 2 Plan	55
Figure 13: Conceptual Renderings for the Project	55
Figure 14: Arterial Street Design	73
Figure 15: Collector Street/Minor Arterial Design	73
Figure 16: Local Street Design	73
Figure 17: Before and After Complete Streets	75
Figure 18: Proposed Multi-Use Tunnel at McClellan/US-41	78
Figure 19: Redesign of West Washington St Gateway	79
Figure 20: Redesign of M-553 at Marquette Mountain Ski Resort	79
Figure 21: City of Marquette Bike Routes	81
Figure 22: Months of Supply in Marquette	93
Figure 23: Median Sale Price in Marquette	93
Figure 24: Median Rent in Marquette County (2023 Dollars)	93
Figure 25: Homeowner Cost Burden	94
Figure 26: Renter Cost Burden	94
Figure 27: Income and Tenure	96
Figure 28: Income and Cost Burden	96
Figure 29: Educational Attainment and Tenure	96
Figure 30: Age and Tenure	97
Figure 31: Age and Housing Type	97
Figure 32: Age and Cost Burden	97
Figure 33: Missing Middle Housing	98
Figure 34: Commuting Graphic	108
Figure 35: Economic Output	110
Figure 36: NAICS Industry Classification	114

## List of Maps

Map 1: Human Climate Niche - 2020	24
Map 2: Watersheds	32
Map 3: Lake Superior Access	40
Map 4: A Concept Plan for a Marquette Transit Route	41
Map 5: Urban Heat Island - 8/11/2022	46
Map 6: Coastal Resilience Assessment	52
Map 7: Public Recreation Access	66
Map 8: National Functional Classification	74
Map 9: Crashes, 2021	76
Map 10: Trails & Pathways	83
Map 11: Parking in Downtown Marquette	85
Map 12: Jobs	109
Map 13: Existing Land Use	125
Map 14: Taxable Revenue per Acre, 2022	126

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# 01



Image Credit: City of Marquette DDA

## Introduction

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## INTRODUCTION

Over the last decade, Marquette residents and city officials have worked to preserve and protect the small-town feel of the city while also meeting the economic, social, and housing needs of current and prospective community members. In 2013, Marquette created the 'Third Street Corridor Plan and Form Based Code.' This plan provides tactical urban strategies, multi-use transitions, façade treatment programs, and form-based code recommendations for Third Street, a key north/south spine in Marquette. The plan also addresses transportation strategies to support biking, walking, and outdoor dining. Another important facet of the plan is that parking was encouraged to be consolidated and moved to the rear of buildings where possible to make the area more walkable.<sup>1</sup>

Following the 2013 corridor plan, Marquette's Arts and Culture Department released the City Arts and Culture Master Plan, which was designed to define the city's role in supporting arts and culture. The goals outlined in this plan include: ramping up the city's role in the creative economy, new partnerships to build and maintain a robust creative and cultural scene, and to develop and implement strategies to incorporate art in all facets of planning and placemaking.<sup>2</sup>

The Marquette Downtown Waterfront Form-Based Code District was adopted in 2009 with the goal to foster infill development in a sustainable, mixed-use pattern as a part of a diverse and active working waterfront with urban characteristics. The form-based code is intended to promote traditional mixed-use urban form while allowing shopfronts and other commercial uses at the street level with wide sidewalks and canopy shade trees all based upon the physical access and sense of connection to Lake Superior.<sup>3</sup>

Marquette's most recent five-year parks and recreation plan was adopted in January 2019. This plan is based upon the State of Michigan grant funding requirements for parks and recreation. It summarizes other planning documents that impact the parks and recreation opportunities in the community. Developed upon a community survey, the top two favorite recreation options in

Marquette are the natural areas for hiking and biking and the paved walking and biking trails.<sup>4</sup> The goals outlined by the Parks and Recreation Master Plan include:

1. Take care of existing parks before allocating resources to new projects.
2. Enhance existing parks and facilities.
3. Protect the environment.
4. Provide health and wellness opportunities.
5. Provide plans and projects that are sustainable.
6. Collaborate with partners on recreation and amenities.
7. Engage the citizens and use universal design for all projects.

Adopted in November 2020, the Marquette Downtown Plan summarizes local plans that influence the regional center. The document also highlights a 2017-18 traffic study. The goals include: establish priority redevelopment sites, provide transportation choices, and balance needs of residents; provide a wide range of housing options, support new economic industries while keeping historic center, promote reinvestment with mix-use infill development; and preserve natural features, connect downtown with lakefront amenities, and develop a parking management plan and a wayfinding sign program.<sup>5</sup>

Lastly, The Marquette Strategic Plan for 2020 – 2022 provides a list of 22 City commission priorities. These priorities include:<sup>6</sup>

1. Climate adaptation and sustainable tourism.
2. Housing affordability.
3. Transit network.
4. Economic impact studies (including the impact of arts and culture).
5. Long term financial plan regarding capital facilities.
6. Winter city initiatives regarding pedestrian access and winter activities.

## OTHER NOTABLE LOCAL PLANS:

### Marquette Charter Township Master Plan 2020 -2024

Adopted in July 2020, the Marquette Charter Township Master Plan for 2020 – 2024 outlines goals for complete streets and supporting smart growth. The plan also details the Township’s objective to rehabilitate or re-use vacant and underutilized properties to convert to single-use or mixed-use developments over new developments. Finally, it encourages zoning amendments that allow for affordable housing.<sup>7</sup>

### Sands Township Master Plan (Adopted August 2011, Amended October 2018)

Bordering Marquette to the southeast, Sands Township is a rural community with a small population. The vision for the Township’s Master Plan is to keep the area lightly populated and to encourage sound forestry management and agriculture. It also supports a balanced mix of land uses and recommends that non-residential uses be compact and adjacent to existing development.<sup>8</sup>

### Chocolay Township Master Plan (Adopted 2021)

Chocolay Township updated their Master Plan in 2021. The recent updated plan outlines goals regarding community fiscal sustainability, economic development, energy infrastructure, food systems, future land use, housing, natural systems, public safety, recreation, solid waste, transportation, and water and wastewater infrastructure. Further, specific tasks aligned with these strategies and related to the City of Marquette include: promoting new development and facilitating the redevelopment of underutilized existing commercial areas, developing and maintaining a comprehensive asset management plan for existing roadways, and implementing recommendations of the US-41/M-28 Access Management Plan.<sup>9</sup>

### Marquette County Master Plan (Adopted August 2021)

The Marquette County Master Plan, adopted in August 2021, reflects the common themes and goals intended to enhance current planning initiatives within the County. Of particular interest is the section on Climate Change. Information on climate data trends and Lake Superior levels will be helpful when addressing adaptive changes Marquette will need to consider a more resilient community. Warmer winters, more frequent droughts, and greater variability of Lake Superior levels are expected along with greater damage to infrastructure and impacts to human health.

The plan identifies four unique planning regions within the County. The City of Marquette falls with the “Borealis Beach Region.” The goals of the plan appear to support many of the planning endeavors underway in Marquette. One goal in particular fit well with Marquette’s efforts and that is to make better use of brownfields and underutilized urban sites versus outward expansion in prime natural areas and farmlands.<sup>10</sup>

### Marquette County Economic Recovery and Resilience Strategy (Adopted January 2022)

This plan is intended to serve as a starting point for the six central counties of the Upper Peninsula. There are five strategic goals offered. In summary, Marquette County should focus on innovation and entrepreneurship; talent attraction and workforce development, infrastructure and brownfield sites; quality of place and; regional positioning and marketing. The Strategy emphasizes the establishment of an UP Outdoor Recreation Innovation District throughout the document. To attract remote workers, the town needs to have reliable, high-speed Internet, available housing options, and invest in quality-of-place assets.

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# 02



Image Credit: Marquette DDA

## Community Profile

*An analysis of a community's demographic characteristics is essential in the planning process. A community-focused approach begins with an understanding of the types of people that live there, its economic characteristics, and the attributes of the surrounding environment. The following section details select demographics of Marquette. The data shows the city compared to other surrounding jurisdictions and how the city has changed over time.*

- » *Marquette's population is anticipated to reach 22,000 by 2040.*
- » *Young adults are moving into the city.*
- » *NMU enrollment is declining faster than national trends.*
- » *The number of single male households in Marquette increased by 46% over the past decade.*
- » *Roughly 47% of households in Marquette struggle to meet basic household expenses.*
- » *Childcare expenses can cost upwards of 24% of a household's budget.*
- » *In January 2019, 53 individuals were experiencing homelessness in Alger and Marquette Counties, 14 of which were children.*

## DATA SOURCES

The demographic information in this chapter was sourced from the following locations, in this preferred order:

- » **US Decennial Censuses.** The decennial censuses are the most accurate source of demographic information in the United States. Mandated by the United States Constitution the aim of the decennial census is to count 100% of the US Population. Because the decennial census has been operating since 1790 it offers a valuable reference point to illustrate how populations have changed over time. While the decennial census has been administered for over 200 years the questions have shifted to better reflect modern populations. For example, your history of rebellion against the United States is no longer a question on the form.<sup>1</sup> Information collected in the most recent counts includes information about age, sex, race, the relationship between household members, and household tenure.
- » **American Community Survey.** The American Community Survey (ACS) replaced the “long-form” Census questions beginning in 2000, collecting the same types of information about social, economic, and housing conditions on a continual basis. Including these questions in the decennial census would be more resource-intensive and could reduce the response rate for the more critical decennial census. The ACS is not a complete survey of the United States but a sample. A random selection of households are sent the ACS every year and the Census Bureau uses the responses to create estimates for the rest of the population. Because the ACS is a sample smaller communities require multiple years of sampling to create accurate estimates. Communities with less than 65,000 people must be sampled over 60 months to create estimates, these estimates are referred to as 5-year estimates. The City of Marquette does not have a population over 65,000 so this plan will use ACS 5-year estimates.

### Metropolitan Statistical Area (MSA):

An area with one or more counties that contains a city of at least 50,000 people or an urbanized area of at least 100,000 people.

### Micropolitan Statistical Area (μSA):

An area that contains an urban cluster of between 10,000 to 50,000 people.

**Urban Cluster:** An area with a population between 2,500 and 50,000.

## DEFINING MARQUETTE AS A REGION

As a regional hub, “Marquette” means different things to different people. Those who live within or near the city may define “Marquette” as the city limits or those who live in the county or region may see all the developed land around and including the city as “Marquette.” The United States Census Bureau provides several classifications for the Marquette Region. The Marquette Micropolitan Statistical Area (μSA) follows the Marquette County boundaries, and the Marquette Urban Cluster is a subsection of the city that is considered “urbanized.”<sup>2</sup>

Within Marquette County, the nearby jurisdictions of Negaunee Township and Marquette Charter Township were two of the fastest-growing communities, and two of only eight jurisdictions to experience positive growth over the past decade.<sup>3</sup> Growth in the county is concentrated in the north around Marquette and many of the townships in central and south Marquette County experienced negative population change over the past decade, as shown in the table titled “Marquette County Population Change.”

While the city is the population center of the county, since 1870 it has never represented more than 40% of the county population. In 1950, the city accounted for 36% of the county’s population, the highest portion of the county population since 1870. Over the past four decades, the city has represented roughly 31% of the county population.

Table 1: Marquette County Population Change

Jurisdiction	2010 Population	2020 Population	Change
Champion Township	297	250	-47 (-15.8%)
Chocolay Charter Township	5,903	5,899	-4 (-0.1%)
Ely Township	1,952	1,900	-52 (-2.7%)
Ewing Township	160	150	-10 (-6.3%)
Forsyth Township	6,164	6,194	30 (0.5%)
Humboldt Township	464	413	-51 (-11.0%)
City of Ishpeming	6,470	6,140	-330 (-5.1%)
Ishpeming Township	3,513	3,392	-121 (-3.4%)
City of Marquette	21,355	21,735	380 (1.0%)
Marquette Charter Township	3,905	4,140	235 (6.0%)
Michigamme Township	349	327	-22 (-6.3%)
City of Negaunee	4,568	4,627	59 (1.3%)
Negaunee Township	3,088	3,232	144 (4.7%)
Powell Township	816	734	-82 (-10.0%)
Republic Township	1,060	994	-66 (-6.2%)
Richmond Township	882	806	-76 (-8.6%)
Sands Township	2,285	2,310	25 (1.1%)
Skandia Township	826	810	-16 (-1.9%)
Tilden Township	1,013	1,045	32 (3.2%)
Turin Township	153	110	-43 (-28.1%)
Wells Township	231	213	-18 (-7.8%)
West Branch Township	1,623	1,702	79 (4.9%)
Marquette County	67,077	66,017	-1060 (-1.6%)
Michigan	9,883,640	10,077,331	193,691 (2.0%)

Source: US Decennial Census 2010 & 2020



Marquette Area.

Source: RCS Aerial

# CITY OF MARQUETTE

## Population

For over 100 years (from 1870 to 1980) the City of Marquette experienced positive population growth. Near the turn of the 20th century, the city's population started to decline due to the closure of the KI Sawyer Airforce Base. By 2000, the population of the city had fallen to 19,661 from the historic high of 23,288 in 1980. In 2010, the population rebounded slightly to 21,355, and then continued to climb in 2020 to 21,735.<sup>4</sup> Notably, the city's population and Marquette County's population follow almost identical trends of growth and retraction, indicating that population dynamics in the county influence the city and vice versa. By 2040, Marquette County is anticipated to increase to over 70,000 people, an increase of 6.6% from 2020. If the city grows at a similar rate the 2040 population is anticipated to be roughly 22,000 individuals.<sup>5</sup>

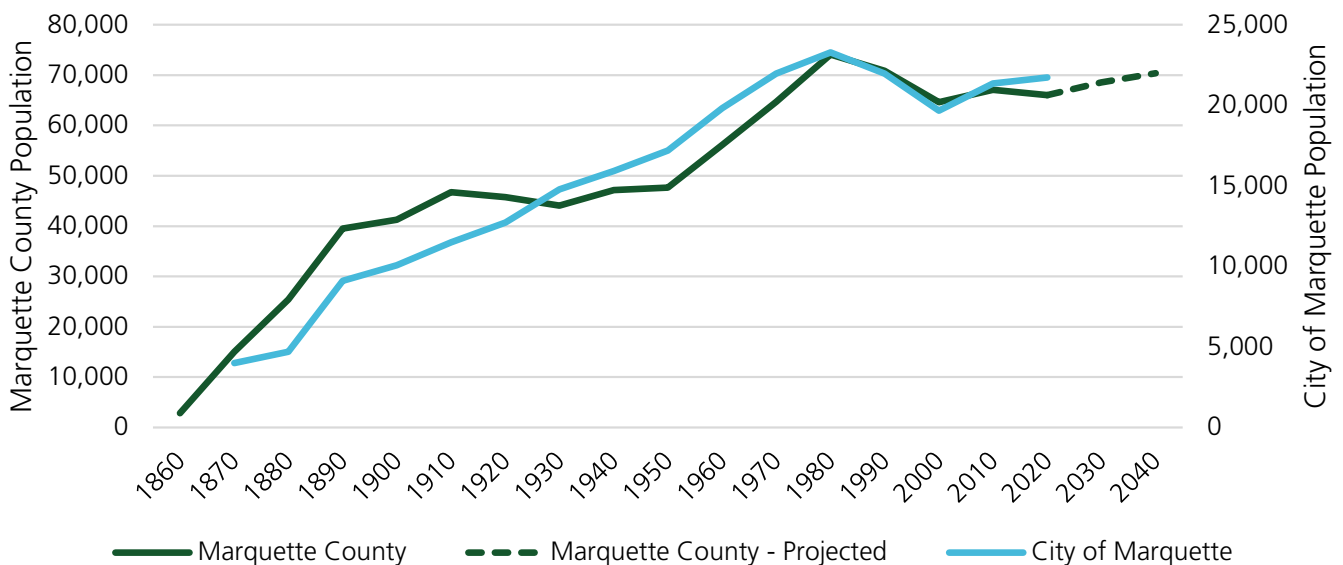
### Seasonal Population

In many northern Michigan communities, seasonal fluctuations follow the summer tourism season but in Marquette, there are two major seasonal fluctuations in population; the summer tourism season and Northern Michigan University's academic calendar. The census and its various

surveys are the best sources of population figures but because their mandate is to count the population for congressional apportionments, data collection is focused on only those who live in the city the majority of the year. Therefore, in seasonal communities, census figures are often an undercount of the true population as those who live in the community seasonally (summer residents) are not reflected in the census. One way to estimate the number of seasonal residents is to use the number of dwelling units owned for seasonal use. In Marquette, 245 dwelling units are owned for seasonal use, approximately 3% of all dwelling units in the city.<sup>6</sup> While the census does not collect information on the seasonal households, as an individual group, the average household size in Marquette is 2.14 individuals indicating that approximately 520 people may be living seasonally within the city. This would represent roughly 2.5% of the population.<sup>7</sup> Importantly, this figure only reflects people who own property in Marquette and live in the community seasonally, it does not include tourists, those living in short-term rentals, or short-term lease rentals.

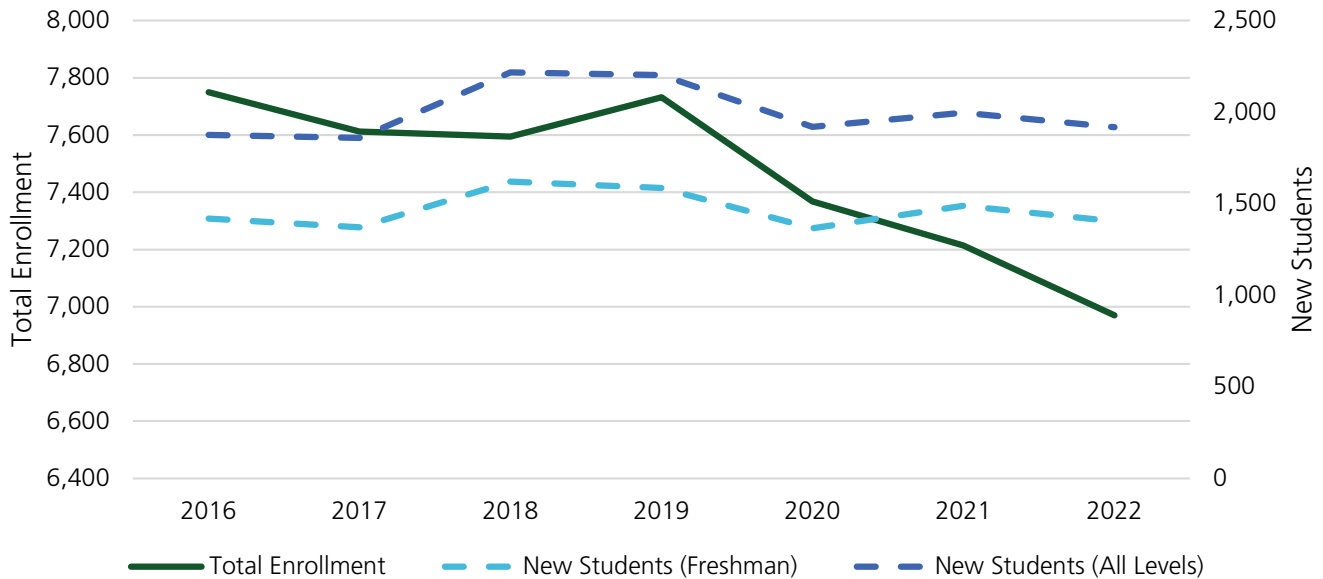
Northern Michigan University (NMU) begins its fall semester the last week of August and concludes its winter semester the first or second week of May.<sup>8</sup> While NMU does offer summer classes, the majority of students are on-campus for the fall and winter semesters. In 2022, 6,569 students were

Figure 1: Population 1860 – 2040



Source: US Decennial Census, Michigan Department of Technology, Management, and Budget

Figure 2: NMU Enrollment



Source: Northern Michigan University

on campus for the winter semester, 1,708 were on campus for the summer semester, and 6,970 were back in the fall for the new academic year.<sup>9</sup> Summer enrollment in 2022, was roughly 26% of Winter 2022 enrollment. Likely more students stay in the city for summer employment, so 4,800 students may be leaving the area every summer, but there is no way to know the true figure of how many students leave each semester.

### Student Population

Northern Michigan University’s impact on the city is undeniable. The jobs, knowledge, and resources are invaluable to the city and have influenced the city over time. Additionally, a significant portion of Marquette’s population are students. In the Fall 2022 semester, 6,970 students were attending NMU, of which 92% were undergraduates.<sup>10</sup> If all of these students lived in the city, they would account for 34% of the city’s total population. Enrollment has been declining at NMU over the past four years and while the COVID-19 pandemic certainly played its part in how graduating high schoolers see college, all but three of Michigan’s public universities experienced declining enrollment over the past decade.<sup>11</sup> Nationally, Michigan has the steepest decline in undergraduate enrollment, decreasing by 4.1% from fall 2019 to fall 2022.<sup>12</sup> NMU’s student population decreased by 9.9% over that period.<sup>13</sup> Continued declining enrollment would have significant implications for NMU and

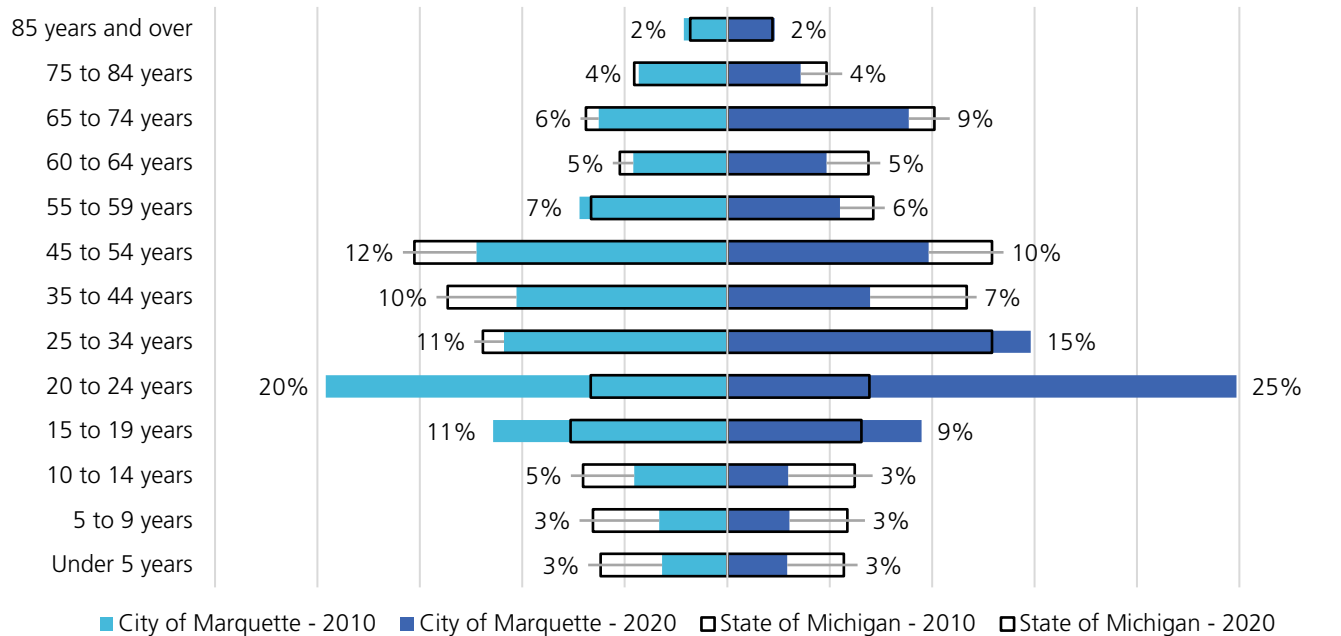
Marquette as it is one of the largest employers in the city.

In Fall 2022, 1,046 of 1,407 (74%) new freshman students came from the State of Michigan, which is relatively consistent with the numbers over the past six years (ranging from 70% to 79% of in-state new students). Of the in-state students, 35% came from the region (defined as the central and western Upper Peninsula). NMU has a four-year graduation rate of 36% and a six-year graduation rate of 56%, both of which have increased in recent years. After graduation, the majority of graduates stay within Michigan, with 31% of the graduating class finding employment in the Upper Peninsula and 24% finding employment in the lower peninsula.<sup>14</sup> Of the 2019-2020 graduating class, 103 students (7%) stayed in the region indicating that the region is losing more home-grown high school students post-college than it is retaining.<sup>15</sup>

### Age

Like most college towns, Marquette is a very young city. The median age in Marquette is 28.6 years old. For comparison, the State of Michigan’s median age is 39.8 years and Marquette County’s median age is 39.2 years. Houghton, another college town in the Upper Peninsula, has a median age of 21.9. Marquette’s college-age population of 18 – 24 years old accounts for roughly 32% of the city’s population. This youth bloc is tightly

**Figure 3: Marquette Population Pyramid**



Source: ACS DP05 2010 & 2020

linked to NMU, and while not all residents aged 18 to 24 attend NMU, a substantial majority live in Marquette to attend college. For many college towns, this consistent influx of youth is beneficial as a portion of the students will stay in the community to begin their careers. NMU’s local retention rate is 7%, less than half the national average of 18%, indicating that relatively few of Marquette’s youth bloc stay in the community post-graduation and that the city’s population may not be benefiting in the long-term from the influx of youth like other college towns.<sup>16</sup>

Despite many NMU students leaving post-graduation, the number of young adults (those aged 25 – 34) in Marquette is increasing. In 2010, there were 2,315 young adults living in the city (11% of the total population) and by 2020 there were 3,056 (15% of the total population).<sup>17</sup> The growth of the young adult population is essential for long-term population stability as those in this age range generally start to form families and have children. Over the past two decades, the number of children (those under the age of 18) has declined from 2,955 in 2010 to 2,281 in 2020.<sup>18</sup> The decline of children in the city is a result of a declining number of children being born and an exodus of

teenagers from the city. Although, the number of young children (those under 5) will likely increase over the next 5 years as the new young adult population begins to start families.

In addition to the rise of young adults in the community, the elderly population also increased in Marquette between 2010 (2,701 individuals) and 2020 (3,044 individuals).<sup>19</sup> A rising older cohort is an accelerating national trend as those aged 65+ are expected to account for 21.6% of the US population by 2040 (16% in 2019).<sup>20</sup> Older populations have unique needs including specialized health care services and transportation, the needs of older populations will be explored throughout this Master Plan.

### Households

Despite a decrease in population, the number of households increased from 7,994 in 2010 to 8,182 in 2020.<sup>21</sup> A decline in population but an increase in households is a clear sign of households shrinking in size and new single-individual households in the city. In 2020, the average household size was 2.14 individuals, a decline from 2.22 in 2010, another indication of shrinking households.<sup>22</sup>

## Families and Non-Families

Marquette’s rise in households, declining population, and shrinking household size are a result of several population shifts. First, the number of partnered households with children living in the city declined by 31% between 2010 and 2020.<sup>23</sup> These households tend to be the largest in the community, in terms of the number of people living in the households, so declines in this population can cause a drop in average household size and overall population. Second, the number of single households substantially increased between 2010 and 2020, especially single male households. In 2010, single male households accounted for roughly 18% of all households in the city and in 2020, they accounted for over one-quarter of all households.<sup>24</sup> Third, the number of single-parent households increased between 2010 and 2020.<sup>25</sup> Single-parent households tend to have fewer children than partnered households, so a loss of partnered households with children paired with a rise of single-parent households can lead to an overall decrease in average household size. Only one in ten households in Marquette are two adults with children, a significant shift from the century prior in which the majority of housing was built for this family structure. The shifting household structure reflects a greater change in the market for land use, housing, and transportation options, as single households, have different needs than partnered households or households with children. These differing needs will be explored throughout the Master Plan.

## Race and Ethnicity

Marquette, like much of Northern Michigan, is a very racially and ethnically homogenous community. In 2022, 92% of the population identified as White, 4% as two or more races, 3% as Black or African American, and the remaining 1% are a combination of other races.<sup>26</sup> Over the past decade, Marquette has remained relatively the same racially and ethnically, with 8% of the 2010 population as identifying non-White. While the city has remained relatively the same racially and ethnically, the Hispanic/Latino population has been increasing. In 2010, 1.9% of the population identified as Hispanic/Latino compared to 2.7% in 2020. Nationally, the country is rapidly diversifying racially and ethnically and by 2045, non-white individuals are expected to comprise the majority of the country for the first time in history.<sup>27</sup> Marquette’s Hispanic/Latino population grew by 40% between 2010 and 2020, higher than the growth of the Hispanic/Latino population in the State of Michigan (23%) and Marquette County (19%).<sup>28</sup>

Another way to measure racial diversity is the diversity index (DI). The DI is the probability that two people chosen at random will be of different races. In 2020, Marquette County’s diversity index was 19.7%, indicating that there is almost a 20% chance that two people chosen at random in the county will be of different races. In 2010, Marquette County’s DI was 13.3%, reflecting a shift towards a more diverse population.

**Table 2: Marquette County Population Change**

	2010		2020	
	Count	Percent	Count	Percent
Partnered Household, no children	2,442	31%	2,180	27%
Partnered Household, children	1,154	14%	799	10%
Single Male Household, no children	1,435	18%	2,095	26%
Single Male Household, children	120	2%	174	2%
Single Female Household, no children	2,454	31%	2,472	30%
Single Female Household, children	389	5%	462	6%

Source: ACS B11005 2010 & 2020

Neighboring Baraga County had the second-highest DI index in the Upper Peninsula and the seventh-highest in the state in 2020.<sup>29</sup> Baraga County's high DI is a result of the large indigenous community in the county. In the City of Marquette, 2.6% of the population identifies as indigenous compared to 3.1% of the county. The Keweenaw Bay Indian Community is the closest federally recognized tribe to the City of Marquette and many indigenous Marquette residents are likely a part of the Keweenaw Bay Indian Community.

### Foreign-Born Status

An estimated 4% of Marquette's population was born outside of the United States. The majority of foreign-born residents were born in Europe (63%), followed by Asia (16%), Latin America (11%), and Northern America (10%). The vast majority of foreign-born residents entered the United States pre-2010 (83%) and as a result, most foreign-born residents (65%) are now naturalized US citizens.<sup>30</sup>

### Educational Attainment

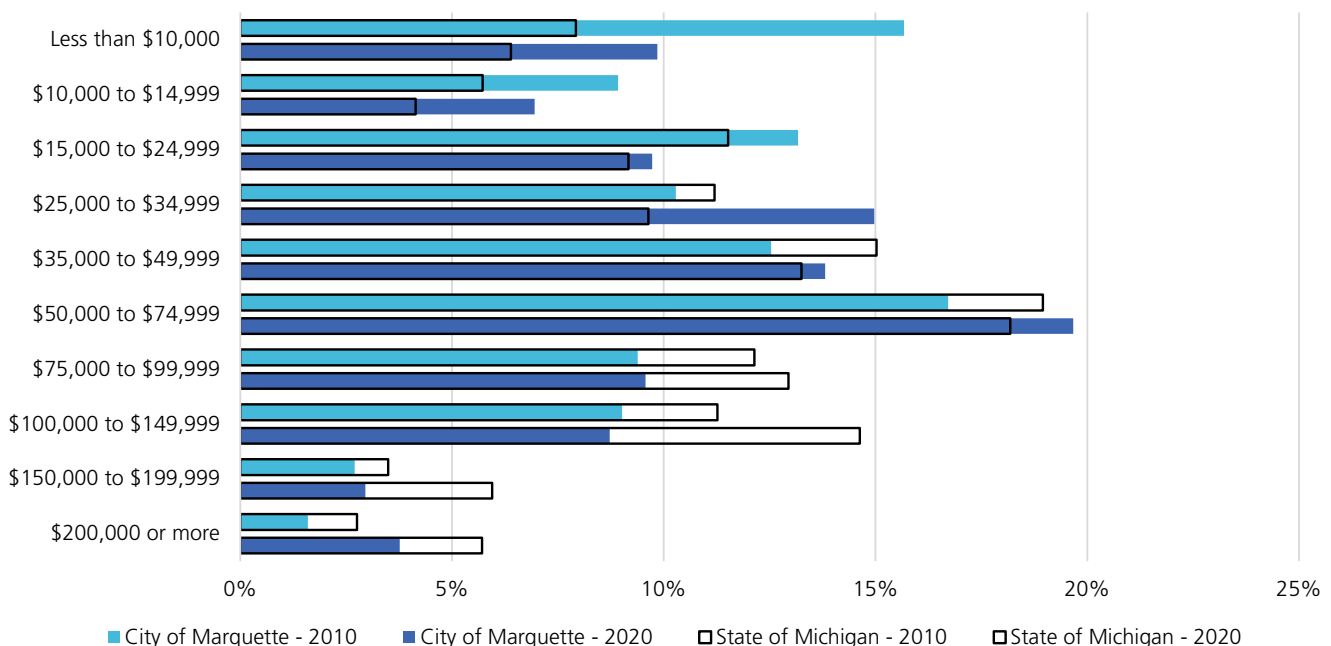
Marquette has a very high degree of well-educated residents. Over 47% of residents have a bachelor's degree or higher, which exceeds both the state (30%) and county (34%).<sup>31</sup> Over the past decade, Marquette's education levels have risen. In 2010, only 39% of the population over the age of 25

had a bachelor's degree or higher.<sup>32</sup> An increase in educational attainment is not uncommon in a community that has an influx of young adults, as young adults with college degrees are one of the most mobile groups in the country. Marquette's high level of educational attainment is undoubtedly a result of the presence of NMU and a major regional hospital in the city. Both higher education institutions and hospitals need well-educated workers to function. Houghton, another Upper Peninsula city with a university, has a bachelor's attainment percentage of 54%. The percentage of Marquette residents who have a high school degree or higher is roughly 95%, aligned with the county (95%) but slightly higher than the state (91%). Importantly, educational attainment percentages are only calculated for the population 25 years or older because most people complete their educational career by the age of 25.

### Income

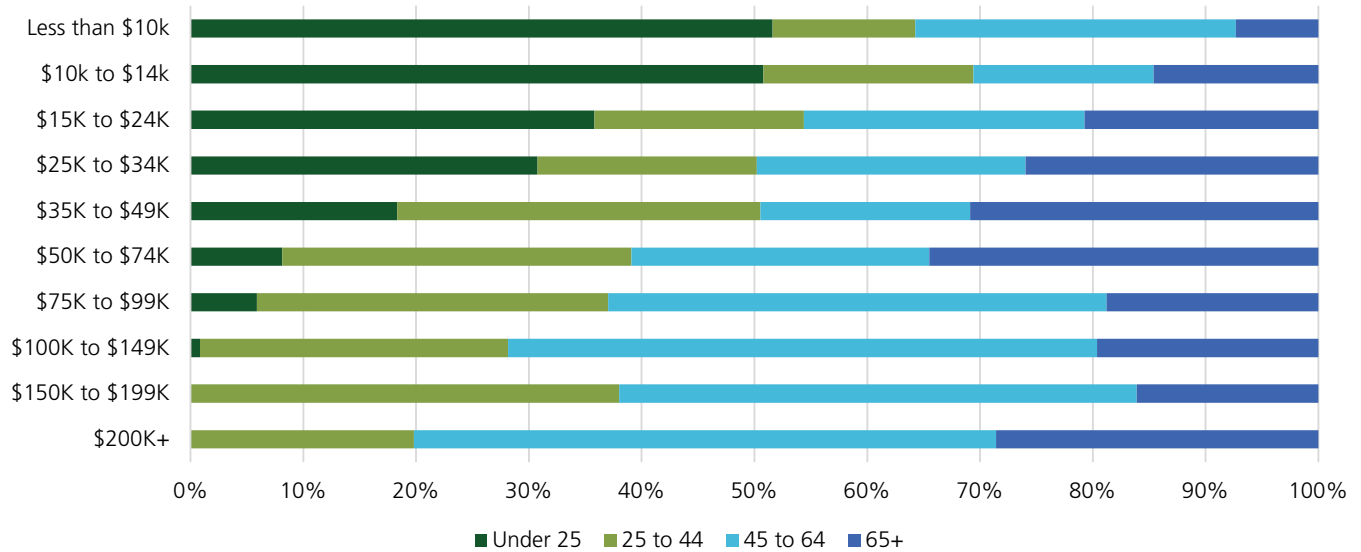
Educational attainment is one of the largest factors in determining income. Generally, in well-educated communities, household income is high. However, the 2020 median household income in Marquette was \$42,746, lower than the state (\$59,234) and county (\$54,585).<sup>33</sup> Compared to the state, Marquette has a lot of low-income households. Over 15% of households in Marquette

Figure 4: Household Incomes



Source: ACS DP03 2010 & 2020

Figure 5: Household Income by Age of Householder



Source: ACS B19037 2020

earn less than \$10,000 annually. The figure titled “Household Incomes,” shows the percentage of households in each income bracket. Between 2010 and 2020, the percentage of low-income households in Marquette fell and the percentage of lower-middle-income and very high-income households increased.<sup>34</sup>

Likely contributing to the low median household income and a high percentage of low-income households are the student households (students who live off campus). As shown in the figure titled “Household Income by Age of Householder,” over 50% of households that earn less than \$15,000 annually are headed by someone under the age of 25, most likely student households.<sup>35</sup> Generally, as the age of a householder increases the household income increases, understandable as someone advances throughout their career, they earn more money.

**Poverty**

The high number of college students living in the city contributes to a high number of individuals living in poverty. An estimated 26% of individuals living in the city are considered to be living under the poverty line. However, poverty is not experienced to the same extent across the population. Single-mother households have the highest poverty rate at slightly over 50%, followed by unrelated individuals living together (college

**HUD Income Limits for a Family of Four**

Low Income  
\$61,750

Very Low Income  
\$38,600

Extremely Low Income  
\$27,750

students) at 44%. Seniors living in Marquette, have a poverty rate of 5%, almost half that of the overall senior poverty rate in the State of Michigan (9%).<sup>36</sup>

A common criticism of the US poverty line is that it is set at a level that does not capture all the households struggling to make ends meet. The ALICE metric, created by United Way, is intended to measure households that earn above the poverty line but do not earn enough money to meet basic expenses. ALICE stands for Asset Limited, Income Constrained, and Employed. This metric is calculated by totaling the minimum basic expenses for food, housing, healthcare, childcare, and other necessities. The total minimum cost for all basic expenses is referred to as the minimum survival budget. An estimated 21% of Marquette County



Saturday Market in Downtown Marquette.

Source: Marquette DDA

households are below the ALICE line. Of these households, 8% are above the federal poverty line but below the ALICE line. In the City of Marquette, 47% of households are below the ALICE threshold.<sup>37</sup> Households who are above the poverty line but below the ALICE line struggle to meet basic needs but may be locked out of federal assistance programs that would provide needed support. In addition to calculating the minimum survival budget and the minimum total cost of household essentials, ALICE also calculates the senior survival budget and the household stability budget. The senior survival budget adjusts the survival budget for older adults who typically spend less on food and transportation than younger adults. The stability budget provides a more sustainable metric that reflects a budget for households to account for financial stability and savings.

As shown in the table titled "ALICE Household Survival Budget," the presence of children, especially children who are childcare aged, raises minimum household expenses. According to ALICE, childcare is the most expensive minimum basic household need, accounting for upwards of 24% of a monthly budget.<sup>38</sup> As stated previously the minimum survival budget is a bare bone look

Table 3: ALICE Household Survival Budget – Marquette County

	Single Adult	Single Adult, one child	Two Adults	Two Adults, Two Children	Single Senior	Two Seniors
Housing	\$479	\$563	\$563	\$745	\$479	\$563
Childcare	\$0	\$227-\$756*	\$0	\$453-\$1,360*	\$0	\$0
Food	\$291	\$422-505*	\$605	\$884-\$1,013*	\$250	\$517
Transportation	\$457	\$606	\$647	\$929	\$406	\$545
Healthcare	\$189	\$403	\$403	\$569	\$462	\$925
Technology	\$55	\$55	\$75	\$75	\$55	\$75
Miscellaneous	\$172	\$267-\$319*	\$267	\$422-\$525*	\$191	\$301
Taxes	\$249	\$377-\$383*	\$377	\$431-\$684*	\$258	\$383
Monthly Total	\$1,892	\$2,902-\$3,507*	\$2,937	\$4,637-\$5,771	\$2,101	\$3,309
Annual Total	\$22,704	\$34,824-\$42,084*	\$35,244	\$55,644-\$69,252	\$25,212	\$39,708
Hourly Wage	\$11.35	\$17.41-\$21.04*	\$17.62	\$27.82-\$34.63*	\$12.61	\$19.85

Source: UnitedforALICE

\*costs range depending on if children are in childcare

**Table 4: ALICE Household Stability Budget – Marquette County**

	Single Adult	Two Adults	Two Adults, Two Children	Two Adults, Two in Child Care
Housing	\$563	\$745	\$942	\$942
Childcare	\$0	\$0	\$851	\$2,268
Food	\$583	\$1,184	\$2,111	\$1,841
Transportation	\$943	\$1,151	\$1,493	\$1,493
Healthcare	\$162	\$343	\$504	\$504
Technology	\$125	\$145	\$145	\$145
Miscellaneous	\$299	\$438	\$771	\$927
Savings	\$299	\$438	\$771	\$927
Taxes	\$613	\$815	\$1,668	\$2,079
Monthly Total	\$3,587	\$5,259	\$9,256	\$11,126
Annual Total	\$43,044	\$63,108	\$111,072	\$133,512
Hourly Wage	\$21.52	\$31.55	\$55.54	\$66.76

Source: UnitedforALICE

at household expenses, it does not account for savings or retirement contributions which are key to long-term financial stability. ALICE’s stability budget provides a clearer picture of household expenses for better long-term financial stability.

### *Unhoused Population*

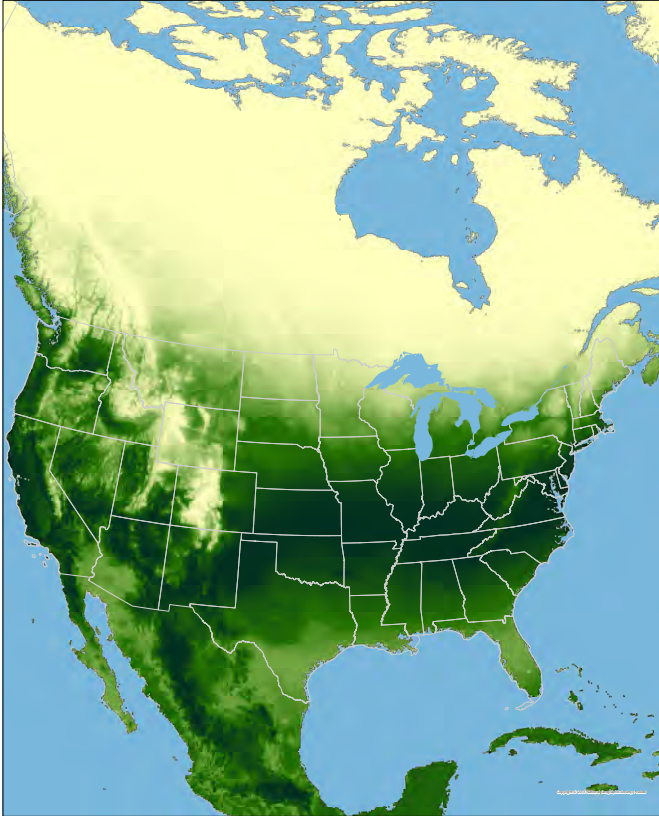
The homeless/unhoused population is traditionally very difficult to accurately assess and count because traditional survey methods, like the US Census, target people at their homes. However, homeless centers and shelters participate in the PIT Count (Point-in-Time) which is an attempt to survey the unhoused population on one date in the year. In 2019, the PIT Count was conducted on January 30, 2019, for Marquette and Alger Counties. On this day a total of 36 households were considered homeless, 30 were sheltered in Emergency Shelters, and 6 households were located in transitional housing programs. In total, 53 people were counted as homeless, 14 being under the age of 18. Eight of the homeless individuals were reported as victims of domestic violence, four as severely mentally ill, one as experiencing chronic substance abuse, and one as an unaccompanied youth.<sup>39</sup>

## **GREATER POPULATION TRENDS**

### **Climate Migration**

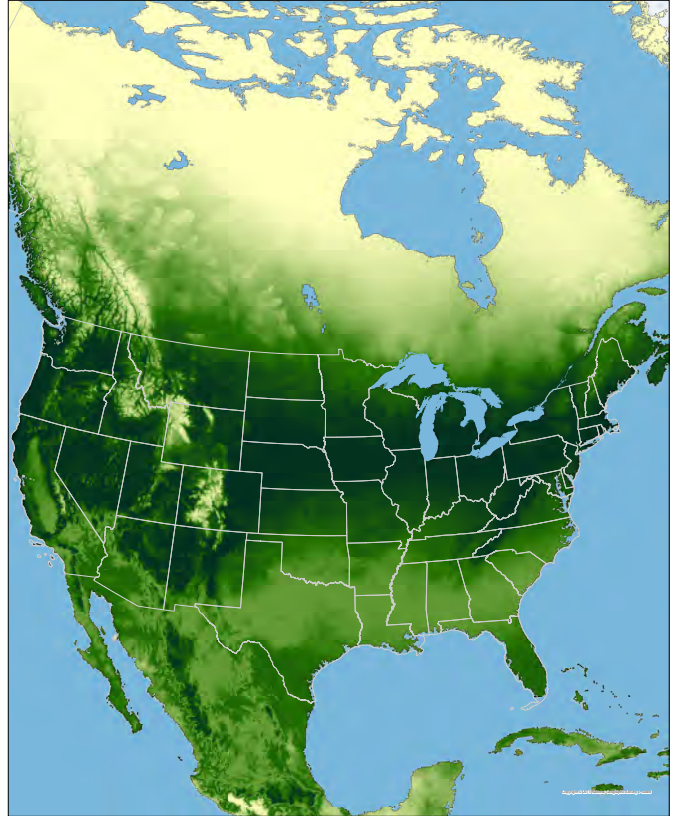
For thousands of years, people have moved (migrated) for a variety of reasons, such as economic opportunity, racial tensions, or forced migration. Now, climate change has been added to that list. Climate-driven natural disasters, water scarcity, and rising global temperatures have and will continue to drive people to relocate. Recent studies estimate that 3% of the global population may relocate by 2050 due to climate change.<sup>40</sup> Within the United States, changes in heat and temperature will significantly impact livability. Sea level rise alone will cause 13.1 million Americans to relocate by 2100.<sup>41</sup> The American heartland, from the Atlantic coast through north Texas and lower-Midwest, and the California Coast is currently the most suitable zone for livability, based on temperature and precipitation. However, as the climate changes and warms, the livability zone (human climate niche) will shift greatly north and range from the central Midwest to southern Canada signifying a massive upheaval in where Americans live and grow food.<sup>42</sup> This shift will make Michigan and the Upper Peninsula one of the most livable places in the United States and those with the means and opportunity to flee climate impacts will likely begin to relocate in significant numbers.

## Map 1: Human Climate Niche - 2020

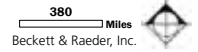


### Human Climate Niche - 2020

Sources: Xu, C., Kohler, T., Lenton, T., Svenning, J., Scheffer, M.



### 2070 - High Emissions



*Third Street in Marquette.*

Source: RCS Aerial

## An Aging Population

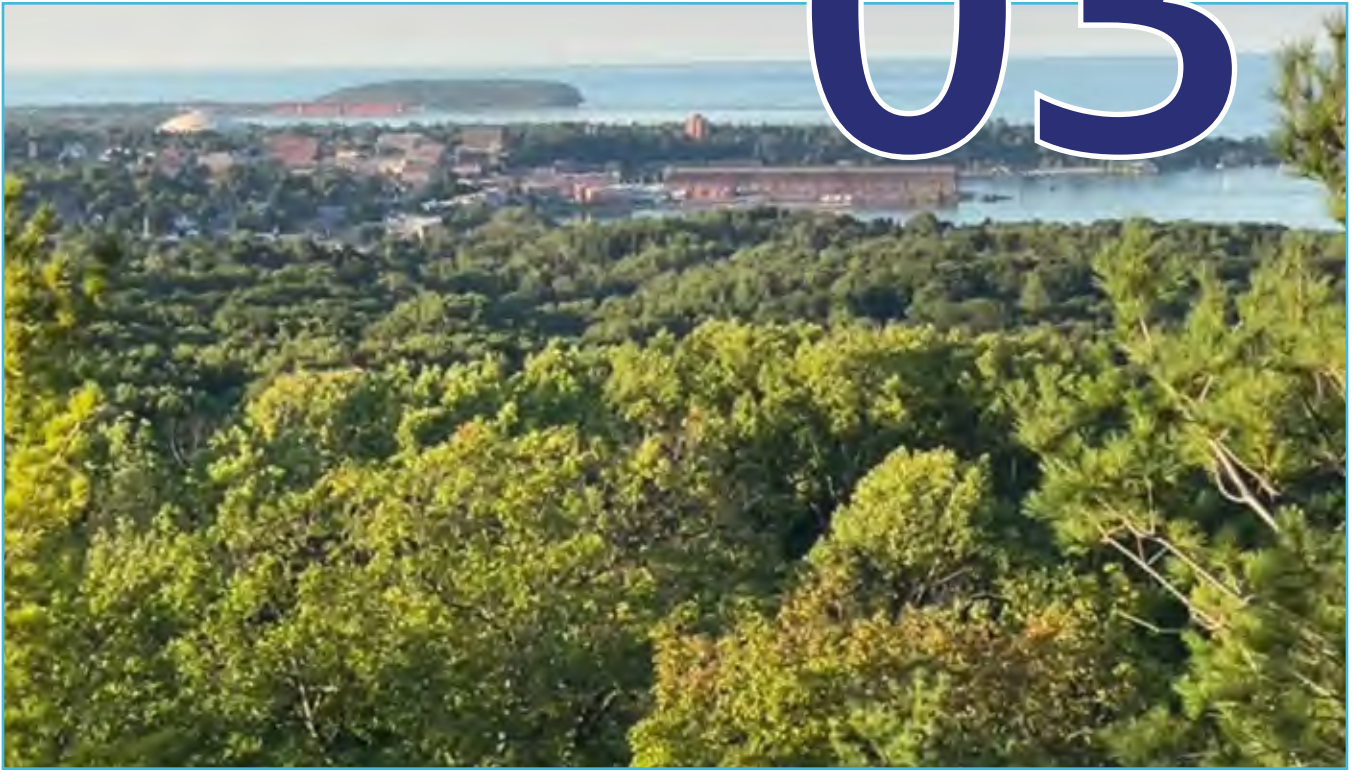
By 2050, the number of adults over the age of 65 is expected to double to 90 million nationally. As people age, those with resources will relocate to age-friendly communities. An aging population has several unique physical and social infrastructure needs, including housing, mobility, and public services. The rapidly aging population is not solely the result of the baby boomer generation but lengthened life expectancy, declining birth rates, and decreased infant/child mortality are all impacting the structure of the United States population. Simultaneously the number of older adults living with one or more chronic diseases is also increasing, especially cognitive diseases such as Alzheimer's. An aging population also has an impact on the economy as it leads to a smaller share of the population that can participate in the workforce. This can slow economic growth.<sup>43</sup>

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# 03



## Natural Features & Resiliency

*Marquette is surrounded by natural beauty, with Lake Superior to the north and east, and forested highlands with rocky peaks to the west and south. But as a developed area, there is a constant tension between the growth of the city and the natural landscape that attracts many people to the area. This chapter details the natural features in Marquette and strategies the city can pursue to ensure their continued preservation and contributions to the community.*

- » *Rising temperatures threaten Marquette’s “Winter City” identity and many winter-based activities. Please see the **City of Marquette Resiliency Assessment** for more information and opportunities to build a more resilient community.*
- » *Development, impervious surfaces, and green space within the city influence ambient temperatures by roughly 20 degrees.*
- » *By the end of the century, Marquette is projected to increase from a plant hardiness zone five (present day Northern Michigan and central Midwest) to zone eight (present day Georgia, lower Alabama, central Texas).*
- » *Development within Marquette’s watershed has the greatest impact on water quality and watershed health.*
- » *Marquette’s work in shoreland and wetland restoration has been a success and incredibly beneficial.*
- » *Public access to Lake Superior is a top priority.*
- » *Marquette’s air quality remains exceptional.*

## THE CHANGING CLIMATE

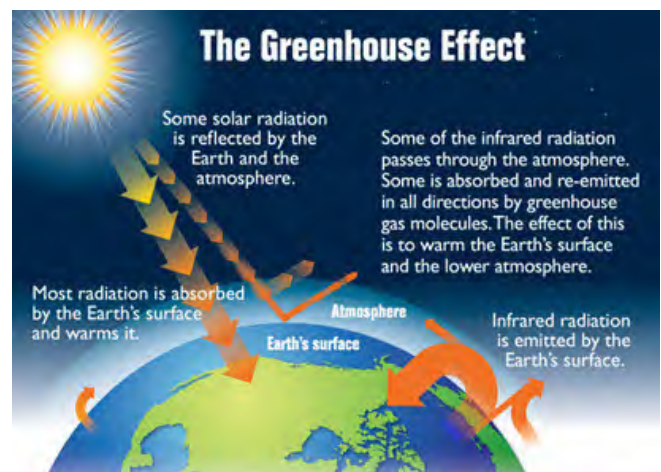
*“Now is an essential moment where global commitments, national policies, and local planning must all work together to meet the demands of confronting and combating climate change and its impacts on people, places, and our planet.”*

– Leo Asuncion, Jr, AICP American Planning Association President

Climate Change is one of the most pressing issues of our time. While Earth’s climate has looked very different throughout the planet’s 4.5 billion history, the rate at which the climate is changing is unprecedented. The change in the global and regional climate will have significant impacts on every aspect of livability in Marquette.

The Industrial Revolution was a significant advancement in human society and resulted in increased wages, more goods and services available, and a migration from rural agrarian life to urban manufacturing.<sup>1</sup> Despite all of the positive advancements in the following decades, human activities following the industrial revolution have released significant amounts of carbon dioxide and other greenhouse gases into the atmosphere, well beyond the naturally occurring levels. These gases contribute to a phenomenon known as the “Greenhouse Effect.” When solar radiation reaches the Earth, it is absorbed by the Earth’s surface contributing to warming. Once some of the solar radiation is absorbed by the planet some of it is released back into the atmosphere and eventually back into space as infrared radiation. But the greenhouse gases trap some of this infrared radiation and direct it back toward Earth’s surface, contributing to warming beyond natural levels and resulting in accelerated climate change.<sup>2</sup>

The largest contributor to climate change, in the United States, is transportation. The burning of fossil fuels for cars, trucks, trains, and planes makes up 27% of the total greenhouse gases emitted in



*The Greenhouse Effect.*

Source: U.S. EPA

the US. Electrical production is the second largest contributor, accounting for 25% of all emissions generated in the United States— of which, 60% originates from fossil fuels. The third largest source of greenhouse gas emissions is the industrial sector, which produces 24% of all emissions.<sup>3</sup> Two of the largest impacts that climate change will have on the City of Marquette are rising temperatures and shifting precipitation patterns and intensities.

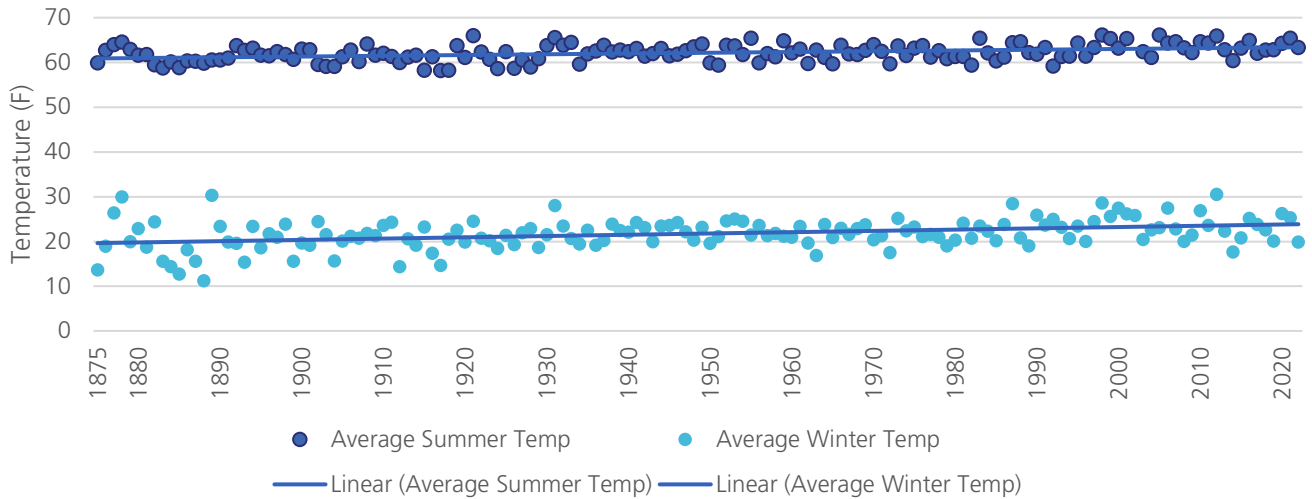
### Rising Temperatures

The increase in temperatures will have numerous impacts on Marquette’s physical, environmental, and cultural landscapes. The rise in temperatures is not just a prediction, as it is currently happening. From 1875 (the first-year temperature data was available) to 2022, summer temperatures (Jun – Sep) in Marquette rose 2.48°F. The average summer temperatures in the 1870s were roughly 60.9°F compared to roughly 63.4°F in the late 2010s and early 2020s. Winter temperatures also increased (Dec – Mar), at almost double the rate of summer temperatures. In the late 1870s winter temperatures were roughly 19.6°F compared to 23.8°F in the late 2010s and early 2020s, an increase of roughly 4.3°F.<sup>4</sup> As a “Winter City,” the snow and cold temperatures are essential to the cultural identity of the city. As temperatures rise, winters will become milder and threaten Marquette’s “Winter City” identity. Other impacts of rising temperatures on the city are explored throughout the Master Plan.

