

Leelanau Scenic Heritage Route Corridor Management Plan Update 2012



Leelanau Scenic Heritage Route Committee

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This Corridor Management Plan is Presented by:

The Leelanau Scenic Heritage Route Committee, Leelanau County, Michigan
www.nwm.org/lshr.asp

Prepared by: Northwest Michigan Council of Governments



Northwest Michigan Council of Governments. PO Box 506, Traverse City, Michigan 49685-0506. www.nwm.org
The Northwest Michigan Council of Governments provides regional planning, economic development, and workforce development services to its ten member counties of Antrim, Benzie, Charlevoix, Emmet, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, and Wexford.

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Leelanau Scenic Heritage Route

-  LSHR
-  Roads
-  State Trunklines
-  Streams
-  Lakes/Ponds
-  Political Boundaries
-  Towns
-  Unobstructed View of Water



Map Produced By:
Northwest Michigan
Council of Governments
Map Date: 27 October 2006
Project: HeritageRouteM22_Letter.mxd

0 1 2 4 6 Miles



I. EXECUTIVE SUMMARY

The purpose of the Leelanau Scenic Heritage Route Corridor Management Plan Update is to provide a review and revision of the Leelanau Scenic Heritage Route Committee's objectives.

The update includes the following:

- ✦ Map identifying the Heritage Route
- ✦ Maps of traffic volume and crash data
- ✦ Map displaying land use along the corridor
- ✦ An updated photographic inventory displaying the location of intrinsic qualities along the Route
- ✦ Updated objectives and actions that offer insight into continued or new issues
- ✦ Recommendations and implementation strategies for making management decisions
- ✦ Five year Project List

Because of the scenic attributes, inherent beauty, and the rural characteristics displayed along the designated highways of M-22, M-109, and M-204, the Leelanau Scenic Heritage Route Committee continues to work to assure the residents and visitors of Leelanau County that this Heritage Route Committee will work to help maintain the pastoral character; protect the natural resources, recreational, historical and cultural assets, and assure that it is managed in a manner that showcases those inherent qualities.

The Mission Statement:

“To promote measures which protect and enhance the scenic, historical, and recreational characteristics of Michigan State Highways 22, 109, and 204 as they traverse the rural countryside and unique villages of Leelanau County.”

Leelanau Scenic Heritage Route Corridor Management Plan Goals

- Preserve and enhance the natural, historic, and cultural resources along the Route.
- Preserve the scenic qualities of the corridor and encourage development that will not detract from these qualities.
- Encourage community involvement in the monitoring of the Route.
- Encourage interpretive programs that describe the natural, historical, and cultural features located along the corridor.
- Promote the maintenance of the unique and rural feel of the villages and countryside along the Route.

The *Leelanau Scenic Heritage Route Corridor Management Plan* does not attempt to address every issue and problem along the corridor. Ideally, this Plan update is used as a guide to achieve community visions, while clarifying the issues and actions required for protecting its distinctiveness. The Plan update is also a guide for future corridor improvements and continues to enable the local communities to maintain more local control over the corridor without having ownership of the