**Climate:** Long-term patterns of temperature, precipitation, wind, etc.

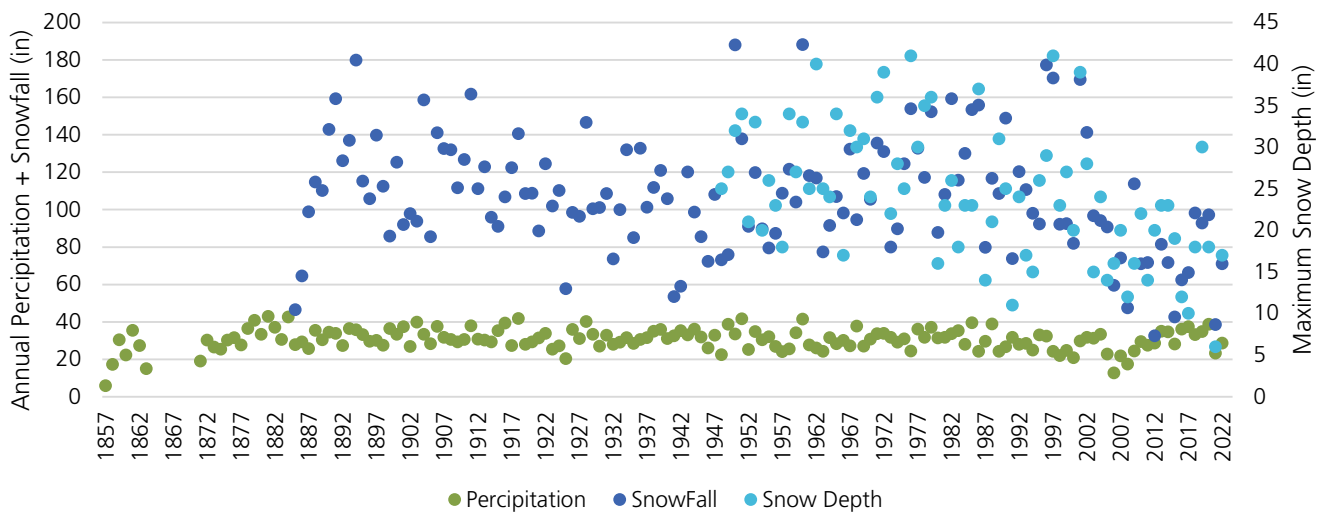
**Weather:** Short-term changes in the atmosphere (rain, cloud cover, etc.)

Figure 6: Marquette Temperatures



Source: NOWData, NOAA

Figure 7: Precipitation



Source: NOWData, NOAA

### Shifting Precipitation

In addition to rising temperatures, climate change will cause a shift in precipitation patterns, both rain and snow. Precipitation will overall increase in the Great Lakes region, but precipitation events will become more infrequent and intense leading to cycles of extended droughts and brief yet intense precipitation. Winter precipitation will likely include a greater incidence of winter rain, leading to more icing and less snow accumulation.<sup>5</sup> Since the 1850s Marquette’s annual precipitation has declined by roughly an inch (0.94”). While this represents less than 4% of the precipitation received each year, it

does mark a decline. Additionally, annual snowfall has declined by almost two feet over the past century and a half, representing a significant shift in snowfall patterns. The decline in snowfall has led to less snow accumulation in the city. Since daily snow accumulation (amount of snow on the ground at one time) started being recorded in Marquette in 1948, the maximum daily snow accumulation in the city has declined by roughly one foot.<sup>6</sup> The lack of snow accumulation has implications for a lot of winter-based opportunities. In February 2023, the UP200 Sled Dog race was canceled for the first time in its 33-year history due to rain and lack of snow accumulation.<sup>7</sup>



*The Marquette area hosts a wealth of hiking trails.*

## A Sustainable City

While the City of Marquette cannot alone reverse decades of climate trends, there are steps the city can take to reduce its influence on the climate. In 2023, the Michigan Economic Development Corporation (MEDC) selected Marquette as a pilot community for a Resilient Communities Program where MEDC provides technical assistance funding for communities to draft and adopt resiliency documents. Marquette and MEDC identified Climate Action and Housing as the two resiliency strategies on which to focus. The 2023 Climate Action Strategy Memo found that the 2013 Climate Adaptation Plan lacked guidance for implementation and builds on the work done the decade prior by providing a clear path for implementation. The 2023 memo identifies immediate, medium-term, and long-term actions which are summarized in the table titled “Climate Action Planning: Next Steps.” Completed details may be accessed in the complete **Climate Action Strategy**.

**Table 5: Climate Action Planning: Next Steps**

	Action	Context
Immediate	Establish Clear Metrics	Develop measurable indicators of progress for each part of the Climate Action Plan. This includes setting short- and long-term goals connected to each strategy and action item.
	Secure Funding	Identify and secure funding for the initial stages of the Climate Action Plan. This might involve looking into potential grants, public-private partnerships, and other funding sources.
	Engage the Community	Initiate comprehensive community engagement efforts. This could include town hall meetings, public forums, and using social media to share information about the Climate Action Plan and solicit input from residents.
Medium-Term	Energy Transition	Collaborate with the Marquette Board of Light & Power to commence the development of a sustainable community energy plan. This includes investigating grid modernization and diversification of energy sources.
	Education Initiatives	Launch cooperative efforts with Recycle 906 and Marquette Public Schools to incorporate environmental education into schools and community programs.
	Air Quality Monitoring	Form a partnership with Northern Michigan University to install air quality monitoring stations throughout the city.
	Emergency Preparedness	Coordinate with UP Health System and Marquette Police and Fire Departments to start drafting a comprehensive emergency preparedness and response plan.
Long-Term	Ongoing Investigation	Continuously monitor the implementation of the Climate Action Plan, making adjustments as necessary to ensure that the plan remains effective and responsive to the changing climate and evolving community needs.
	Continuous Improvement	Regularly review and update the Climate Action Plan, incorporating new technologies, strategies, and information as they become available. This ensures that Marquette’s approach to climate action remains at the forefront of environmental stewardship.
	Sustainability Culture	Foster a culture of sustainability in Marquette. This involves promoting sustainable practices in homes, businesses, schools, and public spaces.

Source: City of Marquette Guide to Climate Action Planning, SmithGroup

## LAND

### Forests and Trees

The forests surrounding Marquette and the trees within are a defining feature of the city. Forests and trees play an important role in the greater ecosystem and impact livability within the city. An often-unheralded benefit of trees is their ability to capture and infiltrate stormwater. Trees and other vegetation provide a pathway for water to enter the soil and groundwater system. When a surface lacks vegetation or is impervious, stormwater flows over the land, not into the ground. In Marquette, a mature white oak tree is estimated to capture an estimated 835 gallons of stormwater runoff each year and intercept 6,068 gallons of precipitation.<sup>8</sup> Trees are also essential for maintaining air quality and removing air pollution. A mature white oak tree is estimated to capture 5 ounces of air pollution each year. Beyond water and air benefits, trees can also be used to reduce household energy consumption. If oriented strategically, trees can shade and cool buildings, thereby reducing the electricity consumption for air conditioning.

The City of Marquette is responsible for the management of the street trees and trees located on public property. As the climate continues to warm the city should ensure that the trees planted are suitable for slightly warmer climates. Marquette currently falls within a hardiness zone five but under a 2070-2099 high emissions climate scenario it is predicted to move to a hardiness zone eight.<sup>9</sup> While the city does not have direct control over trees on private property the landscaping standards in the Land Use Development code do mandate the planting of street trees and other vegetation. Additionally, the LDC should have provisions that incentivize tree retention. The recommended species in the landscaping section of the Land Use Development Code should be reviewed to ensure the recommended species will not falter as the climate warms and are adaptable to the shifting climate patterns.

### Greenspace

Within the developed portion of the city, the majority of greenspace is within the Marquette parks system or under city ownership. The forest/greenspace in the southern portion of the city is under mixed ownership, most of the land is owned by the city, but some properties are also

owned by Northern Michigan University, the State of Michigan, and various private owners. At the northern end of the city, the greenspace is under a mix of public, quasi-public, and private ownership. The Marquette Board of Light and Power retains ownership over most of the greenspace at the northern end of the city where much of this land is used for recreation (trails, ballpark, etc.). However, it is important to note that while greenspaces and recreational assets contribute greatly to the city and the quality of life of residents, they are non-taxable properties. For a community to function, there needs to be a balance of taxable and non-taxable land. If there is not enough taxable land to support the public services, either the quality/quantity of public services declines or tax rates have to be increased.

### Steep Slopes

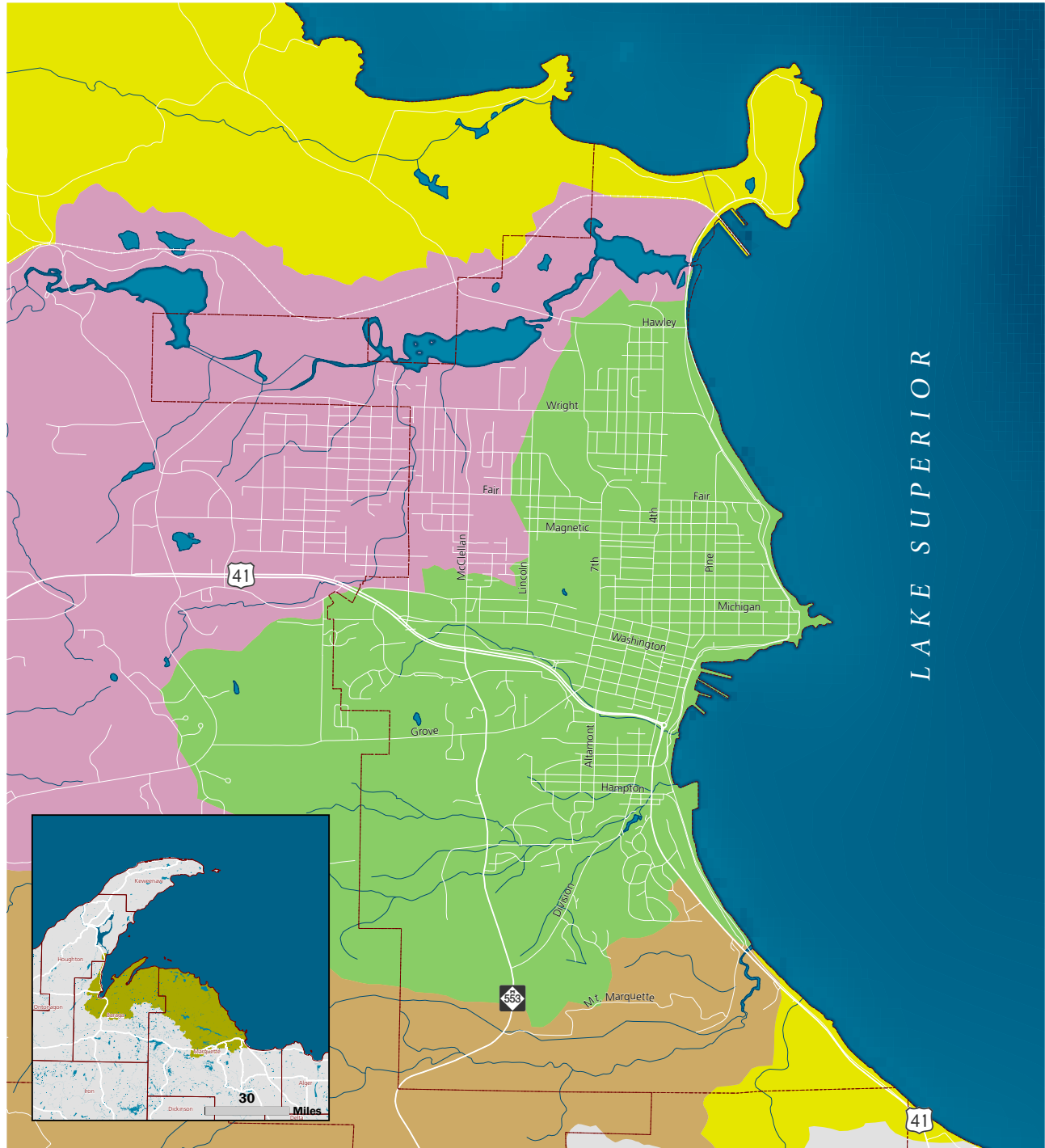
Michigan's Upper Peninsula has a diverse range of hills, rocky outcroppings, and valleys, and Marquette is no exception. The varied topography can make building and developing on slopes challenging as disturbance of the soil and slope can destabilize entire ridgelines or slopes, threatening natural habitats and development nearby. Marquette's Land Use Development Code defines a steep slope as a grade greater than 12% and any development near or on a steep slope must be reviewed by the city engineer who may mandate additional erosion control measures. These measures sufficiently preserve the slopes and ridges of Marquette and give the applicant and city engineer flexibility in determining what mitigation efforts may or may not be appropriate.

## WATER

### Watersheds

A watershed is an area of land that channels rainfall and snowmelt to creeks, streams, and rivers to eventually reach outflow points such as Lake Superior or other large bodies of water.<sup>10</sup> Michigan's watersheds eventually drain to the Great Lakes and Lake St. Clair. Marquette is within the Dead-Kelsey watershed, which stretches along Lake Superior from Baraga to Munising. Within the larger watershed, there are smaller sub-watersheds within the city. They are the Whetstone / Orianna, Compeau Creek – Lake Superior Frontage, Lower Dead River, and the Carp River sub-watersheds.

Map 2: Watersheds



## Watersheds

Sources: Michigan Open Data Portal, City of Marquette

### Primary Watershed

Dead-Kelsey

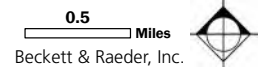
### Sub-Watersheds

Lower Dead River

Carp River

Whetsone Orianna

Compeau Creek / Lake Superior Frontage





*There are many streams, large and small, that contribute to the watersheds in the Marquette region.*

The Compeau Creek Sub-Watershed stretches along the shore of Lake Superior and includes frontage of Lake Superior. The Whetstone Orianna Sub-Watershed contains most of the city's core. In the federal Environmental Protection Agency database, the Compeau Creek Sub-watershed and the Whetstone Orianna Sub-Watershed are treated as one Sub-Watershed but the City of Marquette delineates between the two. As the data was only available for the combined watersheds, the following analysis applies to both Compeau Creek and Whetstone Orianna.

In total, there are eight waterbodies (lakes, rivers, and streams) in the combined sub-watersheds, including Compeau Creek, the namesake for the Compeau Creek Sub-watershed. None of the waterbodies within the combined sub-watershed are impaired, indicating an overall healthy sub-watershed.<sup>11</sup> One facility (the Marquette Wastewater Treatment Plant) in the sub-watershed is permitted under state regulation to discharge effluent into the surface water, but as long as all state regulations and guidelines are followed discharges do not present a significant risk to the health of the sub-watershed. In total, 21,000 people rely on Lake Superior's surface waters for their water supply, according to the United States Forest Service.<sup>12</sup> An additional 2,775 people rely on the groundwater for their water supply. Because this sub-watershed drains directly into Lake Superior and roughly 23,000 people rely on its water supply, ensuring the long-term viability of the sub-watershed's health is vital. The combined sub-watershed scored 81 out of 100 on the importance of this sub-watershed for surface drinking water indicating that this watershed is very important for the public water supply of Marquette. It ranked

lower on its ability to produce clean water with a score of 58/100. Additionally, land use change in the sub-watershed presents the highest risk to the watershed, with a score of 98/100.

The Whetstone-Orianna Sub-Watershed has been previously studied by the city. In 1998, the City of Marquette and Marquette Township adopted the Whetstone Brook and Orianna Creek Watershed Management Plan; the plan was later revised in 2002.<sup>13</sup> These watersheds were studied due to their importance in supporting the cold-water fisheries of Lake Superior and the amount of water they capture. The plan identified pollution, warming water temperatures, stream channelization, and sedimentation as the top impairments for the two drainage areas within the Whetstone-Orianna Sub-Watershed Plans. Recommendations include the Riparian Overlay District, which the city has since implemented in the Land Use Development Code.

The Lower Dead River Sub-Watershed has the most waterbodies out of the three sub-watersheds intersecting in Marquette. Of those waterbodies, three waterbodies are impaired, meaning that the condition or quality of the water is at a level where normal activities are negatively impacted. The McClure Storage Basin, the Forestville Basin, and the Dead River Basin, are impaired because of the high amount of mercury found in the aquatic life, making fish and shellfish consumption from these waterbodies not recommended.<sup>14</sup> Toxins and chemicals that enter a waterway settle on the bottom of a lake or river are unintentionally eaten by small creatures called macroinvertebrates. These macroinvertebrates are then eaten by small and medium-sized fish which are then eaten by larger fish, moving the toxins and chemicals up the food

chain in a process called bioaccumulation. When people fish for and cook larger fish species, they are, in turn, ingesting the chemicals from the entire food chain, which can have negative impacts on human health.

The Lower Dead River scored similarly to the Compeau Creek Sub-watershed in terms of importance to surface drinking water and ability to produce clean water, but has a slightly higher risk of insects and disease impacting the forests/ trees and then impacting the watershed. Land use change remains the greatest risk.

The final sub-watershed that intersects the city is the Carp River Sub-Watershed. In total, this sub-watershed has four waterbodies including its namesake the Carp River. Two of the waterbodies are impaired, The Carp River and an upstream branch of the Carp River, near Negaunee.<sup>15</sup> The aquatic life in the Carp River is impaired because of the high levels of mercury in the water system

and the upper branch of the river is impaired for the same reason. The same 21,000 people who rely on the Compeau Creek and Lower Dead River Sub-Watershed for their water supply also rely on the water draining to Lake Superior from this sub-watershed for their surface water supply. This sub-watershed ranked the lowest of the three in its ability to produce clean drinking water. Land use change remained the greatest risk for the future health of the watershed.

Because watersheds do not follow political boundaries, planning for overall watershed health needs to be done through a regional lens. This effort is often spearheaded by a local environmental organization which in the Marquette region is the Superior Watershed Partnership and Conservancy (SWP). Currently, Marquette’s most recent watershed management plans are drafted and implemented by the Superior Watershed Partnership and Conservancy. While the Superior Watershed Partnership and Conservancy takes the

**Table 6: Watershed Statistics**

	Compeau Creek / Whetstone-Orianna	Lower Dead River	Carp River
Number of waterbodies (lakes, rivers, streams)	8	10	4
Impaired waterbodies	None	3 (McClure Storage Reservoir – Fish Consumption/Mercury, Forestville Basin – Fish Consumption/Mercury, & the Dead River – Fish Consumption/Mercury)	2 (Carp River – Impaired Aquatic Life & a branch of the Carp River – Fish Consumption/Mercury)
Permitted dischargers	1 (Marquette WWTP)	None	1 (Marquette County Solid Waste)
Surface water consumers	21,000 (Lake Superior intake)	21,000 (Lake Superior intake)	21,000 (Lake Superior intake)
Groundwater consumers	2,775	0	1,157
Importance to surface drinking water	81/100	81/100	80/100
Ability to produce clean water	58/100	63/100	43/100
Insect and disease risk	34/100	45/100	46/100
Land use change risk	98/100	99/100	96/100



*Lake Superior is an important asset to the City of Marquette.*

lead on watershed management plans and many implementation projects, there are essential steps the city can take to support overall watershed health and water quality.

Primary strategies for improving watershed health relate to the management of stormwater flowing through and across the city. Except for single and two-family uses, all redevelopment or new construction within the City of Marquette must follow the stormwater management regulations in the Land Use Development Code. These regulations specify that “all lots shall retain [stormwater] runoff on-site or detain it so as to allow discharge at a rate that is equal to or less than what left the site prior to redevelopment or new construction” (unless the site is permitted to discharge to a storm sewer).<sup>16</sup> There are many ways to manage stormwater, however the most effective option is often the placement and operation of “green” infrastructure. Green infrastructure is both a network of vegetated sites and natural areas, along with built techniques such as rain gardens and bioswales that preserve the function of the natural ecosystem. It is a system that helps to protect water quality by filtering stormwater and reducing the need for expensive storm drains. Green infrastructure also has the added benefit of providing habitat for wildlife and recreational opportunities for residents. Currently,

the Land Use Development Code encourages the use of green infrastructure for stormwater management but does not require it.<sup>17</sup> Making green infrastructure a requirement for stormwater management may not be ideal, as conditions vary from site to site and green infrastructure may not be as effective or applicable on all sites. To further incentivize the construction and placement of green infrastructure, the city offers a stormwater utility credit. Additionally, the city should continue to consider green infrastructure elements for street reconstruction and other city public works projects.

## Wetlands

The US Environmental Protection Agency defines wetlands as areas where water covers the soil or is present near the surface of the soil year-round or periodically during the year. Broadly, there are two main types of wetlands: coastal/tidal wetlands and inland/non-tidal wetlands. Marquette’s wetlands are inland/non-tidal wetlands. This type of wetland is most commonly found on floodplains, along rivers and streams, often referred to as riparian wetlands, or in isolated depressions like basins and potholes, and along the borders of lakes and ponds. Under the general “inland wetland” category, there are several smaller wetland classifications.<sup>18</sup>

**Table 7: Green Infrastructure Methods**

Method	Description	Example
Rainwater Harvesting	Systems that collect and store rainwater for later use.	
Rain Gardens	Shallow, vegetated gardens that collect and absorb runoff from streets, sidewalks, and roofs.	
Planter Boxes	Boxes along sidewalks, streets, or parking lots that collect and absorb rainwater; they can be designed with a notch to allow additional stormwater to flow in, as with rain gardens. These also serve as streetscaping elements.	
Bioswales	Linear and vegetated channels, typically adjacent to a street or parking lot to help slow, retain, and filter stormwater.	
Permeable Pavement	Pavement absorbs, filters, and stores rainwater on site.	
Green Roofs	Vegetated roofs absorb and filter rainwater while also helping to reduce heat islands and energy loads for buildings.	
Tree Canopy	Trees reduce and slow stormwater flow while also helping to reduce heat islands and capturing air pollutants.	

Source: United States Environmental Protection Agency

Within the City of Marquette, there are two specific types of inland wetlands: freshwater emergent wetlands and freshwater forested/shrub wetlands. In total, there are 159.3 acres of wetlands inside the city. However, the current acreage of wetlands in Marquette does not accurately reflect historic natural conditions. Over time, development and changes in land use have resulted in wetland loss. The Michigan Department of Environment, Great Lakes, and Energy (EGLE) defines restorative wetlands as areas where wetlands were historically located or where conditions exist that support the construction/introduction of a wetland ecosystem. In total, there are 427 acres of restorative wetlands in Marquette.

It is important that communities take action to preserve current wetlands and restore previous ones. Wetlands contribute many important services to both the environment and the public.<sup>19</sup> Wetlands can improve water quality immensely by filtering sediment and pollutants. Furthermore, they can aid in flood control and help mitigate

**Table 8: Wetlands**

Wetland Type	Acres	Percent of All Wetlands
Freshwater Emergent	16.5	10.4%
Freshwater Forested/ Shrub	142.8	89.6%
Restorative Wetlands	427.0	n/a

Source: EGLE

flood damage. Wetlands can also provide food and shelter for wildlife species while promoting diverse ecosystems. Finally, wetlands provide recreational opportunities like hiking, fishing, and sightseeing.

EGLE provides some regulatory protection to wetlands, but only wetlands that are connected to or within 1,000 feet of the Great Lakes or Lake St. Clair, as well as wetlands connected to



*Wetlands on Presque Isle.*

Photo credit: Superior Watershed Partnership.

or within 500 feet of an inland lake, pond, river, or stream. Wetlands that do not meet those criteria, but are more than five acres in size are also protected by EGLE. Currently, Marquette's Land Use Development Code, Section 54.805, "Wetland Protection," outlines that all wetlands located within the Riparian Overlay District receive protection under the ordinance and regulations, including the prohibition of: clearing, cutting, and mowing of existing vegetation, soil disturbance by grading, stripping, or other practices, filling or dumping, drainage by ditching, underdrains, or other systems, use, storage, or application of pesticides and herbicides, and housing, grazing, or other maintenance of livestock. Additionally, no activity is permitted in a wetland unless done in accordance with the Riparian Overlay District.<sup>20</sup> By definition, the Riparian Overlay includes all wetlands in the city.

Marquette, in partnership with the Lake Superior Watershed Partnership, has worked to restore wetlands and riparian environments throughout the city. Notably, a series of wetlands was developed along Island Beach Road adjacent to Presque Isle Park as a mitigation for an extension of McClellan Avenue. Currently, the city and its partners are restoring a section of the Lake Superior shoreline that will include wetlands and other native lakeshore environments.

## Lake Superior

Lake Superior is the largest freshwater lake in the world by surface area and a symbol of the region. Bordering Michigan's Upper Peninsula, Wisconsin, Minnesota, and Ontario, Lake Superior has a water surface area of 31,700 square miles and is 1,330 feet deep at its deepest point, deeper than the height of the Empire State Building. Lake Superior is the defining feature of Marquette and is highly valued by residents for its recreational, aesthetic, and environmental contributions to the community. Lake Superior has a major impact on the city's climate as well, moderating temperatures in summer and winter. Lake Superior is also the source of Marquette's drinking water.

### *The Health of Lake Superior*

A defining characteristic of Lake Superior is its cold temperatures, which support unique aquatic species. This includes just 52 fish species, fewer than

any other great lake due to the low temperatures. However, the cold water is ideal for lean lake trout, which is a key species for many recreational fisheries.<sup>21</sup> As the climate warms, all waterbodies will begin to rise in temperature, quicker than the ambient environment. The warming of the lake has significant implications for the lake and lakeshore ecosystems and many species that have adapted to live in the cold waters of Lake Superior will begin to struggle if they are not already. Of all the large lakes in the world, Lake Superior is warming the fastest. The overall health of Lake Superior and the near-shore environments is explored in greater detail in the coastal resiliency chapter.<sup>22</sup>

Lake Superior is listed as an impaired waterbody by the EPA due to the presence of chlordane, dioxin, mercury, PCBs, PFOS, and toxaphene in fish tissues. While Marquette represents a very small portion of Lake Superior's coastline, it is essential that Marquette and the activity within the city are not negatively impacting Lake Superior. A more complete discussion of coastal planning and health can be found in the coastal resiliency chapter of the Master Plan.

### *Access to the Lake*

During the Master Plan process, the community reiterated how important access to Lake Superior was to them personally and to the overall community. Access can be defined as both physical access (being able to get to and utilize the lake) and visual access (being able to see the lake).

#### Physical Access

The vast majority of Marquette's coastline is public land, providing the community with a wealth of access points along Lake Superior. However, the nature of the shoreline can make it challenging to access the lake. Many areas of the shoreline are rocky bedrock outcroppings or armored with large rocks, making it challenging and dangerous for those attempting to cross the rocks to access the water. Therefore, it is vital that there are safe options for people to access the water if they wish.

While there are parking areas located along Lake Shore Boulevard, they are likely insufficient to meet the summer demand. Because of the lack of parking many people park on the shoulders of the street, which the street was not designed to accommodate. Parking on the shoulders of the



*Beach Wayfinding.*  
Image Source: Traverse Magazine

road can create traffic and safety issues, as people crossing at unmarked locations and decreased traffic visibility are dangerous for both pedestrians and motorists. Reducing traffic/parking conflicts along Lake Shore Boulevard relies on two key strategies: providing nearby but not direct beach parking and encouraging people to come to/access the lake via means other than a personal vehicle.

First, overflow beach parking would allow people to park near the beach but not on the shoulder of the street. Suitable overflow beach parking can be provided on existing paved surfaces along Fair Avenue and adjacent to the publicly owned Lakeview Arena. While people may perceive these areas as too far from the beach at first glance, they are less than 1,000 feet from the lakeshore. This distance to the beach is often equivalent to that of an ordinary parking spot on the road shoulder. Additionally, on-street parking in the neighborhoods is another opportunity for overflow beach parking and is likely already being used this way. To reduce any perceived conflicts between on-street parking and the neighborhood residents, on-street parking near the beach should be designated with signage and parking rules (i.e., “no parking here to corner” sign). Alternating which side of the street is available for on-street parking

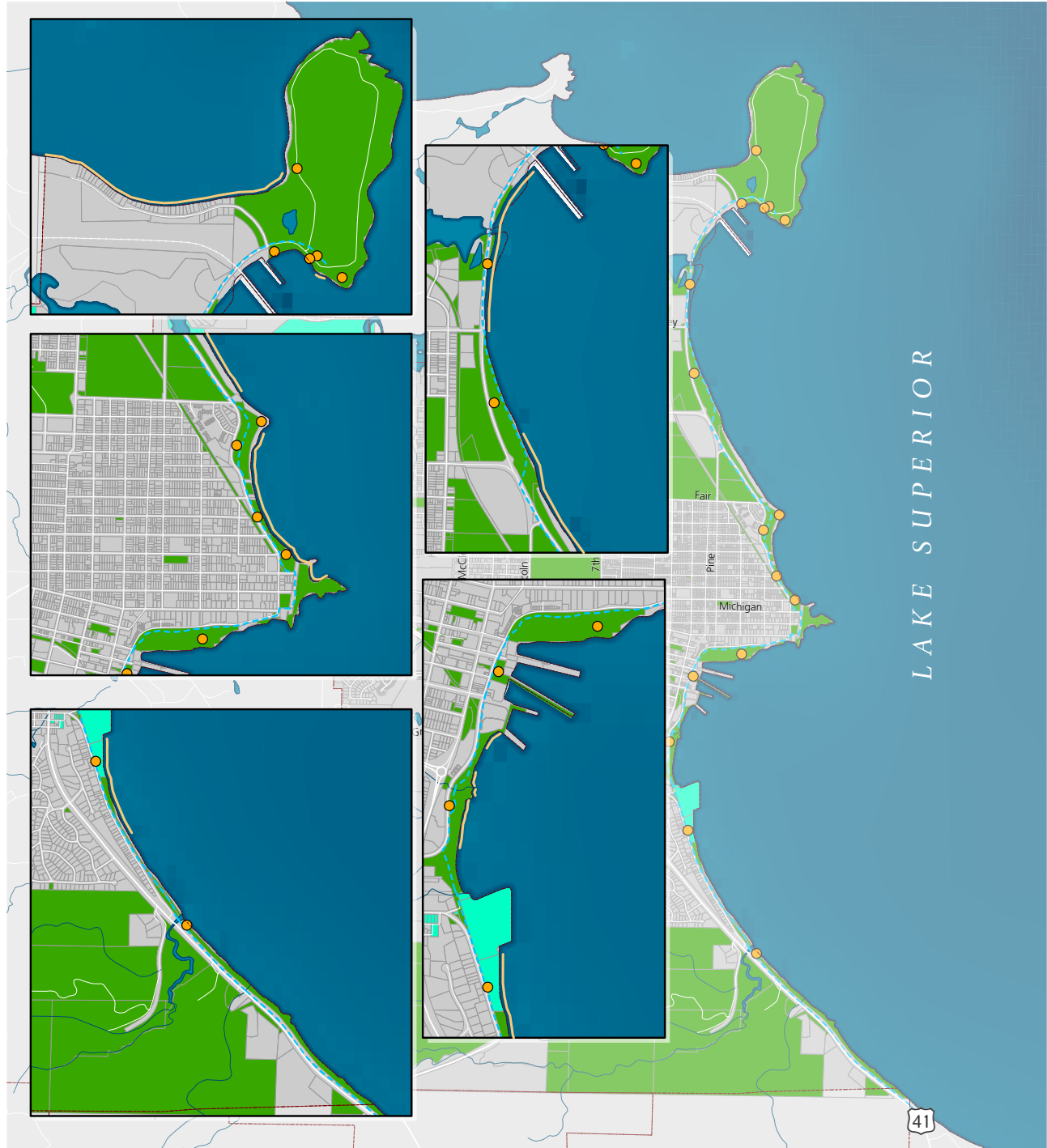
and exempting residents from the rules with a residential parking pass may alleviate some resident concerns about overflow parking on neighborhood streets. However, the key to the success of overflow parking is wayfinding signs, that can show people where overflow parking is located, delineating those spaces, and then providing routes back to the beach. Additionally, social behavior does not change overnight so designated beach overflow parking and wayfinding will need to be paired with enforcement actions to ensure that drivers stop parking on the shoulder of the street.

Second, the obvious answer to reducing traffic/parking along Lakeshore Boulevard is simply fewer motor vehicles. While it may seem obvious, curbing the wide-scale use of personal motor vehicles is a challenge. To encourage people to travel by means other than a personal motor vehicle, they must have an attractive alternative. Marquette has a shared-use path that runs along the entirety of the shoreline from south of Marquette to Presque Isle. The trail allows people to travel up and down the shoreline on foot or bike. However, in order to effectively reduce the usage of personal motorized vehicles, the shared-use path should have connections to the internal areas of the city. Non-motorized connections are described more in the transportation and mobility section of this master plan. Additionally, some coastal communities have public transportation fixed routes that run along the waterfront and connect to major destinations such as downtown, regional malls, and hotel districts. The Bay Area Transportation Authority (BATA), which provides public transit service to Leelanau and Grand Traverse Counties, operates a free public bus route that runs along the Lake Michigan shoreline and connects hotels outside Traverse City to the waterfront, the downtown, Munson Medical Center, and Meijer. The Bayline is BATA’s most used route. A similar service in Marquette would allow people to get to the lakeshore by means other than an automobile while also expanding awareness and usage of public transportation in the city.

### Visual Access

Equally important to physically accessing Lake Superior is the ability to see, hear, and feel the lake when away from the shoreline. The lake is an essential part of Marquette’s identity and ensuring the visual connection to the lake from

Map 3: Lake Superior Access



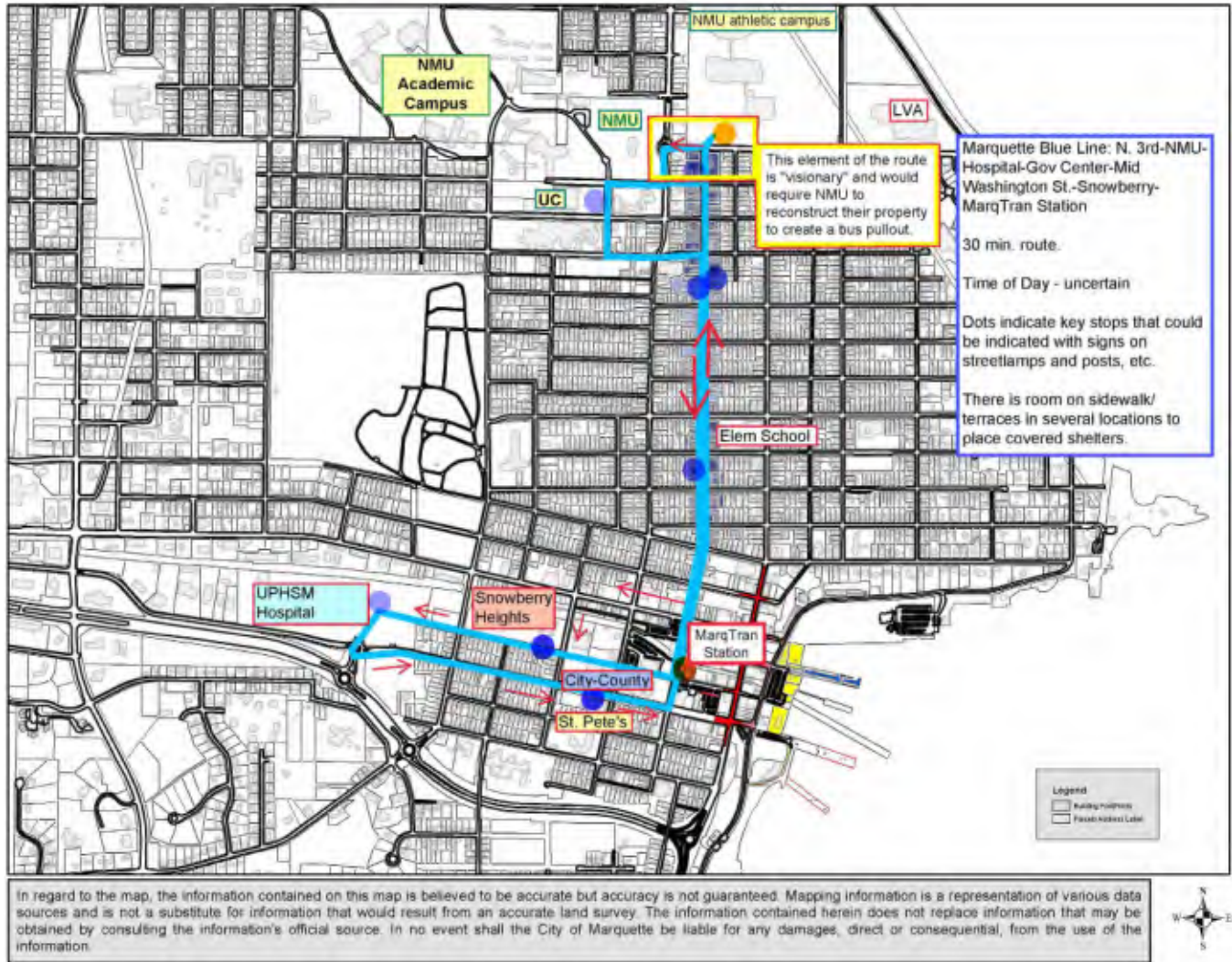
## Lake Superior Access

Sources: Michigan Open Data Portal, City of Marquette

- Public Land
- Quasi-Public Land
- Multi-Use Path
- Sand Beach
- Parking Lot

0.5 Miles  
Beckett & Raeder, Inc.

### Map 4: A Concept Plan for a Marquette Transit Route



*The Bayline Route.*  
 Image Source: Traverse City Tourism



*Lake Superior view from a distance.*

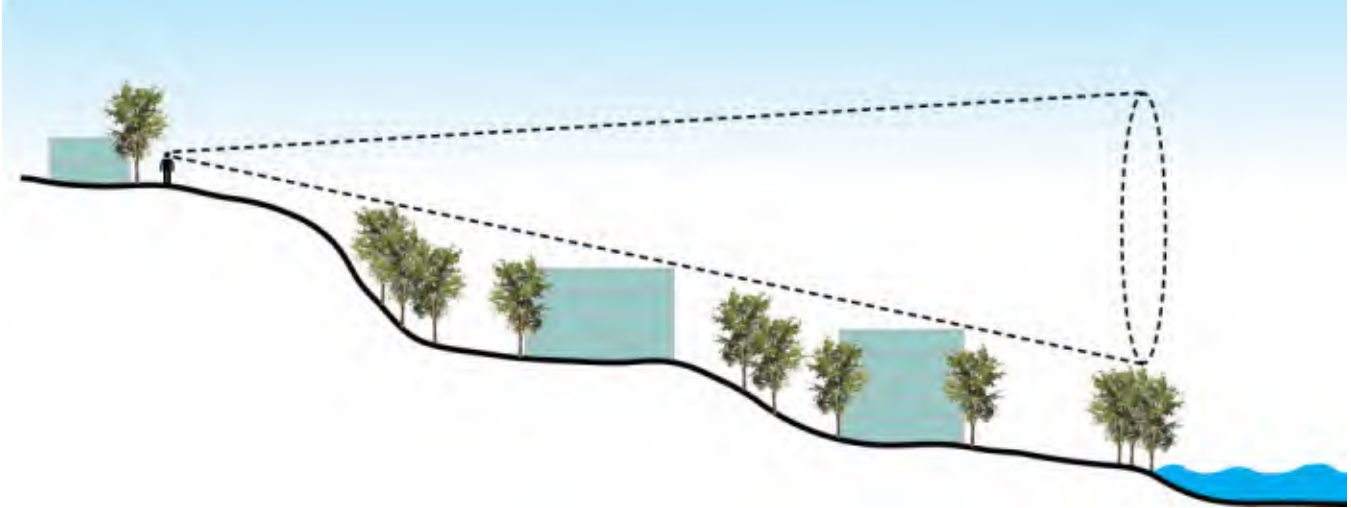


*Visual access to Lake Superior is important throughout the City.*

prominent vantage points (vistas) in the city helps to strengthen the connection between Lake Superior and the community. Recent development near the shoreline has caused consternation in the community as the newly constructed developments obstructed some public views of the lakeshore. While it is important to ensure a visual connection to the lake, the community's desire for maintaining visual access should not be prohibitive to development. Development near the shore tends to be high-value land/property and generates a substantial portion of tax revenue which in turn supports the public parks and the public land along the shore. Therefore, there needs to be a balance between public access (both physical and visual) and shoreline development. It is important to note that many iconic buildings in Marquette, specifically buildings downtown, obstruct views of the lake but are beloved in the community.

Many communities use a skyline test to regulate building heights so they cannot be seen from certain vantage points. This urban design technique is used to reduce perceived building heights from the pedestrian level by "tucking away" the development behind existing structures. Marquette could use a version of a skyline test to determine building heights at shoreline and near-shore properties using vantage points in the city to ensure developments would minimize the loss

Figure 8: Modified Skyline Test



*Many shoreline buildings in Marquette are visible from above.*

of lake views. This method would work better than the standard maximum building heights in zoning districts because some shoreline or near-shore properties can likely be built at taller heights without having much impact on views of Lake Superior. In other cases, some properties may need shorter buildings to avoid obstructing views. Using a modified skyline test for regulating heights for shoreline and near-shore properties would help to ensure the loss of lake views is minimized. With this approach, value-enhancing public views can be maintained, and the city can benefit from the tax revenues generated by high-value shoreline properties. Regulations should also consider how shoreline buildings will feel at pedestrian scale so that shoreline and near shore development remains pleasing at street level.

Additionally, to maintain pleasant views, buildings in the sightlines from vistas should consider green roofs and other aesthetic elements that can be seen from above. Often the appearance of a building's roof is a forgotten feature as buildings are generally designed to be viewed from the front or side but in Marquette, many shoreline buildings can be seen from above. Careful consideration should be given to the appearance of a building's roof and enforced through regulations in the LDC.

## AIR

### Air Pollution

Air pollution is the contamination of the indoor or outdoor ambient environment by any chemical, physical, or biological agent that alters the natural characteristics of the atmosphere. Air pollution has been a national and global concern for many years, as current data from the World Health Organization (WHO) indicate that 99% of the global population breathes air that exceeds WHO guideline limits for high levels of pollutants.<sup>23</sup>

As air quality and climate change are closely linked, many of the same drivers of air pollution also drive climate change through greenhouse gas emissions. Particulate Matter 2.5 (PM 2.5) or “Fine Particles” are tiny droplets in the air that are 2.5 microns (unit of distance) or less in width. Particulate matter can come from both the outdoors and indoors, from vehicle/power equipment exhausts, the burning of fossil fuels, power plants, tobacco smoke, cooking, burning candles, and space heaters/fireplaces. These droplets of particles can infiltrate and harm the human body and cause a variety of medical conditions or make it challenging for those with existing respiratory issues to spend time outdoors. Because of their small size, the particles can travel deep into the respiratory tract eventually reaching the lungs. Exposure can cause short-term health effects like eye, nose, throat, and lung irritation, coughing, sneezing, and shortness of breath. They can also worsen ongoing medical conditions like asthma and heart disease. Studies show that long-term exposure to Particulate Matter 2.5 may cause chronic bronchitis, reduced lung function, and increased mortality from lung function and heart disease. The age groups that are most sensitive to particulate matter 2.5 are children and the elderly. Marquette’s level of Particulate Matter 2.5 ranges from the 3rd percentile to the 8th percentile nationally, indicating a very low level of exposure to this type of air pollutant. The areas of the city with the highest exposure relative to the other areas in the city are North Marquette (north of Hawley St) and Southeast Marquette (south and east of Pioneer Rd, Division St, and US-41).<sup>24</sup>

Another prevalent air pollutant is ozone. There are two categories of ozone, the first being Stratospheric Ozone. This version of ozone is good for the environment because it protects people and other organisms from ultraviolet radiation from the

sun. However, Ground-Level Ozone is a harmful air pollutant that can directly affect both people and the environment. Ground-level ozone is the main molecule in what is commonly referred to as “smog.”

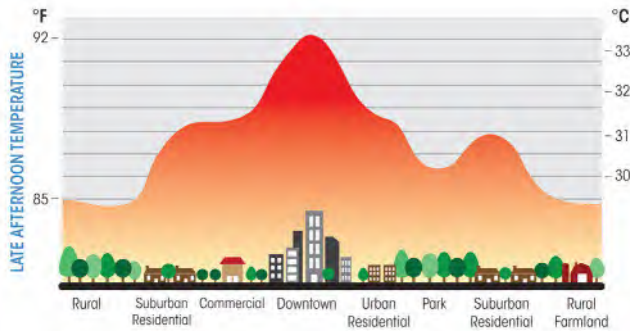
Ground-level ozone can have harmful impacts on human health. The effects of breathing in ozone can include coughing, scratchy throat, difficulty breathing, inflamed and damaged airways, increased susceptibility to infection, aggravated lung disease, and increased frequency of asthma attacks. Ground-level ozone negatively affects all people, however its impacts can be more serious to those who suffer from chronic diseases like asthma. The levels of ground-level ozone in Marquette range from the 4th percentile to the 35th percentile nationally, indicating low to low-medium levels of this air pollutant in the city. The area with the highest level of ground-level ozone is the industrial park in North Marquette.<sup>25</sup>

Marquette’s northern location and the Upper Peninsula’s rural landscape mean the city does not suffer from extreme air quality issues experienced in more populated and warmer areas. Sources of air pollution such as energy plants and factories are regulated at the state and federal levels but there are steps the city can take to ensure continued excellent air quality. Primarily, ensuring the continued preservation and health of the trees and vegetation in the city will aid in preserving air quality as plants are natural air filtration devices, capturing carbon dioxide and other molecules in the air, converting them to plant mass, and returning clean oxygen back into the atmosphere.

### Urban Heat Island

Developed areas experience a phenomenon called the urban heat island effect. Urban heat islands are areas within a city where concentrations of pavement, buildings, and other types of surfaces absorb solar energy and radiate heat, effectively raising the overall temperature in these areas. Rising temperatures reduce comfort for those in proximity and can present a serious health risk for vulnerable populations, including the elderly and those with disabilities. Higher seasonal temperatures also make it challenging for those with pre-existing heart and respiratory challenges to be outside for extended periods of time during extreme heat events.

Figure 9: Urban Heat Island Effect



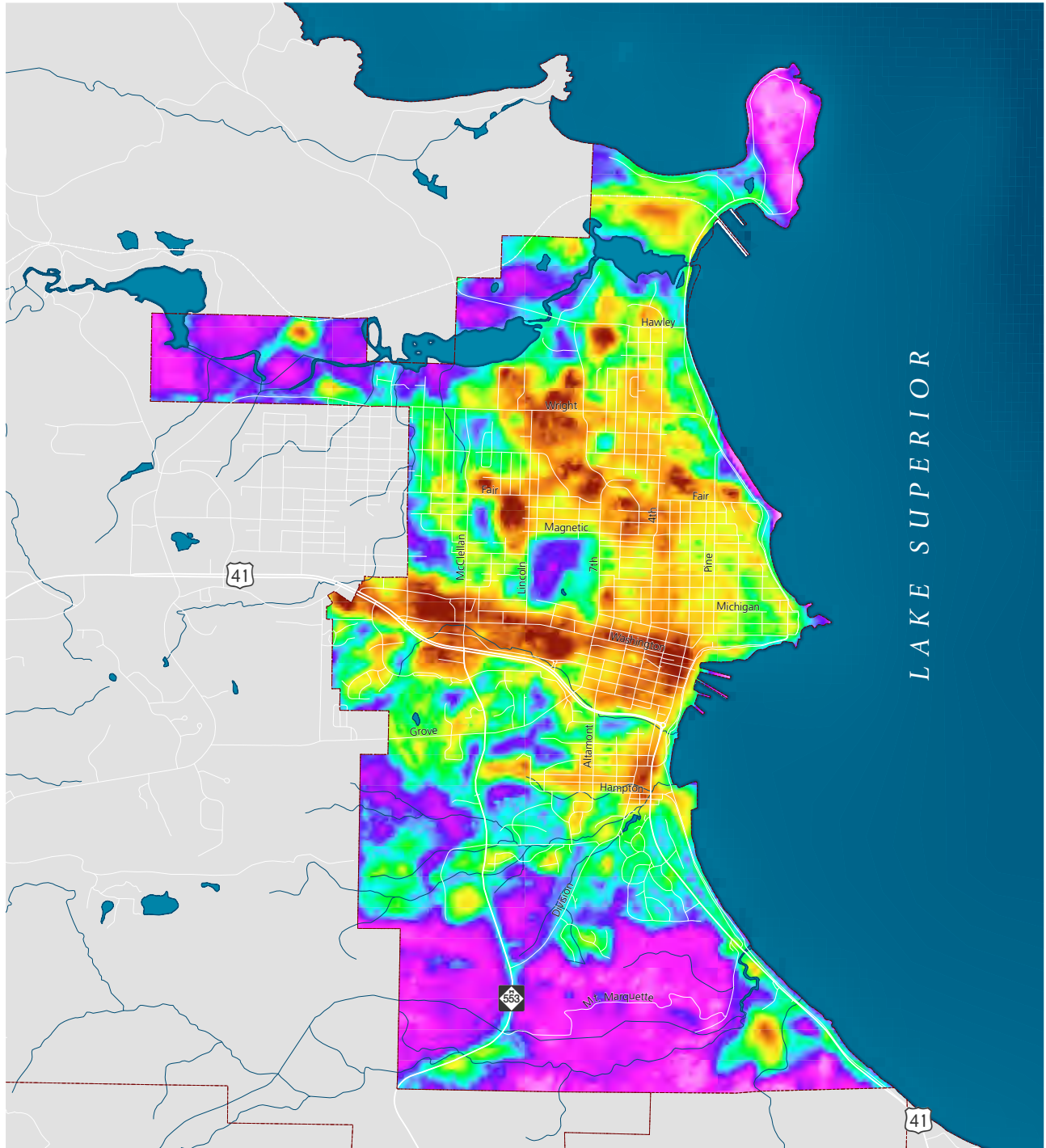
The Urban Heat Island map on the following page displays temperatures around Marquette on a day where the high recorded temperature was 66° F.<sup>26</sup> The map was created using satellite data from the United States Geological Survey.<sup>27</sup> It is clear to see that some areas of the city experience temperatures up to 81°F, predominately in the downtown, commercial corridors, and Northern Michigan University campus. These areas likely experience higher temperatures due to the amount of surface parking lots and the bulk of the building mass.

There are a variety of strategies that can be implemented to reduce the urban heat island effect in Marquette, many of which have already been discussed above. To cool the surrounding air and mitigate the urban heat island, the city can emphasize green infrastructure improvements for large developments and incorporate green infrastructure elements into capital projects. While Marquette is rich with tree canopies around the central business district, planting more trees and vegetation within this area will help to keep temperatures low, as vegetation releases moisture into the air and cools the surrounding area. Furthermore, Marquette can incentivize the construction of green roofs and other impervious offsetting strategies, which aid in reducing the expanse of surfaces that contribute to the urban heat island effect.<sup>28</sup> To encourage more environmental design features, the LDC could be amended to provide impervious surface credits for certified green roofs.

## RECOMMENDATIONS

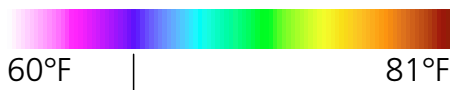
- » Review the recommended vegetative plants in the land use development code to ensure the recommended species are suited for warmer climates and longer-lasting droughts.
- » Continue to enforce the stormwater management regulations in the Land Use Development Code and when appropriate include green infrastructure in city projects.
- » Continue to work with regional partners to restore wetland and shoreland ecosystems.
- » Designate overflow beach parking areas near Lake Shore Boulevard.
- » Provide wayfinding to overflow beach parking and lakeshore amenities and the rest of the city.
- » Complete on-street bike routes and designate non-motorized pathways from the shared-use path along Lake Shore Boulevard to internal areas of the city where possible.
- » Consider a public transportation route that travels along the shoreline and connects to major destinations in the city.
- » Consider “modified” skyline regulations to preserve public views of Lake Superior from prominent vistas in the city.
- » Consider the design and aesthetic quality of building roofs near the lakeshore to maintain pleasant views and expand regulations in the LDC for screening rooftop equipment.
- » Continue to enforce landscape requirements and incentivize additional natural treatments through reducing stormwater utility fees to keep the city green and vegetative to reduce the urban heat island effect.

Map 5: Urban Heat Island - 8/11/2022



### Urban Heat Island - 8/11/2022

Sources: Michigan Open Data Portal, City of Marquette, USGS



Maximum Recorded High: 66°F

0.5 Miles  
Beckett & Raeder, Inc.

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# 04



## Coastal Resilience

*Lake Superior is a defining feature of Marquette. Life in Marquette is centered around the lake, people walk their dogs, ride their bikes, and socialize on the many parks and paths along the lakeshore. During periods of intense weather people will park their vehicles at Shiras Park to watch the waves crash into the rocks and shore. Lake Superior and its coastline are beloved by the community and for good reason.*

*Recent coastal planning practice has focused on the concept of resiliency, acknowledging that coastlines are not static entities and planning efforts on shorelines and nearshore environments should be designed around the kinetic nature of the coast. Resiliency efforts include the restoration of native shorelines and nearshore environments, green/sustainable design, and the careful management of existing developed areas along the shoreline.*

- » *Lake Superior holds 10% of all the Freshwater on Earth.*
- » *The indigenous people of the region have strong connections to Lake Superior. The rivers and lake provide transportation, the fish and plants provide food, and the lake and land are core tenants of indigenous spirituality.*
- » *The industrialization of the coastline was vital for the economic evolution of Marquette, but it came at an environmental cost.*
- » *Much of Marquette's coastline is classified by the National Fish and Wildlife Foundation as a high priority for nature-based resiliency interventions.*
- » *Marquette and the Superior Watershed Partnership are working on restoring a portion of the coastline along Lakeshore Blvd.*
- » *The Presque Isle Marina, WE Energy Plant, and Shiras Steam Plant are additional opportunities for resilient design solutions.*

## Seventh Generation Thinking

Seventh generation tells us that in this generation we have an obligation to act in a certain way and to make decisions for the benefit of those that will be on this earth seven generations into the future. So, we're thinking about 200 years. What's best for my great grandchildren? For your great, great, great grandchildren? And it obligates you to this sort-of selflessness, and this generosity and wisdom and far-sightedness.

It also makes you think inevitably about the sacrifices that seven generations in the past made for you. I think about my great, great, great ancestor who was one of the signers of the cession treaties that transferred Ojibwe land over to the federal government. He didn't have much of a choice because those treaties involved a coercive process. But, the fact that the Ojibwe reserved the right to hunt, fish and gather rice upon the waters for my generation is humbling. That kind of thinking carries forward.

– Dr. Patty Loew



*A woman in northern Wisconsin harvests and knocks wild rice off the stems into her canoe using traditional harvesting sticks.*

Source: K. Whitney

## LAKE SUPERIOR

By surface area, Lake Superior is the largest freshwater lake in the world and is a bastion of freshwater ecosystems. As the glaciers retreated at the end of the last ice age, the melting ice water drained into the basins that would become the Great Lakes. Lake Superior covers 31,700 square miles and holds 3 quadrillion gallons of water, 10% of all freshwater on earth. Its prominence globally is reflected in the reverence that local communities have for this tremendous lake.

The relationship between Lake Superior and people began with the arrival of the indigenous people to the region. As told by Dr. Patty Loew, a member of the Bad River Band of Lake Superior Ojibwe, "In the beginning of time, there was a flood that covered the earth. It caused us to move from the places that we are now to the east coast. We were there for a very, very long time. There were prophecies that we needed to return to our homelands because there was a crisis happening, and unless we left and returned to the place where the food grows on water, we would be destroyed. So, the people packed up. The Ojibwe, Potawatomi, and Odawa moved together, following along what today we call the St. Lawrence River from the east coast, the Gulf of St. Lawrence, back to the western Great Lakes region, in search of this food that grows on water. And of course, when we got back to the Lake Superior Region we found rice growing on the water. That was the fulfillment of our prophecy."<sup>1</sup> The indigenous people's relationship with Lake Superior is multi-faced. The rivers and lake provide transportation, the fish and plants provide food, and the lake and land are core tenants of indigenous spirituality.