II. CORRIDOR MANAGEMENT UPDATE

A. Introduction

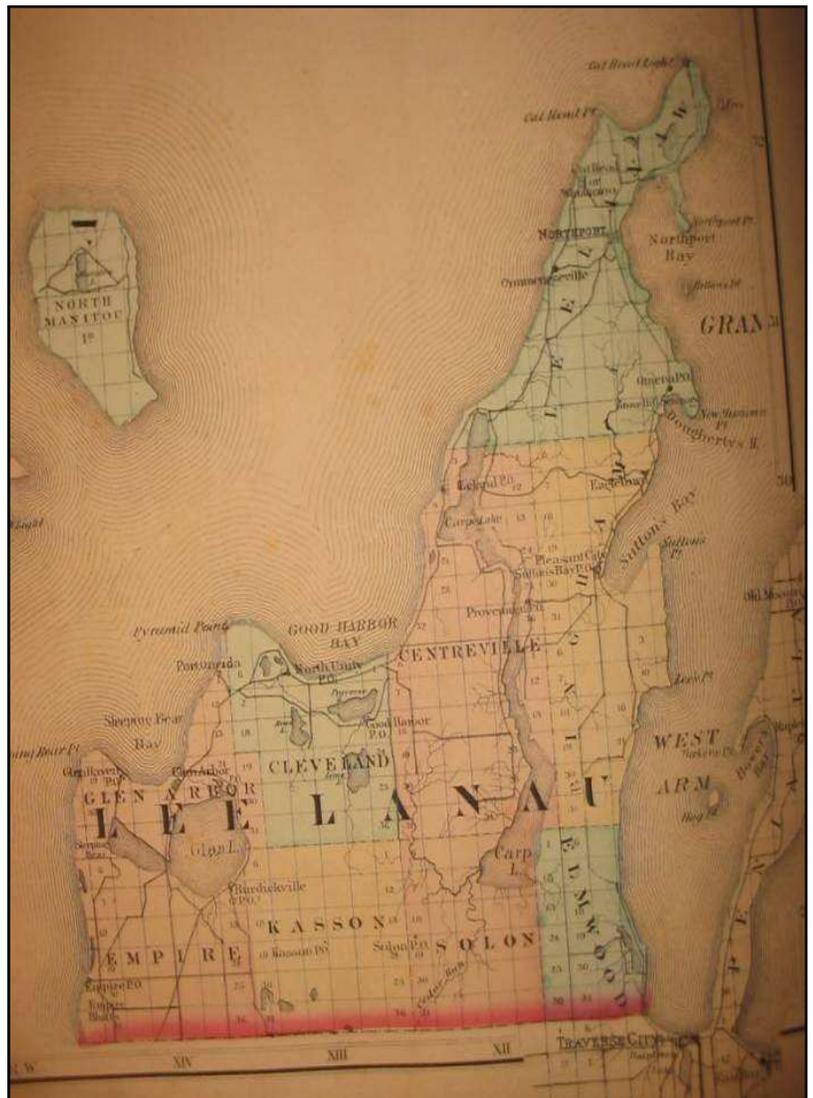
The Leelanau Scenic Heritage Route begins on M-22 on the east side of Leelanau County at the Traverse City/Elmwood Township line and traverses north along Grand Traverse Bay/Lake Michigan to the Village of Northport, then down the west side of the County turning off on M-109 through Sleeping Bear Dunes National Lakeshore, then back to M-22 through Empire to the Benzie County line. The Route also includes the County connector, which is east-west road M-204 that runs across the center of the County and crosses over Lake Leelanau at the Narrows. The Leelanau Scenic Heritage Route was officially designated a Michigan Scenic Heritage Route by the state legislature in 2002.

The Heritage Route Committee works to protect the natural and rural landscape with its many vistas and open spaces such as the orchards, vineyards, fields, hills, valleys, forests, and waterways; and the historic, cultural and recreational attributes. The Committee members include representatives from the County, each township and village, the Michigan Department of Transportation, Sleeping Bear Dunes National Lakeshore, Grand Traverse Band of Ottawa and Chippewa Indians, non-governmental organizations, and citizens.

The Landscape and Human Journey

Michigan State Highway 22 evolved during the last century from a muddy wagon track to a major transportation link between the coastal villages of Leelanau County. The Highway serves multiple purposes: it is a major artery of commerce for Leelanau County, is a scenic corridor for viewing some of the county's most memorable vistas, and is a gateway to the Sleeping Bear Dunes National Lakeshore that has an average of 1.2 million visitors annually. The Heritage Route often follows the shoreline of Lake Nippising, the predecessor of Lake Michigan, the predecessor of Lake Michigan.