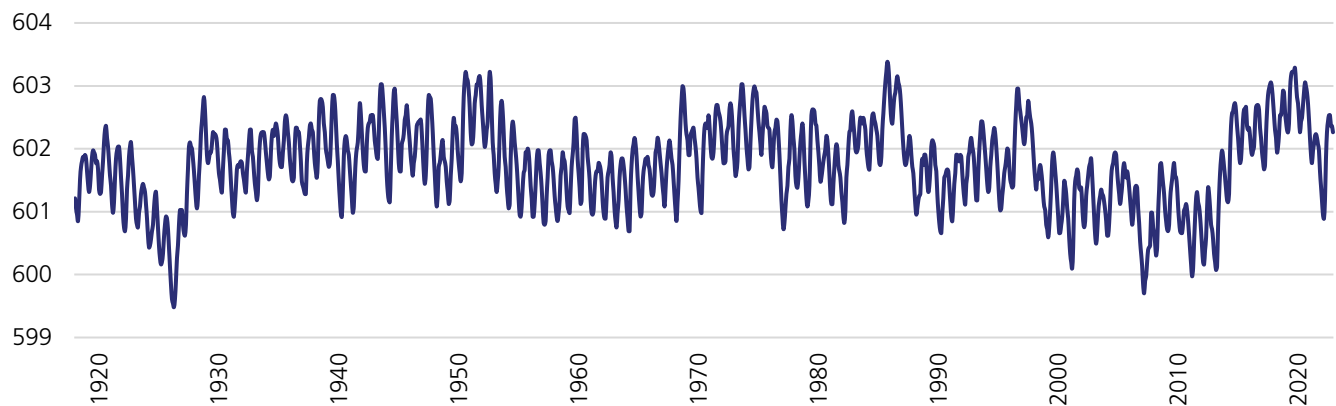
The turn of the 17th century saw the arrival of Europeans to the region, but substantial development of the coastline did not begin until Europeans became aware of iron in the area. The coastline quickly transformed into a working waterfront with industry and shipping along the city's shore. The first ore dock was built in 1859.<sup>2</sup> By the late 1800s, steamships brought tourists to the city, further cementing the prominence of the coast as a transportation and industrial port. While the industrialization of the coast was vital for the economic evolution of the city it came at an environmental cost.



*Historic Marquette Harbor.*

Source: Gerald Vilenski

**Figure 10: Lake Superior Water Levels**



Source: US Army Corps of Engineers

### A Dynamic Lake

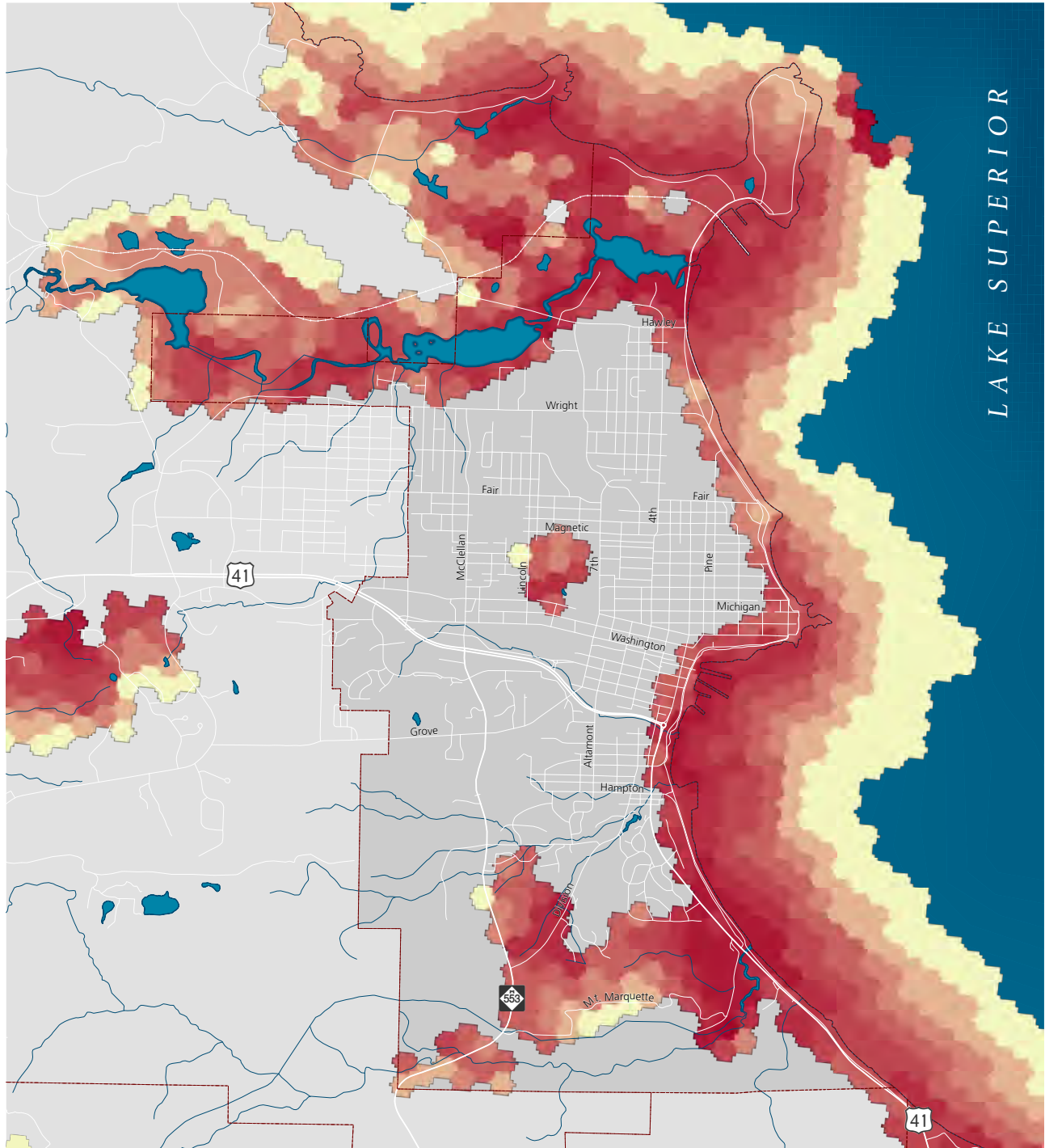
The Great Lakes are not a static body of water, as water levels fluctuate daily and over decades. The gravitational pull of the moon and wind cause minute changes on a daily basis, while cyclical changes in precipitation and runoff cause the Great Lakes to rise and fall feet over decades. As shown in the figure titled “Lake Superior Water Levels,” the water elevation of Lake Superior ranges from roughly 599.5 feet to 603.5 feet. Lake Superior is one of the more stable Great Lakes, in terms of water elevation. Lake Michigan-Huron’s range between low water and high water is roughly six feet, which is notably larger. However, as the climate warms and precipitation events become more severe and less frequent, the historic dynamics on the Great Lakes will change.<sup>3</sup> Warmer air, fewer days of ice cover, more severe and less frequent storms, and faster evaporation will cause an acceleration of water level fluctuations and the fluctuations will become less predictable.

Variability in water levels combined with increasing storm severity leads to faster coastal erosion and damage to infrastructure and the built environment. Lake Superior is known for severe weather and harsh conditions. In 2017, a storm resulted in 28.8-foot-high waves with hurricane-force winds. As climate change continues to impact the planet, severe storms, like the one in 2017, will become more intense. Overall, the variability of the Great Lakes will continue to accelerate due to climate change. Therefore, coastal planning needs to account for this new reality and plan for resiliency to mitigate these impacts and maintain the long-term health of the coastline.

### Resilience Evaluation

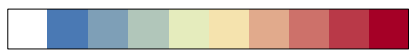
In 2023 the National Oceanic and Atmospheric Administration and National Fish and Wildlife Foundation commissioned the University of North Carolina’s National Environmental Modeling and Analysis Center to develop an assessment of coastal

Map 6: Coastal Resilience Assessment



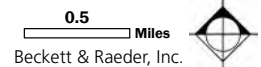
## Coastal Resilience Assessment

Sources: Michigan Open Data Portal, City of Marquette, National Fish and Wildlife Foundation



Low High

Higher value areas represent areas with greater potential for dual community flood protection and wildlife benefits



areas and their suitability for nature-based resiliency solutions. The analysis combined a community exposure index and a fish and wildlife index to create the final resilience hubs (recommended areas for resiliency intervention). The community exposure index combined various threat factors including flood-prone areas, soil erodibility, areas of low slope, impermeability, and high lake levels with social factors including population density, social vulnerability, critical facilities, and critical infrastructure to identify areas where community assets are potentially exposed to flooding threats. The fish and wildlife index combined terrestrial and aquatic factors including species of concern and important habitat areas. The index identifies areas where terrestrial and aquatic species of conservation/concern and their habitats are located.

Much of Marquette’s coastline is classified as a high priority for nature-based resiliency solutions, underscoring the important work Marquette and its partners have done in the past and the important coastal resilience work yet to be done.

## COASTAL PLANNING IN MARQUETTE

In 2019, Northern Michigan University, Studio RAD, and regional partners came together for a series of coastal-focused workshops to plan for the future of coastal resilience in the Marquette region. The effort, Coastlines & People (CoPe), covered the past, present, and future of Lake Superior and its coast and the relationship between the coast, planning, and people.<sup>4</sup> An outcome of the project included a future framework for thinking about the management of the coastline, shown in the figure titled “CoPe Coastline Framework.”

The framework was developed through a scenario planning lens, where participants identified two major influences on the coastline: climate change and development. Using this approach, four primary strategies for future planning along the coastline were developed: managed retreat, armored shore, green build, and passive approach.

The managed retreat approach (low development intensity and high climate impact) focuses on moving infrastructure and built systems away from the coastline and giving deference to natural systems and ecosystem services.

The armored shore approach (high development intensity and high climate impact) acknowledges

Figure 11: CoPe Coastline Framework



that there may be situations where hard stabilization (break walls, armoring, etc.) is necessary. While this approach has the highest impact on the coastline, hard stabilization is an effective way to protect critical pieces of the built environment from severe weather and the force of Lake Superior.

The green build approach (high development intensity and low climate impact) integrates green, ecological, and sustainable design into coastal planning. This approach to development works with the reality of changing coastlines and climate change. Structures and facilities are designed to be inundated with water and minimize the impact of severe weather.

Finally, the passive approach (low development intensity and low climate impact) is the hands-off approach where the coastline is left to its own devices and management is minimal. However, the passive approach still requires some intervention, specifically, coastal restoration and maintenance.

This framework should be used when planning on the coast to identify primary options and alternatives. For each coastal area or coastal challenge, solutions should be generated in each of the four frameworks and then evaluated to determine which option is best.



*Mattson Lower Harbor Park Past (left) and Present (right).*

Source: MQT Compass

## Past Coastal Work

### *Mattson Lower Harbor Park*

Most Marquette residents are familiar with the restoration story of Mattson Lower Harbor Park. Once a bulk coal storage facility located on the shoreline adjacent to downtown, extensive restoration efforts transformed the space. The former bulk coal storage facility is now a beloved park and public space used for festivals and communal gatherings.

### *Founders Landing*

One of the more recent large restoration projects, Founders Landing includes a wide array of projects ranging from South Marquette to downtown. The projects included a mix of public and private investment, with private residential and hospitality developments and the public restoration of the shoreline to a public park. The project included daylighting a stream that drained into Lake Superior and the expansion of a multi-use pathway. The most recent improvement was the construction of a pier out into the harbor.

## Current Coastal Work

In 1939, a revetment was built along northern Lakeshore Boulevard to protect the existing infrastructure from coastal risk. The revetment was built of stone and in some places piled up over ten feet high. Over time the structure began to age and the infrastructure and land it was designed to protect became more and more at risk. In 2019, the Superior Watershed Partnership received a \$2.5 million grant to assist the City of Marquette in restoring this section of the shoreline

along Lakeshore Boulevard. The project was split into two phases. Phase 1 included the relocation of Lakeshore Boulevard inward (managed retreat) and the new roadway opened in October of 2020. Phase 2 includes the restoration of the shoreline including stabilization, habitat features, and public access. The design and engineering of phase 2 is complete and work has begun after some initial delays.

The project includes many design interventions to improve the coastline including dune repair and rebuilding, a living revetment, a pocket beach, trails, an overlook, wetland restoration, and upland restoration. More information about the project is available on the Superior Watershed Partnership's website.

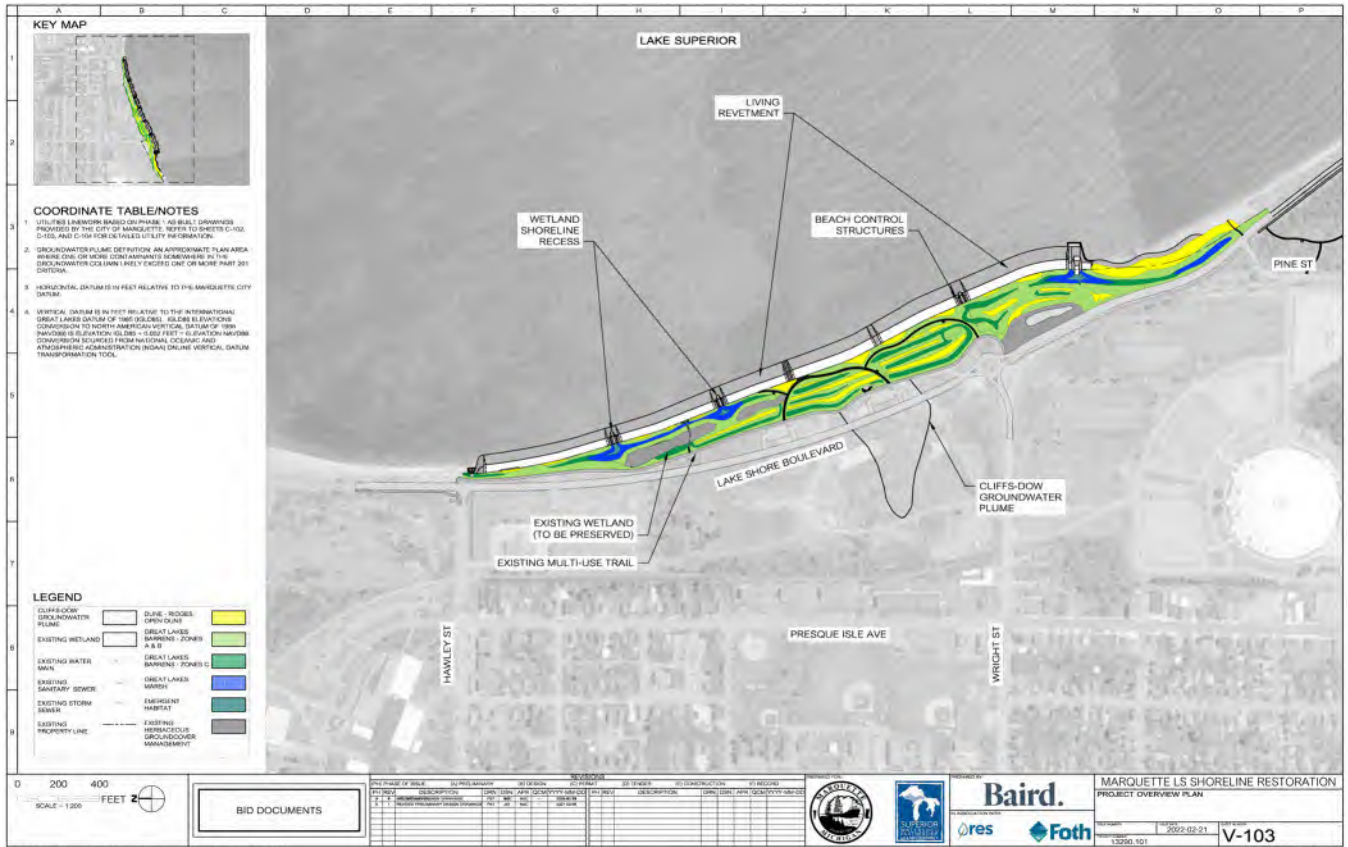
## Future Coastal Work

Marquette has tirelessly worked over the past decades to bring most of the coastline into public ownership, preserving public access to a majority of the coastline. However, there are still opportunities to continue to enhance the city's coastline.

### *Presque Isle Marina*

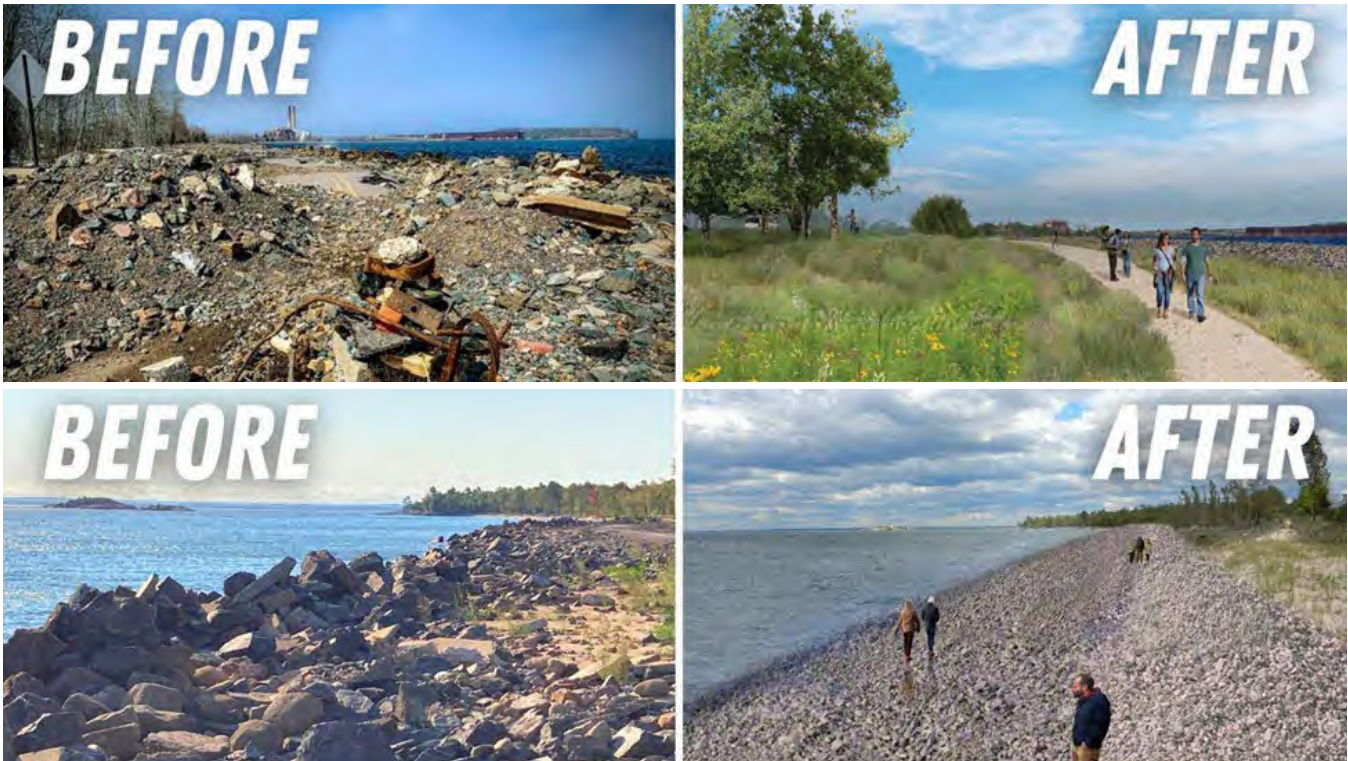
Located in the northern harbor, the Presque Isle Marina has the potential to be a model for green and environmentally contextual design (green build). Potential improvements include the restoration of native vegetation in the green space in the marina, green infrastructure enhancements, interpretive signage, EV boat charging stations, and boat washing facilities. While the marina does not provide an opportunity for large-scale restorative efforts, it can be a model for how to integrate a public use facility with a healthy coastline.

Figure 12: Phase 2 Plan



Source: Superior Watershed Partnership

Figure 13: Conceptual Renderings for the Project



Source: Superior Watershed Partnership



*CoPe designed for an Outdoor Amphitheater on a Hardscape Plaza Pier.*

Source: Coastlines and People Report

### *WE Energy Plant*

Situated along the mouth of the Dead River, the former Wisconsin Energy (WE) Plant is a large industrial site on Lake Superior's coast with rail access and a deep-water port. Due to its intensive industrial past, the property is likely unsuitable for residential redevelopment, but does present an opportunity for industrial redevelopment (managed retreat/green build). Given the location along the Dead River, any redevelopment efforts at the site should include extensive restoration and stabilization of the wetland, marsh, and riparian environments (passive approach). The freshwater coastal marshes are vital habitats for many species of birds and fish and this site is a prime candidate for coastal marsh restoration. The redevelopment vision for this site as a green, environmentally designed industrial area is a strong one and fits with the goals of the city residents to preserve and enhance the natural environment while pursuing beneficial economic development opportunities.

### *Shiras Steam Plant*

The other decommissioned energy plant in Marquette, the former Shiras Steam Plant, is located in South Marquette on the shoreline. While

this site is smaller than the WE Energy Plant, it presents an excellent opportunity to incorporate best coastal planning practices and add significant value to the community through redevelopment. The former plant sits on an armored pier that extends over 500 feet beyond the natural shoreline. The CoPe report outlines a concept for a hardscape waterfront plaza with public space and an open-air amphitheater (armored shore/green build). While the concept was not tied to a specific location it would work well at this site. However, this site does present some challenges. The power substation is a critical piece of infrastructure that cannot be feasibly moved. Therefore, any redevelopments will have to work around the substation. But the potential for a large public space to anchor South Marquette, connect the trails coming into town, and provide an enhancement for the nearby beach, is worth the challenge.

### *Zoning Reforms*

Marquette has already incorporated many of the zoning best practices for coastal resilience into its zoning ordinance. These include vegetative buffers between waterways and development and wetland protection. However, one area that could use improvement is the treatment of setbacks for

waterfront properties. While there are relatively few private waterfront properties in Marquette, they are at high risk for coastal impact. Therefore, buildings should be situated as far back from the water as possible to minimize risk. Waterfront properties at Marquette's northern edge and southern coast are zoned Medium Density Residential, a zoning district that does not have standards to mandate the placement of structures as far back from the water as possible. While this is counterintuitive to how many coastal homes are built (as close to the water as possible), it is in the best interest of coastline health and the long-term preservation of private property to place buildings as far back from the water as possible.

## RECOMMENDATIONS

- » Continue to work with partners, such as the Superior Watershed Partnership, to restore the coastline.
- » Use the CoPe Framework in decision-making for coastline projects and actions.
- » Integrate coastal resilient design solutions into the Presque Isle Marina.
- » Pursue the WE Energy Plant as a coastal redevelopment site and integrate resilient design solutions.
- » Pursue the Shiras Steam Plant as a coastal redevelopment site and integrate resilient design solutions.
- » Adopt zoning setbacks for coastal properties that mandate the placement of structures as far back from the coastline as possible.

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*Mikwendaagozi*  
Artist: Sherri Loonsfoot  
Oil Painting  
City of Marquette Public Art Collection

05



## Community Facilities

*Community facilities and services are vital for the function and health of a city. Community buildings serve as gathering places for social events, emergency service hubs, and landmarks for residents. Municipal services like public safety, engineering, and community development ensure the safety and maintenance of the city, including street redesign and repair, sidewalk expansion, and utility maintenance. This section of the Community Master Plan outlines the existing community facilities and services in Marquette and the future for each.*

- » *Northern Michigan University has plans to develop a Northern Enterprise Center, a \$19 million business and entrepreneurial building in the near future.*
- » *The UP-Health System-Marquette is the only Level II trauma care facility in the Upper Peninsula. The hospital opened a new 500,000-square-foot facility in 2019.*
- » *Marquette's wastewater treatment plant needs upgrades, and in 2023 the city authorized \$14 million in improvements.*
- » *The Marquette Fire and Police Departments have aging facilities that will periodically require updates in future years. The city is investigating developing a central fire hall near the hospital to replace the two smaller aging stations.*
- » *Marquette's extensive recreation facilities are some of the most well-maintained in the State. It is important to ensure recreation opportunities for individuals of all ages and ability levels.*
- » *Marquette's arts and cultural scene has grown dramatically in the last 20 years with new creative businesses, festivals, conferences, public art, and countless events. Currently, the City is in the process of reviewing the objectives and goals of the Ten-Year Arts and Cultural Plan that have been accomplished and those still outstanding. Creating policies specific to arts and culture will heighten the positive impacts creative works will have on the City's economic, social, and cultural developments.*

## CITY OF MARQUETTE FACILITIES AND SERVICES

### Public Safety

The Fire and Police Departments are the backbone of public safety in Marquette. The City of Marquette Fire Department serves the area through two fire stations at 418 South Third Street and 723 North Front Street. The stations share fire trucks and several fire vehicles. Marquette's fire personnel are trained in many fields of rescue, including cliff rescue (high-angle rescue), auto extraction, hazardous materials, confined space rescue, paramedic and emergency services, ice and water rescue, and terrorist threat responses. In addition to providing public safety services to the City of Marquette, the Marquette Fire Department has mutual aid agreements with the surrounding townships.<sup>1</sup> Fire departments are rated on a scale of 1 (best) to 10 (worst) by the Insurance Services Office (ISO) based on how well a fire department can respond to emergencies. These ratings are then used to set insurance rates for the community. Marquette's Fire Department's rating is a four. For context, the City of East Lansing maintains an ISO rating of four and the City of Grand Rapids a rating of three. In addition to fire prevention, response, and rescue, the Marquette Fire Department administers the city's code enforcement program, rental code ordinance, and water safety program. In 2012, the city's lifeguards transitioned to operating within the fire department.<sup>2</sup>

According to the city's Capital Improvement Plan (CIP) for 2023 – 2026, the Fire Department has requested \$900,000 in 2019 for the replacement of a 2004 front-line truck, funding for which is included in the 2023 and 2024 CIP. Another fire truck replacement has been included in the 2028 CIP.<sup>3</sup> Additionally, there is a long-term need to assess the location and suitability of existing public safety buildings. During the stakeholder listening sessions, it was mentioned that the small size of existing fire buildings presents challenges for staff and equipment. Provided it can be demonstrated that emergency run times are within acceptable limits the two fire halls should be consolidated into a single modern fire hall.

The Marquette Police Department (MPD) works diligently to serve the City of Marquette as well as many of the nearby communities within the surrounding townships. According to a 2018 report on the MPD, the MPD maintains a staff of 34 sworn officers and five non-sworn support staff. The MPD provides many public safety services, including youth services, parking enforcement, K9, park/beach patrol, animal control, snowmobile patrol, car seat program, bike patrol, dive team, vehicle lockout services, and prescription drug disposal.

MPD is the only police department north of Bay City that is accredited by the Michigan Association of Chiefs of Police.<sup>4</sup> Accreditation means a commitment to set standards and policies as outlined by the Association of Chiefs of Police. The accreditation is a testament to the MPD's mission to connect and serve the community.



*Lakeshore in Downtown Marquette.*

Source: RCS Aerial

An ongoing challenge of the MPD is the recruitment and retention of law enforcement personnel. One of the main hurdles in recruiting workers to Marquette is housing. The lack of available affordable/attainable housing prevents people from relocating to the city, an issue that extends beyond the MPD. Housing and its relationship to the workforce is covered in more detail in the housing and economic development chapters.

In the 2023 – 2026 CIPs, the Police Department has funds allocated towards the replacement of patrol vehicles (2023, 2024, 2025, 2026) and a new police garage (2023). Over 2027 – 2029, police vehicles will continue to be replaced. Additionally, there is an opportunity to reevaluate the public safety services in Marquette and combine police and fire services in a new building.

### Water and Wastewater Service

The City of Marquette operates a water and wastewater system that serves the entirety of the city and parts of Marquette Township and Chocolay Township. Marquette’s water system was first established in 1869, and the existing water treatment plant was built in 1979 and upgraded 20 years later. The water intake and filtration plant are located along Lakeshore Blvd between Ridge St and Arch St. The filtration plant sources water from Lake Superior via an intake pipe 3,100 feet from the shoreline and treats it to standards set by the United States Environmental Protection Agency. In 2022, the water samples from the filtration plant were found to have no contaminants, indicating a high quantity of water being supplied to Marquette residents. The filtration plant has the capacity to produce an average of seven million gallons per day and averages three million gallons per day.

Located in the southern portion of the city along US-41/M-28, the wastewater treatment plant (WWTP) collects the wastewater and treats it with biological, chemical, and physical methods. The entire wastewater collection system is comprised of over 85 miles of sewer lines and 11 pump stations.<sup>5</sup> The system transports 3.2 million gallons of wastewater to the WWTP daily with a permitted discharge maximum of 3.85 million gallons daily.<sup>6</sup> Since April 10, 2017, the WWTP has had 88 violations and has not been in compliance with the State of Michigan since 2008. In April 2023, the City Commission authorized \$14 million in capital funding for the WWTP to improve function.<sup>7</sup>

It is important to note that both water and sewer are user charge services, meaning that the water and sewer service is predominately funded through the fees that Marquette charges users. However, according to a 2020 utility rate study, revenues from user fees are expected to fall below expenses in the near future. Therefore, the study recommended raising utility rates over a 5-year or 10-year period, with the latter being more gradual increases over time. Over the past several years, the Marquette City Commission has authorized increases in utility rates in line with the recommendations from the study.

## EDUCATIONAL SERVICES

### Childcare

One of the most pressing needs in the Marquette Region is childcare. Throughout the community engagement process for this Community Master Plan, the need for more childcare was a common concern. The lack of available childcare makes it challenging for families with young children to live in Marquette, and parents may have to make the decision to either work or stay at home part- or full-time. According to the State of Michigan, there are 1,037 childcare spots for children ranging from infant to preschool in the Marquette area (the provider has a Marquette address). While this may seem like a large number compared to the number of children under the age of 5 living in Marquette (706), it is important to note that those living in the surrounding communities rely on childcare services in the Marquette Area.<sup>8</sup> The City of Marquette and the surrounding townships of Marquette, Chocolay, and Sands Township have a combined 1,407 children under the age of five.<sup>9</sup> This means that there are only enough childcare spots for 74% of the children in the immediate Marquette region. This is an optimistic estimate as families living in areas outside the city and surrounding townships look to Marquette for childcare.

Even if a family is able to find a childcare spot, the cost of childcare are high. The United Way estimates that the minimum monthly childcare expenses in Marquette County are \$600 for an infant and \$533 for a preschooler. For a single parent in an extremely low-income household, that represents up to 16% of monthly expenses, the second largest monthly expense behind transportation.<sup>10</sup>

**Table 9: School Enrollment**

	Student Count		Change	
	2017 – 2018	2022 – 2023	Count	Percent
Elementary	1,436	1,422	-14	-1.0%
Cherry Creek	442	416	-26	-5.9%
Superior Hills	363	361	-2	-0.6%
Sandy Knoll School	351	349	-2	-0.6%
Graveraet	280	296	16	5.7%
Bothwell Middle School	700	711	11	1.6%
High School	1,083	1,067	-16	-1.5%
Marquette Senior	974	918	-56	-5.7%
Vandenboom Alternative	109	149	40	36.7%
<b>Total</b>	<b>3,267</b>	<b>3,233</b>	<b>-34</b>	<b>-1.0%</b>

Source: MISchoolData

The State of Michigan recently expanded limits on childcare group homes allowing experienced home-based providers to serve seven children (an increase from six) or fourteen (an increase from twelve) and allowed for childcare operators to open in more areas such as strip malls.<sup>11</sup> Locally, many community organizations have created programs to help expand childcare in the region. The Lake Superior Community Partnership launched a pilot program called Childcare SPARK in March of 2023 to help boost the number of operators. The program is open to Marquette County residents and is intended for those interested in opening a group home childcare operation. Enrollees complete training and coursework and are connected with experienced childcare mentors. Funding is available for enrollees to adapt their home to serve as a group childcare home. In the City of Marquette, family home childcare centers (seven or fewer children) are permitted in all residential zoning districts, the mixed-use district, and the central business district. Group home childcare centers (eight to fourteen) are a special land use in the low-density, medium-density, multi-family residential, and mixed-use zoning districts.<sup>12</sup>

### Marquette Public Schools

There are four public elementary schools that serve the City of Marquette: Cherry Creek Elementary (K – 5), Superior Hills Elementary (PK – 5), Sandy Knoll School (PK – 5), and Graveraet Elementary (K – 5). Bothwell Middle School is the only middle

school within the Marquette Area Public School system, educating students from 6th through 8th grade. There are two public high schools that serve the City of Marquette, Marquette Senior High School, and Vandenboom Alternative High School. Both schools provide education to students in 9th through 12th grade.

Overall, enrollment in the Marquette Public School system has stayed fairly consistent over the past five years. There have been marginal declines in elementary and high school enrollment but nothing indicative of larger trends. The Marquette Senior High School experienced a decline in enrollment from the 2017-2018 to the 2022-2023 school year, but the COVID-19 pandemic likely influenced enrollment to a degree, as high school dropout rates increased nationwide during the pandemic or students may have transferred to the Vandenboom Alternative High School.<sup>13</sup>

### Northern Michigan University

Northern Michigan University (NMU) is one of three universities in Michigan’s Upper Peninsula (along with Lake Superior State University and Michigan Technological University). NMU’s main campus accounts for 357 acres of land in the city, with additional acreage in Marquette Township and Chocolay Township totaling 868 acres. NMU’s main campus has over 50 buildings, including 10 residential halls, several computer labs, and the Superior Dome. The Superior Dome is an indoor

sports area that serves the Northern Michigan University football, soccer, and track teams. The 14-story high, 5.1-acre wooden dome made from Douglas Fir wood is the fifth largest dome structure in the world. The dome seats 8,000; however, the building as a whole can hold as many as 16,000 people. Aside from NMU football, soccer, and track, the Superior Dome is home to the NMU Olympic Training Site Offices and has special training areas for NMU Boxing, Weightlifting, and Wrestling teams.<sup>14</sup>

NMU's 2019 Comprehensive Campus Master Plan outlines plans for the "Northern Enterprise Center" located on NMU's main campus. The Northern Enterprise Center will serve as a business education and entrepreneurship hub for NMU students, faculty, and local residents alike. The Center will be a central location for entrepreneurial activities, business development, and technology transfer. Additionally, the Northern Enterprise Center will support entrepreneurs, start-ups, and established organizations and provide students with active

learning experiences. The Center is a \$19 million project with an estimated completion within the next few years.<sup>15</sup>

Furthermore, NMU is currently in the construction stage of a Career Tech and Engineering Technology Facility, which aims to modernize the current facility located at the former Jacobetti Complex site off Sugarloaf Avenue on NMU's main campus. The Career Tech and Engineering Technology Facility is expected to be completed in August 2023. Additionally, the university is facilitating several smaller-scale projects with construction beginning in 2022/2023: the BEAR Center renovation at 1738 Presque Isle Avenue (\$2 million), a new Health and Wellness Center along Lincoln Avenue (\$7.7 million), the Elizabeth and Edgar L. Harden Hall Renovation, formerly the Learning Resources Center on the main campus (\$12.5 million), the Natural Sciences Research Center (\$ 11.7 million), and infrastructure improvements for the Berry Event Center on West Fair Avenue (\$6.5 million).<sup>16</sup>



*Northern Michigan University.*

Source: RCS Aerial

## HEALTHCARE

The UP-Health System's Marquette branch is located on West Baraga Avenue in the City of Marquette. The only level II trauma care hospital in Michigan's Upper Peninsula, UP-Health System-Marquette has 222 beds and sees approximately 9,000 inpatients and 350,000 outpatients per year.<sup>17</sup> The branch employs 200 doctors and approximately 1,800 employees total, the largest employer in the city.

In 2019, UP Health System – Marquette opened their brand-new medical facility located at 850 West Baraga Avenue. The \$300 million project included the construction of a 500,000-square-foot, eight-story hospital as well as a three-story, 80,000-square-foot medical office building and a three-story parking deck. The hospital includes a Heart & Vascular Institute, Cancer Center, Brain & Spine Center, Rehabilitation Center, Behavioral Health, Digestive Health, Bariatric Medicine & Weight Management Center, and Women's Health, Family Birthing, and Pediatrics Center.<sup>18</sup>

### Community Health Needs Assessment

Each regional health system in Michigan is required to release a community health needs assessment, a comprehensive document that assesses the current status of health needs for the region and identifies areas of improvement. UP Health System - Marquette released the regional community health needs assessment for 2022 which focuses on hospital facility-specific and community-wide needs. Data was collected in collaboration with several national leaders in community health needs assessments, through focus groups, surveys, and health summits with organizations around the community.

UPHS – Marquette's health assessment identified the following significant health priorities for the Marquette community:

1. Mental health
2. Access to care
3. Substance use disorder
4. Childcare/Youth
5. Housing
6. Healthy eating
7. Other (Socioeconomics, distrust, communication)

Additionally, UPHS-Marquette's community health needs assessment surveyed members of the community about the status of community health in the region. While 79.8% of respondents believe their health is good or excellent, 35% reported trouble seeing a doctor, 20% had trouble seeing a dentist, and 30% had trouble seeing a mental health professional. Furthermore, respondents identified seven healthcare, health education, or public health services/programs that they would like to see offered:

1. Behavioral health services
2. Access to specialty physicians
3. Affordable healthcare
4. Healthcare resources for the uninsured
5. Affordable health insurance
6. Substance abuse services
7. Availability of doctors

A survey was also distributed to UPHS-Marquette employees to solicit their views on community health and needs. 22.8% of hospital employees described the health of communities as good, but less than 1% described it as excellent. The top three most prevalent diseases were obesity, mental health, and diabetes. The top three health issues impacting people's health were mental health and behavioral health services, affordable healthcare, and substance/drug misuse, all of which align with the community's responses. Lastly, the employee survey identified the top three social determinants of health as poverty/low income, affordable housing, and available housing, underscoring the relationship between health and housing.

Based on the 2022 County Health Rankings performed by the Robert Wood Johnson Foundation and the University of Wisconsin, Marquette County ranked 16th out of 83 Michigan Counties (1 = healthiest, 83 = unhealthiest) for health outcomes and 11th for health factors. Furthermore, Marquette County residents can expect to live 1.7 years more than the average U.S. resident.<sup>19</sup>

## CULTURAL, HISTORICAL, AND QUALITY OF LIFE FACILITIES

Cultural, historical, and quality-of-life facilities serve to improve day to day life of residents and tourists alike. Marquette offers a variety of spaces to experience and honor local culture and history and quality-of-life facilities that provide recreation, health, and community-building spaces for the public.

### Recreation & Culture

#### *Recreation*

Marquette has extensive recreational facilities open to residents and visitors. Large athletic fields, such as the Kaufman Sports Complex, the Jack Reynolds Athletic Complex, and Hurley Field, offer basketball courts and baseball/softball fields. Indoor courts and gyms like Baraga Gym provide opportunities for team and individual sports. The Lakeview Arena is a two-sheet ice arena offering public and figure skating, junior and adult hockey programs, as well as a skate plaza. More information about the city's parks and recreational opportunities can be found in the most recent Parks and Recreation Master Plan.

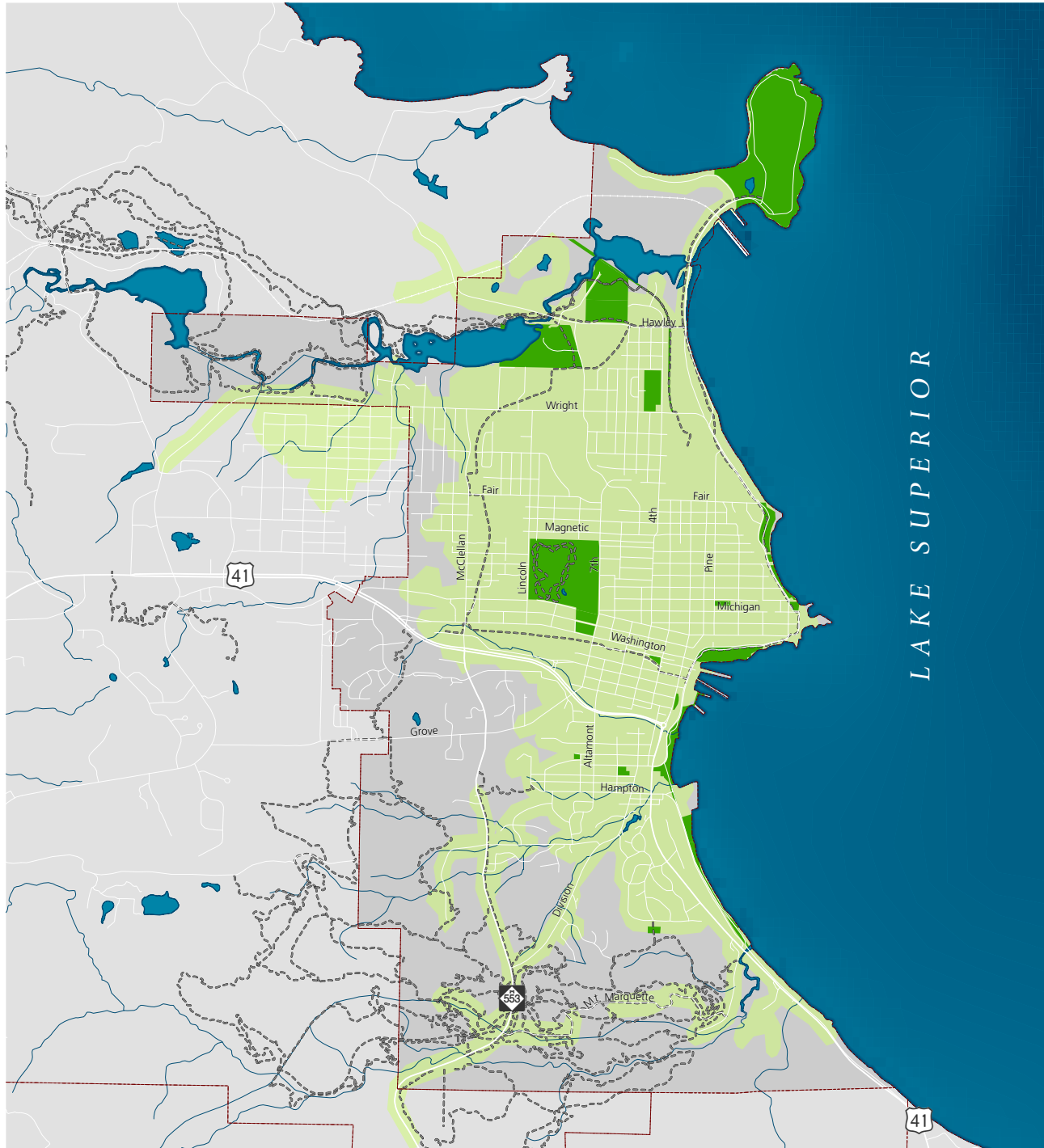
The City of Marquette has two Marinas: The Cinder Pond Marina and the Presque Isle Marina. The Cinder Pond Marina sits just north of the Ore Dock and spans 22 acres, holding up to 104 boats at a time, Cinder Pond Marina offers onsite laundry and gasoline/diesel pumps. Next door to Cinder Pond Marina is Mattson Park, which features a large open green space with benches, picnic tables, and the Kid's Cove Playground.<sup>20</sup> The Presque Isle Marina offers 38 boat spaces, restrooms, showers, and gasoline/diesel pumps. The marina also features a playground/park, grills, tables, laundry, and marine supplies.<sup>21</sup>

When planning for parks and recreation, it is important to consider where recreational facilities are located and if all residents have convenient access to recreation. The map titled "Recreation Access" shows a 15-minute walking distance around all the city parks. Areas outside the 15-minute shed are more than a 15-minute walk to a park, indicating a lower level of access. Most of the core areas of the city are within walking distance of the park, but the neighborhoods on the city's western border and those living south of US-41 and west of M-553 have a low level of access to parks. Future recreational planning should account






*The Marquette area hosts a wealth of recreation assets.*

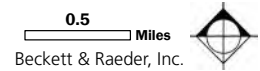
Map 7: Public Recreation Access



## Public Recreation Access

Sources: Michigan Open Data Portal, City of Marquette

-  Marquette Park
-  15 Minute Pedestrian Shed
-  Trails



for these deficiencies in access and strategize ways to increase it.

In early 2023, the City of Marquette completed construction of the Founders Landing Piers. The piers, located at the site of the previous Number 6 Ore Dock, utilized funds from the city's Brownfield Redevelopment Authority and cost \$5.7 million to complete. The new Founders Landing Piers are open year-round and include a canoe/kayak launch, day boat parking, and a glass-deck viewing station open to the public.<sup>22</sup>

One of the most appealing qualities of the City of Marquette is the system of trails. The city features nine different motorized and non-motorized trail networks within city borders, with multiple connections to larger, statewide, and intercontinental trails.

While ATVs and snowmobiles are generally prohibited within city limits, there are numerous local motorized trails, including the Heartwood Forestland snowmobile trail. Marquette also has thriving non-motorized trails, including the North County Trail, Fit-Strip hiking and cross-country ski trail, the Iron Ore Heritage Trail, and the North and South Noquemanon Trails Network.<sup>23</sup> The trail system is explored in greater depth in the transportation and mobility section of this master plan.

### *Senior Services*

For the older adult population, the Marquette Senior Center offers services and activities to the City's elderly. The Senior Center offers services and activities to the City's older adult population at its location in the lower level of City Hall. The Senior Center publishes a monthly newsletter, which highlights activities and information of interest to seniors. It also offers a wide variety of health, education, nutrition, fitness, and recreation programs, as well as Information and Assistance and the services of state-licensed Social Workers. Social Workers and Direct Care Workers also provide services to home-bound residents. The center also serves as a community resource for training professional and lay leadership and for developing new approaches to barriers as individuals age.

The Center serves to assist members of the community's older adult population to live in an

environment of their choosing with the maximum dignity and independence possible. It serves individuals 55 and older that reside in the City of Marquette, Marquette Township, Chocolate Township and Powell Township. As of 2020 Census data, the City of Marquette Senior Services is responsible for serving 46% of older adults in the Marquette County Area.

Furthermore, the Senior Center building is a community focal point where older persons, as individuals or in groups, come together for services and activities which enhance their dignity, support their independence and encourage their involvement in and with the community. Senior Center programs take place within and emanate from the facility. The current facility is insufficient for the sophistication of needs of the rapidly growing older adult population. This combined with other factors, such as the decrease of DHHS and Community Mental Health funding, have facilitated situations that should be addressed soon. A feasibility study to measure the need for increased operational staff and a facility with space and accessibility that meets all current Office of Services to the Aged requirements and standards needs to be conducted.

### *Arts and Culture*

The City of Marquette's arts and culture scene has grown dramatically in the last twenty years with new creative businesses, festivals, conferences, public art and countless public events. These investments and activities have a pronounced impact on economic vitality and resilience, placemaking, and quality of life. While new creatives are making their mark, established longstanding cultural organizations and institutions continue to grow both fiscally and programmatically. To continue the growth and importance of arts and culture has on the wider community, the City should review the current policies and regulations to ensure this growing sector of the local economy, along with all other public facilities and activities, can continue to play an ever-increasing role in providing community cohesion, social justice, equity, and the advancement of long-term planning goals.

Marquette's Arts and Culture Center provides numerous artistic and cultural opportunities to the public. The center is located on the lower level of the Peter White Library and features the Deo

Gallery. The gallery features two monthly rotating exhibits and two large studio rooms.<sup>24</sup> The Arts and Culture Division of the city's Community Services Department began in 1992 and relocated to the library in 2000. The Arts and Culture Master Plan details two major initiatives taken as a result of public input and research; the first is the City's commitment to supporting a robust cultural life and creative economy with an empowered arts, culture, and creative economy office, which is critical for a vibrant and sustainable community. The second is a regional public-private-nonprofit partnership that fosters communication and collaboration across the arts, culture, and creative sectors (Marquette Area Cultural and Creative Alliance). From these initiatives, the city has identified goals and associating strategies for the arts and culture division (see Table 10).

### *Library Services*

The Peter White Public Library, located at 217 North Front Street, has served as Marquette's public library since 1904. In 2000, the city commissioned an extensive renovation of the library with an addition to support the needs of the library, community center, and the Arts and Culture Center. In June 2022, the Peter White Public Library Board of Trustees facilitated a partnership between Fast Forward Libraries and the Peter White Public Library Strategic Planning Team to compose a strategic plan for the library's future. The groups utilized focus group sessions and a community survey to identify the public's wants and needs regarding the library. Ultimately, the public library serves as the city's hub for civic duties, educational resources, and arts and cultural programs and should be planned accordingly to ensure a bright future for the Peter White Public Library and the organizations within it.<sup>25</sup>

**Table 10: Arts & Culture Goals and Strategies**

Goal	Strategies
Retain and reframe the city's role in supporting arts and culture.	Measure and communicate the economic value and contribution creative industries have throughout the region; focus on providing access to resources and services that help strengthen the arts; establish a long-term strategic policy for all city-owned arts and culture facilities / art; develop appropriate infrastructure to support the revised mission and program delivery of the Office of Arts, Culture, and Creative Economy; reconfigure the Arts and Culture Advisory Committee.
Support an active, engaged, community of healthy, lifelong learners.	Provide people of all ages with a robust arts education and activity program; continue the strong nurturing of high spirit volunteerism, civic engagement, and philanthropic support of arts, culture, and heritage.
Ensure an attractive, supportive, and sustainable environment for artists and creative businesses.	Provide an environment for artists, cultural organizations, and other creative entrepreneurs to make a sustainable living and contribute to the social and economic well-being of the community.
Develop collaborative marketing and promotional efforts that incorporate the breadth of culture and creativity in the Marquette area with a strategy that connects and integrates with the City, NMU, Duke Lifepoint, DDA, Marquette CVB, and others.	Under the direction of the steering committee chair and City Arts and Culture Advisory Committee, form a culture and creative community calendar task force; After the calendar activity is developed, review other opportunities for area-wide collaboration and partnership.
Establish a formal Marquette Area Culture and Creative Alliance.	Determine a vision and mission statement along with priority strategies and goals, establish initial start-up funding; manage the coordinated calendar, joint marketing, and other activities; review respective strategic plans of the MACCA Agencies and look for other collaborative opportunities; present a State of the Arts and Culture community annual report.

**Table 10: Arts & Culture Goals and Strategies (Continued)**

Goal	Strategies
Foster an integrated strategy for community festivals and celebrations.	MACCA to establish a coordinated community celebration strategy; work with the City to establish shared services; construct a feedback mechanism to evaluate community activities.
Continue public dialogue about the future of arts and culture in the Marquette Area.	Analyze and publicize the current survey; survey the public every three years to understand what they value, how they participate, and what they would like to see.
Establish a comprehensive talent development, attraction, and retention plan.	Develop a creative enterprise intern program for current and creative businesses to give NMU students experience in a local business; work with the City Office of Arts, Culture, and Creative Economy to launch a creative enterprise career fair for high school students; establish a creative enterprise incubator; initiate professional development opportunities for NMU artists.
Integrate economic development planning for arts, culture, creative enterprise, and heritage with downtown development, historic preservation, regional food hub development, and area-wide economic planning.	Ensure creative sector leadership is represented; review best practices in creative placemaking; ensure that economic planning across the region includes the role of arts and culture in economic development; seek funding opportunities for supporting economic development and creative placemaking initiatives; consider zoning incentives for developments that include public art in new developments. The Marquette Cultural Trails project is an excellent example of this type of economic development opportunity. <i>(Cultural Trail Project - MQTCompass.com)</i>
Provide early input on public and private development projects to identify opportunities to incorporate art and embrace the local culture.	Work with City staff to identify upcoming City capital improvement projects and the type and amount of public art that may be appropriate public projects; promote inclusion of art by private developers in spaces open to or visible to the public.
Integrate public art to enhance placemaking.	Provide advice and assistance to potential donors of art and private developers for the placement of art in publicly exposed locations when such art cannot be placed on City property.
Identify capital projects where enhanced design and the incorporation of art can contribute to the area's character and sense of place.	MPAC and City staff will work together early in the process to identify the CIP projects to be designated as an "Enhanced Capital Improvement Project" ; give advanced status and priority to capital improvement projects that integrate art or make a material aesthetic enhancement to a public site after the effective date of Arts and Culture Policy.



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# 06



## Transportation & Mobility

*Transportation networks are essential for everyday life. Streets, sidewalks, and trails provide access from one's home to work, social spaces, and other daily destinations. With a thoughtful land use plan, travel distances to destinations can be shortened, which in turn, will help to reduce traffic congestion, travel costs, and environmental impacts. These local networks connect to a larger transportation system that includes highways, rail, airports, and shipping ports on Lake Superior allowing for the movement of people, goods, and products to the nation and beyond.*

*Trail systems offer residents and visitors transportation and recreational opportunities and may connect to other communities. Public transportation systems provide riders with inexpensive and low-environmental impact alternatives compared to traveling by private automobile. When planning and building transportation projects, it is important to support a safe, accessible, and inclusive transportation system that accommodates all users year-round.*

- » *Automotive travel is the primary transportation mode for residents, as 92% of Marquette households own an automobile.*
- » *The street grid system allows pedestrians and motorists to travel efficiently in the older parts of Marquette. However, the street grid becomes less prominent in the newer sections of the community resulting in longer trips and a concentration of traffic on a few streets.*

- » *Based on a review of aerial photography and site visits there are many parking lots throughout the community that are underutilized and occupying valuable space that could be used for other more productive uses.*
- » *The trails in and around Marquette are a high-quality asset and facilitate recreation and non-motorized travel. Plans to expand the inter-city, non-motorized route will facilitate active transportation.*
- » *Many of the Noquemanon Trail Network (NTN) trails are on year-to-year private property agreements creating a lack of long-term security for the NTN.*
- » *Crossing US-41/M-28 and M-553 is a major challenge for pedestrians and cyclists, and requires modifications to improve safety and accessibility.*
- » *Pedestrian fatalities are rising nationwide due to increased vehicle size and poor roadway design.*
- » *Winter conditions reduce walkability and current snow removal strategies are falling short. This concern was well documented during the public engagement process.*
- » *Transportation expenses (automobile payments, fuel, insurance) are estimated to account for 23% of a household budget in Marquette, equal to that of housing expenses.*
- » *MarqTran's ridership decreased by 87% after the COVID-19 pandemic and has not rebounded as quickly as other countywide transit providers in the state.*
- » *The lack of flights at Marquette Sawyer Regional Airport is a regional hindrance and isolates the city.*

## THE TRANSPORTATION SYSTEM

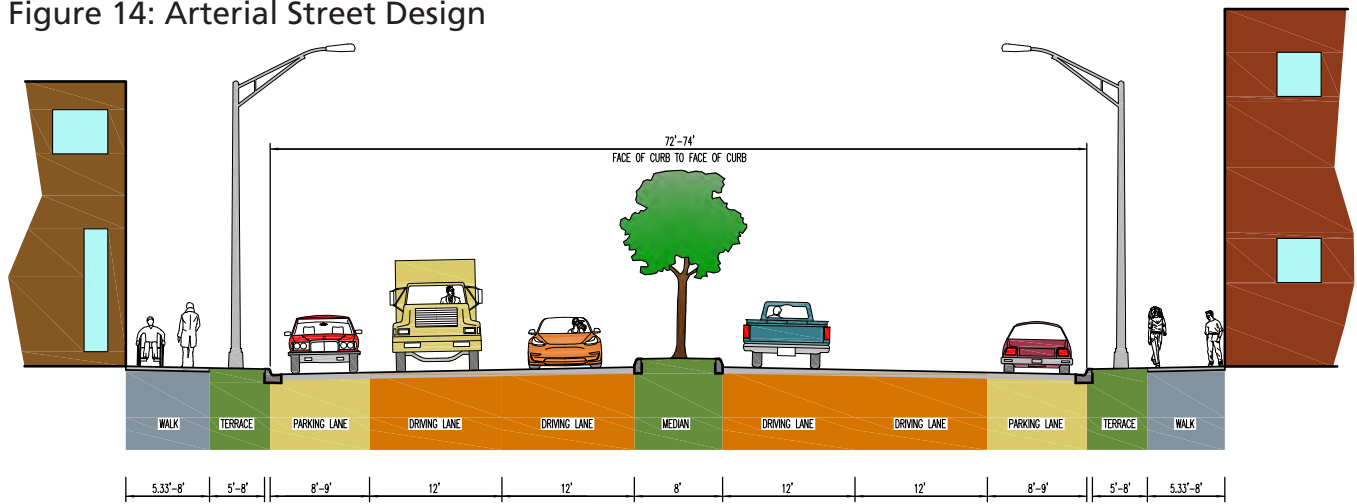
Contemporary street networks are often built in a hierarchical manner, which can be represented using the National Functional Classification System (NFC). Using this classification system, local and private streets are the lowest rung in the hierarchy and are intended for property access and low traffic volumes. Typically, these streets will have the fewest vehicle counts and low-speed limits. Local streets connect to collector streets and are designed to carry goods and people for longer distances. By design, these streets are intended for higher vehicle volumes. Collector streets connect to minor arterials and provide longer continuous routes, usually traversing across the community. Since these streets tend to carry a high number of vehicles, they typically have multiple lanes and traffic lights or roundabouts when intersecting with other busy streets. Minor arterials typically have high vehicle counts within the interior of a city. Finally, minor arterials connect to principal arterials, which are designed for long-distance, regional destinations and high traffic volumes. US-41/M-28 is the only principal arterial in Marquette.

While some Marquette streets may function with characteristics of the Federal Functional Class system, one will find this suburban-style classification system does not work in that manner

in its purest form. For example, some local streets such as Bluff Street, which is classified as a local street, function as a collector street. South Front Street (US-41/M-28) functions as a principal arterial, collector, and local street. West Washington street is designated as a minor arterial, but functions as a local street by providing direct access to downtown businesses, provides on-street parking, and has low travel speeds. McClellan Avenue is also a minor article but is much different than West Washington Street due to its multiple lanes and high volume of traffic. With Marquette's tight grid of streets, travel patterns follow many different paths, and some streets will naturally carry more vehicles. For transportation planning, street designers must also consider the history, location, context, use, and purpose when planning for streets in a traditional community. To better accommodate these differences, it is recommended that the City develop its own street classification system.