Winding and scenic, M-22 acts as the primary corridor around the Leelanau Peninsula. The landscape of the region is a combination of rural and near wilderness with small towns and settled crossroads with residential homes, shops, and tree-lined streets. This Route provides the traveler from Greilickville to Northport, from Leland to Empire, whether local resident, seasonal resident, or visitor the opportunity to experience the many attributes that are woven into the landscape of Leelanau County.



It is because of this special charm that so many people visit Leelanau County year-round to enjoy its beauty, tranquility and rural atmosphere. Tourism in this region is an integral part of the local economy and it is M-22, M-109, and M-204 that provide the routes for visitors and commerce coming into and around the County. As tourism and commerce continued to grow, many citizens became concerned with the increase in use of these roads and the impact it has on the local communities. It may be inevitable that growth will continue to spill over into Leelanau County and the scenic attributes of the region and the Heritage Route will, in turn, be compromised.

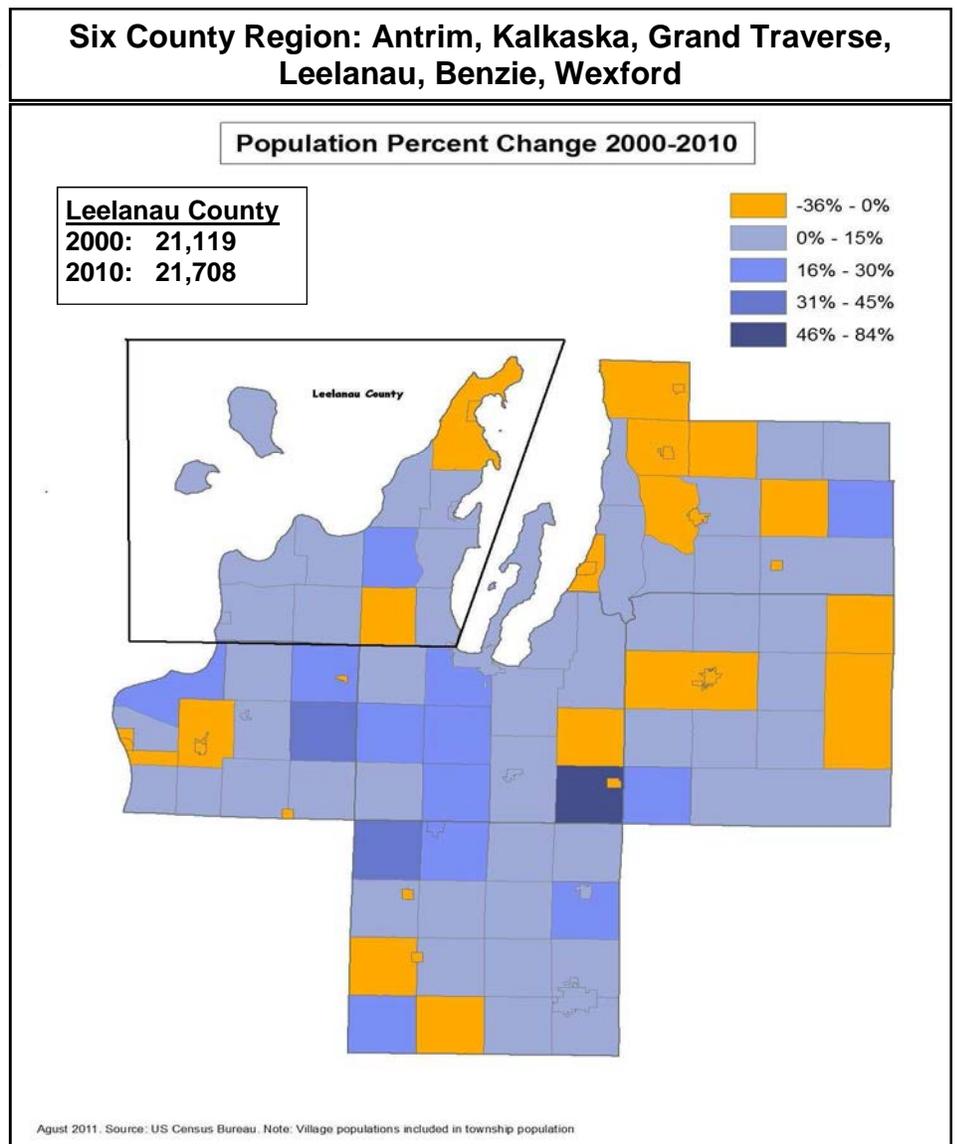
It is for these reasons that the residents of Leelanau County supported the designation of Michigan State Highways 22, 109 and 204 as the Leelanau Scenic Heritage Route. The Committee assists in the decision-making processes with the Michigan Department of Transportation to provide an opportunity for residents and visitors to continue to experience the beauty and rural character that this area offers, while limiting the impact of increasing development and tourism on the daily life of local communities. This process allows the residents of Leelanau County a proactive way to participate in the decisions along the Route that may impact growth and development in their local communities.

B. Corridor Inventory

The Corridor Inventory update assists the Michigan Department of Transportation (MDOT) and the local planning bodies on continued management strategies for the Heritage Route. This updated information continues to serve as a source of knowledge which the local governments along the Route can use when considering development projects or community actions affecting the Route. The inventory is designed to be used as a tool to help the community protect the corridor's scenic, natural, historical, cultural, and recreational assets while providing for the future.

1. Population

While the State of Michigan has lost population, northwest lower Michigan's population continues to grow, but at a slower rate than previously. The primary source of recent growth in northwest lower Michigan is from in-migration of new residents.



The Leelanau County population has also aged with more retirees moving to and moving full time to their retirement homes. The average age for the County is now 45 years.

2. Highway Characteristics

The Leelanau Scenic Heritage Route is a two lane, asphalt State highway with some turn lanes, bridges over waterways, three to five foot shoulders or no paved shoulders with the primary speed limit at 55 miles per hour. The entire Heritage Route winds along some of the most scenic areas of the Leelanau Peninsula and has been touted as the most beautiful road in Michigan. Events along the Route that the Leelanau Scenic Heritage Route Committee supports and is a participant include Port Oneida Days at Sleeping Bear Dunes National Lakeshore, Leland Heritage Day/ Fishtown Festival, and Empire Heritage Day at the Empire Heritage Museum.

Roadway Safety and Etiquette

The Leelanau Scenic Heritage Route is enjoyed by many people. There are full time and seasonal residents, farmers, visitors and vacationers who all travel the corridor in automobiles, trucks, motorcycles, bicycles, and/or walkers to revel in its natural beauty.

Some of the most treasured characteristics of the corridor are also the ones that create the most concern for safety among users. Those concerns include: the heavier traffic area at the southeast portion of the Route and the sightseeing traffic both requiring sensitivity on the part of motorists, truckers, bicyclists, and pedestrians. When you travel the Leelanau Scenic Heritage Route, please be considerate of those who live along the corridor by practicing safe, courteous travel behavior, have “designated viewers” in the vehicle, and only use designated pull offs.

Traffic Counts

Traffic counts are extremely useful in determining how a roadway is being used and in determining safety and traffic flow patterns. The traffic volume data from 2009, the most recent, shows that M-22 is heavily traveled from the southeast Leelanau County boundary to Peshawbestown with above 5,000 vehicles per day. This is primarily due to the high influx of vehicles in and out of Traverse City with visitors going to the Grand Traverse Band of Ottawa and Chippewa Indians casino/showroom, and regional residents working at the administrative offices in Peshawbestown. Also, the year-round and seasonal residents who live in Leelanau County drive back and forth to work in Grand Traverse County. The portion of M-22 north of Peshawbestown to Northport, in Empire, and M-204 rate a medium volume of 2,500 to 5,000 vehicles per day. M-22 on the west side of Leelanau County from Northport to Empire is rated at a low volume with below 2,500 vehicles per day. **Please see Traffic Volume map on the following page.**