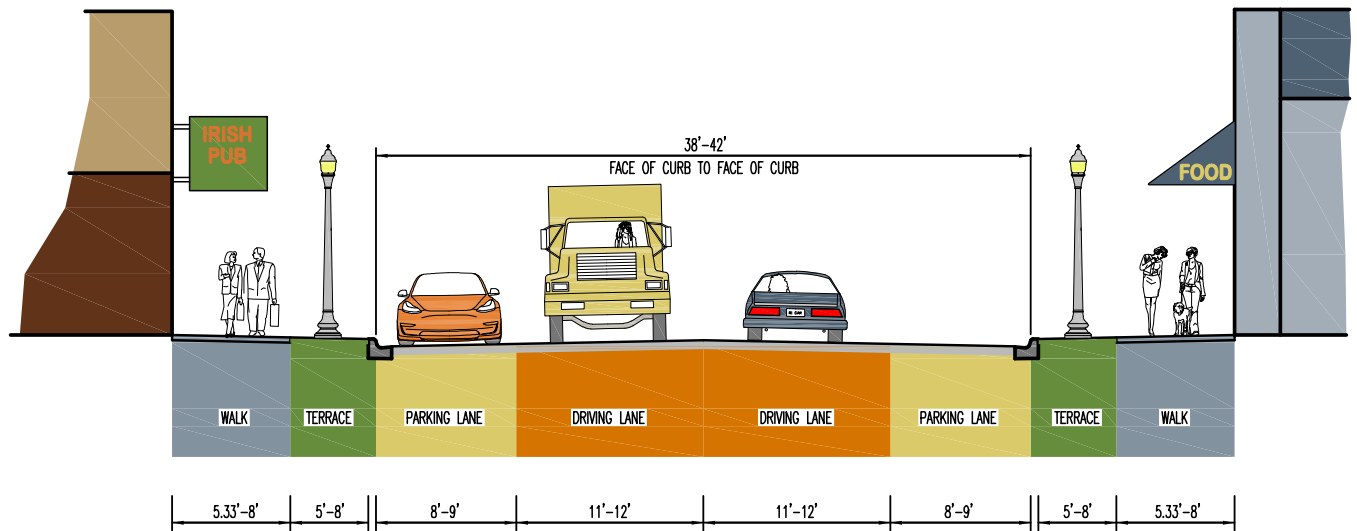
When designing streets, all users of the street right-of-way should be considered (pedestrians, bicyclists, motorists, etc.). The City of Marquette's engineering department periodically produces street cross-sections to guide decision-making when redesigning or reconstructing streets, several of which are included in this chapter. The measurements in the cross sections are intended to be guidelines but not used as absolutes, as the

Figure 14: Arterial Street Design



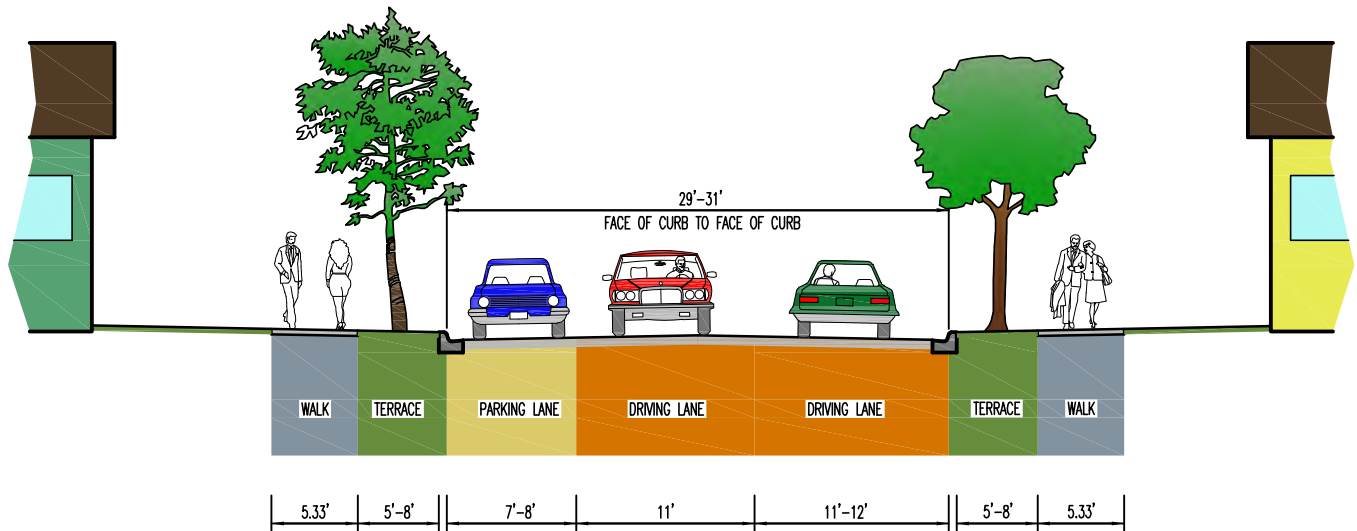
Source: City of Marquette Engineering Department

Figure 15: Collector Street/Minor Arterial Design



Source: City of Marquette Engineering Department

Figure 16: Local Street Design



Source: City of Marquette Engineering Department

# Map 8: National Functional Classification



## National Functional Classification

Sources: Michigan Open Data Portal, City of Marquette



- Principal Arterial
- Minor Arterial
- Major Collector
- Local Road
- ## Annual Average Daily Traffic (AADT)

needs of each street will change depending on the surrounding context. With right-of-way limitations, it may not be feasible to meet these guidelines, and engineering judgment may be required to adjust design dimensions to fit within the constraints of the existing street conditions.

### Complete Streets

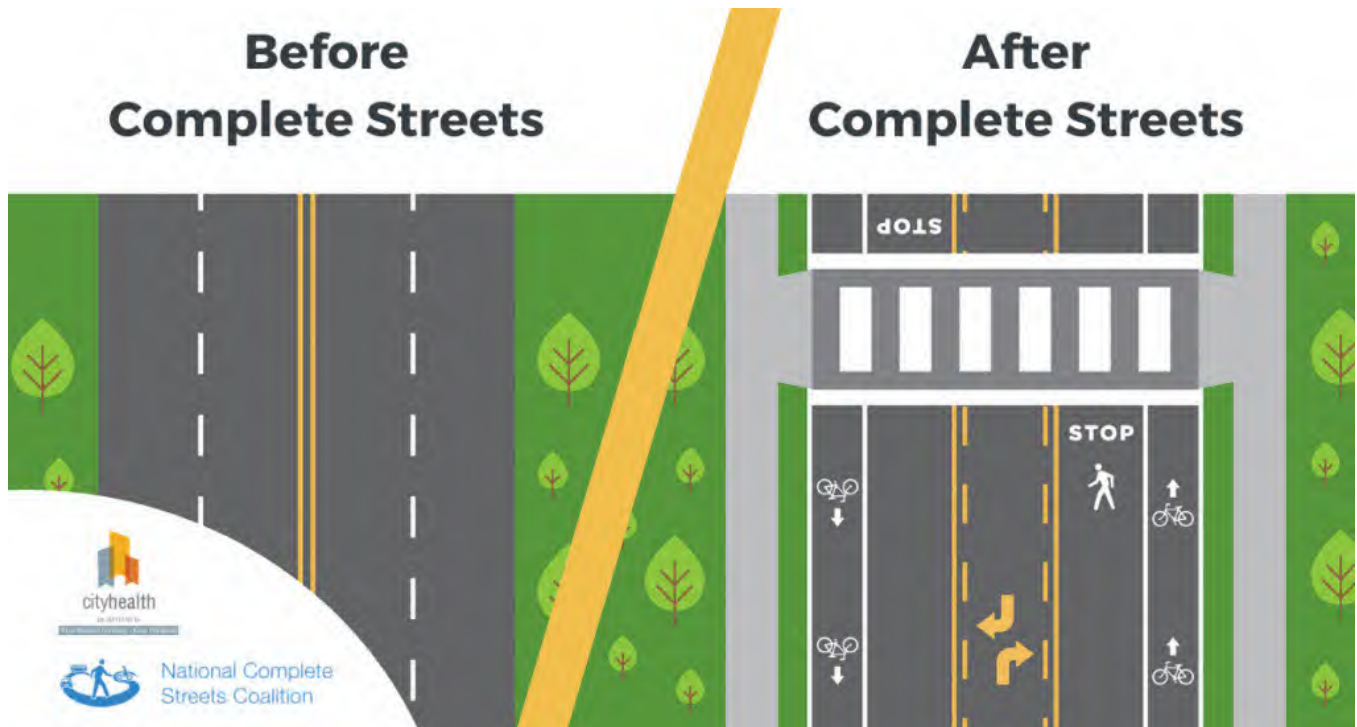
Designing and constructing streets for all users is referred to as “Complete Streets.” Complete Streets accounts for pedestrians, cyclists, motorists, and transit riders of all ages and abilities during street planning, design, and construction. Complete streets not only allow everyone to use the transportation network, but they significantly improve safety and reduce crashes through effective design. While there is no “one size fits all,” approach to constructing a complete street, complete street elements include bicycle infrastructure (bike lanes, dedicated paths, etc.), street furniture, pedestrian scale lighting, and landscaping, among others. In 2011, the City of Marquette adopted a complete streets policy that mandates the inclusion of complete streets principals in every stage of transportation planning, design, and construction. An update to the Complete Streets Policy should be considered.

### Transportation Safety

Street design is one of the most influential factors in determining safety. To identify areas that may need design intervention, it is helpful to look at areas of the city that have high levels of traffic crashes. The map titled, “Crashes, 2021” shows the location of all reported crashes in the City of Marquette. In total, there were 451 reported crashes; the vast majority involved automobiles.<sup>1</sup> While pedestrian and bicycle crashes accounted for less than 2% of the total incidents, the injuries sustained by pedestrians and bicyclists were, on average, more severe compared to the injuries sustained by drivers and passengers in automobiles. This means that when pedestrians and bicyclists are involved in a crash, the stakes are much higher. Additionally, pedestrian fatalities have been increasing nationwide over the past five years due to increasing vehicle size and poor street and highway design, making it a more pressing need to be addressed.

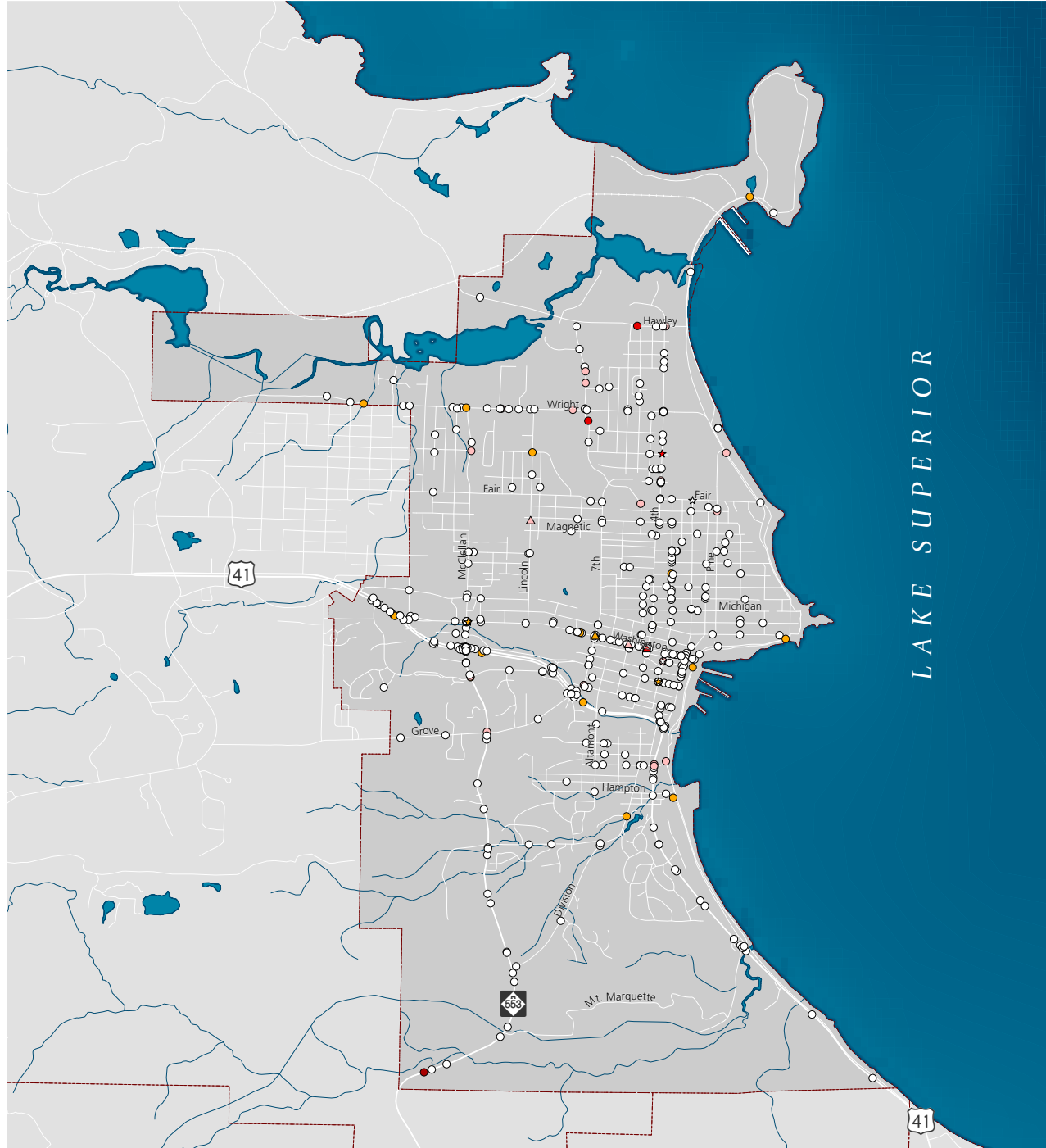
Looking at the map on the following page, it is clear that there are some problematic areas of the city, including 3rd, Washington Street, and M-553. The City of Marquette has also identified several high-priority areas for redesign and reconstruction to improve safety.

Figure 17: Before and After Complete Streets



Source: National Complete Streets Coalition

Map 9: Crashes, 2021



## Crashes, 2021

Sources: Michigan Open Data Portal, City of Marquette, MTCF

- |                                     |                            |
|-------------------------------------|----------------------------|
| ▲ Pedestrian Involved               | ■ Fatal Injury             |
| ★ Bicycle Involved                  | ■ Suspected Serious Injury |
| ● No Pedestrian or Bicycle Involved | ■ Suspected Minor Injury   |
|                                     | ■ Possible Injury          |
|                                     | □ No Injury                |

0.5 Miles  
Beckett & Raeder, Inc.




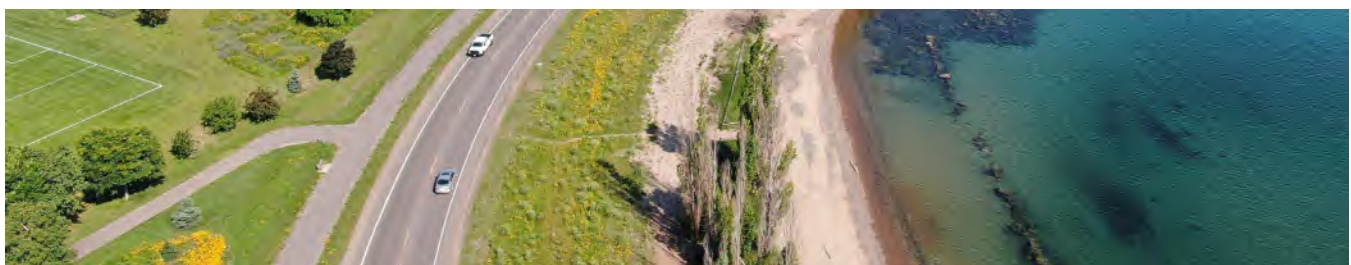
Table 11: Crashes, 2021

	Automobile	Pedestrian Involved	Bicycle Involved	Total
No Injury	399	0	2	401
Possible Injury	25	2	0	27
Suspected Minor Injury	15	1	2	18
Suspected Major Injury	2	1	1	4
Fatal Injury	1	0	0	1
<b>Total</b>	<b>442</b>	<b>4</b>	<b>5</b>	<b>451</b>

Source: Michigan Traffic Crash Facts

Table 12: Proposed Safety Treatments

Location	Concern	Treatment
US-41/M-28/S. Front St	Inability for pedestrians and cyclists to cross, especially around Hampton St.	Add a bike-pedestrian bridge over the highway using the Craig St ROW.
		Reduce lanes to 3 with protected intersections.
		Reduce speed limits for safety for non-motorized users.
US-41 Washington St	Inability for pedestrians and cyclists to cross, no clear gateway into the city.	Add a roundabout and orient buildings toward the street.
M-553	Crossing at Marquette Mountain.	Reroute the highway and move the parking area (see Figure 20).
	Crossing at US-41/M-28.	Tunnel underneath US-41 (see Figure 18).
	NTN South Trails Trailhead Area.	Reduce speed limit for safety of non-motorized users, install warning flashers for pedestrian crossing.
N. Lakeshore Blvd./Shiras Park	Lack of defined crossing.	Crosswalk across N. Lakeshore Blvd between Fair Ave and Crescent St.
S Altamont St.	Lack of sidewalk/pedestrian access.	Extend the sidewalk south of Mesnard St.
Citywide	Winter maintenance of sidewalks and street.	Public education campaign about responsibilities, Snow Angels Pilot Program. Expanding city-led sidewalk snow-clearing services.
Baraga St (100 block)	Traffic speeds, lack of designated or difficult pedestrian crossings.	Add boulevard from Front St to 3rd St.



North Lakeshore Drive.

Source: RCS Aerial

Figure 18: Proposed Multi-Use Tunnel at McClellan/US-41

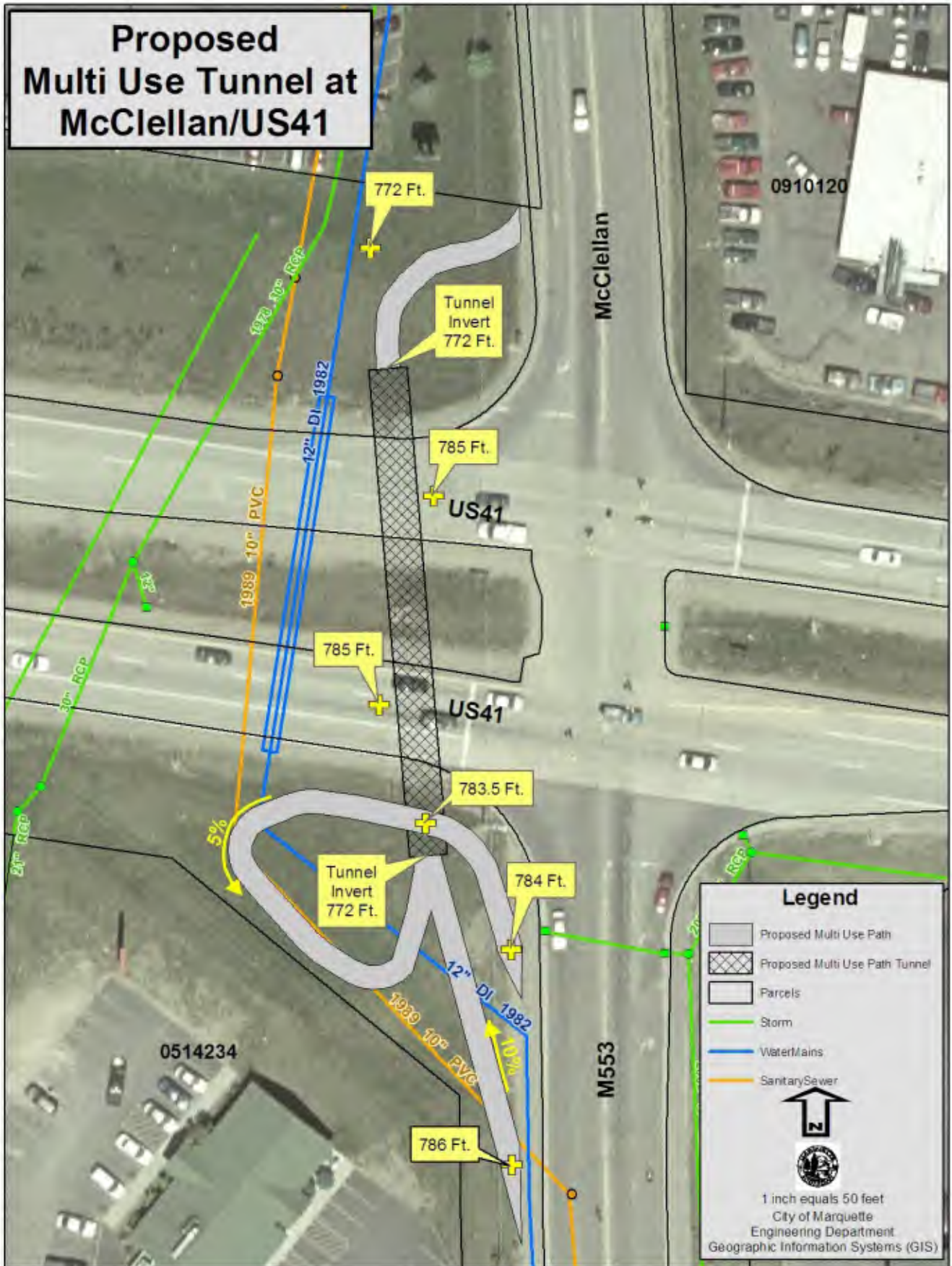


Figure 19: Redesign of West Washington St Gateway



Figure 20: Redesign of M-553 at Marquette Mountain Ski Resort



## NON-MOTORIZED TRANSPORTATION

### Walking

Walkability can improve every aspect of life within Marquette. Providing year-round, safe, accessible sidewalks, trails, and bike lanes promotes community connectedness and decreases the dependence on personal vehicles. However, a challenge in Marquette is that areas in Marquette lack these facilities and current development patterns are too spread-out making walking and bicycling less convenient and safe. The heavy snowfall and cold winter temperatures also hamper pedestrian travel on a seasonal basis.

Sidewalks in Marquette should be a year-round facility. In the 2022 Master Plan Community Survey, residents identified winter walkability as a top concern, especially for individuals with limited mobility who may slip on unmaintained sidewalks. During the winter, the City of Marquette Public Works and Utilities Department plows approximately 19 miles of sidewalks, predominately in the downtown area.<sup>2</sup> There are other ways to increase winter walkability beyond plowing. Radiant sidewalk heating is one solution that can ensure sidewalks are ice-free without needing frequent plowing.<sup>3</sup> Marquette can install radiant heating under existing sidewalks or encourage new developments to install heated sidewalks. By City ordinance, property owners in Marquette

are responsible for keeping their sidewalks clear of snow and ice, which is especially important on sloped walkways, some residents may not be aware of their responsibility. To increase awareness, every Fall, the city should provide information on the responsibilities of homeowners and renters regarding winter maintenance of sidewalks. The City can also encourage and find creative ways to facilitate volunteers to assist homeowners that are physically unable to clear their sidewalks. Keeping the sidewalks clear may be a hardship, but there are several companies in and around the community that offer snow plowing services at affordable prices.

### Biking

In addition to walking, bicycling is another non-motorized transportation option for both local and regional travel. The Iron Belle and Iron Ore Heritage Trail serve not only as a draw to the area for those looking for recreation, but they also allow people to travel to the City by means other than an automobile. Other trails and paths, such as the multi-use path, allow people to travel around the city by bike, further reducing the need for a car and the associated parking areas. Marquette's multi-use paths are comprised of a non-motorized trail network that runs all the way from Presque Isle to the city's limits. The trailway heads along the Lake Superior shoreline up to Hawley Street, then heads south near Northern Michigan University to Mount



*Bicycling is a transportation option for both local and regional travel.*

Figure 21: City of Marquette Bike Routes



Marquette Road. The path connects to the Iron Ore Heritage Trail on Washington Street downtown. The multi-use path connects several activity centers, parks, trailheads, and welcome center facilities.<sup>4</sup> Additional plans for expanding the non-motorized network in the city include connections along Altamont St, 4th St in South Marquette and along 7th St, Pine St, and Lincoln Ave, Magnetic St, Ridge St, Fair Ave, and Hewitt Ave in North Marquette. There is a need to expand wayfinding signs along the non-motorized paths to further develop non-motorized travel as a convenient option within the city. Wayfinding allows users to feel more comfortable traveling long distances by bike and helps those unfamiliar with the city. Additionally, the Marquette Department of Arts and Culture is planning a cultural heritage trail that would add interpretive signage and public art along some of the trails in Marquette to highlight and celebrate the region's indigenous community and local history.

The Noquemanon Trail Network (NTN) is a quasi-public trail system managed by a non-profit organization.<sup>5</sup> The NTN trails serve primarily a recreation purpose as they offer a variety of trails for different users and skill levels. While many of the trail systems in Marquette are publicly owned and managed, the NTN trails are maintained and operated with funding provided by private contributions, grants, membership fees, event income, and ski income.<sup>6</sup>

The NTN trails are a major regional draw and community asset. Marquette is heralded as a premier Nordic skiing and mountain biking destination because of these trails. However, an ongoing challenge for the NTN is that many trail segments cross private property, made possible by agreements between the NTN and the private property owners. While these agreements work in principle, many are year-to-year, and a change in ownership or attitude towards the NTN could result in portions of the trail network being lost/disconnected. While the city has a limited responsibility/role in the long-term security of the trails on private properties (especially those outside the city limits), it is in the city's interest to have security in the NTN agreements. The city should work with private developers to dedicate portions of their properties for public easements to use as trail connections, agreements that can be tied to the property itself, ensuring the long-term presentation of trails.

### Skiing and Snowshoeing

The ability to travel by cross-country skiing or snowshoeing is a quality of Marquette that is unique to very few communities in the United States. During the winter, some residents or tourists may choose to travel around the city by skiing or snowshoeing as a weather-appropriate transportation mode. In Marquette, some of the non-motorized trails are maintained or groomed in the winter for skiing, running, snowshoeing and walking, making it a healthy form of winter travel suitable for a variety of age groups.



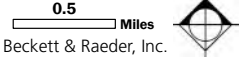
*Marquette waterfront in the winter.*

Map 10: Trails & Pathways














# Trails & Pathways

Sources: Michigan Open Data Portal, City of Marquette, TrailFork



## Non-Motorized Trails


-  Iron Ore Heritage Trail
-  Little Presque Isle/Harlow Trail
-  City Shared Use Path
-  NTN North Trails
-  NTN South Trails

-  Fit Strip
-  Bike Lane
-  Other
-  Shared Use Path (Planned)
-  Bike Lane (Planned)
-  Bikeway (Planned)

## Motorized Trails

-  Snowmobile Trail

## Water Trails

-  Hiawatha Water Trail

## MOTORIZED TRANSPORTATION

Despite the non-motorized assets within the city, motorized transportation remains the dominant transportation mode in Marquette. For those traveling longer distances for daily needs, motorized transportation options are more convenient than walking or biking. Additionally, motorized systems offer protection from the elements allowing people to move around the city during weather events where non-motorized travel may not be desirable.

### Automotive Transportation

The city's central business district is compact with a tight grid street pattern, but outside the downtown, automobiles become more of a necessity as street connections become fewer, destinations are farther apart, and bike lanes and sidewalks are incomplete or absent. Marquette doesn't experience large volumes of traffic like many larger cities. However, by planning for and supporting other forms of travel such as cycling walking, and public transit the community will experience less traffic congestion while also helping to aid in preserving Marquette's air quality and improve the environmental health of the community.

While owning a vehicle may be almost essential for living in Michigan's Upper Peninsula, it comes with costs. Marquette residents are estimated to spend 23% of their income on transportation-related expenses, equal to that of housing-related expenses. Those owning a motor vehicle are estimated to pay \$9,779 annually.<sup>7</sup> In a city where 92% of households have a vehicle, owning a car is a substantial expense.<sup>8</sup>

As with sidewalk plowing, street plowing during the winter is a concern among Marquette residents, given the city's average snowfall of 149 inches per year.<sup>9</sup> Varying street widths can make plowing snow in the winter a challenge as each street has particular plowing needs. Wider streets leave less room for snow storage in the tree lawn and wider areas to clear generate larger snowbanks since more snow needs to be moved. Narrow streets typically have more storage space for snow on the shoulders but invariably the street gets even narrower as snowbanks tend to creep into the street after each subsequent snowfall. In listening sessions, residents identified 3rd Street in the city's

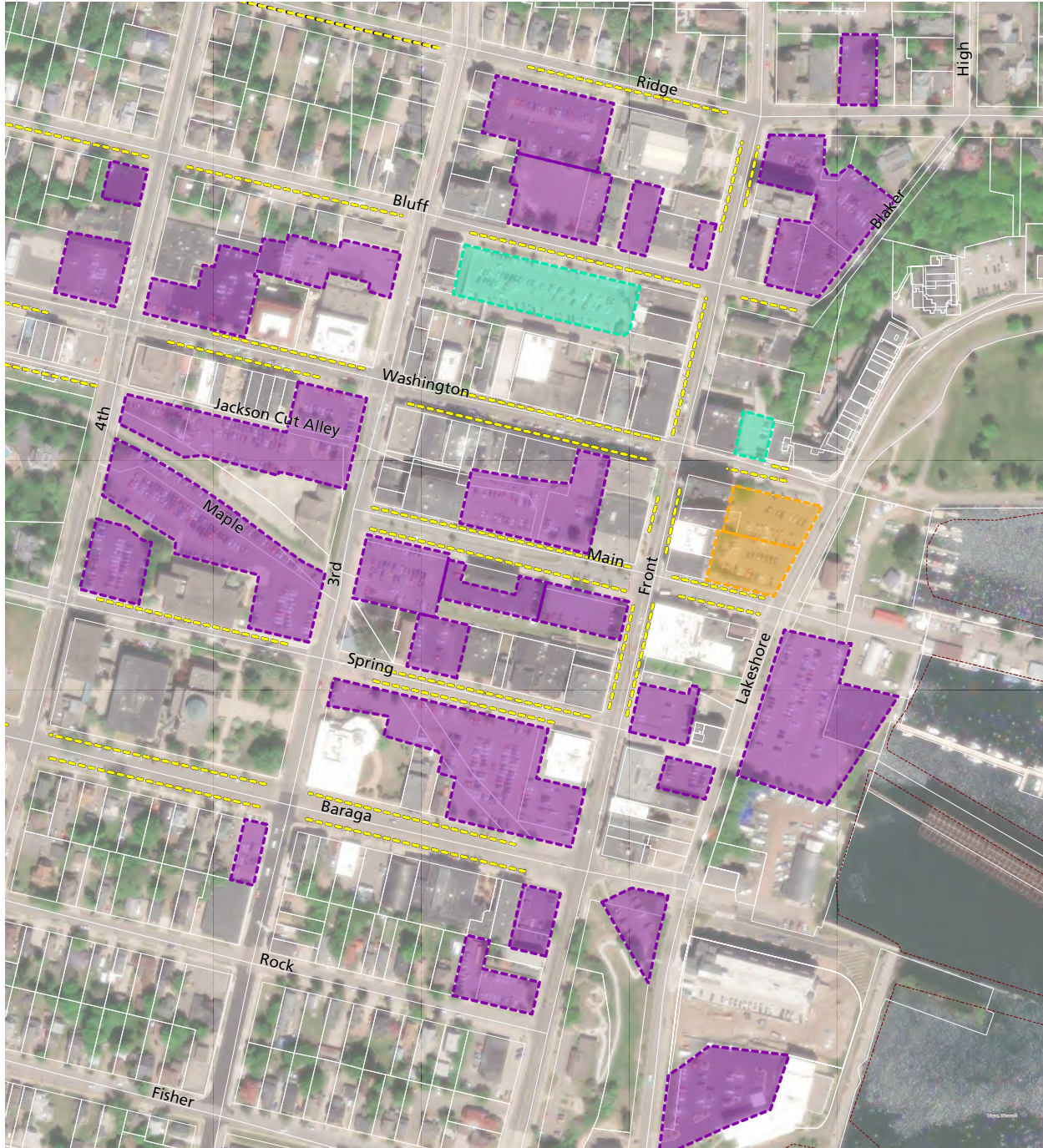
central business district as an example of plowing issues. 3rd Street leaving downtown Marquette is approximately 40ft wide, more than 4th Street which is approximately 26ft curb to curb. The city is not responsible for plowing US-41/M-28 or M-553 which are under the jurisdiction of the Marquette County Road Commission, as well as various privately owned streets in some residential areas.<sup>10</sup> To find winter solutions that work for all users the city should identify and implement pilot street snow-plowing projects that test different snow-clearing/de-icing methods and schedules.

### Parking

Parking in Downtown Marquette is the common hotspot for parking complaints in the city. In downtown, public parking is either paid by the hour or with a parking pass. Drivers can park on the street, in a lot, or in one of the parking decks around downtown. All revenue from the parking meters is used to pay for snow removal.<sup>11</sup> The cost of parking downtown is \$1 per hour with a maximum of three (3) or ten (10) hours, a very low cost compared to other Michigan and US cities. Marquette also offers permits for public parking lots with a daytime rate of \$30 a month or an overnight rate of \$40 a month (designated lots). For comparison, Ann Arbor parking price for an on-street space is \$2.20 per hour and \$1.20 per hour in a parking structure.<sup>12,13</sup>

In Downtown Marquette, where land is limited and at a premium, surface parking takes up valuable space that could be used for housing, mixed-use developments, retail/commercial buildings, or civic areas. Downtown Marquette generates some of the highest tax revenue per acre within the city, so dedicating so much surface parking over high-value property/development negatively impacts the city's fiscal position. Furthermore, surface parking lots do not contribute to a lively downtown atmosphere. These expanses of asphalt create "dead zones" along corridors and do not contribute to activity or interest in the otherwise vibrant commercial core. However, having an adequate supply of parking is essential, as a lack of parking can be a barrier for people to visit, shop or work in downtown Marquette. In open house listening sessions held in February 2023, participants identified a community sentiment that people want to park within sight distance of their destination. A complaint of "lack of parking" may be truly a "lack of parking within





Map 11: Parking in Downtown Marquette



## Parking in Downtown Marquette

Sources: Michigan Open Data Portal, City of Marquette

190 US Feet  
Beckett & Raeder, Inc.

-  Parking Lot
-  Parking Deck
-  Future Parking Deck
-  Street Parking

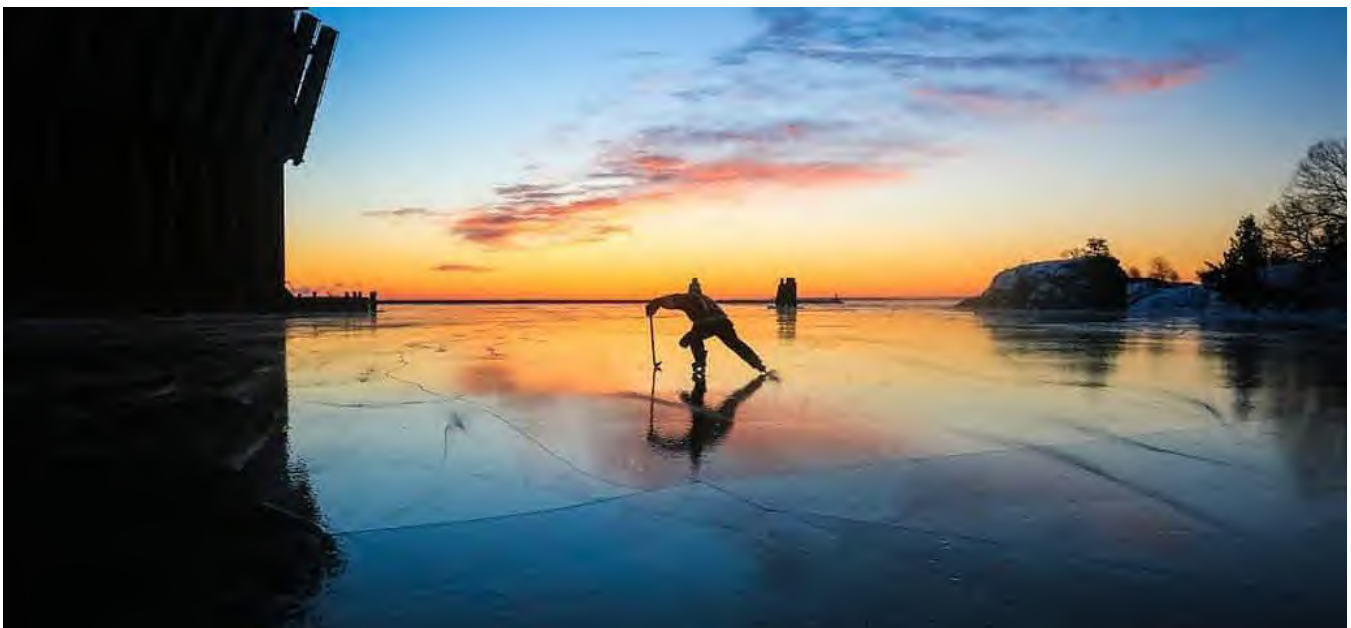
eyesight of my destination.” It is common in other urbanized environments, similar to Downtown Marquette, for people to park in the vicinity of their destination and walk. As shown on the map titled “Parking in Downtown Marquette,” a substantial portion of the land in and around downtown is dedicated to parking. While these lots are a mix of private and public parking, it highlights the amount of high-value land dedicated to the storage of automobiles. Therefore, the City of Marquette should continue to consult the 2020 downtown parking demand study to analyze parking utilization and identify solutions to develop underutilized surface parking lots for other uses.

Outside of downtown, there is an overabundance of surface parking. In recognition of the oversupply, the city has reduced the minimum number of parking spaces required for businesses. These partly empty parking lots now have the potential to be redeveloped for more productive uses. With a thoughtful land use plan, mixing compatible uses, and encouraging more compact development over time, less off-street parking will be necessary. To further reduce the need for off-street parking, the city should evaluate streets that have adequate width to add additional parking. East Fair Street, with its excessive widths for a two-lane street could have perpendicular parking that would add dozens of new parking spaces without adding any more pavement. In addition, to reduce the parking stress in the winter when overnight parking on the street

is not allowed, Marquette could conduct a pilot project to allow overnight on-street parking in the winter on one or two streets to assess if parking and plowing streets can be done satisfactorily. If successful, the program could be expanded to other streets within the city.

## Public Transportation

Public transportation can benefit a community in many ways. It has lower emissions per passenger than passengers traveling in automobiles. It can be a more cost-efficient form of travel and can reduce the amount of land needed for parking. Currently, the City of Marquette is served by the Marquette County Transportation Authority (MarqTran), which serves the entire Marquette County. MarqTran runs nine fixed routes weekly, Monday to Saturday as well as door-to-door service seven days a week with two fixed routes that run from 6:45 AM to 8:30 PM on weekdays, 8:45 AM to 6:30 PM on Saturdays, and 9:00 AM to 4:00 PM on Sundays. The nine fixed routes run through the City of Marquette and nearby shopping centers on US-41/M-28 and to Negaunee and Ishpeming. MarqTran also offers routes to Marquette Sawyer Regional Airport, approximately 17 miles to the south. MarqTran also provides two “door-to-door” buses in the greater Marquette area, where residents can request to be picked up and dropped off at specific locations. Both buses are lift-equipped and are fully accessible for people of all abilities.<sup>14</sup>



*Ice skating in Marquette.*

Source: City of Marquette

In 2021, MarqTran provided service to 45,819 passengers, 10% of whom were elderly and 30% of whom had disabilities. MarqTran's ridership is significantly below its contemporaries, other similarly classified transit services, Bay Area Transit Authority (BATA) – Traverse City (311,049 riders), Cadillac/Wexford County Transit (94,566 riders), and Isabella County Transit – Mt. Pleasant/Clare (261,188 riders) all have ridership much higher than MarqTran. In 2021, MarqTran had 0.07 passengers per mile traveled, a measure that indicates the effectiveness of service. For comparison, BATA had 0.15, Cadillac Wexford had 0.13, and Isabella County had 0.26 per mile. However, the COVID-19 pandemic significantly impacted MarqTran's ridership. In 2019, MarqTran provided service to 357,407 riders but was still below BATA and Isabella County Transit in terms of total ridership.<sup>15</sup>

While MarqTran's services are robust enough to geographically cover most of the City of Marquette and surrounding areas, in order to reduce private automobile use, research shows that public transit must be geographically expansive, timely, accessible, and convenient. Furthermore, increasing the operation hours of the buses will make public transit more attractive to residents and tourists to use transit as the preferred form of travel in Marquette.

Over the past several years, the city has worked with MarqTran to identify a new intra-city route that would run as a loop from NMU's campus, down 3rd Street, then around the governmental offices on Baraga Ave, and then to the Hospital. This intra-city route would increase the north-south public transit connections in the city and expand public transportation into the downtown.

## Recreational Vehicles

Snowmobiles, all-terrain vehicles (ATVs), and off-road vehicles (ORVs) are popular recreationally around the Upper Peninsula, and these vehicles have become a common form of transportation, especially during periods of inclement weather when roads or sidewalks are unusable. Currently, Marquette prohibits the use of ATVs and ORVs within city boundaries as a safety precaution for trail users, meaning that while ATVs and ORVs are suitable for rural travel, within the city, they are not ideal.

Snowmobiles are allowed on some trails in the western and southern parts of the city. The trails that are a part of the Western Upper Peninsula Snowmobile Trail system allow snowmobile travel. The Western U.P. Snowmobile Trail is a snowmobile trail network that spans most of the Upper Peninsula. Riders can travel as far north as Copper Harbor, as far south as Menominee, and as far west as Ironwood. Within the city, the western snowmobile trail connects directly to the nonmotorized Iron Ore Heritage Trail system. However, for snowmobile riders, it can be challenging to access destinations within the city.

The South NTN, Iron Ore Heritage Trail, and Western UP Snowmobile Trail converge near the intersection of US-41/M-28 and Washington St. This area offers an opportunity to establish a trailhead/node that could cater to multiple different users year-round. Amenities such as restrooms and parking would support the trails on a year-round basis. The existing nearby lodging facilities would allow users to spend the night in a convenient location. Additionally, if there was a defined location where trail users could gather, a shuttle service, potentially coordinated with MarqTran, could transport people to and from the trailhead to defined stops around the city (Downtown, South Marquette, NMU, etc.)

## Water Transportation

Marquette is home to two marinas: Cinder Pond and Presque Isle Marinas. The Cinder Pond Marina, at 260 S Lakeshore Boulevard, is a short walking distance from downtown and runs from May 1 to October 31. The marina features restrooms, Wi-Fi, a fish cleaning station, a boat launch, a day-use dockage and an assortment of other amenities. Boaters can purchase overnight dock reservations for the Cinder Pond Marina on the Michigan Department of Natural Resources website up to 1 day before arrival. The Presque Isle Marina runs from early May to early November and features restrooms and other amenities. Though smaller than the Cinder Pond Marina, the Presque Isle Marina offers a variety of recreational opportunities. Reservation slips for the Presque Isle Marina can be purchased on the Michigan Department of Natural Resources website.

Marquette's position along the Lake Superior shoreline opens the city up to cruise travel. In 2022, the American Queen's Ocean Navigator cruise ship docked for the first time at Marquette's Mattson Lower Harbor Park, made possible because it is a deep-water port.<sup>16</sup> The cruise liner transports up to 202 guests on a 16-day round-trip voyage. Departing from Chicago, the American Queen tours the Great Lakes, bringing tourists to Marquette seasonally once a year between June to August.<sup>17</sup> Tourists contribute to Marquette's economy year-round, and the Ocean Navigator's new stop at the Lower Harbor will bring another avenue of tourists to the shops, stores, and restaurants in Marquette.

The Iron Ore Dock is a staple in Marquette. Broken down into the Lower and Upper Harbors, the Lower Harbor structure stands 80 feet above the water and is 1,250 feet long and 60 feet wide. It can store 50,000 tons of iron pellets. The ore dock has a special place in Marquette's history as the city grew upon the mining and transportation of iron ore in surrounding areas in the mid-1800s.<sup>18</sup> While the lower harbor dock is no longer in use, the upper harbor ore dock is still used as a shipping port for iron ore today, an important export hub for the region's legacy industries.

The upper harbor dock contains 200 pockets, each of which has a capacity of 250 tons of ore. After being mined, iron ore is crushed and heated into pellets. The ore is transported to the dock

via railcars and is dumped into the steel pockets. Freighter ships are loaded by lowering the chute and opening the cargo hatch to allow the pellets to run into the boat.<sup>19</sup> Ore is loaded daily, with an annual rate of 10 million tons of iron ore exported from Marquette every year.<sup>20</sup>

## Air Transportation

The nearest airport to the City of Marquette is the Marquette Sawyer Regional Airport, a county-owned airport located roughly 17 miles south of Marquette near Gwinn. The airport was originally used as an Air Force base, but after the closure of the base in 1995, activity and service to and from the airport decreased significantly. Currently, Marquette Sawyer Regional Airport runs three flights daily through Delta and American Airlines, two to Chicago and one to Detroit and back, but there is variability day to day.<sup>21</sup> Marquette residents have stated that the lack of flights and connections departing and arriving to Sawyer is problematic. A lack of choice in flights leads to more stressful and costly travel and may simply deter residents from flying to and from Marquette. The lack of frequency and number of destinations of flights hinders travel to and from Marquette, making it challenging to visit family, travel, and access the globe. InvestUP is currently working on revamping the airport and putting a plan together to increase flight travel, and Marquette should continue to advocate for the increased usage of the airport.<sup>22</sup>



*The Iron Ore Dock.*

Source: RCS Aerial

## RECOMMENDATIONS

- » Continue to enforce and implement the 2011 Complete Streets Policy.
- » Develop a new system of street typologies that reflects Marquette’s urban street network.
- » Conduct street design studies where pedestrian crossings are difficult and where there is a high concentration of crashes.
- » Install radiant sidewalk heating where feasible and encourage private developers to install heated walks.
- » Provide informational materials regarding resident responsibilities for winter sidewalk maintenance.
- » Expand wayfinding signs along non-motorized pathways and local streets.
- » Work with private developers and landowners to dedicate portions of their properties as access easements for trails and pathways.
- » Implement pilot plowing and snow plowing strategies in targeted areas of the city.
- » Continue to consult the 2020 downtown parking demand study to identify parking reforms and transform underutilized surface parking lots. Reduce or eliminate parking minimums for residential dwellings downtown or where walking to goods and services is convenient and inviting.
- » Continue to work with MarqTran to identify and implement an intra-city transit route.
- » Investigate the feasibility of establishing a trailhead near US-41/M-28 and Washington St.
- » Continue to advocate for additional flights and improvements at Sawyer International Airport.
- » Designate critical pedestrian areas that should receive priority when clearing sidewalks and walkways.
- » Ensure that transition areas such as corner 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.
- » Explore and implement different and innovative snow management equipment and strategies to improve walkability and traffic safety.



*The Iron Ore Dock.*

Source: RCS Aerial

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# 07



## Housing & Neighborhoods

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## HOUSING & NEIGHBORHOODS

### Why is Housing so Important Right Now?

In recent years, one topic has dominated the national, state, and local planning landscape, housing. The nation is in a housing shortage, Michigan alone is short tens of thousands of homes and while exact estimates have varied, the State has a target of 75,000 new homes by 2028.<sup>1</sup> The housing crisis has several root causes, but the shortage can be traced back to the 2008 Great Recession and the subprime mortgage recession in 2009. During this time and several years afterwards, few homes were built, and the supply of new home construction fell well short of the demand for living spaces which resulted in escalating housing prices. The housing industry, mortgages, and residential construction were hit hard in the Great Recession, in 2007 the census reported roughly 98,000 residential construction companies in the United States, by 2012 the number fell to under 49,000.<sup>2</sup> This has led years of lagging housing construction – contributing to the current housing crisis.

A lack of available housing creates many problems, including escalating housing costs, volatile housing markets, and depressed mobility. In Marquette, the housing crunch is hurting the local economy because people cannot find affordable places to live. Employers are struggling to recruit workers, graduating NMU students cannot find places to live, and shifting family dynamics and trends mean that households may not be living in a dwelling that best meets their needs. Those who can find affordable housing often find it on the fringes of the city or adjacent communities which results in increased commuter traffic, a larger community carbon footprint, and the loss of rural lands surrounding Marquette. As the region continues to develop, housing demand in Marquette, and housing prices, will continue to increase. For a healthy stable community and sound regional economy – the Marquette region needs more housing.

### Housing in Marquette

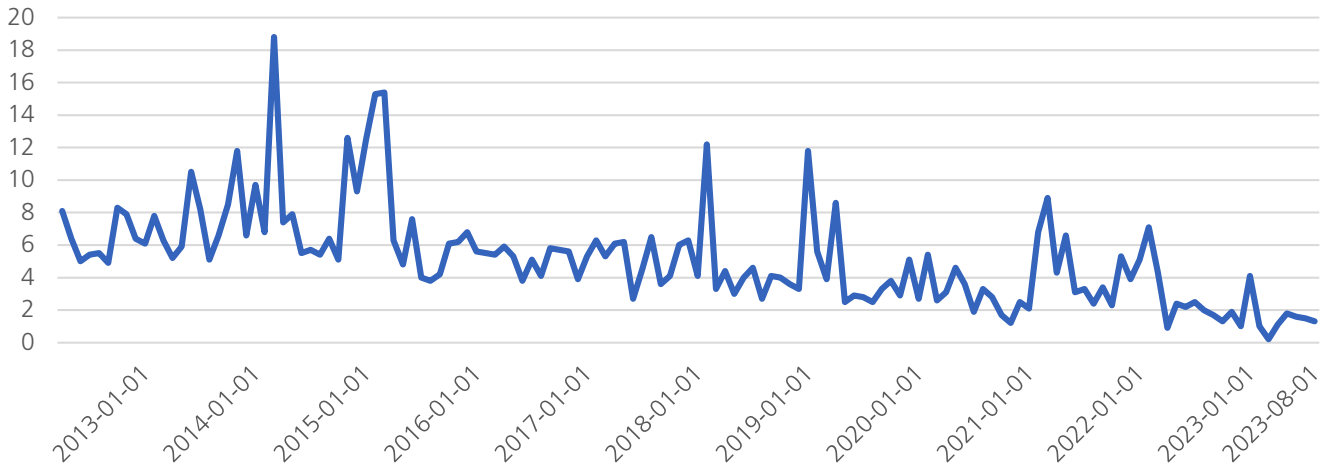
Between 2010 and 2020, an estimated 358 housing units were built in the City of Marquette (8,756 to 9,114). While the 4.4% growth in units added to the housing supply, the increase has not

met the demand in the city. “Months of supply” is a common metric used to measure housing supply versus demand. “Months of supply” is the number of months it would take for the current inventory of homes on the market to sell given the current sales pace. The National Association of Realtors states that 6 months of supply reflects a regular market. According to RedFin, a national real estate brokerage, since early-2014 the “months of supply” in Marquette have steadily decreased and hit a low of 0.2 months of supply in March 2023, meaning it would take 6 days for all the homes on the market to sell. In August 2023, the Marquette Metro Region’s months of supply was 1.3, higher than recent low but still one of the lowest “months of supply” in a decade. This trend reflects a high-demand, low supply housing environment which drives up housing prices. In August 2023, the average sale price of a home in Marquette was \$380,715, lower than the peak in April 2023 (\$466,896), but more than double the average sale price of a home a decade prior (\$161,797).

Marquette’s housing market is pricing many people out of homeownership within the city, forcing them to buy a home elsewhere in the region, relocate entirely, or rent longer than they may like. The housing market also hurts employee recruitment as people looking to relocate to Marquette are hindered by the lack of available housing in their price range.

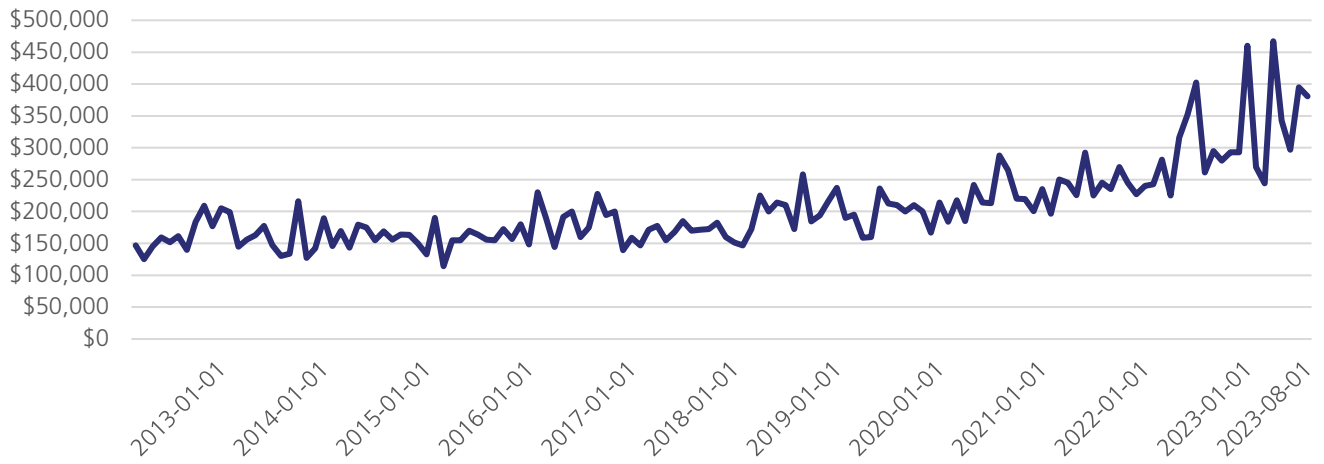
The backlog of people who wish to enter the ownership market creates a backlog of renters. Generally, individuals and households rent before entering homeownership and if there are barriers to homeownership (availability and prices), this creates congestion in the renter to homeowner pipeline. This backlog of renters increases competition for rental units, driving up rental prices. As shown by the figure titled “Median Rent in Marquette County”, median rents in the county increased in the early 2010s and have stayed relatively stable over the past decade, except for 4-bedroom apartments that have increased since 2020. In the 49855 zip code, which includes the City of Marquette, average rent has increased from \$1,340 in April of 2020 to \$1,410 in 2023. A three-bedroom apartment increased from \$1,450 to \$1,860 over the same time.<sup>3</sup>

Figure 22: Months of Supply in Marquette



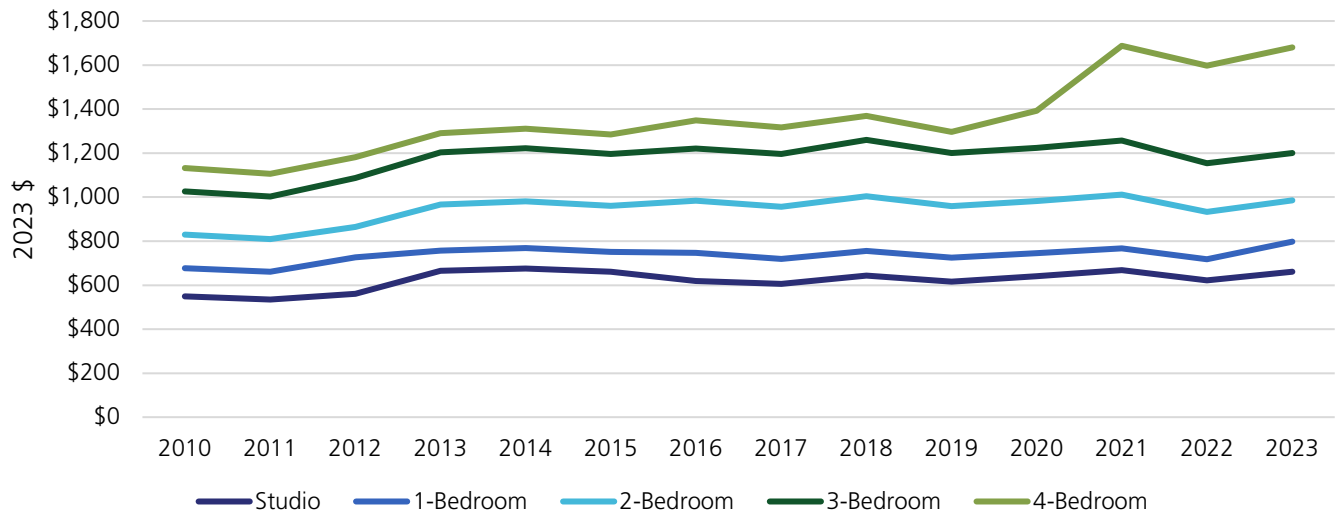
Source: Redfin

Figure 23: Median Sale Price in Marquette



Source: Redfin

Figure 24: Median Rent in Marquette County (2023 Dollars)



Source: HUD

## The Housing Stock

Compared to other cities in the region and the nation overall, Marquette has a fairly diverse housing stock. In 2020, the American Community Survey estimated that Marquette has a lower percentage of single-family homes than Negaunee (83.5%) and Ishpeming (67.4%).<sup>4</sup> The remaining housing units in Marquette are a range of multi-family types. The table titled “Marquette Housing Types” shows the range of housing typologies found in Marquette.

### Student Housing

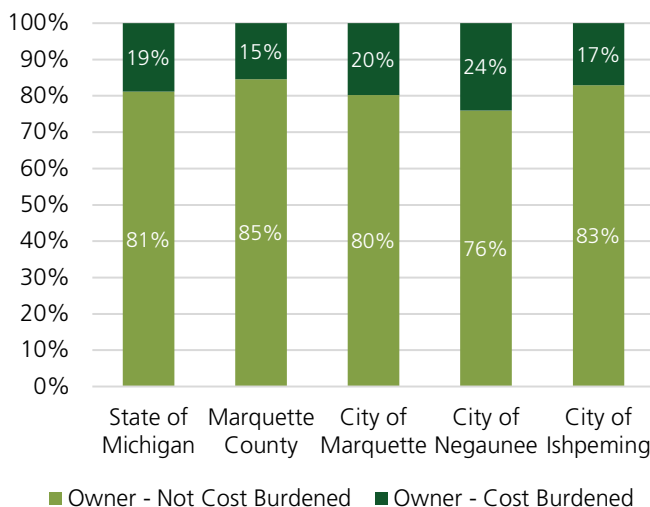
Northern Michigan University (NMU) is a large anchor in the City of Marquette. With close to 7,000 students in the 2023 school year, the students are a large presence in the city. NMU requires 1st-year and 2nd-year students to live on-campus in university housing.<sup>5</sup> Those living at home, over the age of 21, or taking classes part time are exempt from the on-campus residence requirement. According to NMU approximately 2,800 students live on campus across its seven residential halls.<sup>6</sup> The 2020 census reported 2,198 individuals living in student housing, slightly less than NMU’s estimate but it is important to note that the 2020 census was conducted during the COVID-19 pandemic, when many students were living away from campus.<sup>7</sup> Those who don’t live in university housing live off-campus within Marquette or commute from elsewhere. Counting the number of students living off-campus in the city is challenging. Estimates from the 2015 Master Plan put the number close to 2,000. Student-oriented

rental housing is a distinct market segment that is often owned by absentee landlords. Some of these properties are lower quality which in turn creates contention with neighborhoods that have a mix of student and non-student housing. Marquette’s rental inspection program helps to ensure that off campus student units are up to code and are in safe working order for the tenants. Since occupancy in student-oriented rental housing tends to change yearly it is important to ensure new tenants are apprised of local rules regarding noise, trash, etc. The city should work with NMU to provide an off-campus housing booklet to inform students of local ordinances along with services and amenities the community has to offer such as public transit, local parks and community facilities.

### Housing Costs

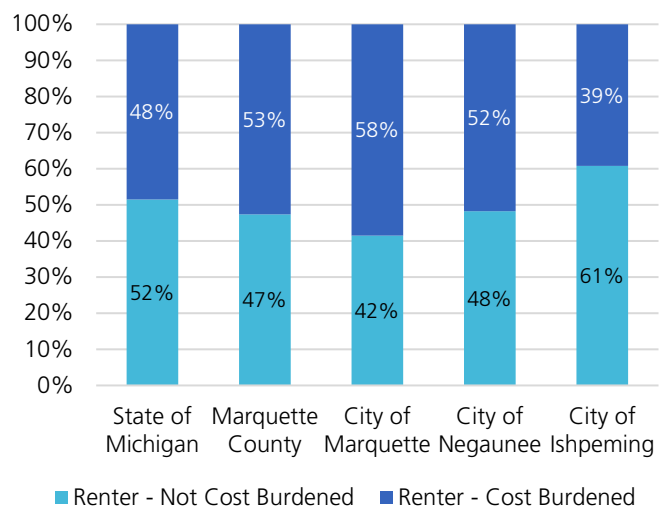
The lack of housing and high demand results in a high-cost housing environment. According to the American Community Survey, 44% of Marquette households are housing cost burdened, meaning they spend more than 30% of their income on housing and housing expenses. In Marquette County, 26% of households are housing cost burdened. The housing cost burden differs significantly between owners and renters. Only 20% of homeowners in Marquette spend more than 30% of their income on housing compared to 58% of renters. Figures titled “Homeowner Cost Burden” and “Renter Cost Burden” compare the City of Marquette to the State of Michigan, Marquette County, and the Cities of Ishpeming and Negaunee.

Figure 25: Homeowner Cost Burden



Source: ACS 2020 5-Yr, DP04

Figure 26: Renter Cost Burden



Source: ACS 2020 5-Yr, DP04

Table 13: Marquette Housing Type

Typology	Percent of the City Housing Units*	Example
Single-Family Detached	51.5%	
Single-Family Attached (Townhome/Rowhouse)	2.8%	
Duplex (2-Unit)	9.7%	
Triplex/Quadplex (3 to 4 Units)	6.0%	
Small Multi-Family (5 to 9 Units)	8.9%	
Medium Multi-Family (10 to 19 Units)	8.1%	
Large Multi-Family (20 or more Units)	11.5%	
Mobile Home	1.4%	

\*American Community Survey 2020 5-Yr Estimates, DP04

## People and Housing

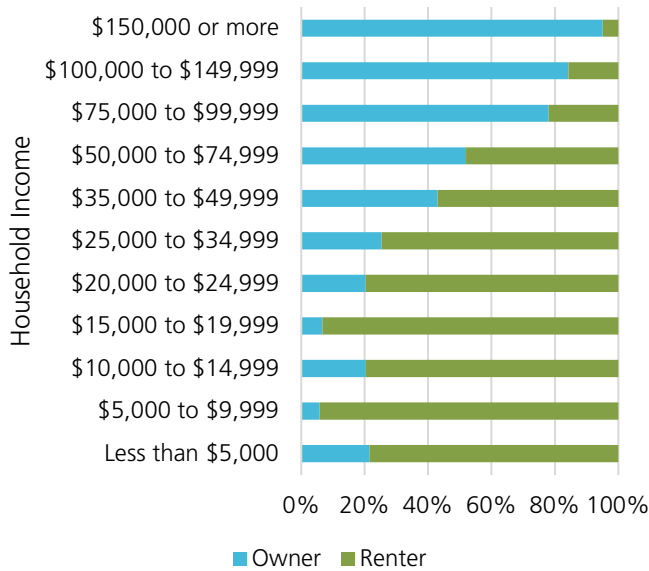
One's housing experience is not ubiquitous. Income, educational attainment, age, and other conditions influence what housing options are available and which are best suited for a household. As shown in the figure titled "Income and Tenure" there is a strong correlation between household income and housing tenure (owner/renter). As demand for rentals increases, renters who tend to have lower incomes than homeowners will continue to get squeezed out of the local housing market.

Understandably, households with lower incomes spend more of their relative incomes on housing

and housing related expenses compared to higher income earning households. Across most income brackets, renters experience a higher percentage of cost-burden than homeowners, until the \$75,000+ income brackets. This might be a result of very few households in the highest income brackets renting and so there are no high-income renters to be cost-burdened.

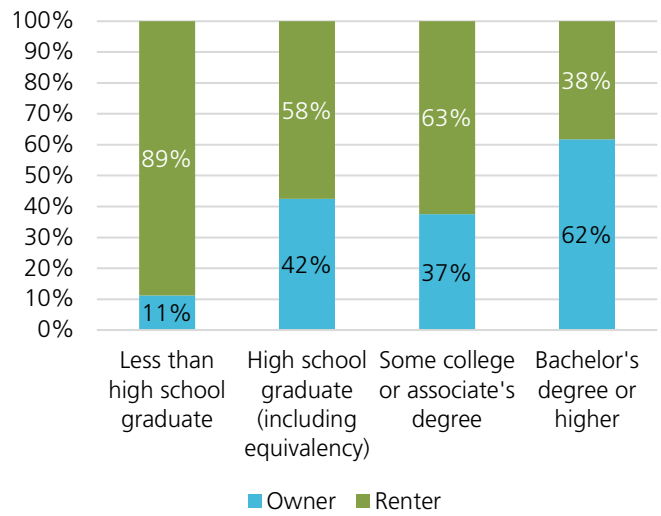
One of the strongest determinants of income is educational attainment, as a result there is a correlation between educational attainment and housing tenure. As shown in the figure titled "Educational Attainment and Tenure" as the level of educational attainment increases, the percentage of households who are homeowners increases.

Figure 27: Income and Tenure



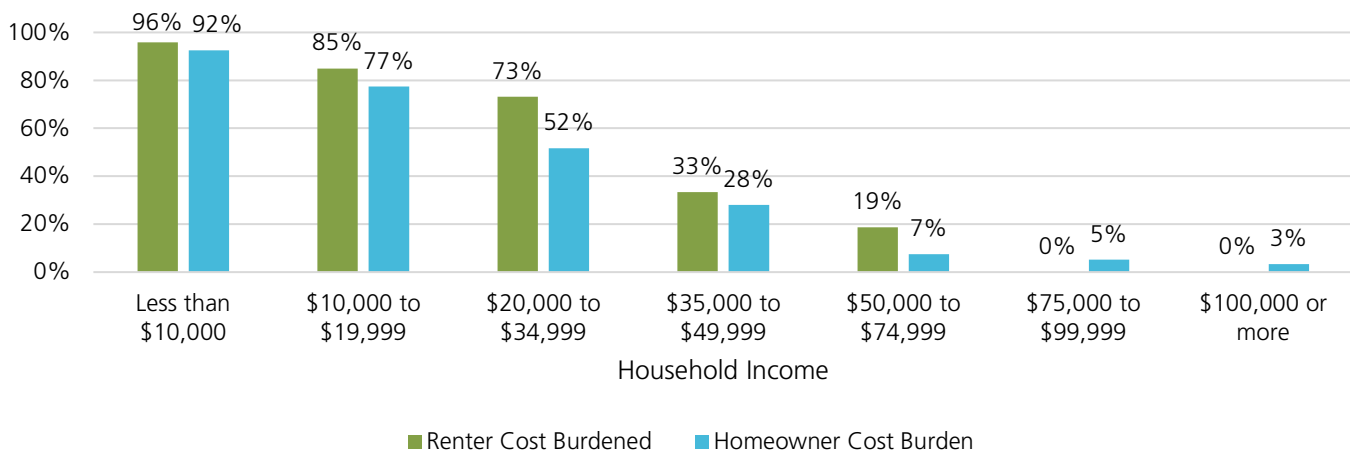
Source: ACS 202 5-Yr Estimates, B25118

Figure 29: Educational Attainment and Tenure



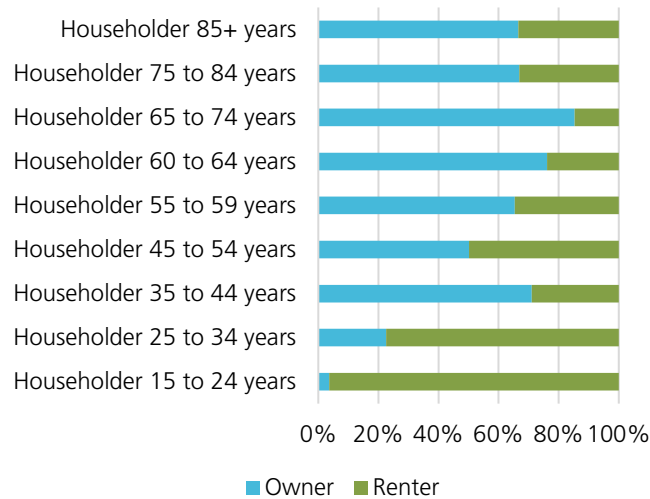
Source: ACS 2020 5-Yr Estimates, B25013

Figure 28: Income and Cost Burden



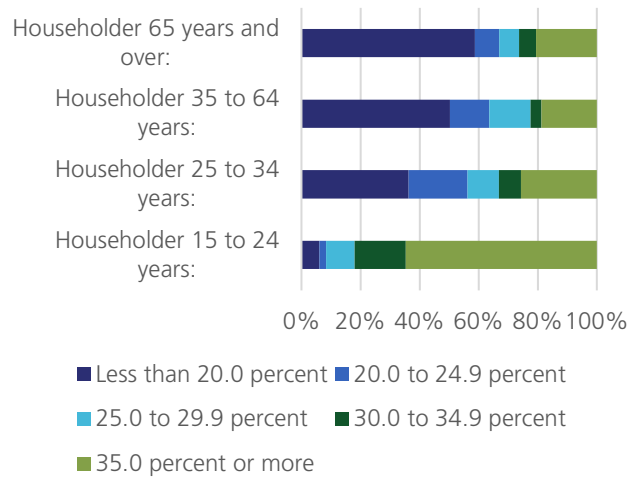
Source: ACS 202 5-Yr Estimates, B25095 & B25074

**Figure 30: Age and Tenure**



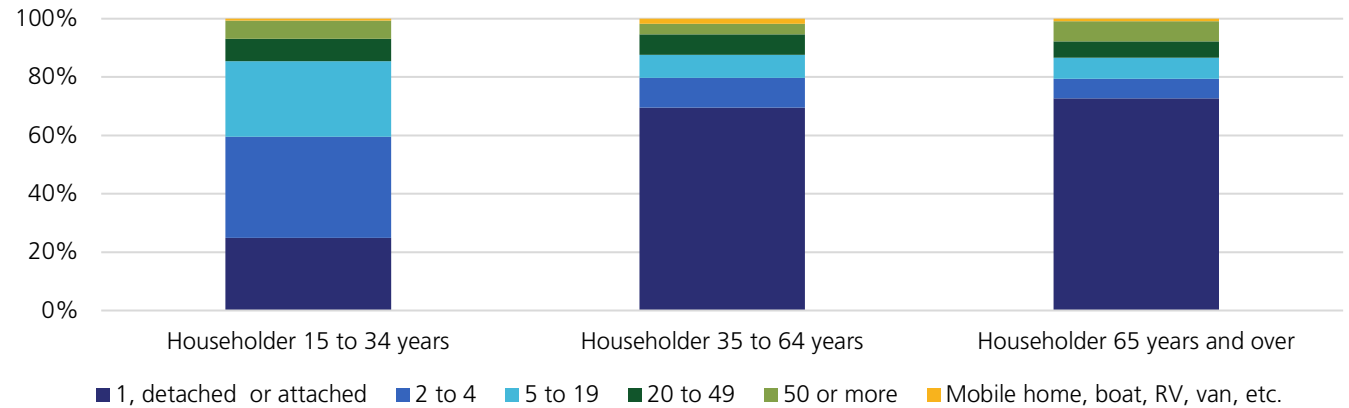
Source: ACS 2020 5-Yr Estimates, B25007

**Figure 32: Age and Cost Burden**



Source: ACS 2020 5-Yr Estimates, B25072, B25093

**Figure 31: Age and Housing Type**



Source: ACS 2020 5-Yr Estimates, B25125

For decades homeownership was the cultural cornerstone of the American Dream. Many households in the 20th century would enter homeownership very quickly into their adult life. Now, households are renting longer into adulthood and homeownership is no longer the cornerstone or goal it once was. Nationally, home prices have escalated much faster than wages. Held in constant 2022 dollars, the median price of a house in 1972 was \$189,500 while the median price of a house in 2022 was \$440,300. During that same time period, hourly wages held in constant dollars only increased by 12 cents. As shown in the figure titled "Age and Tenure", households where the householder is 34 years old or younger are predominantly renters. Households in the 35-44 age segment are specifically the age where many enter the ownership market.

Older households (35 years and above) predominantly live in single-family homes (roughly 70%). Younger households live in a much more diverse range of housing types comparatively which is likely due to a combination of limited housing options due to financial constraints, availability of housing, and shifting housing preferences. Multiplexes (duplexes to quadplexes) are the most common type of housing type in which younger households live in.

Housing cost burden decreases as households get older, understandably as older households tend to have higher incomes. Younger households experience a significantly higher rate of cost burden, over 80% of younger households are housing cost burdened and roughly 65% are extremely cost burdened. This is partially a result of the large student population in the city as student

households likely have no or limited incomes but are paying for housing. Households where the householder is 65 years or older have a slightly higher rate of housing cost burden compared to middle aged adults, likely a result of some seniors living on a fixed income.

### Missing Middle Housing

There is a wide range of housing options between single-dwelling units and multi-dwelling-unit apartment complexes that remain underutilized across the United States. "Missing Middle" housing is a term referring to housing similar in size to

single-family structures, but instead are either clustered or have multiple units.<sup>8</sup> Missing Middle housing typologies: Duplex, Triplex, Quadplex, Bungalow Courts, Multiplex, Live/Work units, weave density and diversity into the fabric of traditional single-family residential neighborhoods. When smaller units are built on tinier lots, they typically have lower purchasing and maintenance costs. Many missing middle typologies can be found in Marquette. At the Master Plan Open House in the Winter of 2023, Marquette residents were asked for their opinions on several missing middle housing typologies.

Figure 33: Missing Middle Housing



Table 14: Community Feedback on Missing Middle Housing Types



Duplexes	
	
What do you like about the duplexes pictured above or duplexes in general?	What do you dislike about the duplexes pictured above or duplexes in general?
<ul style="list-style-type: none"> <li>» More density</li> <li>» In keeping with neighborhood feel</li> <li>» Affordable</li> </ul>	<ul style="list-style-type: none"> <li>» Requires maintenance</li> <li>» Landlords/slumlords</li> <li>» Need to have enough parking</li> </ul>

Table 14: Community Feedback on Missing Middle Housing Types (Continued)

Triplexes	
	
<p>What do you like about the triplexes pictured above or triplexes in general?</p>	<p>What do you dislike about the triplexes pictured above or triplexes in general?</p>
<ul style="list-style-type: none"> <li>» Colorful</li> <li>» In keeping with historic neighborhood</li> <li>» Affordable</li> <li>» Increased density</li> </ul>	<ul style="list-style-type: none"> <li>» Need to have enough parking</li> <li>» Short-term rental</li> </ul>
Townhomes	
	
<p>What do you like about the townhomes pictured above or townhomes in general?</p>	<p>What do you dislike about the townhomes pictured above or townhomes in general?</p>
<ul style="list-style-type: none"> <li>» Density</li> <li>» Low maintenance</li> <li>» Historic character</li> </ul>	<ul style="list-style-type: none"> <li>» Density</li> <li>» Too expensive</li> <li>» Lack of green space</li> <li>» Plain</li> </ul>

Table 14: Community Feedback on Missing Middle Housing Types (Continued)

Pocket Neighborhoods	
	
<p>What do you like about the pocket neighborhoods pictured above or pocket neighborhoods in general?</p> <ul style="list-style-type: none"> <li>» Green space</li> <li>» Sense of community</li> <li>» Walkable</li> </ul>	<p>What do you dislike about the pocket neighborhoods pictured above or pocket neighborhoods in general?</p> <ul style="list-style-type: none"> <li>» Need room for garage/parking</li> <li>» Expensive/exclusive</li> </ul>
Neighborhood Commercial	
	
<p>What do you like about the neighborhood commercial buildings pictured above or neighborhood commercial buildings in general?</p> <ul style="list-style-type: none"> <li>» Convenient</li> <li>» Walkable</li> <li>» Accessible</li> <li>» Mixed-use development</li> </ul>	<p>What do you dislike about neighborhood commercial buildings pictured above or neighborhood commercial buildings in general?</p> <ul style="list-style-type: none"> <li>» Some land uses conflict with residential</li> <li>» Not enough parking</li> </ul>

## HOUSING STRATEGIES

Marquette cannot work towards positive housing action alone, it will take active leadership, strong partnerships, and action at the state and federal level to truly alleviate the housing pressures in the city. Over the past decades the city has undertaken beneficial reforms to promote a healthy housing environment in the city. These reforms included:

- » Reduced minimum lot widths and area requirements. In the older neighborhoods, lots can be as narrow as 37.5 feet.
- » Raised impervious surface limits. Small lots can be 60% covered and large lots can be 40% covered.
- » Allowed Accessory Dwelling Units by right in several zoning districts with conditions.
- » Added a mixed-use zoning district in 2019 that allows multiple housing types.
- » Instituted administrative site plan review for residential projects that have 20 units or less and less than 40,000 sq ft of total building area.
- » Allowed cooperative housing through a special land use process.
- » Streamlined permit process.
- » Instituted a development height bonus if at least one floor or floor equivalent is comprised of dwellings.

Incentivizing housing, through policy changes, financial mechanisms, or public action, is a balance of the resources required and the benefits gained. Often the reforms that produce the most substantive results are the most resource intensive. As the city is currently balancing its fiscal position, resource intensive housing strategies will need to be carefully considered in context of the larger fiscal health of the city. The following recommendations are a mix of existing and new policy. For more details on strategies to provide additional housing please see the **“Guide to Housing Action Planning.”**

### Land Banking

When properties enter tax foreclosure, they are transferred to the local unit of government. Commonly, the local unit of government transfers the property to a local land bank. A land bank is a governmental body that holds property with the goal of selling the property and returning it to the

tax roll. Because land banks have discretion on who and when to sell a property, they can be effective partners to achieve housing and redevelopment goals. For example, a land bank may preemptively state that a certain property is set aside housing, and they will only sell it to a developer who has specific plans for residential construction. The local land bank in the Marquette region is operated by the County of Marquette. Between 2009 and 2022 the Marquette County Land Bank Authority acquired 190 parcels, demolished 104 blighted structures, and sold 75 lots. As of the 2022 report, there were 18 parcels in inventory.<sup>9</sup> The city should continue to work with the land bank to pursue its housing goals.

### Brownfield Redevelopment Authority

An often-underutilized partner of the land bank is the Brownfield Redevelopment Authority. Brownfield properties are eligible for Tax Increment Financing (TIF), a mechanism that delays property taxes to reimburse costs of environmental cleanup, construction, etc. Land bank properties are eligible for brownfield status, meaning that if a property is transferred into a land bank and then transferred out, it is eligible for TIF financing. TIF financing provides financial incentives for developers and makes housing construction less expensive and more viable. The City of Marquette should leverage the connection between the city brownfield redevelopment authority and the land bank to achieve its housing goals.

### Community Land Trust

Community Land Trusts (CLTs) are a form of home ownership/management that ensures long-term housing affordability. CLTs are commonly run by a non-profit organization that maintains ownership of the property. The organization then sets the sale price for only the dwelling and determines to whom to sell the unit. By severing the land and the dwelling, the unit can be sold at a lower price. While living in the unit, the occupant can make any changes or improvements to the house. When the occupant decides to sell their unit, they must sell it back to the CLT, keeping the unit in a perpetual state of affordability. It is also noteworthy, since these housing units are sold out of CLT ownership, they are on the tax roll and contribute tax revenue similar to a condominium. While there is no model in Michigan for a government owned CLT, the City of Marquette and the County Land Bank Authority can work with CLTs to add housing units to a CLT's portfolio.

## Pattern Book Homes

In the early 20th century, many houses were ordered from a Sears or Aladdin catalog. These homes were inexpensive, easy to assemble, and met all necessary codes. Often referred to as “pattern book homes,” many are still standing today. Recently, pattern book homes are making their way back into the housing construction industry. By adopting a set of pre-approved building patterns, local governments can offer an extensive library of construction options to developers that have already been reviewed by the necessary local government staff. This significantly reduces the time a developer needs to spend getting approval for their documents (site plan, construction documents, etc.). Pre-approved building plans do not completely remove municipal review as setbacks, dimensional requirements, and other zoning regulations will still need to be checked. Developers would not have to hire an architect or engineer to draft complete plans as the pre-approved pattern book plans are detailed enough to meet most construction standards. Utilizing pattern-book homes lowers costs for developers, therefore, reducing costs for prospective renters and buyers.

An added benefit of pattern book homes, beyond providing an affordable solution, is the ability of the municipality or its partners to prescribe the styles, sizes, and appearances of the new structures to blend well within existing fabric of the neighborhood. To maintain variety, pattern books can provide multiple options for facades and elevations while keeping interiors similar.

## Duplexes and Accessory Dwelling Units (ADUs)

Duplexes in Marquette are permitted by special land use in the low density and medium density residential districts while ADU’s are allowed by right in several residential and commercial zoning districts. Permitting the duplexes by right would allow for a more streamlined approval process and not require the applicant to go before the Planning Commission. If there is resistance to permitting duplexes by right, they could be administratively approved by city staff provided special requirements for duplexes in terms of scale and character are met to ensure this building type fits in well within the established neighborhood.

## Reduce Parking Requirements

For single-family and two-family residential units two parking spaces are required per dwelling unit. Reducing parking requirements can lower the cost of development and increase the amount of space dedicated to housing people, not housing cars. Reducing the parking requirement does not limit people from building more parking, it just allows people to build less. According to the Census, 47.6% of households in Marquette have one or fewer vehicles so many households do not need two spaces.<sup>10</sup>

## Definition of a Family

Currently, the City of Marquette dictates that no more than 4 unrelated individuals may live in a single dwelling unit, regardless of size of the dwelling unit. This limits the number of cohabitating adults like students or roommates that can share a dwelling unit, there is no similar limit for family members. Increasing the permitted number of unrelated individuals from 4 to 5 or 6 would increase the efficiency of units. However, it is important to ensure that there is enough space for all members of a household so public health and fire code regulations need to be followed.

## Triplexes/Quadplexes

Marquette’s zoning ordinance defines single-family, two-family, and multi-family. Lumping all multi-family residential buildings into one definition limits flexibility within the housing density spectrum. For example, triplexes and quadplexes may be appropriate on corner lots but an apartment building with 20 units may not. Adding definitions for these residential types would create more flexibility within the zoning ordinance. However, specific zoning provisions for triplexes and quadplexes need further refinement with form-based standards to ensure compatibility with nearby structures.

## Multiple Homes on Larger Lots

For lots that are double the size of the minimum lot, two residential structures should be permitted in the zoning ordinance. This provision essentially removes the need to split the lot for two structures, reducing the process and costs for the property owner. All setbacks and standards should be followed.

## USDA Rural Development Section 502

The Michigan Rural Development Office administers the federal Section 502 Direct Loan Program that provides assistance to low- and very low-income households. The assistance reduces mortgage payments by offering competitive loan terms and adjusting interest rates based on the income of the household. When factoring in household income, repayment interest terms can be as low as 1%. Applicants can apply on the State of Michigan's Office of Rural Development Website or visit the local Rural Development Office located at 2847 Ashmun, Sault Ste. Marie, MI 49783.<sup>11</sup>

### New Housing Incentives

In 2022, the State of Michigan passed several laws aimed at increasing housing supply and housing construction. This package of bills was passed with the support of housing coalitions statewide.

#### *SB 432 – PILOTS for Housing*

This law would allow local governments the ability to develop Payment in Lieu of Taxes (PILOT) policies and enter into PILOT agreements with developers who are building or rehabbing affordable housing units. Currently, many local governments allow PILOTs for developments as part of the developer's process to be awarded low-income housing tax credits through MSHDA. This legislation allows local governments to review PILOT agreements for developments that are not applicants for state or federal tax credits, thus allowing a needed tool for governments and developers/builders to partner together to address local workforce housing needs.

The project is exempt from all ad valorem property taxes if: (1) the local municipality has opted in (2) the housing project is owned by a nonprofit housing corporation (3) a housing project that is being developed or rehabilitated for workforce housing that is located in a municipality (4) is subject to a municipal ordinance that is adopted by the governing body of that municipality to approve a housing project tax exemption under this subdivision.

The approval or denial of a tax exemption under this subdivision must be in accordance with an ordinance or resolution concerning the selection of workforce housing projects that are adopted by the governing body. The owner of a housing project exempt from taxation under this section shall pay the municipality

in which the project is located an annual service charge for public services in lieu of all taxes.

**New Construction:** An amount that is the greater of the tax on the property on which the project is located for the tax year preceding the date on which construction is commenced or 10% of the annual shelter rents obtained from the project.

**Rehabilitation project:** An amount that is the lesser of the tax on the property on which the project is located for the tax year preceding the date on which rehabilitation commenced or 10% of the annual shelter rents obtained from the project. The service charge must not exceed the amount in taxes that an owner would have otherwise paid if the housing project were not tax-exempt and must be paid in full for units not provided to low-income households.<sup>12</sup>

#### *SB 364 – Neighborhood Enterprise Zone Expansion*

Established Neighborhood Enterprise Zones (NEZ) have supported investment in infill revitalization for owner-occupied housing and mixed-use buildings in eligible communities. This bill extends the opportunity to use NEZs to all Michigan cities, villages, and townships. The governing body of a local governmental unit designates a neighborhood enterprise zone that cannot be less than 10 platted parcels of land (unless they are in a downtown revitalization district and total more than 10 facilities). The land must be compact and contiguous. The expansion will let the local



*Mixed-use housing development along Lakeshore Avenue.*

government support new (in whole or in part) residential homes and condominiums or new (in whole or in part) mixed-use buildings that include residential units with ground-floor retail, and rehabilitated facilities that meet certain investment criteria.

The NEZ tax rate is equal to ½ the tax rate during the year prior to the investment. Local units subject to the expansion may designate an NEZ only if the project encourages compact development, is adjacent to existing development, and can utilize existing infrastructure.<sup>13</sup>

### *SB 364 – Attainable Housing Facilities Act*

A local government can create an “attainable housing district” where property owners can apply for a partial tax exemption if they meet specific affordability criteria determined by the local government. This tool will reduce real property taxes by 50% of the statewide commercial, industrial, and utility average for up to 12 years if they meet certain affordability criteria determined by the local government. This tool will enable local governments to support and encourage investment in rehabilitation attainable housing in Michigan communities. Below are the criteria:

- » Providing units at a price point that does not exceed 120% of the county-wide median income threshold for at least 30% of the units in the development.
- » Local governments have the flexibility to negotiate at or above the 30% to align with their goals. Local governments can negotiate the number of units and affordability requirements up to 120% AMI.
- » This tool can only be used for 4 or fewer rental units and a minimum of \$5,000 investment is required. For 5 or more rental units, see Residential Facilities Exemption.<sup>14</sup>

### *SB 422 – Residential Facilities Exemption*

The creation of a Residential Facilities Exemption would allow a temporary tax abatement on qualified new housing development in districts established by local units of government for developments of five or more units and a minimum investment of \$50,000. This abatement supports both the renovation and expansion of aging residential units as well as the construction of new residential units in these districts.

Qualified new housing developments may include multifamily or single-family homes that are targeted towards populations earning below 120% of the area median incomes, with assurances that units are occupied as principal residence (year-round) to eligible households.<sup>15</sup>

## RECOMMENDATIONS

- » Continue to work with the land bank to pursue its housing goals.
- » Leverage the connection between the city Brownfield Redevelopment Authority and the County Land Bank to achieve its housing goals.
- » Work with partners to evaluate the feasibility of a Community Land Trust.
- » Draft and approve a set of pattern book homes for missing middle typologies.
- » Permit Duplexes by right with form-based standards in all residential districts.
- » Lighten or eliminate off-street parking requirements.
- » Revise the definition of family to increase the number of unrelated individuals who can live together.
- » Add definitions and standards for triplexes and quadplexes into the zoning ordinance.
- » Permit multiple homes on larger lots.
- » Utilize the new state passed housing incentives.
- » Promote the USDA Rural Development Section 502 program that provides home loan interest discounts for low- and very low-income families.



*Historic home in Marquette.*

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# 08



Image Credit: City of Marquette DDA

## Economic Development

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*The City of Marquette's economy has changed since the inception of the community, but the Upper Peninsula and Marquette County's economy has always been heavily reliant on mining and extraction industries. While the iron ore industry within Marquette County has seen a decline in employment of 855 jobs between 2014 and 2021, the copper, nickel, and lead mining has seen an increase of 468 jobs during the same time period. However, both extraction industries account for the largest economic output in the County. Unlike Marquette County, which has a natural resource-based economy, the City of Marquette has an Ed-Med economy anchored by Northern Michigan University and UP Health System.*

## KEY ECONOMIC INDICATORS & INDUSTRIES

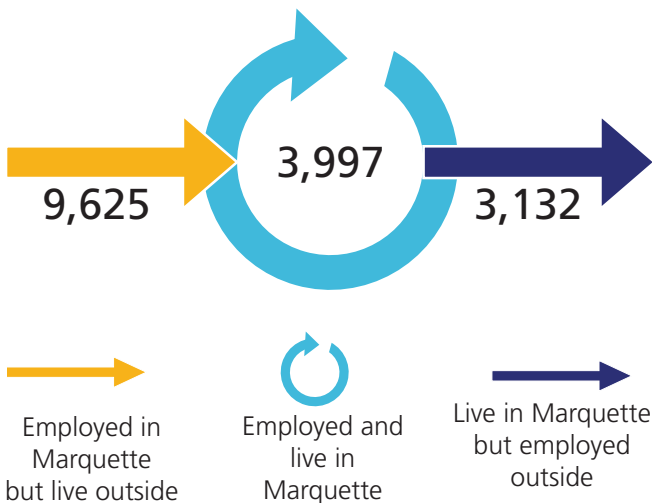
### Employment

In 2021, there were 13,622 jobs within the City of Marquette. These workers are comprised of 9,625 people who travel into the city for their employment, and 3,997 residents who stay within the city to work (those with more than one job are counted for each of their jobs). At the same time, there are 3,132 city residents who commute outside of the city for their employment. This is reflected in the low average drive time to work, which is 12.9 minutes for a city resident, which is half the State of Michigan average (24 minutes), and significantly lower than the U.S. average commute time of 55 minutes. Major county employment hubs include Northern Michigan University, UP Health System, Marquette Branch Prison and the US-41/M-28 commercial corridor in Marquette Township, which accommodates a variety of retail and big box stores.

City residents occupy 29.3% of the total jobs in the city. Other workers accounting for the other 9,079 jobs come from surrounding communities as noted in the table titled “City of Marquette Jobs by Place.”

There are four major employment hubs in the city: UP Health Systems, Northern Michigan University, downtown and the Marquette Branch

Figure 34: Commuting Graphic



Source: Census OntheMap

Table 15: City of Marquette Jobs by Place

	Count	Share
City of Marquette	3,997	29.3%
Chocolay Charter Township	1,118	8.2%
Marquette Charter Township	865	6.4%
City of Negaunee	697	5.1%
City of Ishpeming	668	4.9%
Forsyth Township	555	4.1%
Negaunee Township	518	3.8%
Sands Township	414	3.0%
Ishpeming Township	395	2.9%
West Branch Township	229	1.7%
All other locations	4,166	30.6%

Source: Census OntheMap

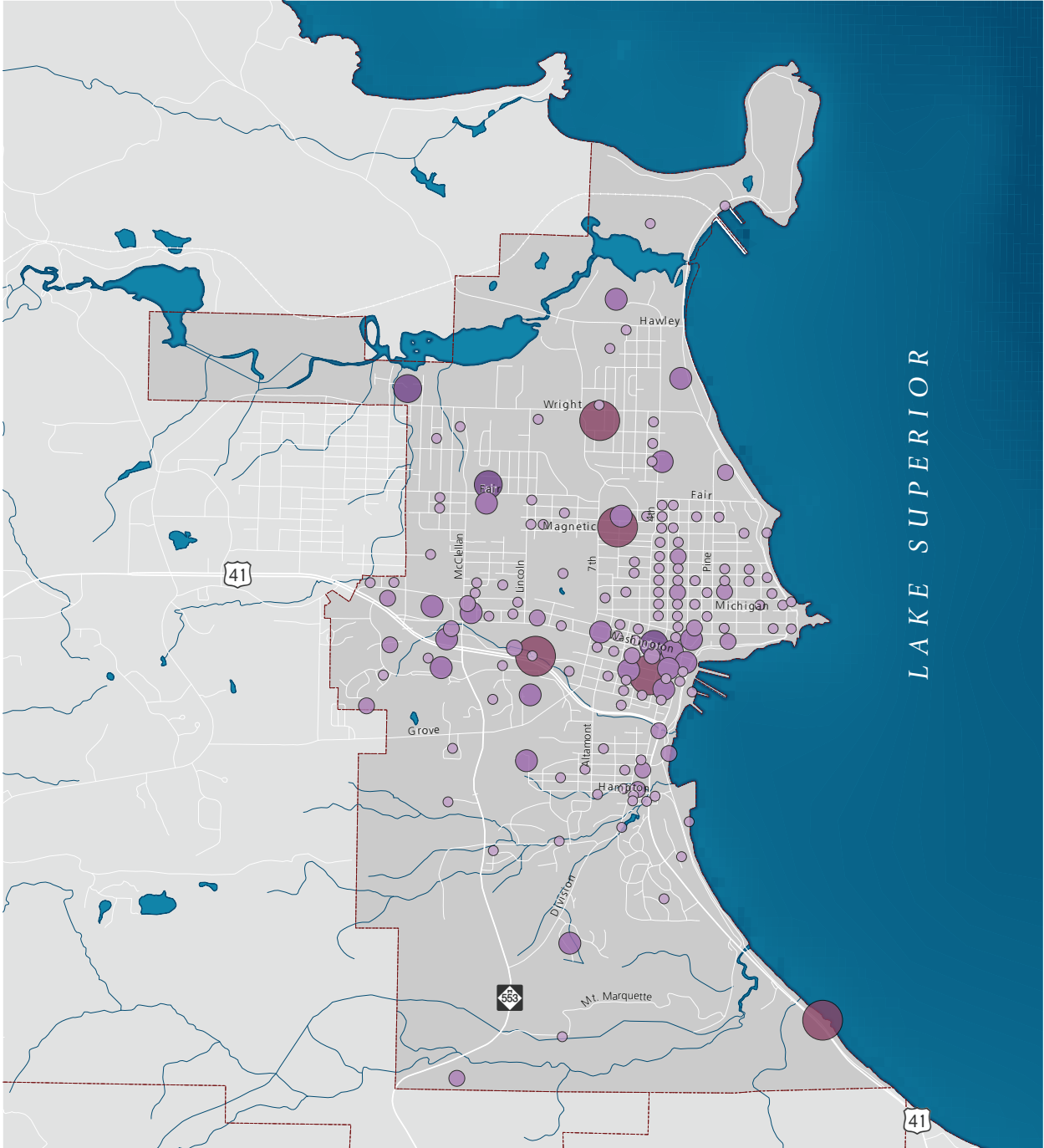
Prison. Employment within these hubs can be as high as 2,914 workers per square mile. In turn, these employment hubs support other adjacent businesses where the worker density (1,053-1,866 jobs/square mile and 471-1,052 jobs/square mile) is not as high but still relatively strong. The map titled “Jobs” illustrates in more detail where these employment nodes are located within the city.

### Work Area Profile

Health and education-related jobs account for 4,120 jobs or 33.2% of total jobs in the city. The top five employment sectors, health care, educational services, accommodation and food services, retail trade, professional, scientific, and management, and public administration, account for 9,893 jobs or 79.7% of total jobs in the city. Workers aged 30 to 54 account for 6,764 jobs or 51.9% of total jobs in the city. The table titled “Workers by Industry, for the Civilian Employed Population 16 Years and Over” details the number of jobs by major classification.

White and non-Hispanic workers account for 94.3% and 98.3% of the workforce. Jobs by worker educational attainment notes that 3,464 jobs, or 26.6% of the workforce, consist of workers with a high school education or less. Women comprise 56.9% of the total jobs.

Map 12: Jobs



### Jobs

Sources: Michigan Open Data Portal, City of Marquette, CensusOnTheMap

- 1 - 50
- 51 - 100
- 101 - 250
- 251 - 500
- 500+

0.5 Miles  
Beckett & Raeder, Inc.

**Table 16: Workers by Industry, for the Civilian Employed Population 16 Years and Over**

Industry	Workers	Percent of Total
Agriculture, forestry, fishing and hunting, and mining	170	1.4%
Construction	307	2.5%
Manufacturing	650	5.2%
Wholesale trade	0	0.0%
Retail trade	1,839	14.8%
Transportation and warehousing, and utilities	485	3.9%
Information	214	1.7%
Finance and insurance, and real estate and rental and leasing	269	2.2%
Professional, scientific, and management, and administrative and waste management services	756	6.1%
Educational services, and health care and social assistance	4,120	33.2%
Arts, entertainment, and recreation, and accommodation and food services	2,454	19.8%
Other services, except public administration	421	3.4%
Public administration	724	5.8%

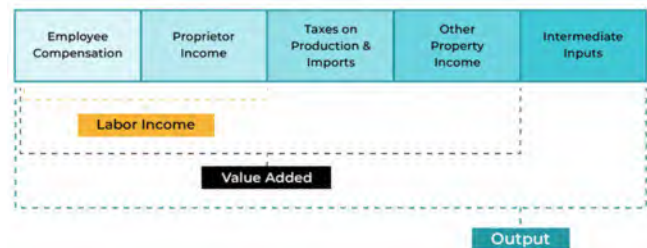
Source: ACS 2021 5-Yr, K202403

### Sector Analysis

Economies are a diverse and complex web of relationships. Products on the shelf often go through multiple stages of manufacturing, processing, distribution, and sales. IMPLAN, an input-output economic modeling tool, was used to illustrate the interdependency of industries and sectors in Marquette County. The analysis was performed at a county scale to better capture a regional economy while retaining relevance to the City of Marquette. In total, 534 unique industries were quantified for the analysis. Data used in the analysis was sourced from various governmental sources, including the Bureau of Economic Analysis, Census Bureau, and Internal Revenue Service. IMPLAN models upstream economic activity, which includes the resources, supply, and manufacturing of goods and services; it does not model sales, use, and disposal activity.

INPLAN models several elements of economic output, including labor income, intermediate output, and value add, see figure titled “Economic Output.” “Intermediate inputs” include the purchase of goods and services used to produce

**Figure 35: Economic Output**



other goods and services. For example, a computer manufacturing company would need to buy metal, plastic, and electronic parts in order to produce the final computer, all of which would be considered intermediate inputs. “Value Added” represents the contribution to the gross domestic product. “Labor Income” is the total cost of labor and includes wages and all benefits. “Proprietor Income” is the income of the corporation/proprietor. “Taxes on Production & Imports” includes all taxes on goods and services including tariffs, property taxes, and sales taxes. Government subsidies and other tax exemptions are also included as negative values. “Other Property Income” is the remaining dollars after taxes, labor income, and intermediate inputs

are purchased, essentially profit. Total economic output is the combined value of labor income, value added, and intermediate outputs.

Of the 534 industries modeled by IMPLAN, 235 are active in Marquette County. The table titled “Top 5 Largest Industries in Marquette County” highlights the five industries with the largest economic output. Iron ore has the highest economic output in Marquette County, totaling nearly \$526 million with 490 employees. The second-highest output in the county, with just over \$382 million was copper, nickel, lead and zinc mining, followed by hospitals, contributing close to \$212 million in economic output.

Three out of the five top employment sectors are restaurants and retail stores, which account for 9.5% of county jobs. The other top two are healthcare-related service sector jobs, which account for 7.6% of county jobs and 7% of Marquette County’s economic output. Although a moderate employer of jobs in the county, iron ore, copper, nickel, and lead mining account for 16% of the county’s economic output.

The 2019 figures for Marquette County’s industries were compared to the 2014 figures to identify economic trends. These two years were used for the following analysis because it represents a pre-COVID economy. Industries were then classified into one of four groups: growth, emerging, mature, or declining. The figure titled “Economic Base” charts Marquette County’s industries based on their Location Quotient (LQ), change in economic output, and size of economic output. A location quotient is a measure of an industry’s regional competitiveness. Industries that are a larger proportion of Marquette County’s economy, compared to the proportion of the same industry statewide, are considered to be regionally competitive and have location quotients higher than one.

Almost 50% of Marquette County’s workers and over half of its economic output are in growth sectors, indicating that Marquette County’s economy is strong. Additionally, 23% of industries are in “emerging” sectors, and 15% are in “mature” industry sectors, which also account

**Table 17: Top 5 Largest Industries in Marquette County by Economic Output**

Industry	Total Economic Output (thousands)	Labor Income (thousands)	Employment
Iron ore mining	\$525,916	\$77,269	490
Copper, nickel, lead, and zinc mining	\$382,689	\$67,722	490
Hospitals	\$211,292	\$86,110	1,270
Offices of physicians	\$177,522	\$125,530	1,223
Other real estate	\$144,159	\$7,780	848

Source: IMPLAN, 2021

**Table 18: Top 5 Largest Industries in Marquette County by Employment**

Industry	Employment	Total Economic Output (thousands)	Labor Income (thousands)
Hospitals	1,270	\$211,292	\$86,109
Limited-Service Restaurants	1,250	\$118,138	\$28,448
Office of Physicians	1,222	\$177,522	\$125,530
Full-Service Restaurants	989	\$69,217	\$23,809
Retail – General Merchandise	857	\$71,265	\$26,904

Source: IMPLAN, 2021

**Table 19: Industry Types**

	Description	Location Quotient	2014 – 2019 Economic Output
<b>Growth Industry</b>	Industries that have a strong presence in the region and are expanding.	LQ >1	Positive Change
<b>Emerging Industry</b>	Industries that are expanding but have yet to establish a strong presence.	LQ <1	Positive Change
<b>Mature Industry</b>	Industries that have been a specialty for the region but are declining.	LQ >1	Negative Change
<b>Declining Industry</b>	Industries with a small presence and declining economic activity.	LQ <1	Negative Change

**Table 20: Industry Trends**

	Industry Count		Employment		Economic Output (\$K)	
	Total	% of Total	Total	% of Total	Total	% of Total
<b>Growth</b>	67	29%	14,848	49%	\$2,215,349	48%
<b>Emerging</b>	69	29%	8,735	29%	\$1,090,469	24%
<b>Mature</b>	20	9%	2,417	8%	\$694,215	15%
<b>Declining</b>	79	34%	4,523	15%	\$636,076	14%

Source: IMPLAN, 2014 & 2019

for nearly 38% of economic output. While 27% of industries are classified as “declining,” these industries only account for a small portion of the economy (roughly 14% of total employment and economic output). The number of industries in decline indicates that the Marquette County economy will continue to transition toward industries that are growth or emerging sectors, suggesting that the area’s economy continues to specialize. It also indicates that the number of sectors that are performing well will likely continue and will expand.

Growth industries that are doing well include cooper, nickel, and lead mining, physician’s offices,” retail categories, and restaurants. Some emerging industries are those in construction, truck transportation, real estate, and scientific research and development. Mature industries include local government, air transportation, iron ore mining, and surgical appliance and supply manufacturing. Declining industries in Marquette County include hospitals, retail electronics, retail-clothing,

insurance agencies and brokerages, and wholesale operations.

The data suggests Marquette County is still somewhat reliant on the industries associated with mining and mineral extraction, but over the decades it has been transitioning to a regional healthcare center, regional retail hub, and tourist destination. This diversity in the various economic sectors will help soften any disruption experienced in other sectors based on national and state economic conditions. The City of Marquette’s job composition, which is focused on professional and healthcare jobs, may be less vulnerable to dramatic shifts in the regional economy, such as the planned 2029 closing of the Eagle Mine.

However, the Ed-Med sector can also be susceptible to fluctuations in demographics, lifestyle preferences, and regional economic shifts. For example, post-COVID has seen an increase in online college and university degree programs and, on the medical side, a higher increase in telehealth visits. Factors such as

**Table 21: Marquette County Top Industry Trends**

Top Industries	Growth Industries	Emerging Industries	Mature Industries	Declining Industries
#1	Cooper, nickel and lead	Other Real Estate	Iron Ore	Hospitals
#2	Office of Physicians	Scientific Research	Electric Power Generation Fossil Fuel	Insurance Agencies, Brokerages
#3	Monetary authorities and depository credit	Management of Companies	Surgical Appliance and Supply	Wired telecommunications carriers
#4	Limited-Service Restaurants	Truck Transportation	Air Transportation	Motor Vehicle Seating and Interiors
#5	Full-Service Restaurants	Architectural and Engineering	Rail Transportation	Other Financial Investment Activities

these can influence the region’s reliance on Ed-Med as an economic anchor. The Federal Reserve Bank of Philadelphia hosts the Anchor Economy Dashboard, which measures the impact of the Ed-Med sector in cities and regions throughout the U.S. Marquette is grouped in the Upper Peninsula of Michigan Nonmetropolitan Area which has a reliance index of 1.6. The reliance index calculates how dependent a regional economy is on higher education institutions and hospitals (anchor institutions) for economic activity. The reliance index for the U.S. is 1.0. The higher the reliance index, the more dependent the region or metropolitan area is on the Ed-Med Sector. For example, the Northwest Lower Peninsula of Michigan Nonmetropolitan Area has a reliance index of 1.0, and the Northeast Lower Peninsula Nonmetropolitan Area has a reliance index 0.53, a result of few hospitals and higher education institutions. The City of Ann Arbor, home to The University of Michigan and the University of Michigan Medical Center, has a reliance index of 3.23.

**Local Implications**

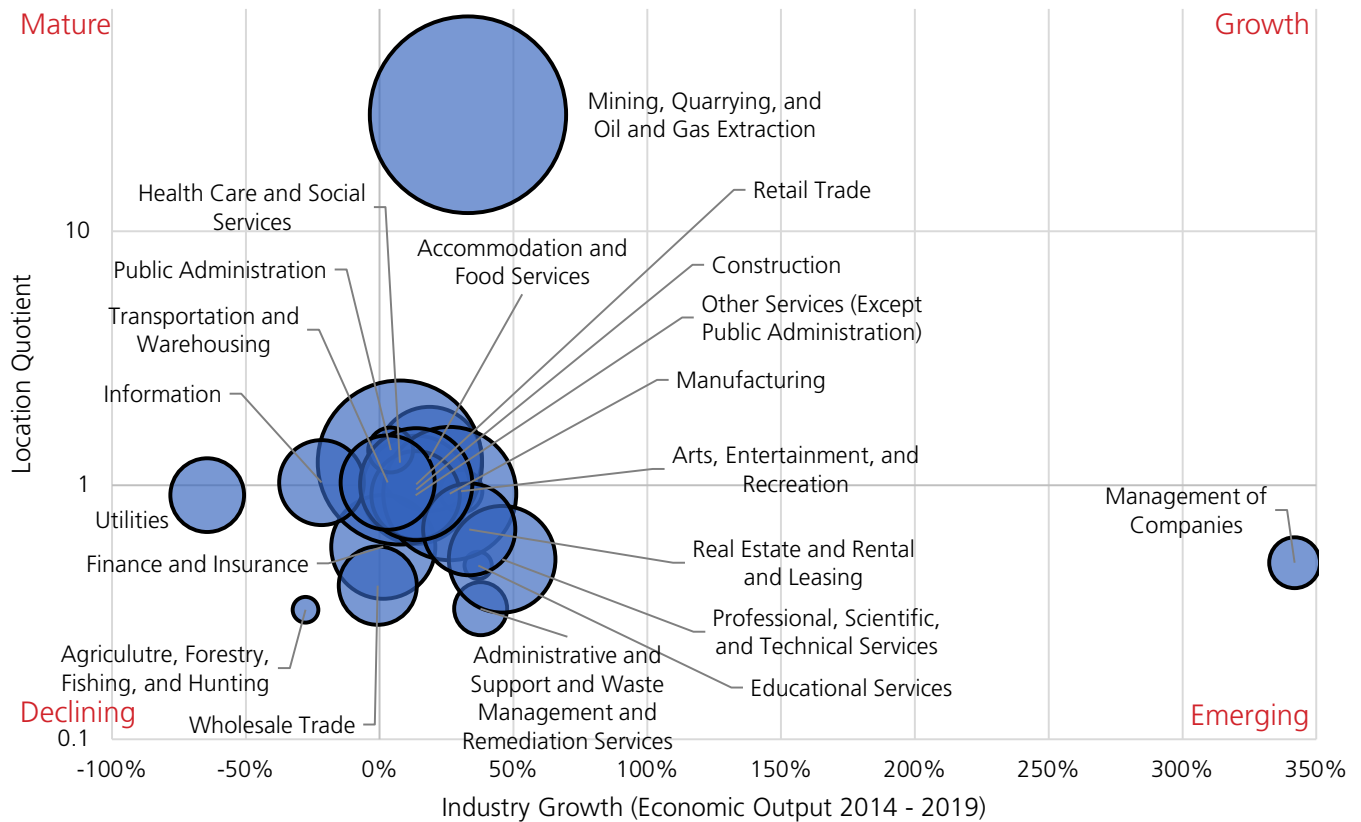
The Ed-Med anchor economy has elevated the City’s quality of life and provided the community direct and indirect economic benefits. However, this economic mainstay is susceptible to fluctuations in the economic and demographic trends. For example, the ten-year change in enrollment at Northern Michigan University from 2011-2012 to 2021-2022 showed a loss of 2,194 students, or a 25% reduction. This decline means less revenues

and fees, resulting in teacher and staff layoffs and less direct and indirect dollars flowing into the community.<sup>1</sup> Only three out of fifteen Michigan public universities had an increase in enrollment during this timeframe: The University of Michigan – Ann Arbor, Michigan State University, and Michigan Tech. As Michigan’s population ages and the birth rate further declines, the number of available students will continue to decrease. While recent increases in NMU enrollment may be a sign of shifting trends, college enrollment at smaller regional colleges and universities is declining nationwide.

Strategically, the city and county need to offset the reliance on the Ed-Med sector with other technical and professional jobs. The same is true of having an overreliance on tourism, which is highly influenced by factors such as fuel prices and national economic trends.

The city is well-positioned to attract other technical, medical, and scientific businesses in the future. The city should focus its attention on collaborating with the Lake Superior Partnership, Innovate Marquette, MEDC, and federal partners to further develop the high-end technology park north of the Northern Michigan University campus north of Hawley and west of Lakeshore Drive to accommodate emerging and growth industries such as the proposed Outdoor Venture Innovation Center where entrepreneurs will develop and test products and services related to outdoor recreation and bring them to market.

Figure 36: NAICS Industry Classification



## SUSTAINABLE TOURISM

There is a long legacy of tourism in the City of Marquette, going back to the days of cruise ships bringing people to the city. While exact numbers of people visiting the city can be hard to nail down, PureMichigan reported 6.4 million overnight trips to the Upper Peninsula in 2019. Of those trips, 36% were to visit family, 21% were for touring, and 13% were to visit the outdoors. Roughly half of all overnight trips originated from the State of Michigan, with Wisconsin, Illinois, Ohio, and Indiana rounding out the top five. On average, visitors spend 2.9 nights in the Upper Peninsula. While on their visit, 35% participated in shopping, 26% visited a national or state park, 25% visited the waterfront, 24% went to a historic site, and 22% went hiking or backpacking – highlighting the importance of the natural environment to the tourism industry.<sup>2</sup>

Tourism translates to significant dollars to local economies, especially because it brings outside dollars into the community. In 2022, visitors spent

\$250.2 million in Marquette County, an increase of 25.4% from 2017. Of all visitors' spending in the Upper Peninsula, 16.7% took place in Marquette County, the highest proportion of any Upper Peninsula county. Visitor spending in Marquette County roughly totals 0.9% of all visitor spending statewide, highlighting the relatively small share of tourism dollars statewide that flow to Marquette County.<sup>3</sup>

Visitors to Marquette County spend the most on lodging, followed by food and beverages, and transportation. The region's remote and rural nature make traveling by automobile a virtual necessity for visitors. In total, the tourism industry contributed \$27.6 million to state and local taxes. The tourism industry directly supports just over 2,500 jobs and indirectly supports another 1,200 – 14.4% of all employment in the county. Of all tourism dependent employment in Michigan's Upper Peninsula, 23% is in Marquette County.

Given the economic significance of tourism it is important to consider and plan for tourism

**Table 22: Visitor Spending 2022, Marquette County**

Category	Visitor Spending (millions)
Lodging	\$82.00
Food & Beverage	\$56.40
Retail	\$33.30
Recreation	\$30.40
Transportation	\$48.10

Source: Pure Michigan

within the context of this Master Plan. Tourism communities, like Marquette, must be mindful of not falling into an amenity trap – being “loved to death”. Desirable areas like Marquette can become overrun with tourists to the point where it negatively impacts the community and relationships between tourists and locals. Therefore, it is important to plan for tourism in a way that balances the needs of the industry with the needs of the community.

In the mid to late 20th century, the term “ecotourism” emerged to describe tourism driven by the appeal and draw of natural and ecological areas. Following the continued growth of the ecotourism industry, concepts of responsible travel and sustainable tourism have arisen in response to the negative impacts tourists have had on ecological areas. While recent sustainable tourism work of the United Nations Global Sustainable Tourism Council has focused on providing sustainable guidelines for tourism operators (cruise lines, hotels, etc.) and destinations (experiences, attractions, etc.), the concept of sustainable tourism is starting to become a key element of community-wide objectives and goals in many tourism communities.

Travel Marquette, the region’s convention and visitors’ bureau, formed a coalition of partners across the county named “Respect Marquette.” This community coalition aims to build strong community partnerships to address impacts and issues relating to environmental, social, and economic sustainability. Respect Marquette seeks to educate visitors on the following principals of responsible travel:<sup>4</sup>

- » **Know before you go.** Learn about the areas you plan to visit and prepare appropriately.

Research trail use, conditions, terrain, your route, and campsite availability.

- » **Stick to trail and campsites.** Walk and ride on designated trails to protect trailside plants and respect private property.
- » **Trash your trash.** Bury human waste when bathrooms are not available, put litter in garbage bags and carry it home, and protect wildlife by taking all refuse with you.
- » **Leave it as you find it.** Protect nature and reduce the spread of invasive species by brushing off boots and bike tires. If boating, clean, drain, and dry all watercrafts before and after every outing.
- » **Be careful with fire.** If you want to have a campfire, be sure its permitted and safe to build a fire in the area you’re visiting.
- » **Keep wildlife wild.** Observe wildlife from a distance and never approach or follow them. Give animals extra space during sensitive times such as mating, nesting, raising young, or wintering.
- » **Share our trails.** Be courteous by yielding to others on the trail. Hikers yield to uphill hikers, bikers yield to hikers, and everyone yields to horses and wheelchairs.
- » **Manage your pet.** Keep pets leashed and under control.

In May 2023, Headwaters Economics, a nonprofit community development firm, released a report on how communities can avoid falling into the amenity trap. The recommendations coalesce around four major themes, housing, infrastructure and public services, fiscal policy, and natural disasters.<sup>5</sup>

## Housing

Tourism communities deal with a unique set of circumstances that influence the housing market. Demand for housing/second homes by wealthy home buyers can raise prices for all households, housing supply can be limited by available buildable land, housing supply can be limited by the construction labor force, housing supply can be limited by competition with vacation properties, and supply can be limited by local opposition to density. While all these factors vary in their applicability for Marquette, the need for more housing is undeniable. Comprehensive recommendations for housing solutions are

included in the housing and neighborhoods chapter of this Master Plan.

## Infrastructure and Public Services

For tourism communities, planning infrastructure for a variable population (local and tourists) can be challenging. Additionally, infrastructure and services are used by both locals and tourists, but the cost is borne by residents. Infrastructure needs are also regional, such as the public transportation system in Marquette, but decisions are made at the local level by each unit of government. Finally, unaddressed infrastructure and service needs can deepen tensions between locals and visitors. The report recommends planning regionally, reinvesting tourism taxes on infrastructure, using priority-based budgeting, and working with local partners. To help set priorities and make the most of limited resources, Marquette should undertake an organizational wide regional approach to asset management to ensure initiatives needed to be undertaken are set in motion.

Marquette is limited in its taxing ability and the existing hotel tax is only allowed to go to marketing efforts, not infrastructure needs. In 2021, a bill was introduced to the State of Michigan House of Representatives to tax short-term rentals for the purposes of funding infrastructure and services. The bill has not advanced further.

## Fiscal Policy

Economies that are reliant on tourism can be volatile and beholden to changes in the industry overall. This makes it challenging to forecast revenues and economic impacts. Additionally, fiscal policies can exacerbate inequality. In tourism communities, a failure to adequately capture revenues from tourism/wealth can place the fiscal burden on residents increasing wealth inequality. Leveraging appropriate state and federal funds and advocating for more/diversified revenue generating tourism streams will help aid tourist communities in their fiscal positions.

## Natural Disasters

Natural disasters or other disruptions such as the global pandemic can substantially impact tourism communities and their economies. While Marquette is not prone to regular disasters, aside from the severe snowstorm, it is important to

remain resilient to changes in the tourism industry. Diversifying the economy beyond tourism is one way to stay economically resilient in the face of an unpredictable/changing tourism industry.

## REDEVELOPMENT SITES

Development and redevelopment are key elements of the economic development process. Past projects in Marquette, notably Founders Landing, show the transformative nature of redevelopment projects. However, it is important to ensure that these projects are aligned with the vision and values of the community. In June of 2023, a series of redevelopment visioning sessions were held regarding key redevelopment sites in Marquette. The sites were preselected by the City of Marquette's Community Development Department and the Master Plan Consultant Team. Participants at the workshop were asked to use colored wooden blocks that corresponded to specific land uses to plan a future redevelopment concept for each site.

### The Marquette Mall

The area surrounding the Marquette Mall is the first impression for people arriving from the west along US-41/M-28. The site was home to a regional shopping center which has now been mostly demolished aside from one building. Businesses in this area of the city have been developed independently and have poor connectivity making walking, biking, and driving between them challenging. Key elements that participants identified for the redevelopment of this site include:

- » Include a mix of commercial use and green space/buffering along US-41, with micro-community of residential on the southern/western edges of the site.
- » Include green buffering between commercial and residential uses proposed.
- » Include childcare uses.
- » Include bike path, multi-modal trail access, and safe through-streets.
- » Create a combination of medium- and high-density housing developments at the site with comfortable options at multiple price points. Consider single-family housing with shared open space (not subdivided lots).
- » Include a bus station in the north-center of site.
- » Use the former mall site as an event center.

## Tadych's Grocery

Located along US-41/M-28, Tadych's Grocery site is home to a grocery store and several smaller commercial buildings. The grocery store is a strong community asset and not a part of the redevelopment area; however, surrounding the grocery store is an expanse of parking and disconnected commercial buildings. Participants identified the following elements as key to a redevelopment concept:

- » Provide bike paths leading to US-41/M-28, consider a pedestrian bridge/tunnel under the highway, and connect the residential area with the bike path.
- » Include traffic circles and street connections that encourage safety. Consider roundabouts on US-41/M-28.
- » Emphasize medium-density, mixed-use development throughout site and limit single-family home development.
- » Include relatively higher-density affordable residential uses at southern edge of site, and consider tiny homes where appropriate.
- » Include industrial land uses along the US-41/M-28 corridor and commercial land uses at the former Tadych's site.
- » Incorporate green/community space, such as a fenced dog park and playground. Also include a green buffer zone to protect the site from the US-41/M-28 road corridor and noise.
- » Include childcare.
- » Deemphasize parking on the site overall and remove impervious surface, but ensure enough parking for recreational uses.
- » Create a "micro-community" feel with interesting building frontages, green spaces, and gathering spaces.

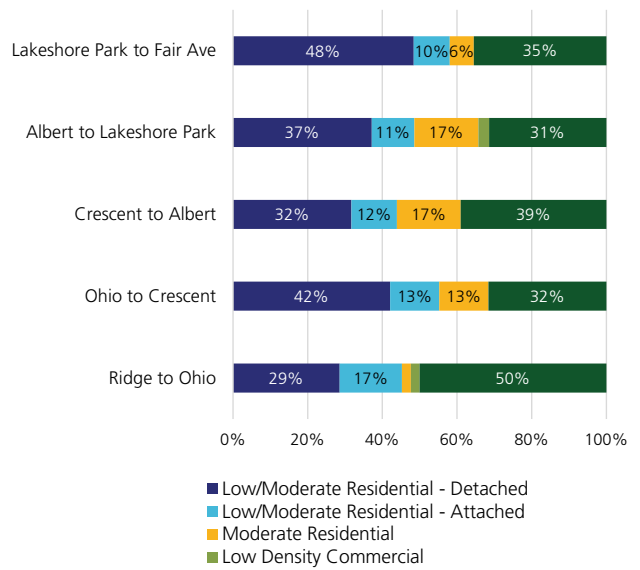
## South Marquette Gateway

This stretch of highway is the first impression of Marquette for people coming into town from the south. It has relatively small one-story buildings, with a wide variety of commercial and industrial uses. Additionally, this segment of US-41/M-28 creates a physical barrier for those living in South Marquette to access the Lake Superior shoreline. Workshop participants identified the following elements as key to a redevelopment concept:

- » Deemphasize single-family housing and prioritize mixed-use development with commercial and residential uses, with highest density in use on the southern side of the site for visibility and traffic calming along US-41/M-28.
- » Incorporate pedestrian access across US-41/M-28 to connect South Marquette neighborhoods with Lake Superior shoreline.
- » Seek development to raise tax base.
- » No hotels. Encourage childcare. Encourage a cultural/community center.
- » Place parking behind mixed-use development.
- » Provide green space as buffer zones to protect residential, commercial, and mixed and uses from corridor traffic noise, as well as along the lakeshore. Green space should include rain gardens and native landscaping to support stormwater infiltration.
- » Incorporate a "Welcome to Marquette" sign on this site.
- » Incorporate outdoor recreation and nonmotorized infrastructure on the site to encourage walkability and bikeability within the site and to the site.
- » Incorporate crime prevention through environmental design.

## North Lakeshore Boulevard

This prized area of Marquette is a popular destination for people walking, biking, and driving along the Lake Superior shoreline. The waterfront side of Lakeshore Boulevard is primarily city parkland and a few private residences. The west side includes a variety of shops and services located in an eclectic grouping of buildings. Parking occurs informally along Lakeshore Boulevard and the nearby residential streets, especially during the warmer months. This redevelopment workshop asked participants to identify their preferred development type along the west side of North Lakeshore Boulevard. The area was segmented allowing participants to vote on development that was appropriate for distinct areas of the corridor.



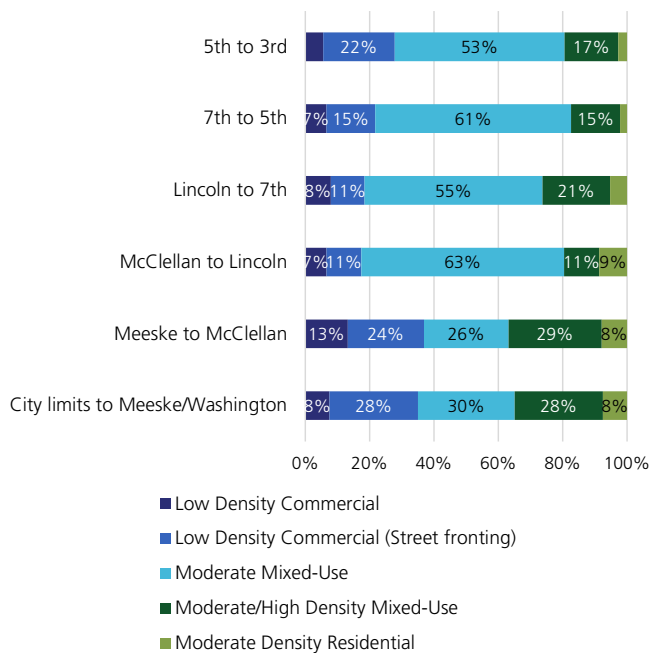
Workshop participants were also asked to provide general comments about the corridor. Those comments coalesced around the following themes:

- 1. Preserve Green Space:** There is a strong emphasis on preserving and expanding green spaces, parks, gardens, and natural habitats.
- 2. Pedestrian and Bike Corridors:** The importance of maintaining and enhancing pedestrian- and bike-friendly areas and walkways is highlighted.
- 3. Limited/Low Density Development:** Several comments advocate for limited, low-density, or no development along the lakeshore or certain areas, especially to protect the natural beauty and unique character of the city.
- 4. Mixed-Use Development:** Several comments advocate for moderate mixed-use development, and stress the need for careful planning, setbacks, and limitations on building height to blend with the existing environment.
- 5. Affordable Housing:** There is acknowledgment of the need for affordable housing and concern about balancing it with preserving green spaces and protecting the lakeshore.
- 6. Accessibility:** Several comments call for ADA compliant infrastructure to ensure inclusivity.
- 7. Traffic Management:** Concerns about traffic congestion and speed are raised, with suggestions for better pedestrian crossings and measures to help reduce vehicle speed.

- 8. **Recreational Facilities:** Requests for community gardens, ice skating facilities, cross-country ski trails, and dog parks are made to enhance the area’s recreational amenities.
- 9. **Opposition to Specific Developments:** There are objections to specific land uses such as hotels and motels.
- 10. **Environmental Considerations:** People advocate for tree planting, rain gardens, and other sustainable practices to preserve the environment.
- 11. **Civic Engagement:** Some express frustration with the decision-making process and the need for public input to shape future developments.

### West Washington Street

West Washington Street is a major corridor entering the central business district. As such, it offers ample opportunity to extend commercial and mixed-use development beyond the central business district. Like North Lakeshore Boulevard, participants were asked to identify their preferred land uses along segments of the corridor. Participants indicated a preference for a scaling up of density and intensity as the corridor approaches the central business district.



Workshop participants were also asked to provide general comments about the corridor. Those comments coalesced around the following themes:

- 1. Signage and Roundabout:** Suggestions for improved signage and the addition of a roundabout at Meeske, Washington, and/or US-41 for better traffic flow.
- 2. Green Space and Pedestrian Corridors:** Desire for more green spaces, pedestrian-friendly pathways, and bike-friendly infrastructure.
- 3. Low Density:** Preference for low-density development to avoid overcrowding and to maintain a spacious environment.
- 4. Tree Planting:** Calls for more trees to be planted along streets and in public spaces.
- 5. Park Preservation:** Support for keeping existing parks and creating more green areas.
- 6. Decreased Parking:** Opposition to street-facing parking lots and a preference for parking to be located behind buildings. Overall, consider reducing parking requirements for businesses to convert large lots into mixed-use or residential spaces.
- 7. Mixed-Use Developments:** Support for mixed-use developments with commercial spaces and residential areas.
- 8. Bike and Pedestrian Facilities:** Emphasis on accommodating pedestrians and cyclists safely.
- 9. Outdoor Recreation:** Suggestions for outdoor recreational spaces, such as sports courts, playgrounds, fitness circuits, and food truck areas.
- 10. Sustainable Practices:** Advocacy for rain gardens, native landscaping, community solar initiatives, and electric vehicle charging ports.
- 11. Event Center:** Calls for an event center to host big-name music concerts, comedy shows, conventions, etc.
- 12. Connectivity and Grid Design:** Requests for better street connectivity and a grid-like layout to improve accessibility.
- 13. Affordable Housing:** Proposals for medium-density affordable housing developments with nearby retail and services.
- 14. Signage Plan and Guidelines:** Calls for an organized and coherent signage plan.
- 15. Welcoming Boulevard:** Desire for a tree-lined boulevard to create an inviting entrance to downtown.

## Sources

- 1 Fiscal Snapshot, Michigan House of Representatives, January 2023.
- 2 PureMichigan, region 1 & 3 2019 Michigan TUSA Presentation, <https://medc.app.box.com/s/f47q021wys6u5raerdq7ftykovs104jd>
- 3 PureMichigan, 2022 Tourism Impact Study State & County, <https://medc.app.box.com/s/6i7d4szlj2grt4krq6141yjut94byo52>
- 4 Travel Marquette, Principles – Respect Marquette, <https://www.travelmarquette.com/respect-marquette/7-principles/>
- 5 Headwaters Economics, “Amenity Trap: How high-amenity communities can avoid being loved to death”, May 2023, <https://headwaterseconomics.org/wp-content/uploads/2023HE-Amenity-Report-R3b-LOWRES.pdf>



*Wednesday Night Market.*

Image Credit: City of Marquette DDA

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# 09



## Land Use

*Land use is an integral part of the community planning process. When combined with demographic data and community input, land use planning sets the direction for development in the City of Marquette, aligning future development with the vision created by the Community Master Plan. The City of Marquette has a vibrant, commercial downtown with an active waterfront. Residential development in Marquette is largely concentrated in neighborhoods, each promoting community pride and camaraderie among residents.*

- » *Almost 50% of the land in the City of Marquette is off the tax rolls. Most of these properties are zoned Civic or Conservation and Recreation.*
- » *Commercial properties contribute the most to the city's tax revenue.*
- » *While mixed-use properties account for less than 1% of all the land in Marquette, they generate some of the highest tax revenues per acre – only behind commercial properties.*
- » *Over half of the underdeveloped land in the city is zoned for residential uses.*

## EXISTING LAND USE VS. FUTURE LAND USE VS. ZONING

There are three main components to land use: existing land use, future land use, and zoning. Existing land use is a representation of existing conditions, essentially how the land is currently being used. The future land use map shows the direction of how land is envisioned to be used within the next 15-20 years. Future land use categories lay the groundwork for modifying the land use regulations in the Zoning Ordinance and Zoning Map so eventually local law aligns with the vision set forth in the Community Master Plan. Lastly, the zoning ordinance regulates land use, stating where certain land uses are permitted and applying development standards to ensure the health, safety, and wellness of the community are protected. This chapter will comprehensively cover existing land use, and future land use is covered in the “Vision of Marquette” section of this Master Plan.

### EXISTING LAND USE

In 2023, City of Marquette staff classified each parcel in the city by existing land use. This granular analysis is the best representation of how land is currently being used in the city as of 2023. The results of this analysis are detailed in the table and the map titled “Existing Land Use.” The most extensive land use in the city is “Civic” (23.7%) followed by “Conservation and Recreation” (22.6%) and “Single-Family” (22.0%). Combined, these land uses account for almost 70% of the city, highlighting the amenity rich and residential nature of the city.

### Fiscal Implications of Land Use

The parks, amenities, and open spaces are embedded in the identity of the city; residents commonly state the parks and trails as one of the things they love most about Marquette, but parks and other community amenities need to be paid for – primarily through property taxes. In the 2022 fiscal year, property taxes accounted for 45.9% of governmental activity revenue and 26.3% of all revenue, the second largest source of revenue for the city (behind charges for services). Of the General Fund’s revenue (which provides funds for the administration of parks and recreation), 45.5% is derived from property taxes. Property taxes are collected based on the millage rate (taxing rate)

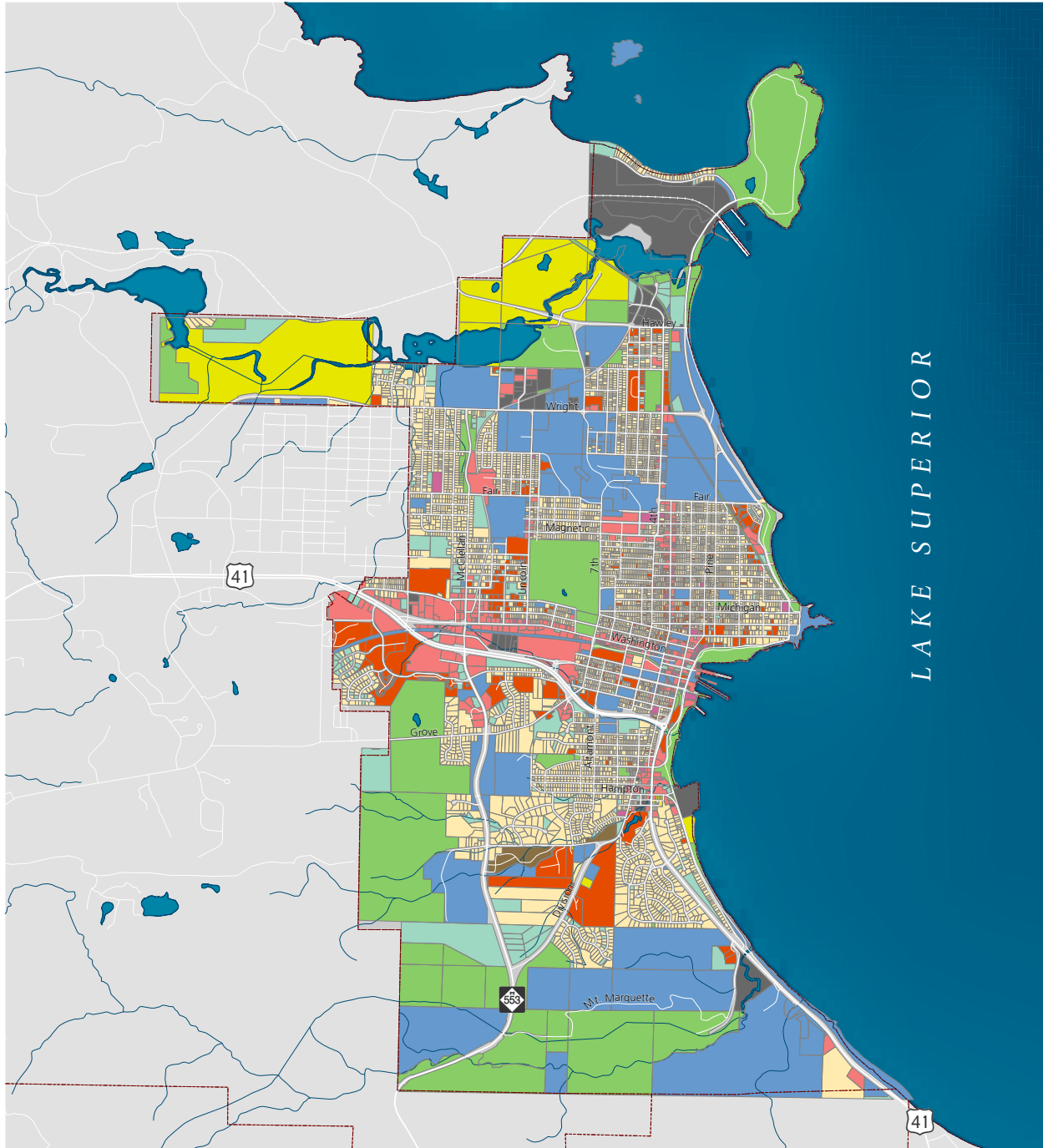
Table 23: Existing Land Use

Land Use	Acres	Percent of City
Civic	1520.2	23.7%
Conservation and Recreation	1517.2	23.6%
Single Family	1409.3	22.0%
Utilities	560.1	8.7%
Multi-Family Residential	365.2	5.7%
Underdeveloped	341.7	5.3%
Commercial	339.9	5.3%
Industrial	309.6	4.8%
Manufactured Housing Residential	29.6	0.5%
Mixed-Use	28.8	0.5%
<b>Total</b>	<b>6421.6</b>	<b>100.0%</b>

Source: City of Marquette Community Development Department











and a property’s taxable value. Property values and property taxes can range greatly between existing land uses; for example, industrial properties and large commercial developments tend to have high taxable values compared to a single-family home. However, when considering tax revenue in the context of land use planning, looking at the tax revenue generated on a per acre basis provides a more detailed and accurate understanding of the connection between land use and tax revenues. The map titled “Tax Revenue per Acre, 2024” shows the calculated taxes generated by each property on a per acre basis. Generally, smaller residential/mixed-use properties generate the highest tax revenue per acre and large commercial and industrial properties generate the lowest tax revenue per acre (of the tax eligible properties). More details about the relationship between existing land use and tax revenue are provided with each existing land use classification in this chapter.

Map 13: Existing Land Use



## Existing Land Use

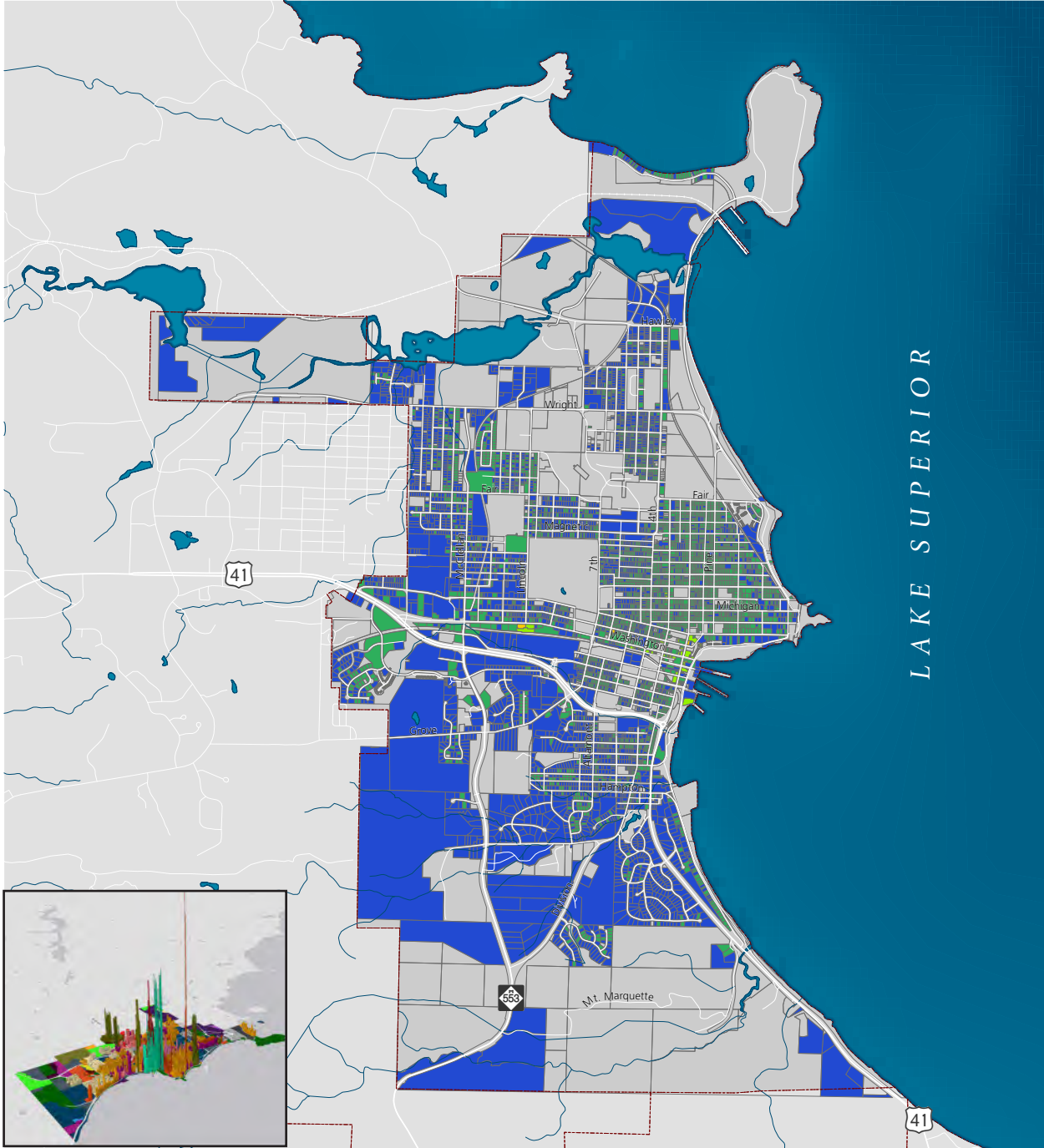
Sources: Michigan Open Data Portal, City of Marquette

- |  |  |
|--|--|
|  Single Family Residential        |  Commercial     |
|  Multi-Family Residential         |  Mixed-Use      |
|  Manufactured Housing Residential |  Industrial     |
|  Civic                            |  Underdeveloped |
|  Utilities                        |  |
|  Recreation / Conservation        |  |

0.5 Miles  
Beckett & Raeder, Inc.



Map 14: Taxable Revenue per Acre, 2022



## Tax Revenue per Acre, 2022

Sources: Michigan Open Data Portal, City of Marquette

- Non-taxable property
- \$1 - \$10,000
- \$10,001 - \$50,000
- \$50,001 - \$100,000
- \$100,001 - \$200,000
- \$200,001+

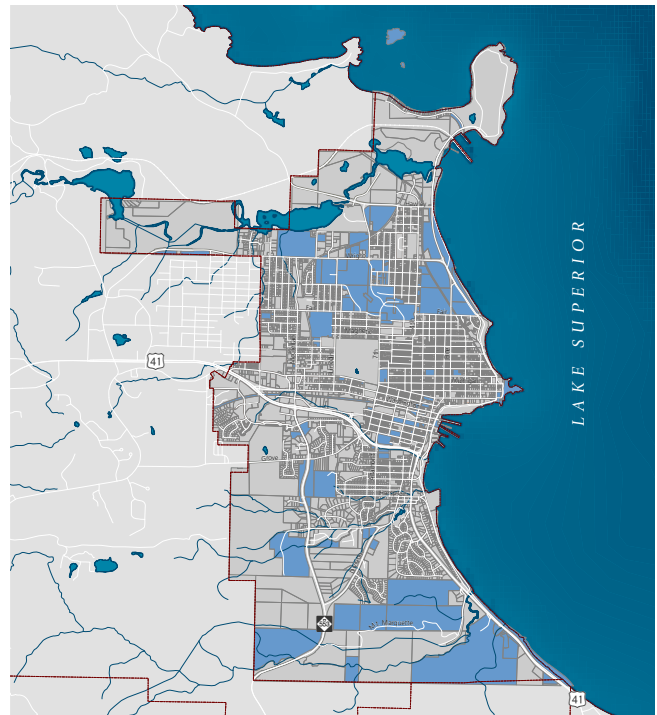
0.5 Miles Beckett & Raeder, Inc.

## CIVIC

The existing civic land use classification includes government-owned buildings and facilities in the City of Marquette. Northern Michigan University’s main campus is one of the largest civic uses. The civic existing land use classification is the largest by acreage accounting for roughly 1,520 acres, which is 23.7% of the entire city. While most of the civic properties are tax exempt, there are some properties owned by Northern Michigan University and the State of Michigan that are taxed. For example, the Smoothie King on Presque Isle Ave is a taxed property owned by Northern Michigan University. Most civic properties are zoned Civic or Municipal.

**Table 24: Civic Land**

Existing Uses	Governmental, public, and educational services
Density	N/A
Total Tax Revenue Generated	\$13,948 (<1% of total revenues)
Average Tax Revenue per Acre	\$11.13
Common Zoning Classifications	C: Civic (49.5%), M: Municipal (38.4%)



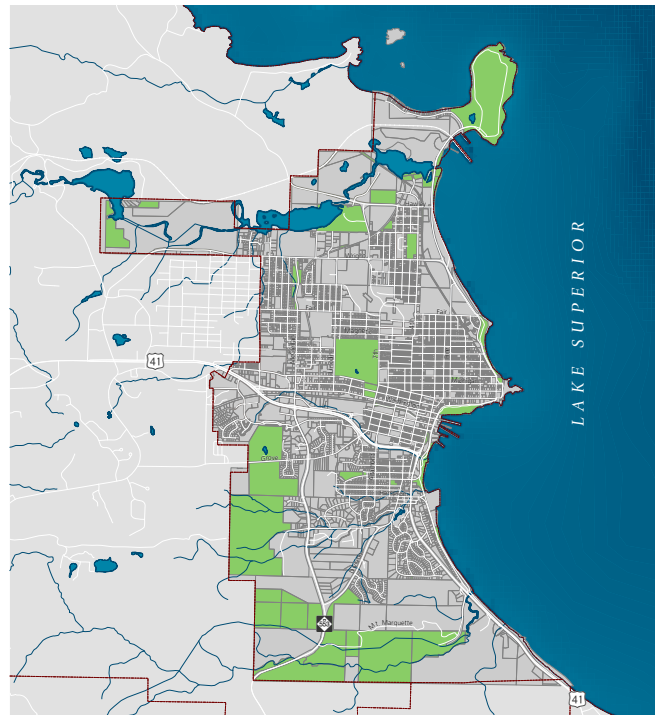
*Left: Northern Michigan University (Northern Michigan University), Right: Marquette City Hall (Channel 6)*

## CONSERVATION AND RECREATION

The conservation and recreation existing land classification includes areas of the city that are natural and open in character. These spaces offer access to the natural environment and recreation facilities to residents and visitors. This land use classification features conservation areas, trail systems, parks, recreation facilities, and golf courses. This is the second largest existing land use classification in the city accounting for over 1,500 acres or 23.6% of the city. Compared to other existing land use classifications the conservation and recreation classification generates very little in tax revenue, totaling less than 1% of the entire city's revenue.

**Table 25: Conservation & Recreation Land**

Existing Uses	Conservation areas, parks, golf courses, ski resort, limited residential
Density	N/A
Total Tax Revenue Generated	\$83,217.09 (<1%)
Average Tax Revenue per Acre	\$66.53
Common Zoning Classifications	CR: Conservation and Recreation (62.2%), M: Municipal (30.5%)



*Left: Presque Isle (PureMichigan), Right: NTN Trails (Travel Marquette)*

## SINGLE-FAMILY RESIDENTIAL

Single-family residential is one of the largest existing land use classifications, accounting for just over 1,400 acres, which is 22% of the entire city. Single-family residential properties are typically 1 to 2-story single-family detached homes, often with attached or detached garages accessed from the street. Houses are generally set back from the street with landscaping and lawns in the front. The single-family residential existing land use classification is the largest contributor of tax revenue of all classifications with roughly \$8.5M in property tax revenue in 2020. However, single-family residential is not the largest generator of revenue on a per acre basis, but still generates on average \$7,328 in revenue per acre. The older compact residential neighborhoods generally produce higher tax revenues per acre than the larger-lot, newer neighborhoods.

**Table 26: Single-Family Residential Land**

Existing Uses	Single-family dwellings
Density	0.7 – 5.8 dwelling units per acre
Total Tax Revenue Generated	\$8,513,918.94 (58.9%)
Average Tax Revenue per Acre	\$7,328
Common Zoning Classifications	MDR: Medium Density Residential (76.1%), LDR: Low Density Residential 10.5%)



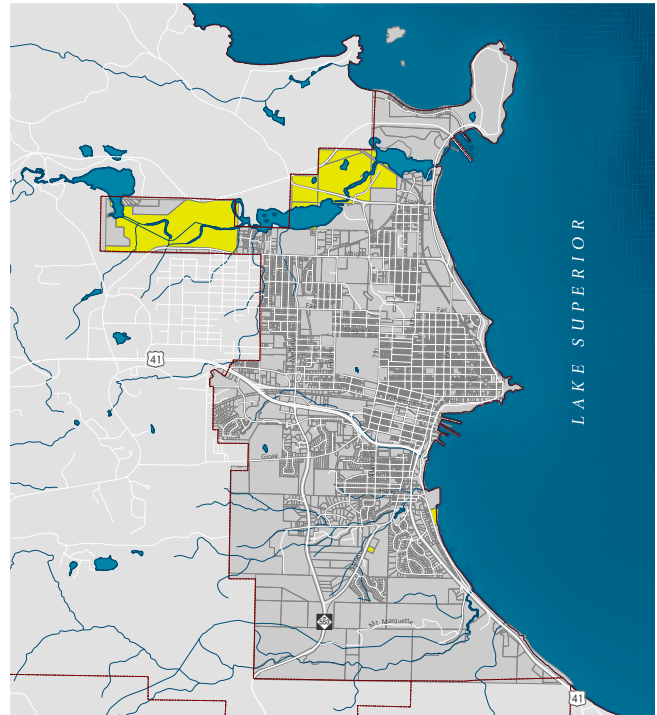
*Single-family homes in Marquette*

## UTILITIES

The utility existing land use classification includes utility properties. In Marquette, there are several utility companies that serve the community: DTE Energy, SEMCo Energy Gas Company, Upper Peninsula Power Company, and the Marquette Board of Light and Power. Similar to the Civic land use classification, most properties classified as “utility” are tax-exempt. The bulk of the utility land is located at the city’s northern boundary, along the Dead River and is mostly undeveloped and owned by the Board of Light and Power.

Table 27: Utility Land

Existing Uses	Board of Light and Power, gas utilities electric utilities, water utilities
Density	N/A
Total Tax Revenue Generated	\$4,294 (<1%)
Average Tax Revenue per Acre	\$9.30
Common Zoning Classifications	BLP: Board of Light and Power (92.3%)



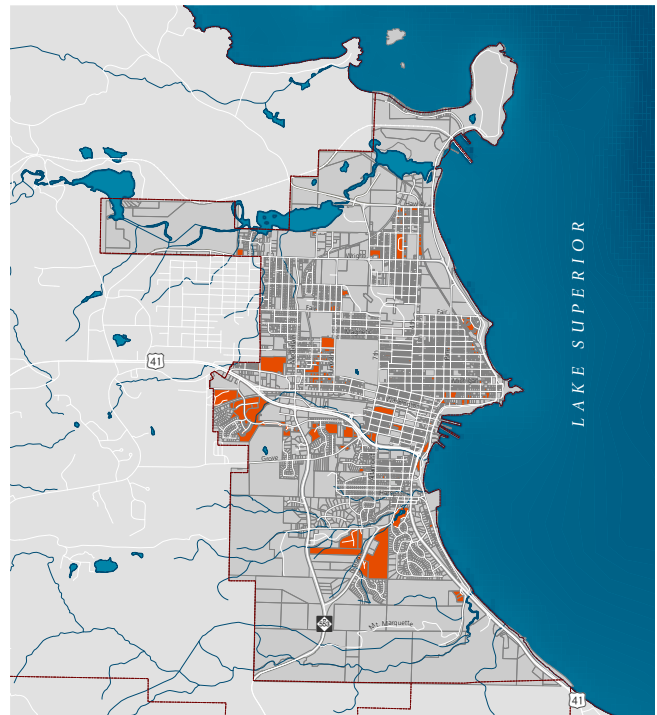
*Marquette Board of Light and Power (BLP)*

## MULTI-FAMILY RESIDENTIAL

Less than 6% of the city classified as multi-family residential. In Marquette, the multi-family existing land use classification consists of duplexes, triplexes, and apartments. Multi-family residential structures tend to be more land efficient than single-family detached dwellings. This form of land use also provides the bulk of housing for households at lower-to-middle-income levels. Multi-family residential properties in Marquette are typically medium density, ranging from 6.3 to 21.8 units per acre. The structure forms vary but often range between 1 and 4 stories. Multi-family residential land is fairly spread throughout the city, with the largest parcels in the southern and western portions of the city along Division Street and US-41/M-28. Altogether, multi-family residential parcels contribute roughly \$1.5M in tax revenue which equates to \$4,300 per acre. Most of the multi-family land in the city is zoned either MFR: Multiple Family Residential or MDR: Medium Density Residential.

**Table 28: Single-Family Residential Land**

Existing Uses	Multiple-family dwellings
Density	6.3 to 21.8 dwellings per acre
Total Tax Revenue Generated	\$1,570,351 (9.0%)
Average Tax Revenue per Acre	\$4,300
Common Zoning Classifications	MFR: Multiple Family Residential (46.6%), MDR: Medium Density Residential (31.0%)



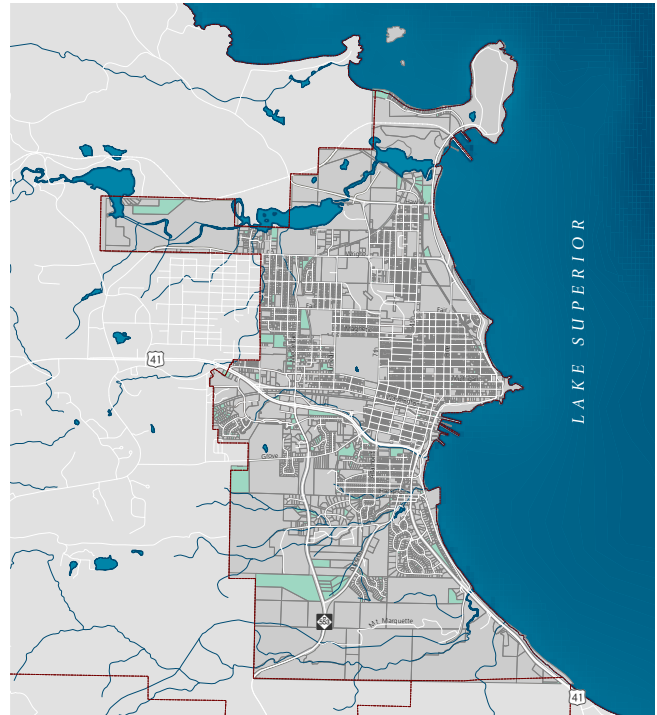
*Left: Townhomes along Lakeshore Drive, Right: Duplex on Wilkinson Avenue*

## UNDERDEVELOPED

The underdeveloped land use classification denotes vacant properties within the city, however, it excludes vacant land designated as utilities, civic, or conservation/recreation. Approximately 5% of the city is identified as underdeveloped. Underdeveloped land in Marquette is found throughout the city but is largely concentrated on the western side of Marquette. The largest underdeveloped parcels are located in the southwest and northwest corners of Marquette. Over 50% of the underdeveloped parcels in Marquette are zoned for residential, providing good opportunities for additional housing construction.

Table 29: Underdeveloped Land

Existing Uses	Vacant land
Density	N/A
Total Tax Revenue Generated	\$112,964 (<1%)
Average Tax Revenue per Acre	\$401
Common Zoning Classifications	MDR: Medium Density Residential (40.8%), M-U: Mixed-Use (16.2%), PUD: Planned Unit Development (12.3%), MFR: Multiple Family Residential (11.0%)



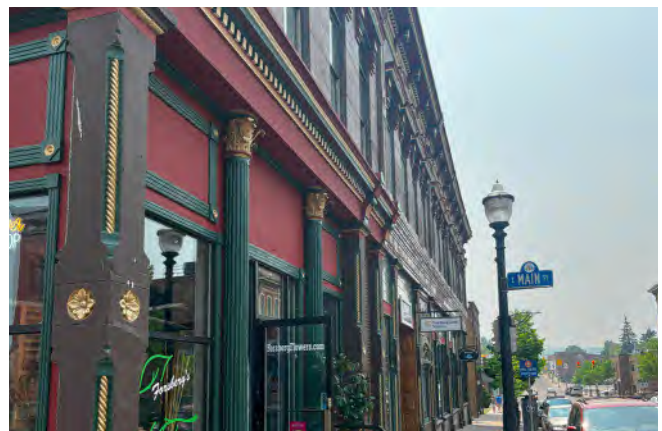
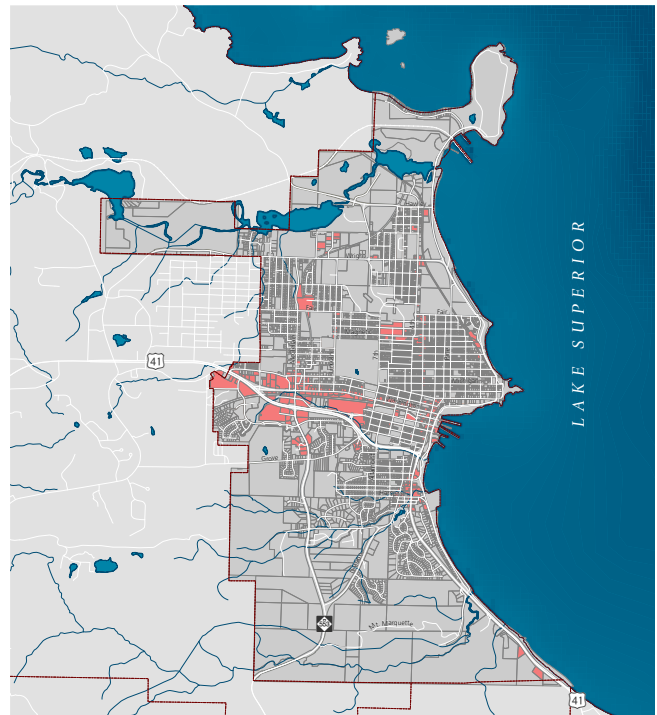
Left: Hawley St. (Google), Right: US-41 (Google)

## COMMERCIAL

Marquette’s commercial land is largely concentrated along Washington Street and Third Street, but also extends west towards Marquette Township along US-41/M-28 where big box stores such as Kohl’s and Target are located. Uses in the commercial land use classification include restaurants, retail, gas stations, hotels, and service businesses. Commercial land tends to be low density to moderate density – increasing as the corridors approach downtown. Commercial land tends to fall in a density range of 0.9 to 6.6 businesses per acre. The structures in this existing land use classification are typically 1 to 4 stories. Land in the commercial existing land use classification generates an estimated \$3.9M in property tax revenue or 27% of the total tax revenues for the city. With an estimated \$13,928 generated per acre, the commercial classification has one of the highest tax revenues per acre. Land in the commercial classification is generally zoned General Commercial, Mixed-Use, or Central Business District.

**Table 30: Commercial Land**

Existing Uses	Restaurants, bars, theatres, retail, mixed uses, big box stores, hotels, gas stations, drive-through services.
Density	0.9 to 6.6 businesses per acre
Total Tax Revenue Generated	\$3,903,409 (27.0%)
Average Tax Revenue per Acre	\$13,928
Common Zoning Classifications	GC: General Commercial (26.7%), M-U: Mixed-Use (23.9%), CBD: Central Business District (19.0%)



*Left: W. Washington Street, Right: S. Front Street*

## INDUSTRIAL

Once a core element of the city’s economy, industry is no longer the focal point of the economy or land use pattern. Industrial land accounts for under 5% of the city, the majority of which is the former WE Energy plant site and surrounding industrial land. There is also a concentration of industrial land north of the intersection of Wright Place and Lincoln Avenue. Industrial land tends to be very low density with roughly 0.8 to five businesses per acre. Combined, industrial land accounts for 1.4% of the total tax revenue generated with an average of \$812 of revenue per acre, one of the lowest of all the land use categories. Most of the industrial land is zoned IM: Industrial/Manufacturing or M-U: Mixed-Use.

**Table 31: Industrial Land**

Existing Uses	Manufacturing, packaging, warehousing,
Density	0.8 to 5 businesses per acre
Total Tax Revenue Generated	\$207,322 (1.4%)
Average Tax Revenue per Acre	\$812
Common Zoning Classifications	IM: Industrial / Manufacturing (54.9%), M-U: Mixed-Use (12.9%)



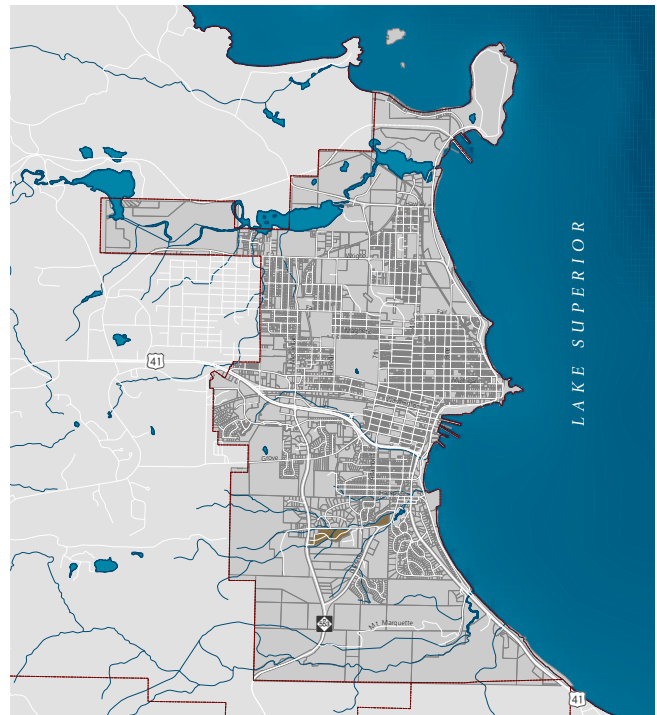
*Left: Industrial Pkwy., Right: WE Energy Plant*

## MANUFACTURED HOUSING

In Marquette, the manufactured housing parcels have a density of 3.5 to 10.8 dwellings per acre and comprise less than 0.5% of the city's land. There are only two manufactured housing communities in the city, both located off Pioneer Road in the southern portion of the city. Manufactured housing, or mobile home communities are unique in that they are regulated by the State of Michigan, meaning that the City of Marquette has less influence on the land in manufactured housing communities than most other land in the city. The two manufactured housing parcels provide an estimated \$7,649 in tax revenue each year. On a per acre basis these parcels generated \$314 in revenue, less than that of undeveloped land.

**Table 32: Manufactured Housing Land**

Existing Uses	Manufactured housing (mobile homes)
Density	3.5 to 10.8 dwellings per acre
Total Tax Revenue Generated	\$7,649 (<1%)
Average Tax Revenue per Acre	\$313.93
Common Zoning Classifications	MHP: Mobile Home Park (100%)



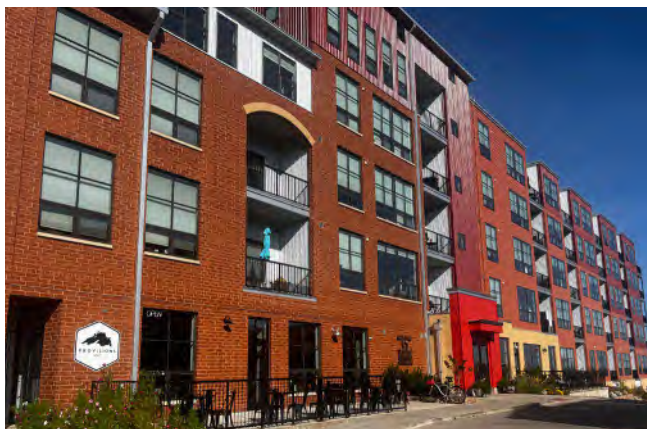
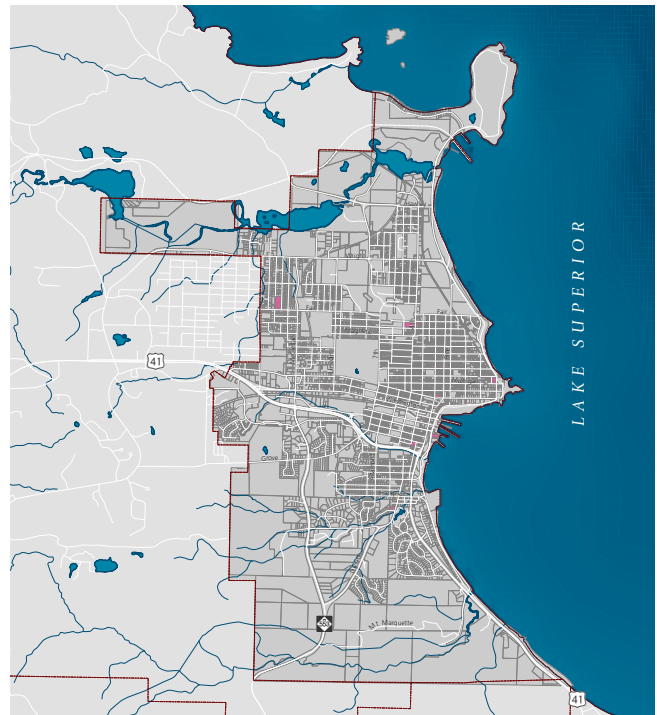
*Left: Manufactured Homes, Right: Birchgrove Mobile Home Community Sign*

## MIXED-USE

The mixed-use existing land use classification includes properties with multiple types of uses on the property, primarily a combination of residential and commercial. For example, the Marquette One Place development on Lakeshore Boulevard is a mixed-use structure, with residential apartments on the upper floors and commercial shops on the ground floor. Mixed-use properties are concentrated around the downtown with several scattered throughout the city. Overall, the mixed-use classification accounts for only 28.8 acres (0.5%). With 2.7 to 13.9 residential units per acre and 1.9 to 6.7 businesses per acre, mixed-use districts in Marquette are generally medium intensity, with buildings that are two or more stories.

**Table 33: Mixed-Use Land**

Existing Uses	Residential/commercial buildings, live/work structures
Density	Residential: 2.7 to 13.9 units per acre Commercial: 1.9 to 6.7 businesses per acre
Total Tax Revenue Generated	\$306,235 (2.1%)
Average Tax Revenue per Acre	\$12,899
Common Zoning Classifications	CBD: Central Business District (29.3%), TSC-T5 (19.8%), M-U: Mixed-Use (17.9%), TSCS-T4 (11.3%)



*Left: One Marquette Place Apartments, Right: Lakeshore Drive Mixed-Use*

# 10



## Community Input

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# City of Marquette Community Master Plan Update

Winter 2023 Community Engagement Report

## Introduction

The City of Marquette recently completed a series of listening activities with the Marquette community to inform the city’s Community Master Plan (CMP) update. This report summarizes the feedback received from the following audiences and activities and resulting themes.

- 3,996 members of the public took the first online survey from January 5 to 25, 2023.
- 58 stakeholders representing not-for-profit or private organizations that influence or work in a sector relevant to the CMP, including natural resources, transportation, housing, health, public safety, arts and culture, recreation, tourism, infrastructure, diversity/equity/inclusion, and education participated in small group listening sessions on February 15, 16, and 21, 2023.
- 500+ members of the public attended an open house on February 15, 2023.
- 676 members of the public took the second online survey from March 14 to 22, 2023.



*Attendees at the February Open House*

## Remind me, what is a Community Master Plan?

The CMP provides a comprehensive and long-term vision for land use in the city of Marquette, identifying how land use patterns, trends, and decisions can support our community’s goals related to topics like housing, transportation, infrastructure, natural resources, and wellbeing. The plan includes high-level data, goals, and action steps and is implemented by the city’s Zoning Ordinance, policies, budget, and programming.

## How to use this report

This report contains high level themes based on the ideas and feedback shared by the audiences listed above, who have engaged in the CMP update process so far. Report sections are linked below for easy access.

1. [Guiding Principles: Emerging Themes](#)
2. [January 2023 Online Survey Results Summary](#)
3. [February Open House Results Summary](#)
4. [February Stakeholder Listening Session Results Summary](#)
5. [March 2023 Online Survey Results Summary](#)

Complete and original datasets generated from each of the activities above are provided as appendices, available online for viewing or download at [www.marquettemasterplan.org](http://www.marquettemasterplan.org).



## Next Steps

The first phase of the Marquette CMP update is now complete. This phase focused heavily on community engagement. Next, the city and consultant team guiding the project will be digging into the data summarized in this report, and also available data on the Marquette community demographics, land use inventory, community facilities, coastal resilience, sustainable tourism, transportation, housing, economic development, redevelopment areas, and future land use.

This research will inform the first draft of the plan and the next phases of community engagement, which will be more specific and directed than this first phase. The team looks forward to connecting with the community again, likely in the early summer of 2023. **All are welcome to sign up for project updates at [www.marquettemasterplan.org](http://www.marquettemasterplan.org).**

## Guiding Principles: Emerging Themes

The following statements are working guiding principles to guide the 2023—2027 Marquette CMP. These were initially drafted based on an online survey of nearly 4,000 Marquette community members and then rewritten based on the feedback received from participants at the stakeholder listening sessions, community open house, and second follow-up online survey.

These are high-level statements and will be implemented via the plan goals and action steps, which have yet to be developed. These principles provide a quick summary of the emerging “wish list” of the folks who have participated in this community planning process to date.

**STEWARDSHIP AND CHERISH OUR NATURAL ASSETS.** The City of Marquette’s natural assets, including the shores of Lake Superior, climate, wetlands, rivers, hillsides, viewsheds, water quality, and air quality, are vital to the character and well-being of everyone in our community. These assets should be cared for so that current and future generations can access and enjoy them.

**HONOR OUR ENTIRE HISTORY.** The area which the City of Marquette now encompasses has a rich historical and cultural heritage, dating back millennia as the homeland and waters of Indigenous Nations and then incorporated as a Village in 1849 with the formation of the Marquette Iron Company. We should respect, preserve, and incorporate this heritage into our community fabric, including our buildings, waterfront, parks and trails, public spaces, and arts and cultural events.

**ENCOURAGE DEVELOPMENT AND VIBRANCY IN OUR COMMERCIAL DISTRICTS AND CORRIDORS.** The City of Marquette is an economic and cultural asset to the region and is where water, sewer, and transportation infrastructure is concentrated. City policy should encourage development and infill/redevelopment in the commercial areas of the city to support businesses, provide additional housing, increase the city tax base, and maximize the use of existing infrastructure.

**MAINTAIN AND CONNECT OUR NEIGHBORHOODS.** City policy should promote development and redevelopment that is sensitive to the design and scale of existing neighborhoods with higher intensity development focused on commercial corridors. City policy should encourage well maintained properties in residential neighborhoods and easy access to goods, services, and amenities for people of all abilities.

**ENCOURAGE QUALITY HOUSING AT MULTIPLE PRICE POINTS IN LOCATIONS WITH ACCESS TO NONMOTORIZED AND PUBLIC TRANSPORTATION.** City policy should encourage a variety of quality housing types that local workers, young families, and retirees can afford, in locations which are accessible to trails and public transit for people of all abilities.

**CREATE SAFE AND ENJOYABLE TRANSPORTATION AND RECREATION OPTIONS YEAR-ROUND.** People of all ages and abilities move around Marquette for work, shopping, school, recreation, and exercise in all four seasons. Our land use and transportation policies should promote safe, convenient, and enjoyable connections for all modes of transportation and recreation year-round.

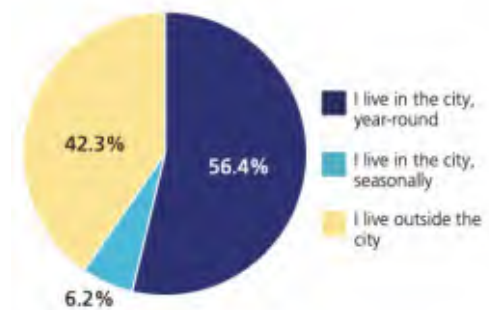
## January Online Survey Results Summary

In January of 2023, nearly 4,000 Marquette community members (3,996 people) took the first online survey to inform the CMP update. The survey was open from January 5 to 25, 2023 and shared with the community via direct email to those folks who signed up for project updates, press release and local media, and city communication channels, including MQT Compass, social media, and website.

The next few pages of this report provides major themes and takeaways from the survey. A summary of the survey results is provided in Appendix A. A complete record of survey results, including all open-ended comments received, is provided in Appendix B.

### How accurate are these survey results?

Based on the number of responses, the Marquette CMP Survey has a margin of error of 1.39% at the confidence level of 95%. That means that there is a 95% chance that the true views of the City of Marquette population are within 1.39% of the survey results.

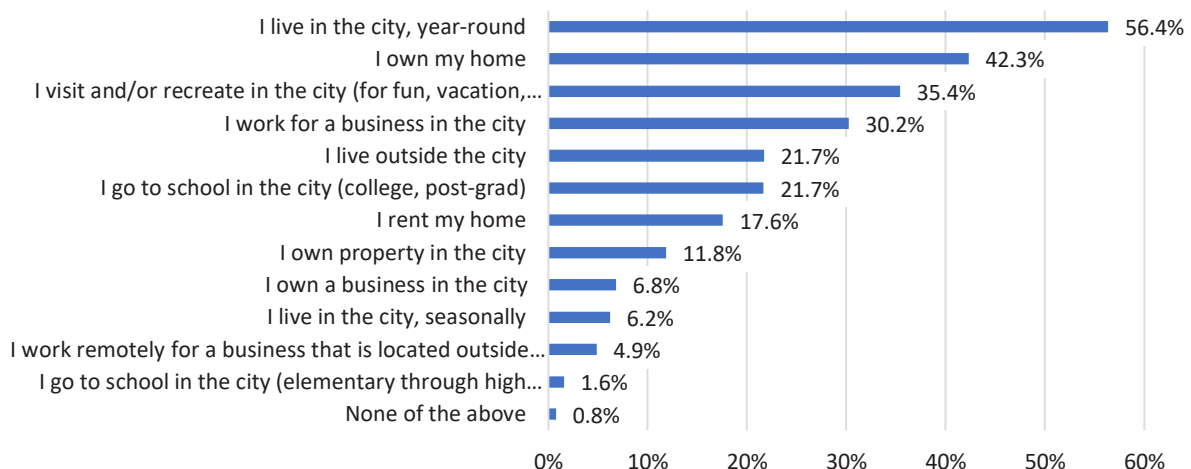


### Who took the survey?

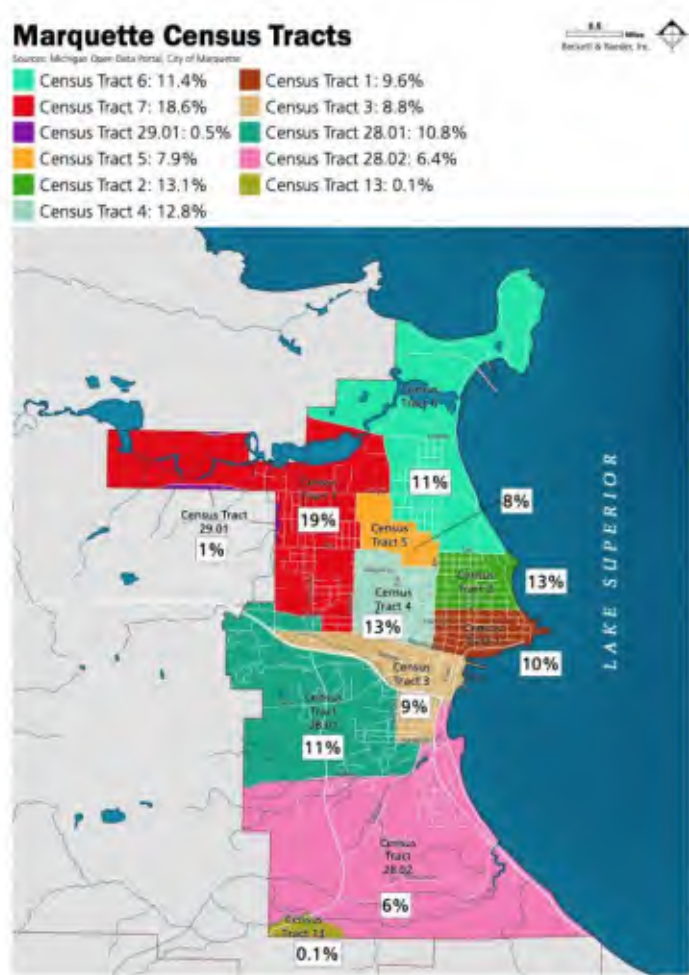
Summarized below is snapshot of who took the survey, in terms of their residency, connection to Marquette, age, income, and household size.

### Survey Respondents' Connection to Marquette

Nearly two-thirds of the respondents (63%) live in the city year-round or seasonally. Most people who responded have a connection to the city of Marquette, either because they live, work, own property, own a business, go to school, and/or recreate in the city. Only 31 people (0.8%) marked that they have “none of the above” connections.

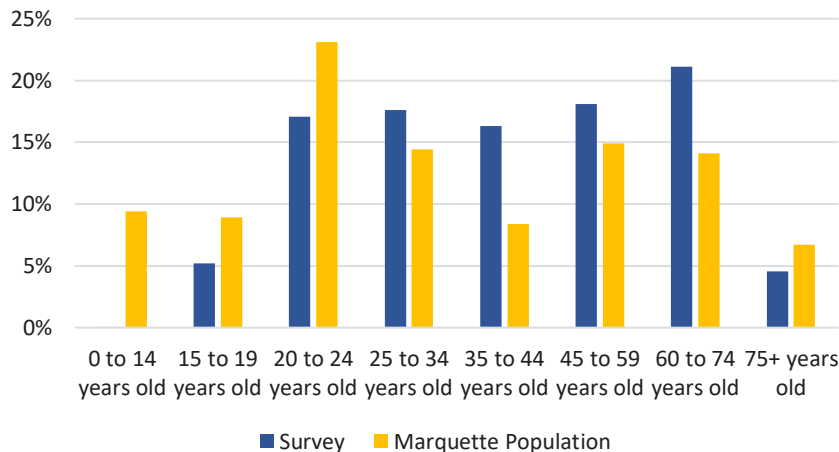


Of those who live in the city, respondents are relatively spread throughout the city, with the highest number of respondents living in census tracts 7, 13, 6, 28.01 and 1 and the lowest number of respondents living in census tracts 28.02, 3, and 5.



**Survey Respondents' Age**

The age of survey respondents is relatively distributed between 15 years old to 75+ years old. When compared to the age of the overall population of the city of Marquette, 15-24 year old people are underrepresented in the survey and 25-74 year old people are overrepresented in the survey. This is a typical pattern for community surveys like this one, as younger people maybe be less likely to engage in this type of project.



The chart at left shows the age breakdown of survey respondents in blue compared to the overall age of the population of the City of Marquette in yellow.

Survey Respondents' Income

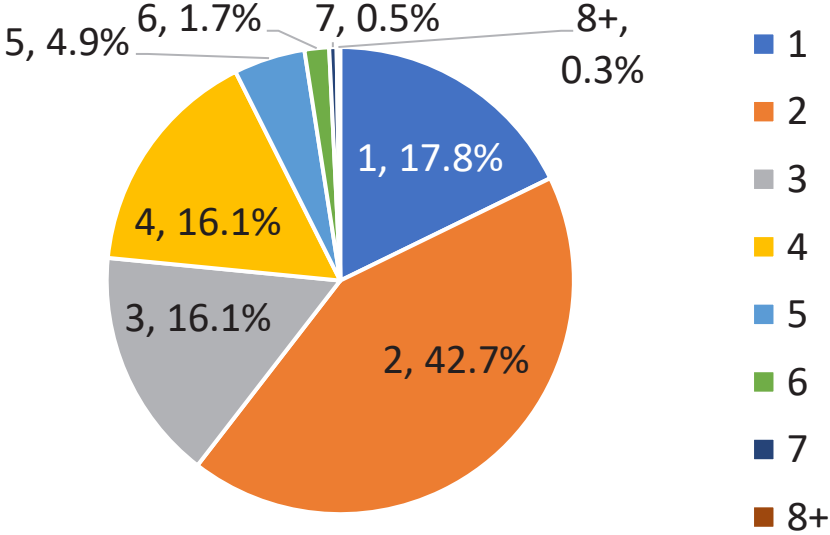
The income of survey respondents is also distributed between less than \$25,000 per year and 200,000 or more per year. The highest percentage of respondents (21%) make between \$100,000-\$149,000 per year. When compared to the annual income of the overall population of the city of Marquette, folks making less than \$75,000 per year are underrepresented in the survey results (especially people who make less than \$50,000 per year) and folks making more than \$75,000 per year are overrepresented in the survey results. This is also a typical pattern in projects like these; wealthier individuals are more likely to participate.

The chart on the right shows the income breakdown of survey respondents in dark blue compared to the overall income of the population of the City of Marquette in light blue.



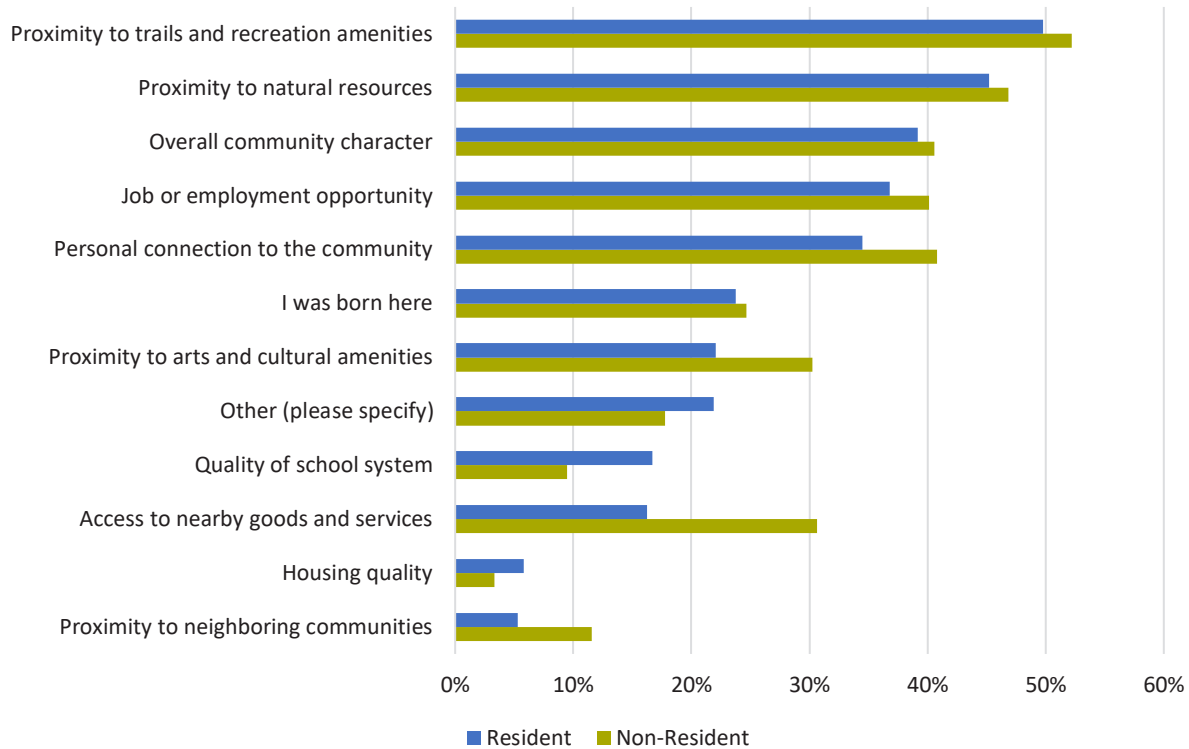
Survey Respondents' Household Size

Forty-three percent of people who took the survey live in two-person households, followed by a relatively even split between one-person (18%), three-person (16%), and four-person (16%) households.



### What brings people to Marquette? Why are they here?

When asked why they choose to be in Marquette, survey respondents cited the following reasons, organized by residency status. Proximity to trails, recreation amenities, and natural resources was cited most often regardless of whether or not respondents live in the city of Marquette.

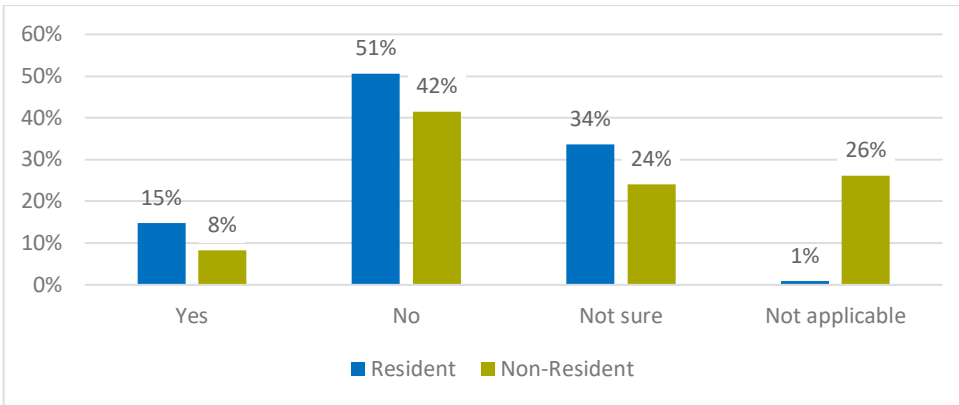


Generally, responses are consistent between city residents and non-residents other than quality of school system (residents selected this response more than non-residents) and access to nearby goods and services/proximity to neighboring communities (non-residents selected these responses more than residents).

There were 793 “other” responses provided; the most common being Northern Michigan University, family, and the clean environment.

### Do people intend to leave Marquette in the future? Why?

Survey respondents were asked if they intended to leave Marquette in the future, and if so, why. Most respondents marked no (51% residents, 42% non-residents), followed by not sure (34% residents, 24% non-residents), and yes (15% residents, 8% non-residents).



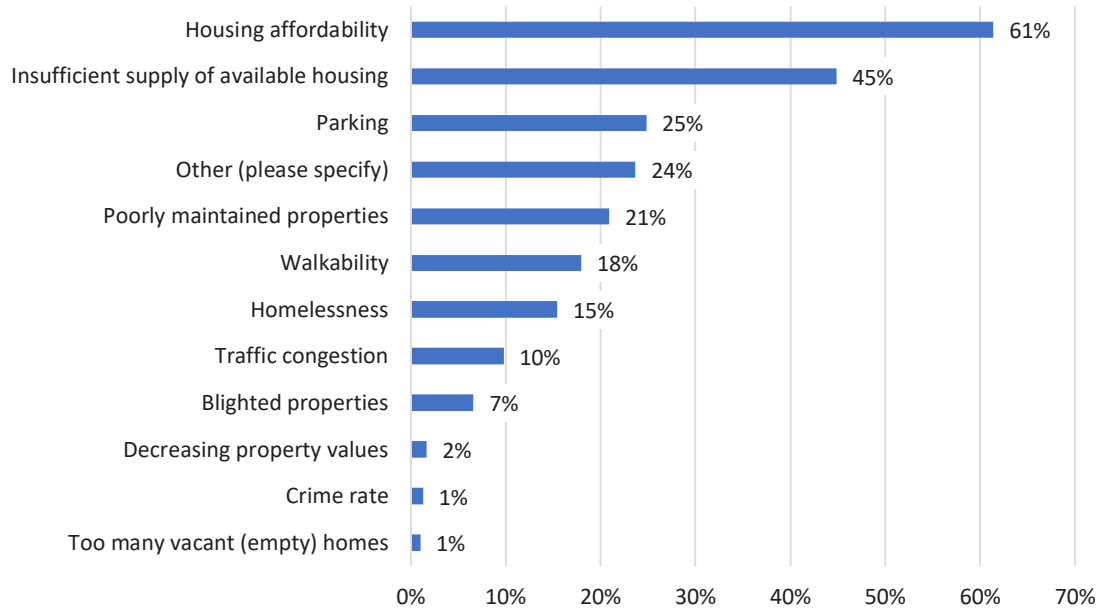
The most common reasons provided by survey respondents for leaving Marquette are summarized below.

- Long winters, want a warmer climate, do not like snow.
- Hard to find affordable housing. The cost of living is high, the town is getting too expensive to live here.
- Too many tourists. The town has become too commercialized.
- Pursuing job opportunities not offered in the area. Lack of good paying jobs. No advancement opportunities here.
- Graduating from NMU. Going to graduate school. Moving back to my family.
- Need a change of scenery. Lack of entertainment amenities.
- I want to be in a larger city. Too busy of a town, not rural enough.
- Too much development on the lakeshore.
- Retiring. Will become a seasonal resident.
- Lack of diversity. Town feels too isolated.

### Neighborhood Challenges

The survey asked city residents (only) to identify a challenge facing their neighborhood. Respondents marked the following challenges, listed in order from highest to lowest.

- |  |             |
|--|-------------|
| ▪ Housing affordability                    | 1,605 votes |
| ▪ Insufficient supply of available housing | 1,177       |
| ▪ Parking                                  | 651         |
| ▪ Other (please specify)                   | 631         |
| ▪ Poorly maintained properties             | 538         |
| ▪ Walkability                              | 463         |
| ▪ Homelessness                             | 417         |
| ▪ Traffic congestion                       | 258         |
| ▪ Blighted properties                      | 169         |
| ▪ Decreasing property values               | 44          |
| ▪ Crime rate                               | 36          |
| ▪ Too many vacant/empty homes              | 31 votes    |



Survey respondents provided 631 “other” comments, summarized below:

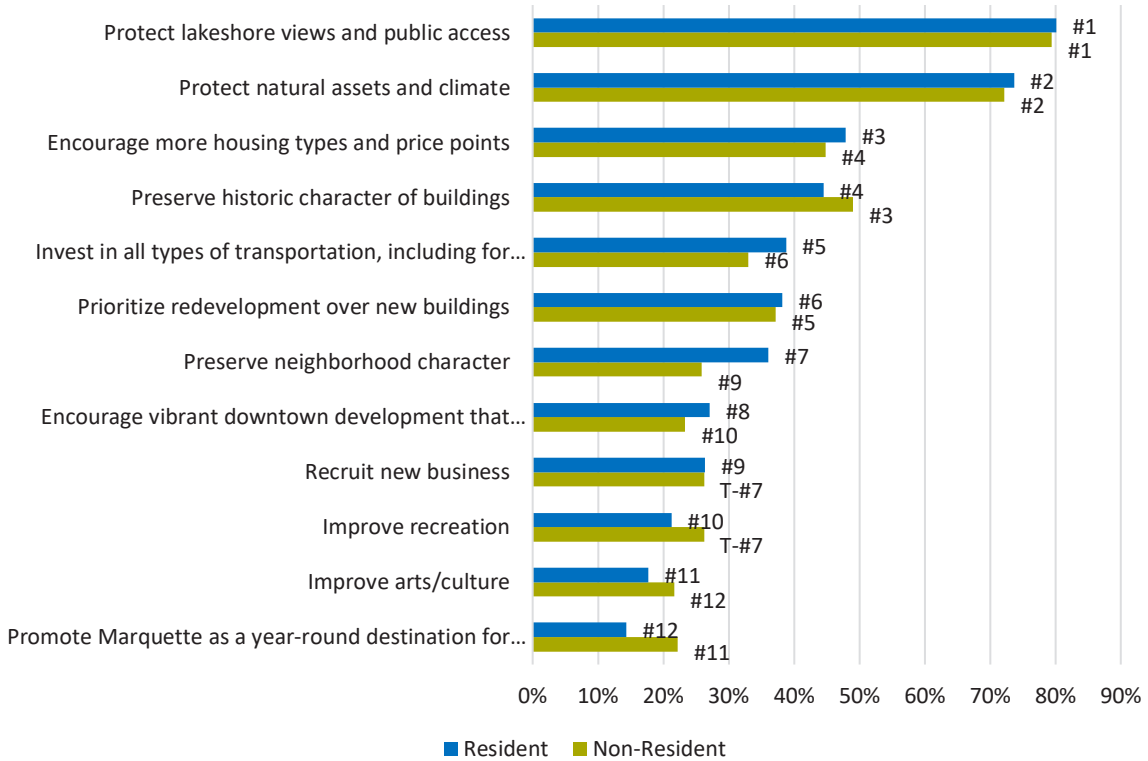
- Poor street conditions. Poor street lighting.
- Parking limitations.
- Lacking street tree canopy. Many mature trees were lost.
- Walking paths are needed. Snow is often not removed from sidewalks. Some areas of town (south and west areas) lack sidewalks.
- Access to early child daycare is severely limited.
- Lack of neighborhood playgrounds in walking distance.
- Student rentals poorly maintained. Messy yards.
- Poor maintenance of houses and properties.
- Poor trash service and limited recycling opportunities, especially in apartment complexes.
- Homeless shelter needs more support. Supportive housing is needed.
- Unaffordable housing. Too many of the dwellings are now reserved for short-term rentals.
- City taxes are high, residents are being pushed out because of the cost of living in Marquette.
- Public transit is poor.
- Vacant Marquette General Hospital is a deterrent.
- No convenient grocery stores for neighborhoods, requires driving.
- The lakeshore is overdeveloped.
- Bright lights and the loss of the dark sky.

### Community Master Plan Goals and Priorities

The survey provided respondents with a preset list of goal statements sourced from existing community plans and asked people to select their top five statements from this list that the CMP should address. The overall results are provided below, listed from highest to lowest percentages of responses.

1. Protect lakeshore views and public access	80%
2. Protect natural assets and climate	73%
3. Encourage more housing types and price points	47%
4. Preserve historic character of buildings	46%
5. Prioritize redevelopment over new buildings	38%
6. Invest in all types of transportation	37%
7. Preserve neighborhoods character	33%
8. Recruit new business	26%
9. Encourage vibrant downtown development	26%
10. Improve recreation	22%
11. Improve arts/culture	19%
12. Promote Marquette as year-round destination	17%

When comparing the results between city residents and non-residents, the top priorities remain relatively consistent regardless of residency status.



Residents who took the survey are slightly more interested in preserving neighborhood character and encouraging a vibrant downtown than non-residents. Non-residents are slightly more interested recruiting more businesses, improving recreation and arts/culture, and promoting Marquette as a year-round destination than residents.

[In your own words, what is a priority the Community Master Plan should address?](#)

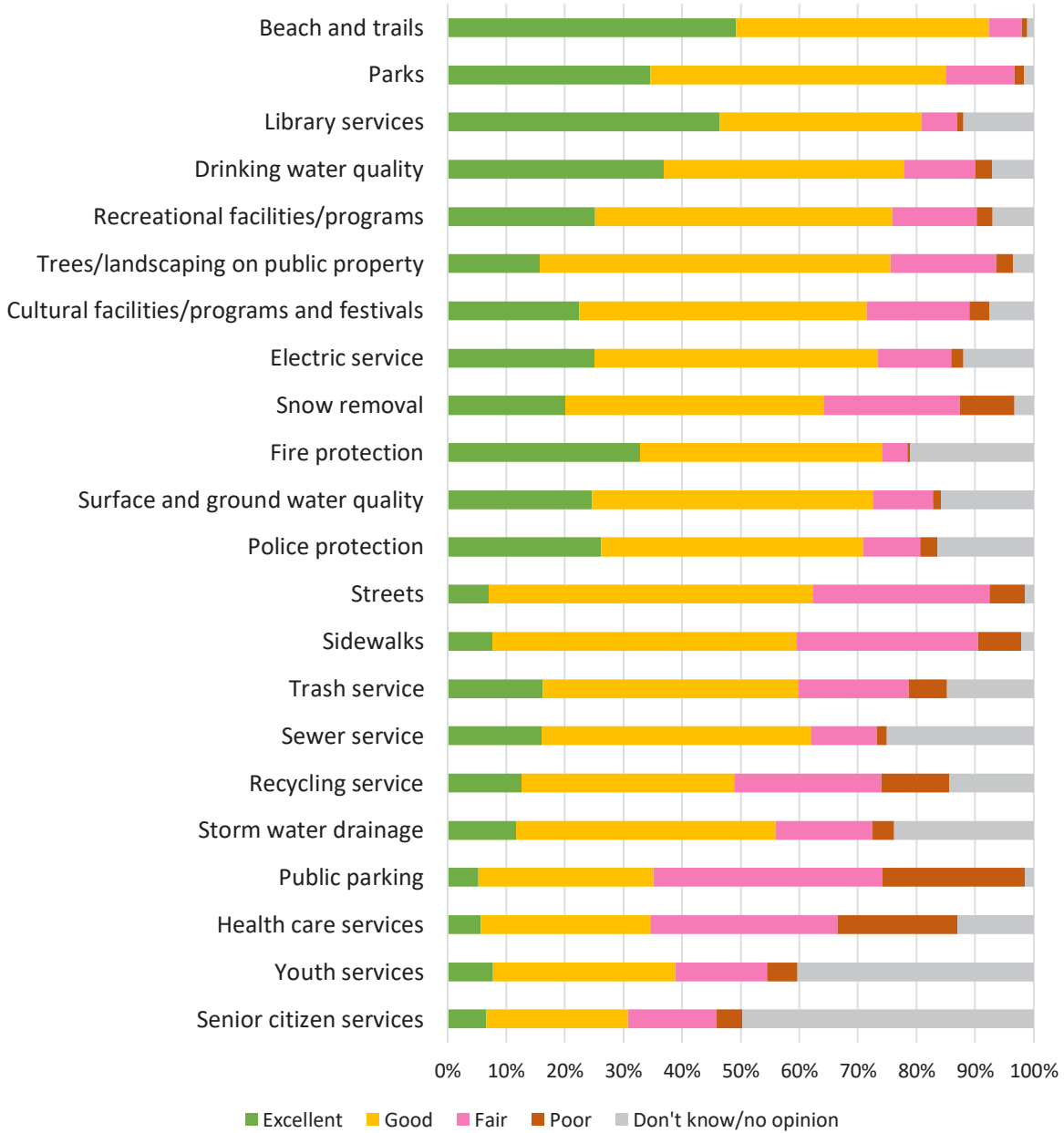
Next, the survey asked respondents to state, in their own words, the most important subject the CMP should address. 3,064 people answered this question; frequent responses are summarized below (responses related to housing were by far the most common):

- Affordable housing, housing in general. Housing options including housing for those experiencing homelessness.
- Public access to Lake Superior and protecting views of the water.
- Environmental Protection, protecting natural resources.
- Providing community arts, music, cultural venues.
- Preserving the character of Marquette by keeping and reusing the historic structures.
- Protecting the natural beauty of the area.
- Place limits on development of the lakeshore.
- Childcare needs.
- Jobs, medical services, and business growth opportunities.
- Sustainability. Prioritize redevelopment over new development.
- Year-round dog park.

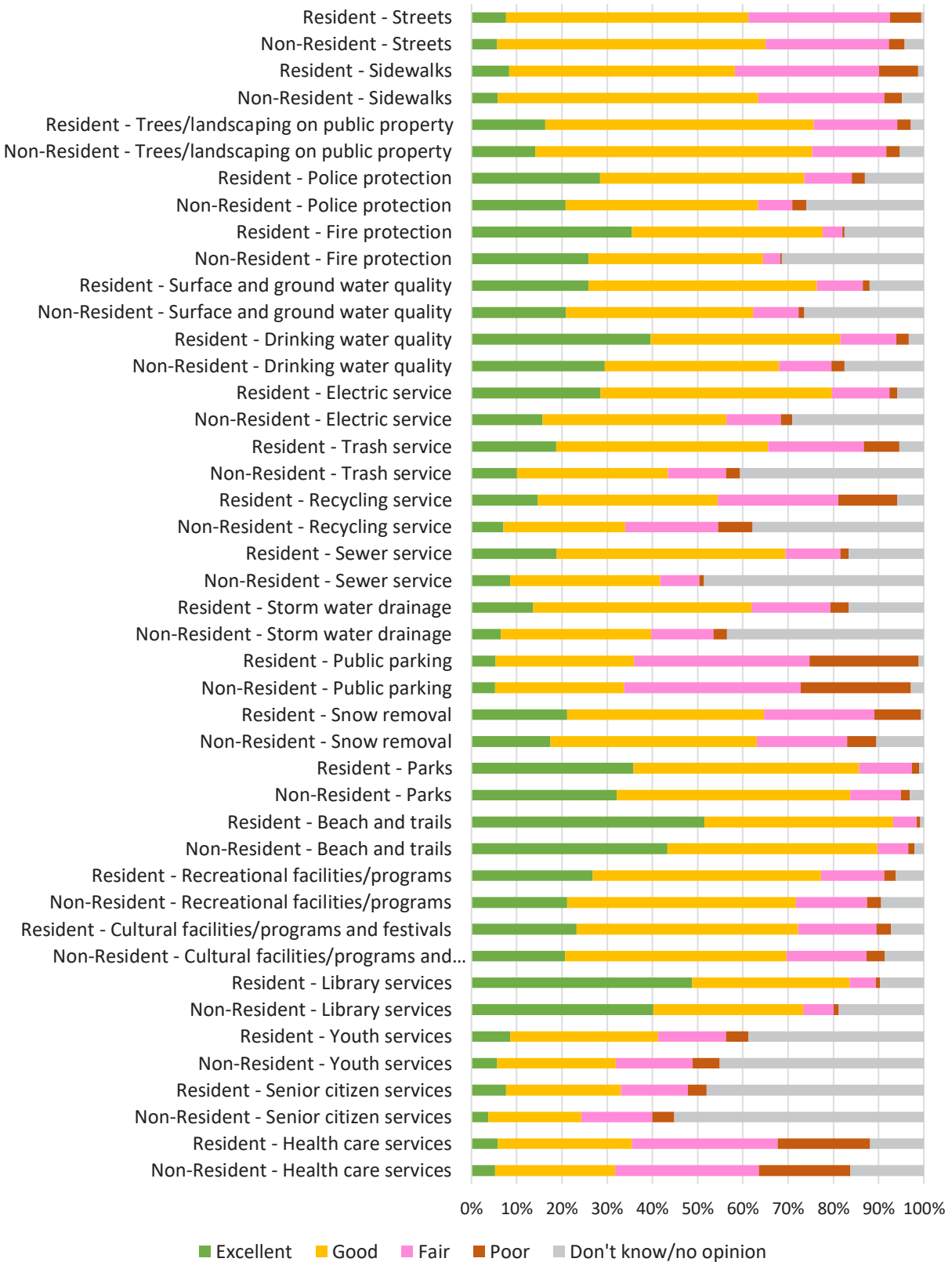
## Public Facilities and Services Score Card

Survey respondents were asked to rank each of the following public facilities and services as either excellent, good, fair, poor, or don't know/no opinion. As shown in the chart below, for residents and non-residents combined, beach and trails, parks, library services received the most positive ratings while public parking, health care services, snow removal, streets, and sidewalks received the most negative ratings.

Overall results (residents and non-residents combined)



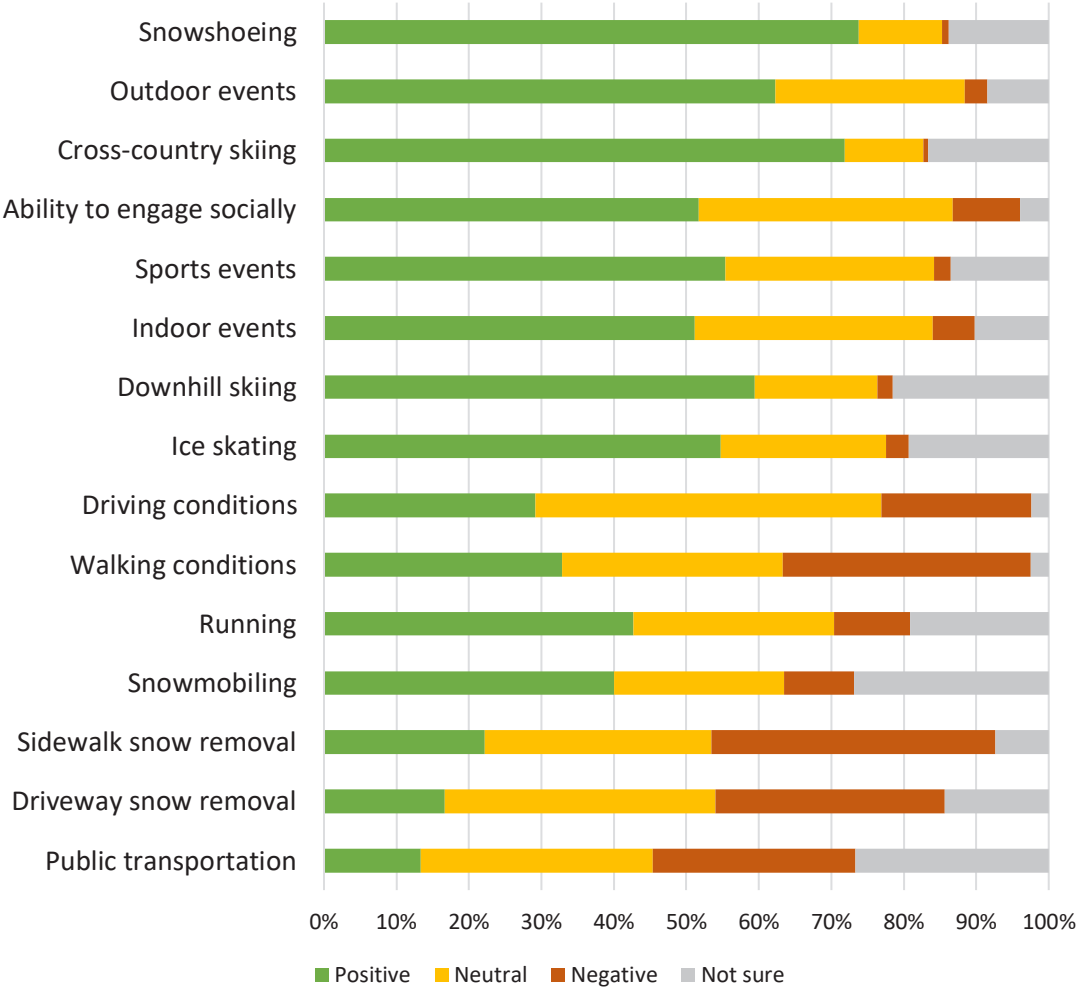
## Results by resident and non-resident



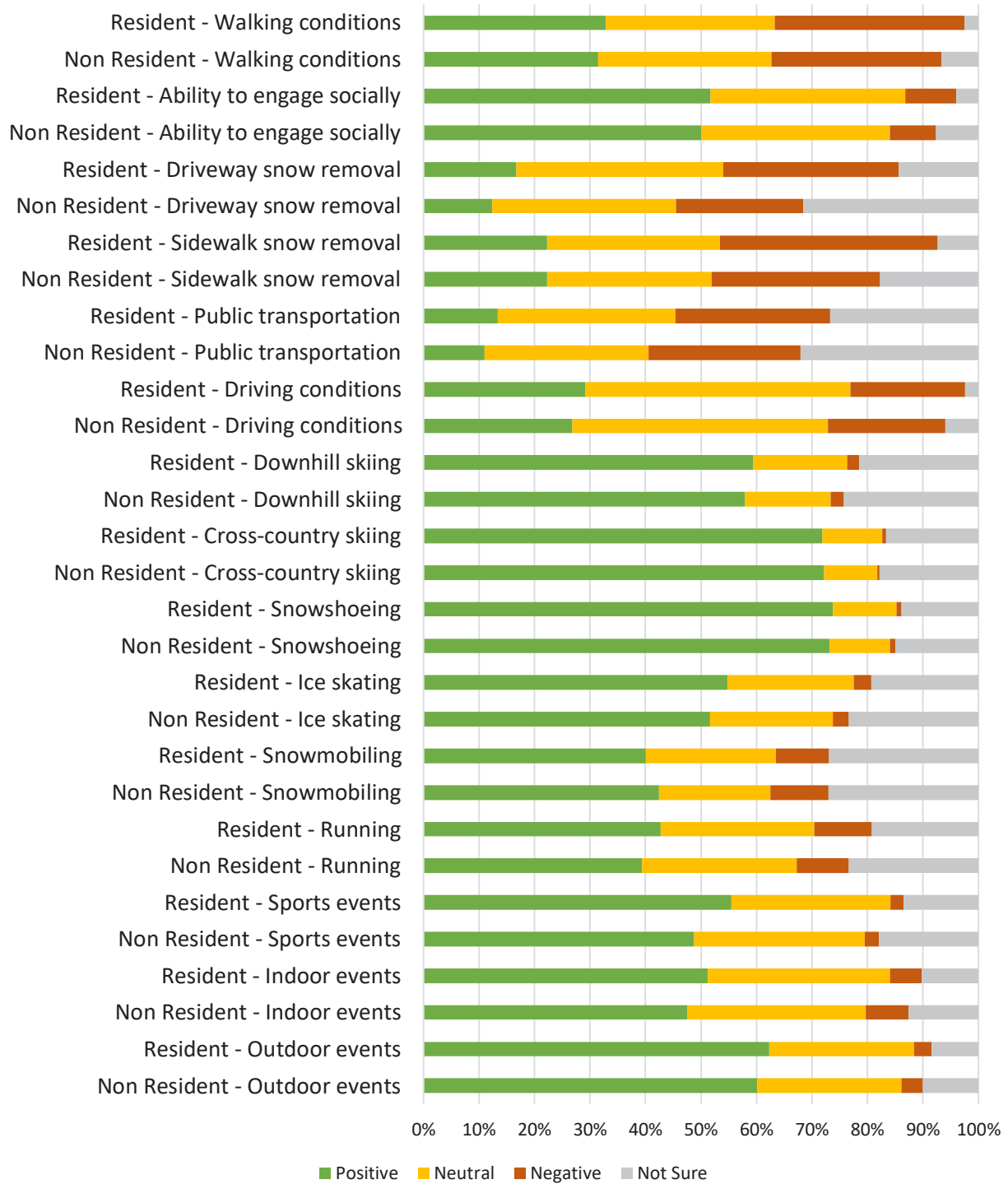
### Winter in Marquette

Survey respondents were asked to rank a variety of winter activities in Marquette as positive, neutral, negative, or don't know/not sure. The feedback of residents and non-residents closely mirrored each other. Overall, both audiences rated recreational activities, including snowshoeing, cross-country skiing, downhill skiing, and ice skating, and events highest. Snow removal (sidewalk and driveway), walking conditions, and public transportation were rated lowest.

Overall Results (residents and non-residents combined)

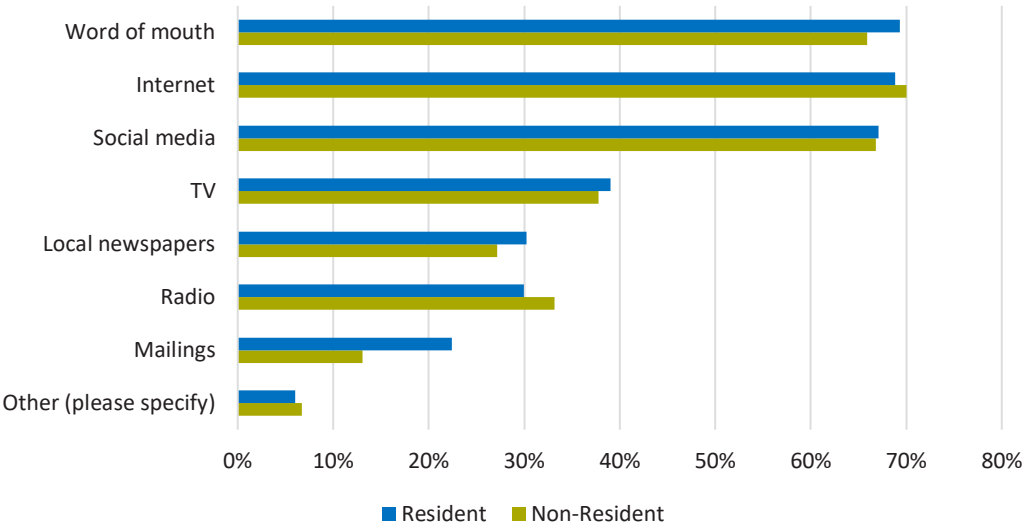


Results by resident and non-resident



### How are people staying informed?

The survey asked respondents to note all sources of information that they use to stay informed about local community news and events.

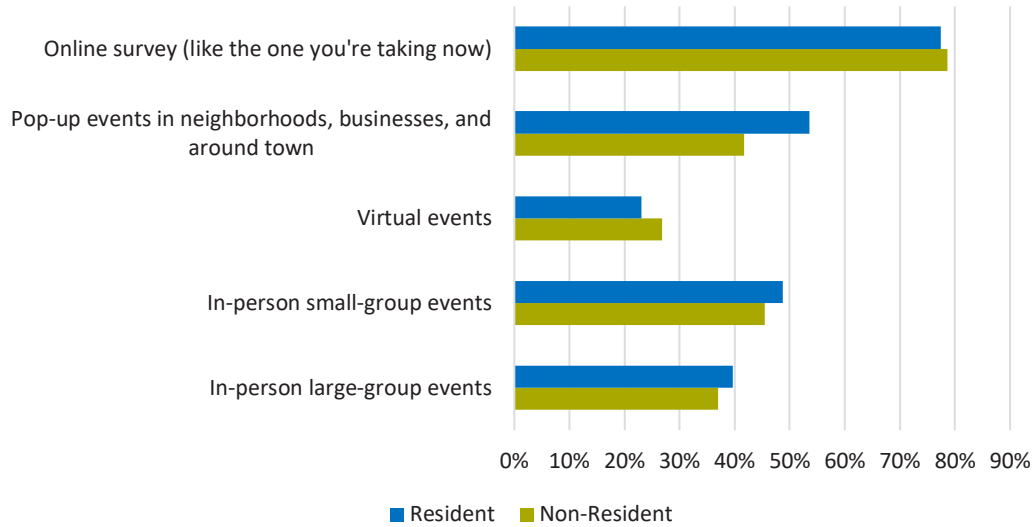


Results are relatively consistent regardless of whether the respondent lives in the city or not. The highest number of responses were shared between word of mouth, internet, and social media, followed by TV, local newspapers, and radio, with mailings coming in with the lowest responses.

Other responses included social events, physical displays (like bulletin boards), email, and local newsletters like *Man about Town*, *Word on the Street*, and *Marquette Monthly*.

### How do people want to be engaged in the Community Master Plan project?

Online surveys are by far the most popular option, with 78 percent of respondents voting, followed by pop-up events (50%), in-person small group events (48%), and in-person large-group events (39%). Virtual events were least popular, selected by 24 percent of respondents.



### Final Thoughts

The survey closed by inviting respondents to share any ideas that they weren't able to share previously. 1,477 people answered this question; frequent responses are summarized below.

- Indoor recreation center. Senior Center is limited and needs improvements.
- Build middle income housing.
- Don't let tourism overwhelm Marquette. Don't tailor growth and development to meet the demands of tourism. Invest in community projects and services the benefit locals not tourists.
- Youth recreational programs.
- Need a new bandshell.
- Need a year-round dog park.
- Don't block the views of Lake Superior with new buildings.
- Performance Arts Center. The Old Hospital site could be the site for a performance art center.
- Early childcare needs.
- Keep wild spaces.
- US 41/M28 splits the community. Need safe pedestrian crossings.
- Newer buildings will age horribly and will be out of style in 10 years.
- Sprawl along the highway.
- It's the old buildings in Marquette that give Marquette its character.
- Need a Lakeshore Boulevard Corridor Study
- Weave climate and equity into the new Community Master Plan.
- Air service is awful.
- A rental code is needed to address property maintenance.
- How can we increase our tax base?
- Coordination with townships, county and other entities is necessary.

## February Open House Results Summary

The city hosted a community open house at the NMU event center on February 15 from 4 to 7 pm and estimate that over 500 members of the public attended.

Open house attendees were welcomed with a series of self-guided poster stations, with city or consultant staff/volunteers at each station to orient participants. These stations included questions related to winter livability, building forms (aesthetics), and guiding principles. Attendees also reviewed a quick snapshot of the January online survey results and had the opportunity to submit general comments not covered in the poster stations.

A full account of every comment recorded (verbatim) at the open house is available in Appendix C and the next few pages of this report summarizes the input received.



### Guiding Principles

Attendees were presented with the following guiding principles and asked to note what they liked, disliked, or felt was missing. Below is a broad summary of emerging themes—many of the comments are difficult to group thematically, and so the summary below includes those that are repeated among attendees, but does not represent every comment offered at the event.

**Protect our natural assets.** The City of Marquette’s natural assets, including the shores of Lake Superior, wetlands, watersheds, topography, and water and air quality, are vital to the character and well-being of everyone in our community. These assets should be preserved and protected for future generations.

**Encourage more housing, at multiple price points.** Our land use policy should promote a variety of housing types with a range of prices points in convenient and accessible locations throughout the city so that people of every stage of life can live in the City of Marquette.

**Preserve our entire history.** The area which the City of Marquette now encompasses has a rich historical and cultural heritage, dating back millennia as the homeland and waters of Indigenous Nations and then incorporated as a Village in 1849 with the formation of the Marquette Iron Company. We should respect, preserve, and incorporate this heritage into our community fabric, including our buildings, waterfront, parks and trails, public spaces, and arts and cultural events.

**Encourage a vibrant downtown.** Downtown Marquette is the economic driver of our city and surrounding region and is where our water, sewer, and transportation infrastructure is concentrated. Our land use policy should encourage new development; infill; redevelopment of existing brownfield sites; preservation of historic buildings, sites, and landmarks; and a mix of land uses including residential and new businesses, in and near downtown Marquette, versus outlying areas of the City.

**Encourage safe and enjoyable transportation options year-round.** People of all ages and abilities move around Marquette for work, school, fun, and exercise in all four seasons. Our land use and transportation policies should advance safe, convenient, and enjoyable connections for all modes of transportation, year-round.

**Preserve and connect our neighborhoods.** Preserving and protecting city neighborhoods is important to sustain the high quality of life that Marquette residents enjoy. New development should be sensitive in terms of design and scale of nearby residences and should encourage both well maintained properties and easy access to goods and services year-round.

<b>Like</b>	<b>Dislike</b>	<b>Missing</b>
<ul style="list-style-type: none"> <li>▪ Affirming “protect our natural assets”, with many stating this should be the most important priority for Marquette.</li> <li>▪ Need for housing to support students, homebuyers, employers, businesses.</li> <li>▪ Statement inclusivity.</li> <li>▪ Historic preservation.</li> <li>▪ Redevelopment, infill, and adaptive reuse to revitalize vacant areas.</li> <li>▪ Need for public transportation.</li> <li>▪ Recognition of importance of neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Vague verbiage.</li> <li>▪ Limiting development and tradeoffs between revenue and development.</li> <li>▪ Need affordable housing, not housing at all price points.</li> <li>▪ Statement is good, but how do we get it done?</li> <li>▪ Balance preservation with new ideas.</li> <li>▪ Too much emphasis on downtown.</li> <li>▪ Preserve neighborhood could read as anti-change.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Climate resiliency.</li> <li>▪ Encourage second homes on lots (ADUS) and include housing for people of all abilities.</li> <li>▪ Statements are not realistic.</li> <li>▪ Upgrades to public spaces.</li> <li>▪ Building form—height, architecture, shape.</li> <li>▪ Performing arts venue.</li> <li>▪ Walkable sidewalks in winter.</li> <li>▪ User-friendly bus service.</li> </ul>

## Winter Cities

At the open house, attendees were asked to provide their ideas for how the city can make the winter season more livable in Marquette. A summary of comments is provided below, with several clear themes emerging around snow removal on sidewalks and roads, recreational facilities and programming, and public transportation.

### How can the city make Marquette more livable in the winter?

- Plow the sidewalks.
- Plow the snow banks that build up between cars and sidewalks.
- Support an indoor recreational facility and programming (pickleball mentioned).
- Support an outdoor recreational facility and programming (ice skating mentioned).
- Redesign Third Street to allow for more room for people and cars.
- Encourage use of public transportation.



## Building Form Exercise

Open house attendees were presented with a series of images of residential and commercial building types (duplexes, triplexes, townhomes, pocket neighborhoods, and neighborhood commercial uses) and asked to note what they like and dislike about each building form presented.

Overall, each building form received the following number of comments.

Duplex	Triplex	Townhomes	Pocket Neighborhoods	Neighborhood Commercial
46 likes	46 likes	52 likes	66 likes	77 likes
35 dislikes	37 dislikes	59 dislikes	43 dislikes	31 dislikes

A summary of these comments are provided below for each building form.

## Duplex



### Like

- More density
- In keeping with neighborhood feel
- Affordable



### Dislike

- Requires maintenance
- Landlords/slumlords
- Need to have enough parking

## Triplex



### Like

- Colorful
- In keeping with historic neighborhood
- Affordable
- Increased density



### Dislike

- Need to have enough parking
- Short-term rental

## Townhomes



### Like

- Density
- Low maintenance
- Historic character



### Dislike

- Density
- Too expensive
- Lack of green space
- Plain

## Pocket Neighborhoods



### Like

- Green space
- Sense of community
- Walkable



### Dislike

- Need room for garage/parking
- Expensive/exclusive

Neighborhood Commercial



**Like**

- Convenient
- Walkable
- Accessible
- Mixed-use development

**Dislike**

- Some land uses conflict with residential
- Not enough parking

Transportation & Winter Livability Mapping

Participants were asked to consider three maps of the City of Marquette and identify where they liked and disliked walking and biking, both overall and in the winter specifically. They were also asked to identify where they feel there is too much or too little parking, both overall and in the winter specifically. Results are shown below, first summarized in tables and then on maps on pages 23—25.

Walking Results

Generally		Winter	
<b>Like Walking</b>	<b>Dislike Walking</b>	<b>Like Walking</b>	<b>Dislike Walking</b>
- Lakeshore Blvd	- Wright St	- Lakeshore Blvd	- Neighborhoods north of downtown
- Park Cemetery	- Washington St west of Lincoln Ave	- Park Cemetery	- US-41 south of the traffic circle
- Neighborhoods north of downtown	- 4 <sup>th</sup> St	- McClellan Ave	- Streets bordering NMU campus
- Presque Isle	- Altamont St	- Presque Isle	

Biking Results

Generally		Winter	
<b>Like Biking</b>	<b>Dislike Biking</b>	<b>Like Biking</b>	<b>Dislike Biking</b>
- Iron Ore Heritage Trail	- Wright St	- NTN	- Wright St
- Lakeshore Blvd	- 3 <sup>rd</sup> St	- Lakeshore Blvd	- Center St
- NTN	- 4 <sup>th</sup> St	- Presque Isle	- 4 <sup>th</sup> St and 3 <sup>rd</sup> St
- Presque Isle	- Washington St		- Washington St
	- Spring St		- CO-553

## Parking Results

Generally		Winter	
<b>Too Little Parking</b>	<b>Too Much Parking</b>	<b>Too Little Parking</b>	<b>Too Much Parking</b>
<ul style="list-style-type: none"> <li>- NTN south trailhead</li> <li>- Lakeshore Blvd (Picnic Rooks Park)</li> <li>- Downtown</li> <li>- 3<sup>rd</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>- Downtown</li> <li>- Shopko</li> </ul>	<ul style="list-style-type: none"> <li>- Downtown</li> <li>- 3<sup>rd</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>- Shopko</li> <li>- 3<sup>rd</sup> St</li> </ul>

## Community Vision Mapping

Participants were also asked to note on a map of the City of Marquette areas of the city that are destinations overall and, in the winter, specifically, and areas of the city that they like or feel should be enhanced or transformed. Results are provided below and also in the maps on pages 26—27.

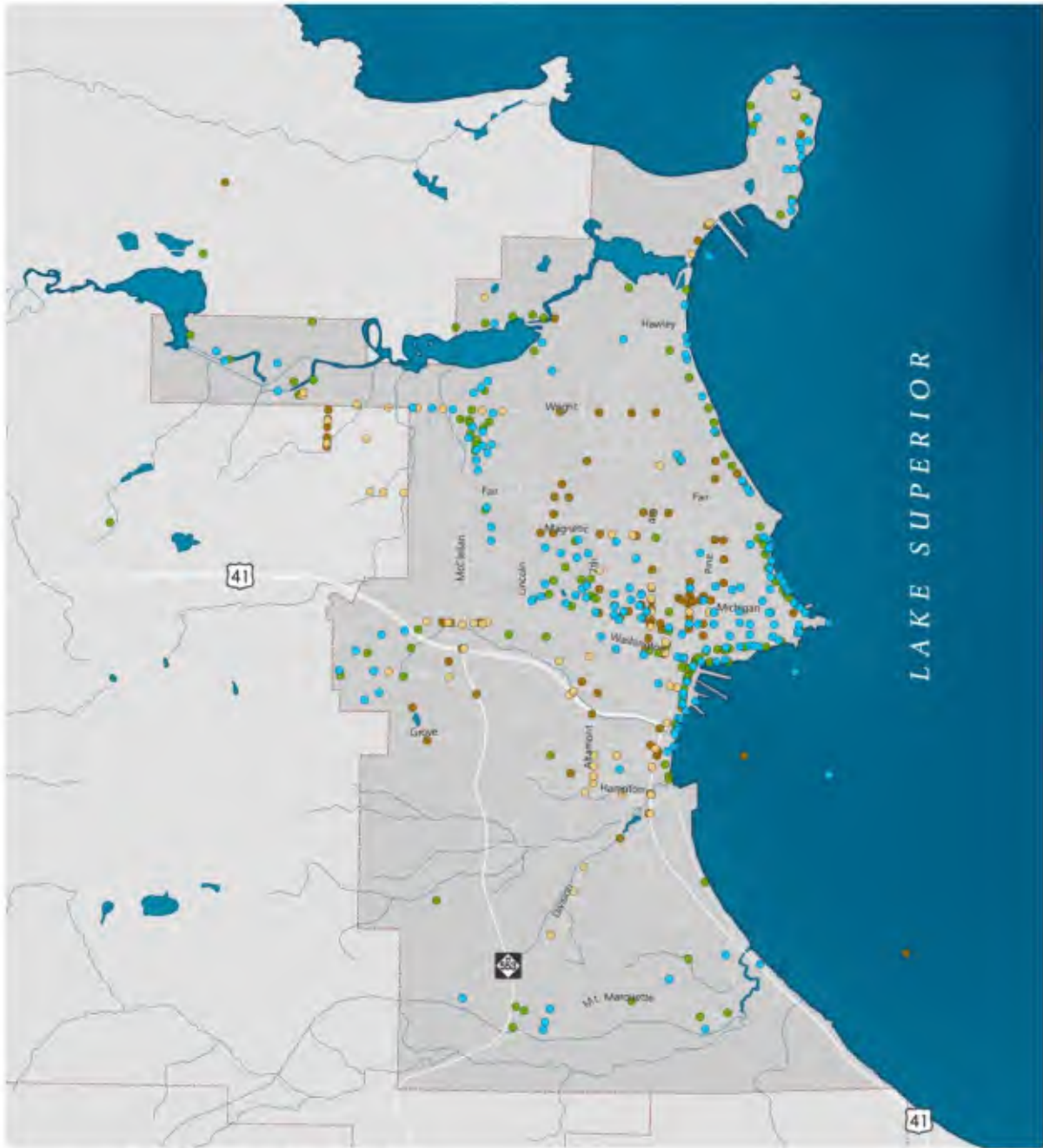
### Destinations

The following areas emerged as destinations overall: 3<sup>rd</sup> Street, downtown, Lakeshore Boulevard, Noquemanon Trails Network, and Presque Isle Park.

The following areas emerged as destinations in the wintertime: downtown, Lakeshore Boulevard, Marquette Mountain, US-41 & Genesee Street, Park Cemetery, and Presque Isle Park.

### Areas that are liked, should be enhanced, or transformed

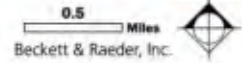
Like Commercial	Like Residential	Enhance	Transform
<ul style="list-style-type: none"> <li>- Downtown</li> <li>- 3<sup>rd</sup> St</li> <li>- Division &amp; Genesee</li> </ul>	<ul style="list-style-type: none"> <li>- Neighborhoods north of downtown and south of NMU</li> <li>- Neighborhoods west of NMU</li> <li>- Neighborhoods atop Wilson St</li> <li>- Altamont and Genesee neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>- Downtown</li> <li>- Washington St</li> <li>- ShopKo</li> <li>- 3<sup>rd</sup> St</li> <li>- Commercial area along Division St south of Genesee St and north of Hampton St</li> <li>- Power station along Lake St</li> <li>- Vacant land along N Lakeshore Blvd north of Wright St</li> </ul>	<ul style="list-style-type: none"> <li>- Power station along Lake St, commercial area along Division St south of Genesee St and North of Hampton St</li> <li>- ShopKo</li> <li>- Washington St</li> <li>- Old hospital site</li> <li>- Presque Isle power plant</li> <li>- Vacant land along N Lakeshore Blvd north of Wright St</li> </ul>



## Open House Results

Sources: Michigan Open Data Portal, City of Marquette

- Like Walking
- Dislike Walking
- Like Winter Walking
- Dislike Winter Walking

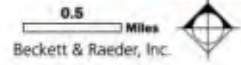




## Open House Results

Sources: Michigan Open Data Portal, City of Marquette

- Like Biking
- Dislike Biking
- Like Winter Biking
- Dislike Winter Biking

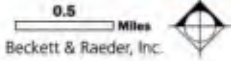




## Open House Results

Sources: Michigan Open Data Portal, City of Marquette

- Too Much Parking
- Too Little Parking
- Too Much Winter Parking
- Too Little Winter Parking

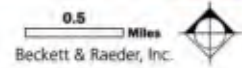




## Open House Results

Sources: Michigan Open Data Portal, City of Marquette

- Destination
- Winter Destination

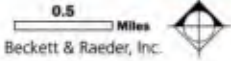




## Open House Results

Sources: Michigan Open Data Portal, City of Marquette

- Enhance Area
- Transform Area
- Like Residential Area
- Like Commercial Area



## February Stakeholder Listening Session Results Summary

The City of Marquette hosted small group listening sessions with 58 stakeholders representing not-for-profit or private organizations that influence or work in a sector relevant to the CMP on February 15, 16, and 21, 2023 at the City of Marquette Municipal Services office.

Stakeholders representing the following organizations participated in these sessions:

- City of Marquette City Commission
- City Marquette Planning Commission
- City of Marquette Staff
- Marquette Township
- Noquemanon Trail Network
- TV6/Upper Michigan's Source
- Marquette-Alger RESA
- Lake Superior Community Partnership
- Keweenaw Bay Indian Community
- Iron Ore Heritage Trail
- Sanders & Czapski Associates
- Central Upper Peninsula Planning and Development Regional Commission
- Michigan State University Extension
- Marquette County staff
- Northern Michigan University
- Select Realty
- Travel Marquette
- Sault Ste. Marie Tribe of Chippewa Indians
- Upper Peninsula Health Plan
- Marquette County Habitat for Humanity
- Shophouse Park Recreation Innovation District
- Marquette Housing Commission

During the sessions, participants were asked to complete the following activities for group discussion:

1. Review draft guiding principles regarding natural resources, housing, historic preservation, transportation, downtown vibrancy, and neighborhoods and identify what they liked, found confusing, or thought was missing from the statements.
2. Identify what is working well, not working well, and ideas to support or improve regarding natural resources, housing, historic preservation, transportation, downtown vibrancy, and neighborhoods in Marquette today.
3. Share their organization's priorities over the next 5-10 years.

A summary of this discussion is provided in Appendix D and a quick synopsis of recommendations from stakeholders to support or improve natural resources, housing, historic preservation, transportation, downtown vibrancy, and neighborhoods is provided below.

## What actions should the city consider?

- City can act to secure trail system agreements on city owned property.
- City can be more diligent when considering tax deferments and breaks on development.
- Ensure we keep local control on short-term rental regulations.
- Focus on redevelopment and infill development opportunities within the city.
- Get both environmental and economic development champions at the table to work collaboratively on real solutions, with an understanding that both sides will need to make concessions.
- City could share maintenance costs for trail system.
- Consider an additional parking garage downtown.
- Improve the walkability of the city.
- Educate the community on how high-density and mixed-use housing development can help alleviate housing pressure and encourage smart development.
- There is opportunity to create performing arts, team sports/recreation, and convention complex in Marquette.
- Communicate with the public about the recent changes to the city zoning code regarding housing (ADUs, etc.).
- Work with MDOT to address safety concerns with Marquette Mountain and M-553.
- Can we add traffic calming features to our neighborhood streets without widening them?
- Train local and small-scale developers to address local housing needs.
- Review and optimize street connections to support neighborhoods and connectivity.
- Prioritize sidewalk plowing in the city budget.
- Need staff person at Marquette County focused exclusively on housing.

## March Online Survey Results Summary

In March of 2023, a follow-up survey to the open house was sent via direct email to people who signed up for project updates and people who took the first online survey. The survey was open for a relatively short window, from March 15—22 and was intended for two audiences: people who attended the open house event and people who did not attend the open house event.

If a respondent attended the event, the survey asked for feedback on the event format and structure, as well as for feedback on the revised guiding principles.

If the respondent did not attend the event, the survey provided a series of questions from the open house including regarding building form, winter livability, and the guiding principles. 678 people responded to the survey and of that total, 126 people attended the open house and 552 people did not attend the open house.

The next few pages of this report provides major themes and takeaways from the survey. A summary of the survey results is provided in Appendix E. A complete record of survey results, including all open-ended comments received, is provided in Appendix F.

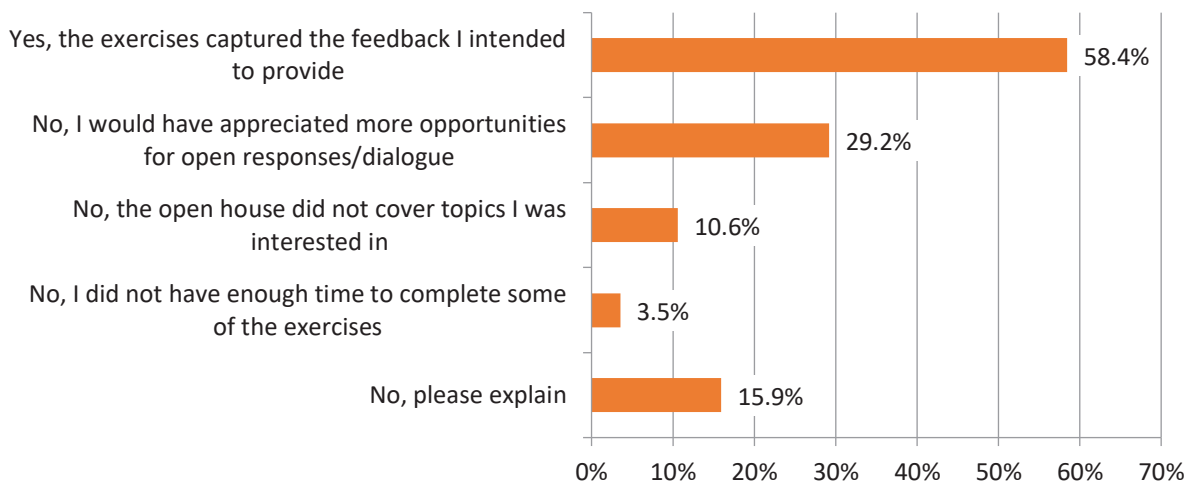
### How accurate are these survey results?

Based on the number of responses, the Marquette CMP Survey has a margin of error of 3.71% at the confidence level of 95%. That means that there is a 95% chance that the true views of the City of Marquette population are within 3.71% of the survey results.

### Open House Feedback

The following questions were posed to the 126 survey respondents who did attend the open house, regarding the event itself.

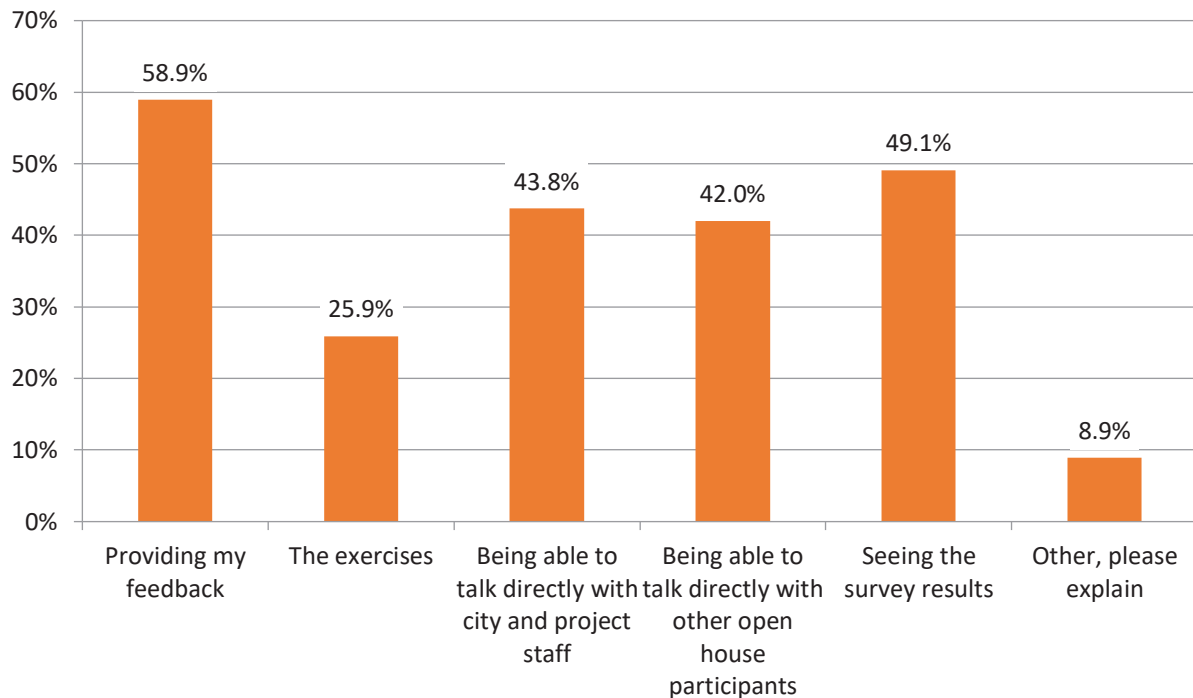
Do you feel that the open house adequately captured your feedback?



Over half of the respondents (58%) felt that the open house exercises captured the feedback they intended to provide, 29% of respondents would have liked more opportunity for open-ended responses and dialogue, 11% of respondents felt the open house did not cover topics of interest to them, and 4% of respondents did not have enough time at the open house.

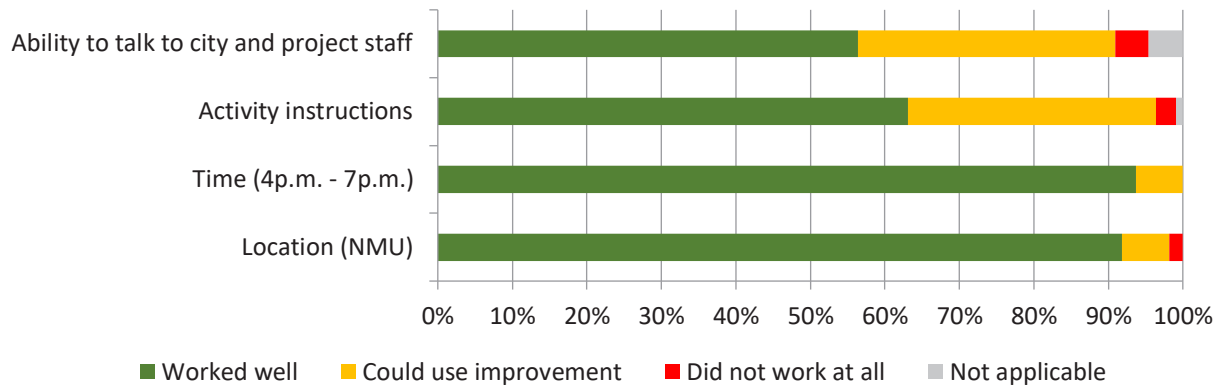
18 respondents provided explanations for their answers, with some repeated themes including more time and space to talk with city staff, difficulty with the push pin map exercise, and difficulty distilling complex and nuanced issues into a simple feedback collection system.

What did you enjoy most about the open house?



Respondents most enjoyed providing feedback (59%), seeing the survey results (49%), talking directly with city and project staff (44%), talking directly with other participants (42%), the exercises (26%), and 10 people provided other comments, namely regarding participating in community engagement overall.

Which of the following elements of the open house worked well?

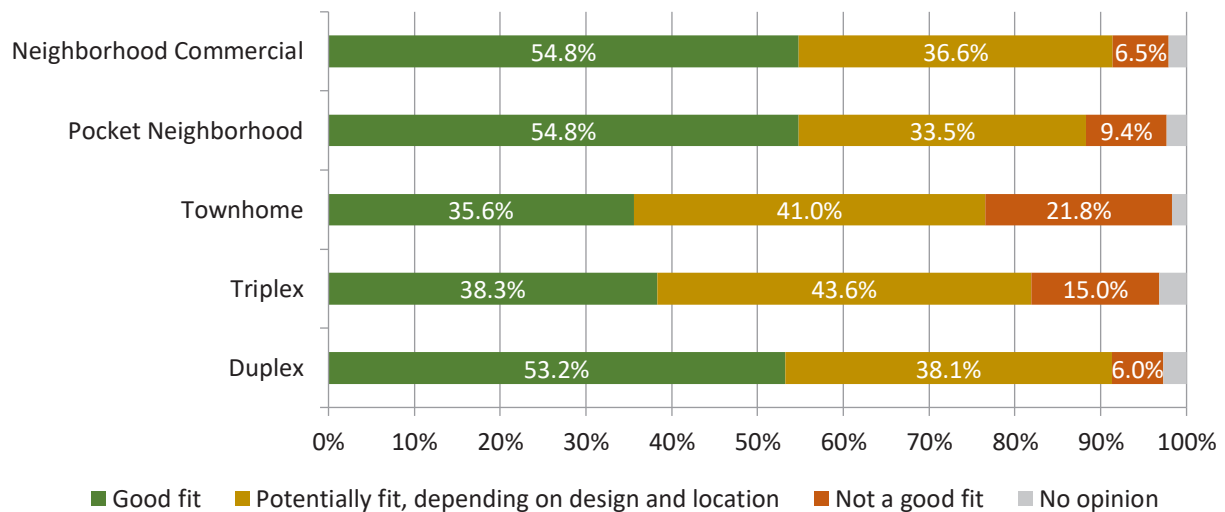


Overall, the time and location of the event worked best for respondents (over 90% checked that both worked well), followed by the activity instructions (over 60% checked that these worked well), followed by ability to talk to city and project staff (over 50% felt these worked well).

Suggestions for improvements included hosting the event in a larger space, providing name tags for city and project staff, and including questions that allowed for more nuanced dialogue.

### Building Form

Survey participants were asked to consider the same photos presented at the open house of duplex, triplex, townhome, pocket neighborhood, and neighborhood commercial land uses and note if these are a good fit for the City of Marquette.



Overall, nearly all participants (over 90%) felt that neighborhood commercial and duplex land uses could be a good or potential fit, depending on design and location. A majority of

participants (nearly 90%) felt that pocket neighborhoods could be a good or potential fit, followed by triplex (over 80%) and townhome (about 75%).

### Winter Livability

Participants were asked to share their ideas for what the City of Marquette could be doing to make the winter season better and more livable. 381 people provided comments; emerging themes are summarized below:

- Clear sidewalks and walking/biking paths of snow to allow for recreation and nonmotorized transportation year-round
- Clear snow banks at intersections to create better visibility and safety
- Encourage more outdoor and indoor winter activities for recreation year-round

## Guiding Principles Feedback

All participants who took the survey were asked to review the following guiding principles, drafted based on the input received from the first online survey and then redrafted based on feedback from the stakeholder listening sessions and open house event.

**STEWARD AND CHERISH OUR NATURAL ASSETS.** The City of Marquette’s natural assets, including the shores of Lake Superior, climate, wetlands, rivers, hillsides, viewsheds, water quality, and air quality, are vital to the character and well-being of everyone in our community. These assets should be cared for so that current and future generations can access and enjoy them.

**HONOR OUR ENTIRE HISTORY.** The area which the City of Marquette now encompasses has a rich historical and cultural heritage, dating back millennia as the homeland and waters of Indigenous Nations and then incorporated as a Village in 1849 with the formation of the Marquette Iron Company. We should respect, preserve, and incorporate this heritage into our community fabric, including our buildings, waterfront, parks and trails, public spaces, and arts and cultural events.

**ENCOURAGE DEVELOPMENT AND VIBRANCY IN OUR COMMERCIAL DISTRICTS AND CORRIDORS.** The City of Marquette is an economic and cultural asset to the region and is where water, sewer, and transportation infrastructure is concentrated. City policy should encourage development and infill/redevelopment in the commercial areas of the city to support businesses, provide additional housing, increase the city tax base, and maximize the use of existing infrastructure.

**MAINTAIN AND CONNECT OUR NEIGHBORHOODS.** City policy should promote development and redevelopment that is sensitive to the design and scale of existing neighborhoods with higher intensity development focused in commercial corridors. City policy should encourage well maintained properties in residential neighborhoods and easy access to goods, services, and amenities.

**ENCOURAGE QUALITY HOUSING AT MULTIPLE PRICE POINTS IN LOCATIONS WITH ACCESS TO NONMOTORIZED AND PUBLIC TRANSPORTATION.** City policy should encourage a variety of quality housing types that local workers, young families, and retirees can afford, in locations which are accessible to trails and public transit.

**CREATE SAFE AND ENJOYABLE TRANSPORTATION AND RECREATION OPTIONS YEAR-ROUND.** People of all ages and abilities move around Marquette for work, shopping, school, recreation, and exercise in all four seasons. Our land use and transportation policies should promote safe, convenient, and enjoyable connections for all modes of transportation and recreation year-round.

Overall, most participants strongly agree or agree with these statements as presented in the table below.

Guiding Principle	Respondents who strongly/agree
Steward and cherish our natural assets	Nearly 100%
Honor our entire history	90%
Encourage development and vibrancy in our commercial districts and corridors	Over 80%
Maintain and connect our neighborhoods	Nearly 90%
Encourage quality housing at multiple price points in locations with access to nonmotorized and public transportation	Nearly 90%
Create safe and enjoyable transportation and recreation options year-round	Over 90%

Participants were asked to note if anything was missing or confusing from the guiding principles. 255 people provided comments, which ran the gamut from emphasizing ideas already included in the guiding principles (e.g. the importance of protecting the lakeshore) or offering ideas to adjust the language.

Themes are summarized below:

- Protect natural resources
- Implementation of these ideas is not addressed
- Need more affordable/workforce housing
- Need housing close to transportation
- Accessibility is missing
- Verbiage is vague

# Appendix

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Community change comes with many challenges, and conflicting opinions and ideas are normal to this ongoing process. The following comments show that there are varying and even opposing opinions on an issue, and community leaders should take as many opinions into consideration as possible, along with other relevant information in seeking to make the best decisions possible. Following are all of the comments submitted during the 63-day public comment period on the Draft Community Master Plan, which ran from May 17<sup>th</sup> through July 18<sup>th</sup>, 2024.

**Comments received re: the Draft CMP - Action Plan or Supplemental Report**

<b>Date Rec'd</b>	<b>Open-Ended Response</b>
7/19/24	I'm really happy to see a multi-use path on Division Street in the master plan. There are always people walking, hiking, running or riding bikes on the shoulder with traffic going 55 mph next to them. The current setup does not seem safe.
7/19/24	I strongly support the construction of a multi-use path on Division Street for the following reasons: 1. Division Street was formerly a County Road, now is mixed use with lots of residential homes. 2. Currently no sidewalks available and this is a well used corridor to access the NTN trailhead, Rippling River, and the ski hill by walking, running, hiking and biking. 3. Currently the City's multi use path dead ends at the NTN trailhead. Connectivity to South Marquette and the greater downtown is along Division which lacks this multi use path as stated above. 4. Division Street is currently a 55 MPH highway for 0.75 mile portion but no longer serves in that capacity. It is more of a local connector and its width and speed limit should be adjusted accordingly. 5. There are currently 2 large residential projects under construction on McClellan Street just north of Division Street. This will bring additional people onto the multi use path in this location and would benefit to greater connectivity to South Marquette, downtown, and South Beach. 6. The current corridor is very wide which results in increased automobile traffic speeds. The corridor width for cars should be reduced, along with the speed, and the extra width can be used for a median and constructing a multi-use path without expanding the current roadway footprint.
7/18/24	Poor roads downtown, bike paths need to be maintained better. Too many cracks and breaks, unsafe for bikers, runners and walkers. We need better signs and stop lights especially on Lakeshore, Front and Baraga. Line of sight compromised when turning downtown either by branches or cars. We need better upkeep of our properties and landscaping. The city must make an effort to maintain and preen public spaces and force residents to do the same. It is not acceptable to have overgrown weeds everywhere. Buildings that are vacant and unsafe need to be condemned. What is the point of doing all this beautiful landscaping when none of it is ever maintained- example the new piers, the new playground in lower harbor. Need clearer and more signage downtown at cross sections, we need more nighttime lights on the bike path downtown. We absolutely need to be able to see design and architectural blueprints and renderings BEFORE the city commission approves it. We have to see it and be allowed to comment. For far too long we have allowed buildings and developments to come in and they absolutely do not fit into the character of the city. For the love of all doze the Range bank parking structure! What an eyesore! Cleanliness of properties and landscaping upkeep- PLEASE! It is embarrassing to explain to guests and tourists alike that we are not entirely neglected. Let's take pride in our town. For all those protective of the bees and monarchs, there is a difference between invasive and native plants. You can help pollinators without looking like a scene in a horror film. Let's set a hugher standard. Remove rubbish in yards- this is not a dump. Neglected roundabouts- why not have a company sponsor one: Meijer, NMU, the hospital and maintain it through the year or just the summer. Sign and light improvements: SHOCKED accidents have not occurred. Line of visibility is horrendous. Lakeshore and Baraga Main and Washington Washington and Lakeshore. Up Grove towards McClellan- why

	<p>do we allow cars to be parked on the sidewalk by homes 705-711 Grove St? They have ample driveway space. They occupy the sidewalk and force children, elderly, strollers and pets into the road where people speed. We are not walkable- the paths are not safe despite how much you say otherwise.</p>
7/18/24	<p>I read the Master Plan and much of what it says is aligned with my understanding and vision of Marquette. In particular, I agree with action plan items, 1, Modify the definition of “Family” to allow a higher number of unrelated individuals to live together as a housekeeping unit. 2, Continue to support inter-jurisdiction efforts of the Marquette County Climate Adaptation Taskforce and work on a Climate Action Plan that incorporates a clear timeline, assigned responsibilities and performance metrics to track progress. This is long overdue. Please contact me if you need help. 3, Pursue the former WE Energy Plant as a coastal redevelopment site and integrate resilient design solutions. Pursue the former Shiras Steam Plant as a coastal redevelopment site and integrate resilient design solutions. Consider both of the decommissioned coal burning power plant sites for high density solar PV, hot water, and wind energy capture. I’m not advocating 100s of windmills on the lakeshore, but siting, design, and build of robust energy capture systems that fit into Marquette’s genre should not be difficult. 4, Install radiant sidewalk heating where feasible and encourage private developers to install heated walks, especially at entrances. During the COVID pandemic, I advocated building heated pavements, like Copenhagen, where people can be comfortable outdoors in the winter standing/sitting on warm stones. This is not trivial, but when it is available, it is golden. I can see at least half a dozen places in Marquette where this could be feasible, include geothermal or hot water energy capture for the heat source. Please contact me if you need help on this. 5, Research all revenue opportunities including a local income tax, road millage and regional tax base sharing to help fund City services and capital projects. No income tax on the first \$100,000 of the property owner’s income. Maybe 0.5-1.0% above. I advocate a carbon tax with the revenue used for public transportation, community/social development projects, and return to property owners is OK, too. Provide incentives for reducing energy use. Implementation is not trivial or perfect, but if we don’t try, the answer is zero. Continued dumping of carbon dioxide and methane into the atmosphere simply contributes to a warmer and wetter atmosphere and more frequent extreme weather and climate change. Marquette's efforts are small on a global scale, but we can be a model. 6, Continue to advocate for additional flights and improvements at Marquette Sawyer Regional Airport. MQT Sawyer needs at least two flights each day to and from MSP, ORD, and DTW. Marquette bus service during the day to and from Green Bay and/or Milwaukee. Thank you for the comprehensive plan. Marquette is a great place, better than most, but there's much more that we can do. Feel free to contact me if you need more information. Sincerely, Joe Sabol 316 Harrison St 906-228-4010 joe@joesabol.com --</p>
7/18/24	<p>Regarding Recreation Corridor: This is incredibly vague, which is frustrating as a resident. No resident wants to see this developed further than it already is. While I think it is good to do a study before setting a plan, there should be ample opportunities for the public to comment, and it should be posted around town to encourage responses (as opposed to trying and keep it hush so that there are few responses). Regarding West Washington Highway Node: I think a round about here would be great, but the rest of this section really doesn't make sense. This is already a highly developed area with little room for additional buildings, even with a smaller footprint. Any sort of intersection that would require locals commuting to/from school, work, or recreation to stop (like a T Intersection potentially could) would also make people far more angry. Making this the 'Western Gateway' just seems to pander to tourists rather than benefit locals. Regarding Industry and Innovation: I would like to draw attention to this direct quote, "Coal plants were historically sited on lakes and rivers because of their massive water needs, and they have left legacies of pollution that must be cleaned up to protect public health. This area of the community is envisioned to remain an area reserved for industrial and supportive industrial uses." If anything, just change these sentences to not be right after each other as it</p>

	<p>reads like a slap in the face to acknowledge industrial harm and then have it remain industrial. I see later that the plan includes potential for wetland remediation, but that needs to far more of a priority for ever section of our shrinking undeveloped river front and coasts. Taxable income and solar energy is great, but only if we don't destroy everything in the process.</p> <p>Regarding the West Washington St Corridor: This section genuinely sounds like a dream. It's idyllic, a residential focused area that is walkable and sustainable, but seems far fetched. The area is already developed into a car centric monstrosity. This section should talk more about the 'how' and not the dream, if it's to be believed. Additional Notes: -Anywhere that an increase in plants is mentioned should emphasis the need for Native species and ban any sort of invasive. We need to plant natives anywhere that we can if we are going to have a healthy city. It could also be an opportunity to be a leader in sustainable city design by prioritizing ecological health over any sort of aesthetics. Our pollinators are far more important than looks. -Making S Front St. more pedestrian friendly would be absolutely wonderful and could encourage less road traffic. I'm sure a sky bridge would be very functional for the locals in south Marquette to give them back access to the lake, but there are already crosswalks that give access to the more visited areas. -Remember when 3rd 4th use to be one ways? We should bring that back. The extra space could be used for extra on the street parking, more green spaces, patios for businesses, and actual functional bike lanes. -Widening of streets should always be a last resort. -The plan for affordable housing needs to be far more flushed out. The table that talks about housing is not nearly substantial enough. The working class are being pushed out of Marquette to work for the tourists the city caters to. -There should be a section about the plan to limit short term/vacation rentals that is actually enforceable. Hardly anyone has faith that it is actually enforced, and if that is untrue, the city needs to repair that image. More and more cities are banning them, which is another thing to consider.</p>
7/18/24	<p>The proposed Master Plan and the Future Land Use Map (pg 13) combine Downtown and the East Side as if they were the same. These have been addressed separately in the current and past Master Plans, and should stay separate. The narrative on pages 18 and 19 is appropriate for a downtown area, but not for the mainly residential East Side. As an example from page 19: "The Downtown and East Side can benefit the most by infilling the surface parking lots with multi-story mixed-use buildings placed up to the public walk and parking structures set behind buildings". This, and most of the content of pages 18 &amp; 19 is inappropriate for an East Side neighborhood. The Master Plan is a meaningful document. We use the Master Plan to state what we plan to do, and then follow the Plan as we continually adapt the Land Development Code. We should continue to plan for these two areas separately. The 2024 Draft Master Plan should be sent back to the Planning Commission to make this distinction and revision. This may delay the Master Plan process, but it is more important to do this right.</p>
7/18/24	<p>The plans seem to incorporate many of the suggestions made by us community citizens which is greatly appreciated. I didn't see any specifics about expanding Lakeshore Blvd and hope that doesn't happen. More beach parking is needed and I encourage the city to purchase land near the old Coco's for additional beach parking. I strongly support mixed housing units to allow more low and medium income dwelling. I believe it was a mistake to allow wetlands to be developed for condos, we may suffer climate change consequences as a result. I caution overdevelopment for parking lots such as the old Econo lot. Thank you for all your work and the many community meetings regarding this Master Plan.</p>
7/18/24	<p>We feel there is a great need for a bike lane on Division St. This is a high traffic area and there is room to designate a bike path. There is a high volume of bikers in Marquette and this would be a great service to our biking community.</p>

7/18/24	<p>hi,after reading thru your master plan there are some good things but the city is massively pro development with very little mention of conserving whats left of the forests along south McClellan or anywhere else for that matter.Is it really necessary to develop ALL developable land?This new project for the medical manufacturing facility is so wrong destroy a thriving ecosystem with hiking/biking trails for a building with a 100 car parking lot when shopko and office max were available to use.Preserve for the future not pilage and plunder for a tax base.Surely you know that most of these developments lose money in the long run.Subsidizing wealthy developers has got to stop.Maybe our new city manager will have a little more common sense.thanks</p>
7/17/24	<p>Dear Commissioners, the plan has many good features, but I am not in favor of connecting all of the streets in the West Marquette Area, particularly Center Street. If Center Street is connected at McClellan Ave, it will increase speedy traffic and since there are no sidewalks on Center Street between McClellan and Lincoln Ave, walking and biking in this area will become much more difficult. Having a main thoroughfare at Center and Lincoln will make crossing this intersection as a pedestrian or cyclist almost impossible; it is difficult now when NMU is in session. Finally, if Center Street is connected, the well-used bike path will have three main road crossings in about 0.5 miles of path, this pretty much takes away the point of having a bike path. Thanks for your consideration, Suzanne Williams</p>
7/17/24	<p>Hello, I love these aspects of the MQT master plan: **Increased focus on multi-modal transportation like walking, biking, public transit **Reducing acres of surface parking lots **Removing parking minimums **Adding street trees **Road diets **Allowing infill and small-scale corner commercial **Multi-use trails **Recognizing the negative impacts of high-speed vehicles (safety, noise) THIS MAKES FOR A MUCH BETTER CITY, THANK YOU!</p>
7/17/24	<p>1. Comments regarding West MQT Neighborhood recommendations: - “These strategies include extending streets to eliminate dead ends;...” o These dead ends work to limit vehicular traffic and speed, which is important seeing that kids in the neighborhood play on these streets because there aren’t any sidewalks or neighborhood parks within walking distance to play on. I would like to see the street extensions only made for pedestrians and not automobiles to improve safety for walkers, bikers, and kids. - “...constructing missing sidewalk segments;...” o YES!! - This neighborhood needs more measures to reduce speed to protect pedestrians. FOr example, we see a lot of speeding cars down West and Kimber. In addition, a lot of people previously used Kildahl and West as a means of by-passing the light at McClelland and Fair Ave. There’s now a construction zone on Kildahl that is preventing this. It’s working great to limit speeds and traffic loads – the parents in this area would love it if there was a more permanent measures (such as speed bumps) in this area to slow traffic. The ‘slow kids’ street signs don’t appear to influence the speed of cars. 2. “Modify definition of ‘family’ to allow a higher number of unrelated individuals to live together” o I’m in favor of this from a housing aspect, but until we have adequate public transportation, it presents a parking problem, especially during the winter months. Parking and public transportation issues both need to be acknowledged and considered with this recommendation. I’d like to see a limit on the number of vehicles that can be parked on a ¼ acre city lot. For example, when a local corner house was converted to a rental for college kids, much of their front and side yards and the street adjacent was used for parking. I’m not in favor of encouraging this because it adds to the summer urban heat effect, makes our neighborhood look and feel like a parking lot, and presents more danger for the kids who play on the street (more traffic load). 3. I love the recommendation of having regulations to preserve views of the lake from prominent vistas. The City should do a survey to find out which vistas are valued by the community, then make this information accessible to the public and developers. 4. I would like to see bike lanes moved to off-road sidewalks/trails, where possible. I don’t feel the general public knows how to accommodate or use the existing bike lanes properly to keep bikers safe. We might need more educational outreach on this. I personally don’t feel safe using them as a biker. The cars are too fast on Wright Street and there is too much traffic on 3rd street for me to feel comfortable</p>

	<p>biking in the bike lanes. The Fair Ave bike lane could be moved to the sidewalk. 5. I love the idea of a corridor plan for Lakeshore Blvd to get a better public vision for this area and to drive design of developments. 6. Regarding the recommendation to sell unused City lots: o I don't feel the City has a very good understanding of how neighbors of the lots value particular lots. There needs to be a process for gathering public opinion and use by local neighbors of those lots--perhaps sending letters. For example, the wooded area along McClellan Ave and north of the Medical Center gets a lot of use by the local population (people walk on trails through woods, kids play in the woods, etc.). The City did not seem to understand the value and use it has to the West MQT neighborhood when it offered it up to development. Most of the people in my neighborhood were not aware of the potential development until after the City Commission voted on it. I'm not opposed to the City selling unused lots if they take the time to first check in with the local neighbors to find out if the lot is valued and used by the neighborhood! o The West MQT neighborhood needs neighborhood parks! Maybe one of these 'unused' lots could be converted to a neighborhood park. 7. Overall, I very am happy with the Plan and the City's measures to gather community input. Well done!</p>
7/17/24	<p>Commensurate with Guiding Principle F "Maintain and connect our neighborhoods", please add a safe biking lane along Division Street to connect the south NTN trailhead and Granite Pointe neighborhood directly to South Marquette and the lakeshore.</p>
7/17/24	<p>We really need a bike path and/or sidewalk on division. With more homes and development emerging off of division, we need a way to safely connect to downtown. It would be even better if we could lower the speed limit from 55 mph. There are so many homes with families living in this area and it feels unsafe with the speed limit of 55 mph. Whenever we bike on it with my family, it always makes me nervous with the speed that cars pass us.</p>
7/15/24	<p>Referring to the Master Plan Page 26...paragraph begins with "The 2019 Campus Plan". Is this NMU's 2019 Campus Plan or the City of Marquette's 2019 Campus Plan? It is not clear from the text. I searched NMU's website for "Campus Plan" and found no such plan. In addition, what is the relevance of this street configuration to the City's 2024 Master Plan? There is no recommendation that this concept is a good or bad street configuration. (FYI--Bad in my opinion). The whole paragraph should be removed from the master plan.</p>
7/14/24	<p>Recommend constructing indoor and outdoor pickleball courts</p>
7/14/24	<p>Stop punishing longtime residents with property tax hikes disguised as "home value increases". I'm sure my taxes won't reduce when sanity returns to home prices. If we are forced to endure ever increasing tourists at least let residents benefit by lifting unlawful restriction on short term rental. Restrictions and regulations related to new/renovation construction is unnecessarily complex, expensive and burdensome to the point where desired improvements for longstanding residents cannot be reasonably afforded. Developers are the only ones who can afford houses or improvements which is forcing local residents out of the city. The result will be an entire city which goes dormant outside of summer/tourist season (i.e. townhouses along the lake and Traverse City). Make improvements which benefit those who already live here and not those just passing through.</p>
7/11/24	<p>The green space and mountain biking trails within city limits is why I chose to live in the city. Stop taking them away. The elimination of NTN's "Two Stroke" (no pedal) trail breaks my heart. Along with elimination of the "Mossy" trail which is now become a housing development I do not like this direction the city is heading in.</p>

7/10/24	I want to say thank you for all of the care and effort put into this plan. It is obvious that community input was integrated! I really appreciate that a broad view of the lake was a requirement in all development near the lakeshore. Some of the developments in the last 10 years (condos and fairfield inn hotel above founders landing/whetstone brook; the hampton Inn and One and Two Marquette place being recent disappointing examples of very irresponsible lakeshore development). I feel confident that those will be the last of their kind. I'm so grateful that preservation of our natural resources was so highlighted, and that use of native plants and natural building materials was also a key component. Thanks again.
7/10/24	Protect our natural areas!! Stop trying to become the next Traverse City. Our natural areas are a big reason people live, move, and visit here!
7/10/24	Prioritization of the NTN north trails and south trails needs to be included. The economic benefits generated from these trail systems should not be overlooked. If you travel out of town on a Friday every other car traveling towards Marquette is hauling bikes to come visit these trail systems. These visitors spend their money in town... Another great example, Marji Gesick race weekend. Tons of folks from out of town descending on the area and spending money in town. It would be foolish to allow these places to be developed further. They need to be protected.
7/10/24	Need to address crossings on 3rd and 4th for cars and pedestrians. In a car it is hard to see traffic coming down 3rd between Ridge and Ohio. It's also hard to cross 3rd and fourth. No stops signs on 4th. Maybe narrowing or raising the street near crossings would help slow down traffic and make pedestrians more visible. Huge lack of Dog parks. So many parks in Marquette and so little accessibility for dog owners.
7/10/24	The Forested suburban area is home to many hiking, running and biking single track. This alone brings in a huge amount of tourist dollars and many who stay at rippling river have direct access to the trails. I'd like to see less commercial(even residential) development in those areas. Instead would like to see development of even more trails, Especially considering that there is the new raging river campground set to open later this year. This will only bring in more folks who intend to use those trails systems. The draw of the NTN trail system is that it is accessible and one of the largest in the area. It would be great to see expansion in that respect.
7/10/24	Thanks you for your work on this - Lots of thought and detail went into this report. I just wanted to point out that I think the boundary for west Marquette -the area between 7th and Lincoln is a very different neighborhood than west of Lincoln. Harlow Park area and Bluff street have older homes and alleys and the fit strip is over there. This may not change anything , but just a point of information.
7/10/24	2 Regions of special note of what makes Marquette the home of Midwest mountain biking and multi use trails, The Forested Suburban and Dead River Corridor must be protected AT ALL COSTS from development that would effect the current trail system and any future trail development. The community and economy around our trails is part of what brings people here and is vital to our survival and growth as a city. As for the Downtown and East corridor, Third street should have some form of development to go back to a one way with enhanced parking with better pedestrian access. the 100 block of Washington should also be barricaded and revamped to create a distinct downtown area to help with business growth and create an open green space downtown with room for businesses to have outdoor seating, areas to relax and converse
7/10/24	Would love to see Pickleball courts in Marquette. The largest city in the UP should have some of the nicest courts for the fastest growing sport. Many opportunities to bring in people for tournaments as well.

7/10/24	Marquette does not have any designated pickleball courts - only shared courts (on tennis/basketball courts). There is a high demand for this recreational activity by people of all ages. In addition, the local club receives inquiries from visitors on a regular basis as to where they can play. The options are extremely limited. While visiting other cities, both smaller and larger, it is very easy to identify the location of courts and a schedule for drop-in play at all levels. Marquette has fallen way behind in recreational facilities in demand for this high-interest, fast growing activity.
7/10/24	Our community would love to see dedicated pickleball courts in Marquette County. We have a large pickleball community and more people learning and joining this growing sport. We need a space where people can play on dedicated courts (not sharing space with tennis courts or basketball courts). If we had a facility that could accommodate 16-20 dedicated courts that would be wonderful. There are so many options of how to build them but ideally there would be low fencing between courts to keep balls in that one court. This makes it much safer for those playing and spectators. This would be a large for our area and we have people traveling to the area all summer that would sue the courts as well. This is be a wonderful edition to our community. Thank you!
7/9/24	Please consider that it is time to invest in some pickleball courts. A number of smaller communities in the UP have them. Pickleball is a growing sport and can be a huge draw for tourism. It doesn't make sense that our community does not have 1 pickleball court,
7/9/24	More pickleball courts inside and outside.
7/9/24	THANK YOU FOR YOUR SERVICE TO OUR COMMUNITY. THIS IS A COMMENT REGARDING DIVISION ST BETWEEN PIONEER STREET AND HWY 553. WITH THE NEW APARTMENT COMPLEX GOING UP, WE ARE GOING TO HAVE AN INCREASED AMOUNT OF BIKE AND FOOT TRAFFIC HEADING TO SOUTH MARQUETTE AND THE BEACHES. RIGHT NOW THE SPEED LIMIT IN THAT AREA IS 50MPH AND THAT IS PRETTY FAST FOR A 1 MILE STRETCH OF ROAD, ESPECIALLY WITH ALL THE BIKE AND PEDESTRIAN TRAFFIC CURRENTLY USING THE EDGE OF THE ROAD. IF WE COULD ADD A BIKE PATH IN THAT AREA OR LOWER THE SPEED LIMIT, THAT WOULD BE GREAT! THANK YOU AGAIN FOR YOUR TIME.
7/9/24	I was very glad to see the focus on density and redevelopment. Although the city has little, if any, control or say as to what happens in the townships, the prime goal as Marquette grows should be to limit sprawl. Visiting Traverse City, you can see what happens with unchecked sprawl, and it is a nightmare. If there is any way the city can work closely with the townships to focus on redevelopment along already busy corridors instead of spreading into undeveloped areas, that would be a huge boon to city and township residents who appreciate the recreational opportunities we currently have. We all appreciate the proximity and relative wildness of the recreational trail network in and around the city. Any significant infringement on that would be severe blow to what makes Marquette so special. As a South Marquette resident, I'm supportive of more dense and thoughtful development along South Front Street, as I see a lot of wasted and under utilized space currently. The Craig St. pedestrian bridge is a great idea as crossing this stretch of road is very dangerous and challenging during busy times of the day. My only critique is that the recreation corridor should extend all the way to the southern border of the city, as the bike path and lakeshore access are just as important here.
7/9/24	Thank you for your efforts to recognize Marquette as a bike town! Division street is used a lot by bikers to connect the lakeshore/heritage trail pathway with the NTN south trails. We could use a safer designated bike lane on Division street since the speed limit is so high. I would love to bike with my kids down to the water, but I don't feel safe doing it. Thanks!
7/9/24	A bike path is desperately needed on division. Division is the connection to so many of our bike trails, etc. Many locals and visitors utilize Division to access trails, and biking or riding along Division is not safe. Additionally, there are a number of neighborhoods that would utilize a bike path. This is truly needed.

7/9/24	A bike path along Division from downtown to the south trail head would be very beneficial. It would eliminate a safety issue to bike along high speed traffic and reduce the need to use a vehicle to use the south trail head.
7/9/24	The Master Plan is exciting! One thing we absolutely need for safety is speed reduction on Division St. and adding bike lanes. The number of bikers traveling on Division to access South Trails is very high, and I anticipate it will grow with the new subdivisions. I have seen many close calls with cars traveling often 60mph+! Just to slow down to 25mph closer to the turn. Make it all 25mph, tree-lined with carved out bike lanes!
7/9/24	Please build a bike lane along Division St. There are many young families in Granite Pointe, Shiraz Hills, the mobile-home community. Those children need a safe way to get downtown and to the beach. With a growing number of subdivisions near Division St (2 or 3 that are being built now) the community needs a safe bike lane. I see children biking along Division all the time in warm months, and cars passing them going 50 miles per hour. It is only a matter of time before a tragic accident happens.
7/8/24	One of the reasons I choose to live near Marquette are the bike and hiking trails. Please continue to work with local organizations to maintain and grow our trail networks.
7/8/24	Please stop building near the NTN South Trails! This trail system brings many professional to our area to live and play. The Forestef Suburban Section continues to shrink. These business can build elsewhere. If you must sell property sell it to NTN for recreation ONLY to pressure In perpetuity.
7/8/24	The Dead River Corridor is carved out for recreation and a similar area along the Carp River should be designated as Carp River Corridor outside of "Forested Suburban". This area is greatly valued for its recreational trails and amenities and should be protected as such outside the few carve outs that were sold off for development under the Heartwood Forest Plan. "Forested Suburban" line should be hard drawn accordingly at the edge of these recreational lands.
7/8/24	Hello, I would like to see a priority list for the guiding principles. Water, Sewer, Streets has to come before the others. I would also like to see a section of the strategic plan that covers attracting and retaining the City's workforce. Thank you.
7/5/24	The Master Plan should look to achieve the Marquette County Economic Recovery and Resilience Strategy focus on "..the town needs to have reliable, high-speed Internet,.." by requiring development streets and zones to include the deployment of fiber to be interconnected in the future to a city wide high-speed fiber network. While other connectivity options exist, buried fiber is still the fastest and most reliable way to provide high-speed internet services.
6/29/24	Although existing bike paths are wonderful, I would like to see the cinderpond park area have an additional wooden boardwalk as an inner lane for walkers only, similar to Duluths, due to dangerous congestion. Also, either over or underpass connections on Wright St and McClellan and Washington St. Paths also need planned fund for resurfacing. It would great to get the state apprfor a city tax on hotels so tourists pay for use of the paths.
6/26/24	I live in south Marquette. Lifelong area local, under 40, and long-time home owner with a growing family. We love where we live but don't access the lake shore from our house because of US-41. A pedestrian bridge across the highway is needed, especially for my little kids. It's the one thing I'd love to see the city construct in the near future.
6/26/24	I would love to see a splash pad created in Marquette. With climate change creating increasingly warmer summer days, this would be a great addition to our recreation-loving city. If L'Anse can do it, surely Marquette can. While not specifically noticed in my review of the documents, I do want to comment on any possible connection of center street from McClellan to Elder Drive. Both the Elder Drive and West Ave adjoining neighborhoods (we live on West) are quiet, which is part of the appeal for purchasing homes there. A punch through of Center

	street has the ability to adversely affect this. Also, the bike path currently running parallel to McClellan is so frequently used (many times by neighborhood families with small children), this seems like it would increase the change for car/pedestrian crashes.
6/26/24	Regarding South Marquette, and the statement "installation of sidewalks along both sides of the neighborhood streets is envisioned". Why? does it make it safer? e.g., Mesnard is very busy during start and end of school--do you want people walking on both sides--is that safer? Parents are speeding and cars are parked on the street during these times when not allowed. How about enforcing what is there now, before spending more for the sake of of a design.
6/25/24	I am from Gladstone. I have found that the reliance on traffic circles causes problems trying to cross the road and leave parking lots. There is no longer a breaks to traffic allowing these things to happen. I timed it one time when I tried to leave the mall and go to Red Lobster. It took 7 minutes. I now hesitate to come up there shopping.
6/24/24	Ensure open communication with Chocolay and Marquette Townships. Folks *experience* all three as "Marquette," and aligning plans will make sure there are no jarring transitions around borders.
6/17/24	As a homeowner in the city limits near one of the streets that has a dead end, I am very concerned about the statement from the company that created the plan regarding connecting dead end segments of streets. I think that it is pertinent to view this suggestion from a perspective of what benefit would be gained vs. the immediate and long-term expense of such projects for the neighborhood, the community, and the city plan. The bike path section that is closest to my home crosses the current walk way that would be a connection for Center Street between Elder Drive and McClellan Street. This section of bike path is on a significant incline and those traveling toward Wright Street often include families that would be suddenly faced with a stop and possibly frequent vehicles. This would create a serious safety risk. The Elder Drive, Waldo, Lynn, and Birch Streets homes often use Center Street as a quiet way to connect with the bike path and there are no sidewalks that would offer safer passage should Center Street become a thruway. The value of living in this area often is said to include the quietness of the streets and safety. That sense would be quickly negated should Center Street be connected. Those that live in this neighborhood are used to navigating around the streets that allow entrance to the neighborhood without the use of Center St being a thruway. Perhaps the only benefit comes from plows, garbage trucks, etc. not having to backtrack at times, but those services all seem to have routes that are designed around the dead ends and not impeded. The financial cost for materials, staff, consultants, etc. would seemingly be quite substantial and the tax value for desired locations would suffer resulting in less taxable value. With only financial loss and not much gain this does not seem to be a wise step for the city plan. Additionally, one of the attractions Marquette holds for new residents and visitors is the walking and biking paths- both formal and informal. Many of these paths exist in the places where streets do not connect. These paths often include small homemade bridges over wetlands and stream crossings. The effort needed to create appropriate and responsible road crossings over such habitats is additional expense, again yielding very little if any benefit. In an economy that we find ourselves in where budgets are scrutinized for areas to cut, this seems like an obvious misuse of funds to pursue these connections.
6/7/24	I searched this document & did not find one mention of handicapped parking or accessibility. I do not feel that Marquette meets the handicapped parking requirements established by the ADA; example Iron Bay bottom of a steep hill - handicapped parking on top of the steep hill. Many businesses do not have handicapped parking spot available in front or even on the same side of the street. Please address the lack of available handicapped parking in Marquette

6/3/24	We are very against joining the Center Street and McClellan St. that is currently a dead end on Elder Drive. The appeal of this neighborhood is the dead end that doesn't allow additional traffic. Thank you.
5/31/24	I am adamantly against the connection of Center St. to McClellan Ave. in the West Marquette neighborhood. Based on the premises of creating safer, more walkable and bikeable communities, I find the reasoning behind the proposal heavily flawed. The current neighborhood is very safe, promotes walking, biking and other activities for people of all ages, heavily geared towards promoting a healthy environment for children. Connecting the street would have significant negative impacts with little to no positive impact on any part of the community. It would put children higher danger (currently over 50 children on elder dr who are constantly outside playing, biking, etc.), create traffic hazards primarily from NMU students, increase traffic danger with wildlife (heavy animal population), disrupt the existing biking/walking path which is completely against the purpose of the plan, and increase noise and air pollution. Fair and Wright street are both major East/West hubs and are only 2 blocks apart so there's no need to add another vein between them. The home value will decrease in the area (up center, Elder Dr., likely Garfield, Lynn and Birch, potentially West Ave. etc.). There seems to be ample areas and important infrastructure around town that we could improve without wasting money on unnecessary road connections in locations that are not currently an issue, nor have they been an issue in the past.
5/31/24	OPPOSED to extending dead-end streets (e.g., Center Street). DO NOT EXTEND CENTER STREET. Our neighborhood IS a walking neighborhood with OLDER folks, YOUNG kids playing and riding bikes... extending Center Street will destroy our neighborhood feel. Growing up in Marquette neighborhoods gave me opportunities to create lasting friendships with kids who lived close to me. It pushed me and other people in my neighborhood to be outside and play in the mud and definitely gave me as a young kid socialization that I needed to grow and develop. By getting rid of neighborhoods you would be getting rid of needed socialization that can teach young kids to navigate the world and discourage those kids to play outside. In my neighborhood right now, I see kids do things that I used to do when I was a kid and I remember how much fun I had and how much I learned from interactions with my neighbors.
5/31/24	Hello, I appreciate the space to comment and would like to comment that I am: OPPOSED to increasing the # of non-related individuals living in the same house.... especially in the West Marquette residential area. Currently 4 is enough, even just addressing parking for more than that in a home, I don't believe adding more people into a rental will improve our community especially our residential areas. OPPOSED to extending dead-end streets (e.g., Center Street). DO NOT EXTEND CENTER STREET. Our neighborhood IS a walking neighborhood with YOUNG kids playing and riding bikes. The safety of these families and community should be preserved, extending Center Street will destroy our neighborhood and is an expense that the city does not need to take on. In summary it would decrease the safety of residents/children, there is no benefit to the immediate community only to people who commute through (and even that is a stretch), it - creates hazards on the bike path (the section of bike path between fair and wright is a gem), would most likely increase in collisions with deer and other wildlife who no longer fear traffic , increase traffic collisions on mclellan and lower desirability of the neighborhood. We should preserve why people want to move and live in Marquette.
5/31/24	Two issues with the proposed plan: 1. Allowing more non-related individuals to live in a single-family dwelling will simply create "flop-houses" of the rentals around the city. On top of that, there isn't any enforcement of the current limit of 4 non-related individuals. We had to reach all the way up to the previous city manager to get any agency to deal with 9+ non-related individuals living in a home in our neighborhood. Enforce the current plan and keep our neighborhoods from being overrun by overflowing rentals. 2. Opening up dead end streets for automobiles isn't the way to make the city more walkable/bikeable...it makes it more hazardous for walkers and bikers! This is a small town and there's no such thing as a long drive. A perfect example of this is the dead end of Center Street within the Elder Street neighborhood

	<p>where a sidewalk continues E-W to connect the sections of Center Street. MANY people walk/bike here daily to connect with the bike path - don't ruin it.</p>
5/29/24	<p>TO: Marquette City Planner David Stensaas I find your plans for the West Marquette Neighborhood to be flawed and inconsistent with the goal of providing safe, secure, family friendly neighborhoods. Our traditional family neighborhood was designed with dead end streets and cul-de-sacs to reduce the amount of and speed of vehicles in an area full of children. The makeup of the neighborhood is much the same now as it was then. To connect such streets “to help shorten trip lengths and diffuse traffic loads “is of dubious value as Lincoln, McClellan, Fair and Wright Street provide access to commercial sites. The existing bike path also provides a safe access to the Washington/ McClellan businesses. To connect Center St to McClellan would make the bike path less safe. There is already one gas station/convenience store and eatery within walking distance of the neighborhood, I doubt another one is needed. I also find your ploy to change the definition of “family” to allow more unrelated people an odious attempt to skirt existing regulations and undermine the purpose of a traditional family neighborhood. We don’t need frat houses or overstuffed rentals. jmoschet@nmu.edu</p>
5/29/24	<p>RE: Building through streets at current city dead-ends I do not support opening up these city streets to accommodate more traffic. Addressing the Center Street/McClellan proposal--this would be of no benefit to local residents/taxpayers, only ease travel for commuters; would decrease property values on homes currently located on cul de sacs or dead end streets; would decrease safety of residents walking with or without dogs, the few deer and wildlife remaining in the city, of bike path users, and of vehicles crossing another intersection; and further destroy natural habitat in Marquette. The current arrangement has worked successfully for residents for decades; opening these intersections is of no value to Marquette residents. We live here because we appreciate the natural environment, safe outdoor sports, i.e. biking. Many locals find it is more than feasible to walk or bike to amenities. The bike path and extended McClellan ensure ease of accessibility. We do not want Center Street opened up to North McClellan; this would only be detrimental to this residential area.</p>
5/29/24	<p>I would like to address a lack of accuracy in describing the West Marquette neighborhood and proposed solutions that don't make sense. The master plan states that the lack of street connectivity somehow decreases walkability, and the neighborhood is not favorable for biking. That doesn't make sense because there are multiple access points to the bike path which allow walking and biking. I can bike to work directly from elder dr. I agree that there is a lack of sidewalks though. The plan draft states that walkability can be increased by eliminating dead ends? The only dead ends are Waldo and Center and both of those streets have connections to the bike path, so how does that decrease walkability and bikeability? If you connect those streets it will increase the traffic to and from NMU making it unsafe for the people living along those roads. So how does increasing traffic make it safer to walk and bike? When people currently drive down center thinking it connects, they are always speeding, drivers will speed through there if it connects and little kids ride bikes around that road. It does not benefit the occupants of that area to increase the traffic From a value standpoint my house has appreciated over 100% in value over the last 10 years due to a quiet location, if you increase traffic, I will lose value because that is the opposite of why people want to live on elder. Communities across the country are always trying to create quiet neighborhoods and Marquette seems to want to get rid of them? That doesn't make a lick of sense. How does the city intend to add different dwelling types and commercial use in this area, there is no space. The city tried to tear down forest to install low income housing a few years ago and we mobilized to stop it, we will continue to do that, the residents of this neighborhood like how quiet and safe it is now and I'm sure decreasing the safety wont go over well. The neighbors are currently emailing about this master plan because they are worried the proposed solutions will</p>

	make the area less safe and destroy our property value. I'm sorry I cannot give support to this plan.
5/29/24	I DO NOT support the connection of Center Street to Mclellen in the West Marquette Neighborhood near Elder Dr. this is a wonderful quiet neighborhood that would be negatively impacted. The bike path would be less safe for users if the road was extended. The extension does not resolve any existing problems and would only bring negative impacts.
5/29/24	20 year resident. OPPOSED to increasing # of non-related residents occupying one house. OPPOSED to extending Center Street. Our neighborhood already is a walkable place with kids and older folks walking the road...DO NOT EXTEND CENTER STREET.
5/29/24	I have lived on Elder Drive (West Marquette) for 20 years. I am OPPOSED to: 1. Increasing the number of non-related family members allowed in a residential area (the house next door already has 4 renters non-related ALL with their own cars and at times there are twice that many there). NO WAY - DO NOT INCREASE. 2. The general principle of extending streets - a major contributing factor for why I bought my house where I did was because that street does not go through - it is a GREAT WALKABLE NEIGHBORHOOD because so few cars drive the road. You extend Center Street and that destroys the walkability and 'playability' for young children, or safe loop for our older folks of our neighborhood.
5/28/24	I DO NOT support the connection of Center Street to Mclellen in the West Marquette Neighborhood. The current traffic in this area is safe for the community who resides there. Making center a through street would: (1) endanger children who frequently bike and play in the neighborhood (2) increase traffic from NMU through a neighborhood with a high population of children and elderly (3) create a traffic safety hazard in a residential area that is not structured to handle traffic (4) bring traffic too close to existing houses (5) decrease air quality in the neighborhood (6) destroy sections of a forested area and wetlands to accomplish the connection (7) increase litter in the neighborhood and along the bike path (8) disrupt travel and create a hazard along the municipal bike path (9) destroy recently completed art from the "words to live by" project (10) this would increase collisions with deer and other wildlife (which frequently travel through this neighborhood and have made this area part of their habitat due to the low traffic) (11) increase vehicle collisions along mclellen (12) would destroy unique characteristics of this community who gather at the end of center annually for a block party (13) remove a safe dog walking path of travel (14) decrease property values in a desirable location. Please consider the negative impact this connection would have to existing community, voters and taxpayers. This is not a benefit to the community it is a benefit to commuters, and that is not the same thing.
5/27/24	Thank you for your efforts on this very comprehensive and thoughtful master plan. It has captured the thoughts of the community very well. If a pedestrian bridge is ever built over US41 in south Marquette, it should resemble the old trestle bridge at Getz's with the Welcome to Marquette, home of NMU signage. I am excited for the future of Marquette. This is the plan, it just needs to be executed.
5/25/24	Please consider having Marquettes first designated pickleball courts indoors and/or outdoors. The pickleball community in Marquette is HUGE. The courts at NMU are cracking and are not designated just for pickleball. We have to share these with the tennis community. There is a large need for this in Marquette. Indoor and outdoor recreation is popular with young and old and the weather here is usually cold and snowy so it would be amazing if we could have an indoor facility to recreate in. Angela Davis - City of Marquette resident

5/19/24	Further densification of the city would be made possible through relaxing the owner or related occupancy requirements of ADU's and allowing them to be used as rental units, possibly allowing two rental structures on one piece of property. Additionally changing the "no more than 4" unrelated persons in a single dwelling unit rule would be a great way to reduce housing costs for students. Marquette has many older houses that have 5, 6, or even more legitimate bedrooms that make excellent student rentals. A special permitting system can be instituted to make sure these denser units are following ordinances and not becoming a nuisance.
5/17/24	I would like to see something mentioned about either amending ordinance 707 or abolishing it and adopting state law. The fact that we talk about our climate, trails, and the Multi path, but we then limit the devices that the state already classifies as Non-Motorized thus locking out a whole demographic of people forcing them to only use the road, at lesser speeds than cars or actual defined "motor vehicle"



**RESOLUTION**  
**City of Marquette**  
**Marquette County, Michigan**

**RESOLUTION APPROVING AND ADOPTING COMMUNITY MASTER PLAN**

WHEREAS, the City Planning Commission has prepared a proposed Master Plan for the future use, development, and preservation of lands within the City, in accordance with the procedures set forth in Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act ("Act 33"); and

WHEREAS, The City Planning Commission, after first notifying neighboring entities and others as required by Section 39 of Act 33, thereafter prepared a draft Master Plan, which was thereafter approved for distribution by the City Commission at their May 13, 2024, meeting; and

WHEREAS, the draft Master Plan was distributed as required by Act 33, and after expiration of the 63-day comment period, a duly noticed public hearing was scheduled and conducted before the City Planning Commission on October 1, 2024; and

WHEREAS, the Planning Commission upon completion of the public hearing approved the Master Plan and submitted it to the City Commission for final approval; and

WHEREAS, the City Commission, having reserved the right to approve or reject the Master Plan, now wishes to approve the proposed Master Plan;

NOW, THEREFORE, BE IT RESOLVED The City Commission concurs with the Planning Commission and hereby approves and adopts the City Master Plan as presented by the City Planning Commission on this 15<sup>th</sup> day of October, 2024.

This resolution was offered by Commissioner Larson and supported by Commissioner Mayer.

Roll Call Vote: Commissioners Larson, Mayer, Schloegel, Smith,  
Mayor ProTem Hanley and Mayor Davis

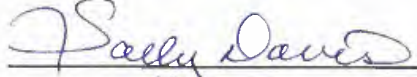
Ayes: 6

Nays: 0

Absent: Commissioner Ottaway

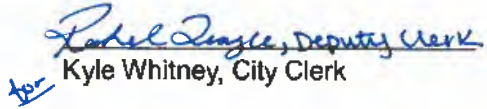
Absent:  
RESOLUTION DECLARED ADOPTED.

CITY OF MARQUETTE

A handwritten signature in blue ink that reads "Sally Davis". The signature is written in a cursive style and is positioned above a horizontal line.

Sally Davis, Mayor

I, Kyle Whitney, City Clerk of Marquette, Michigan, do hereby certify that the above is a true copy of the Resolution relative to the Project Agreement with the Michigan Department of Natural Resources , which Resolution was adopted by the City Commission, at their October 15, 2024, meeting.

A handwritten signature in blue ink that reads "Kyle Whitney, Deputy Clerk". The signature is written in a cursive style and is positioned above a horizontal line. To the left of the signature, there is a small blue mark that looks like "for".

Kyle Whitney, City Clerk