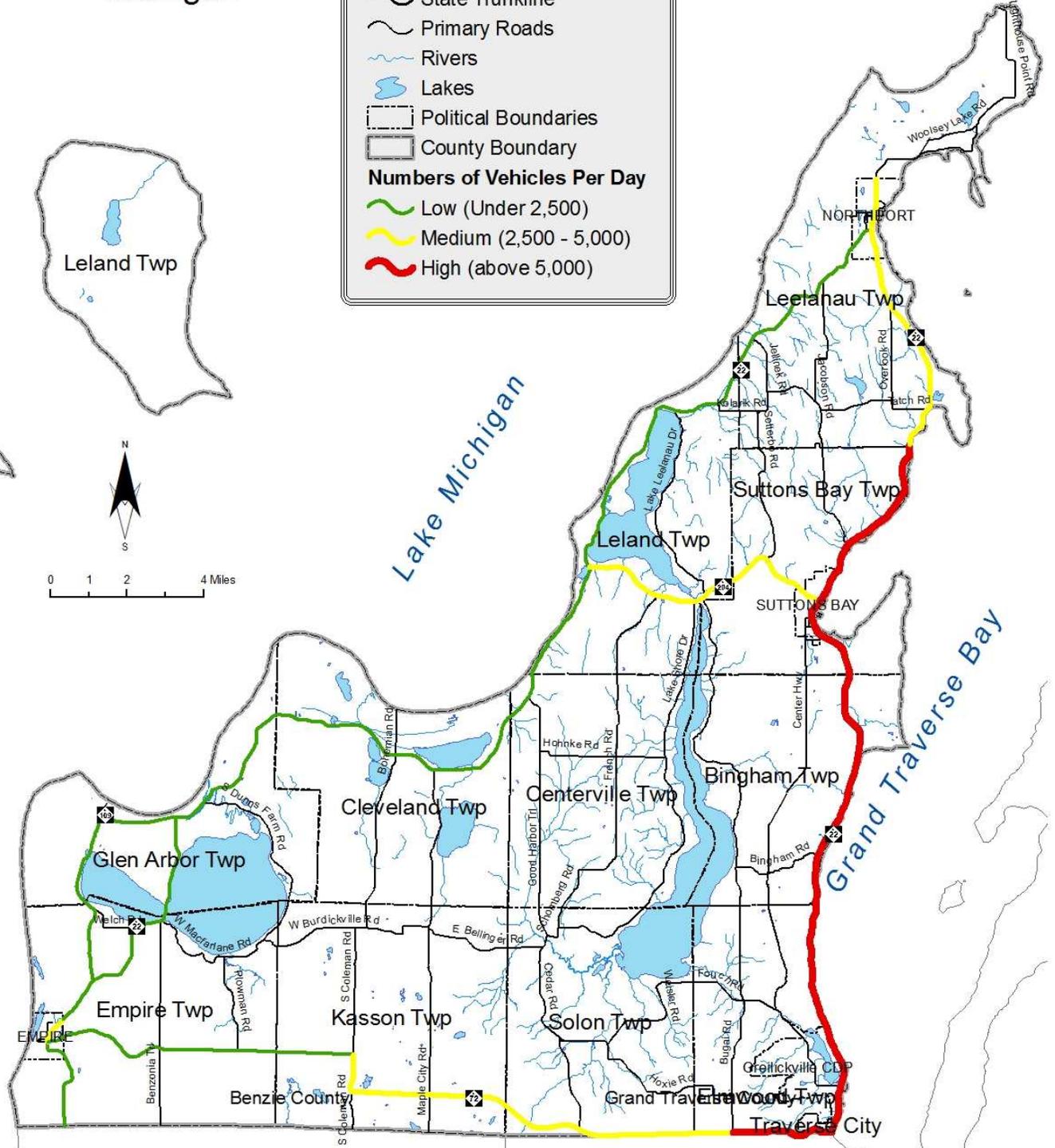
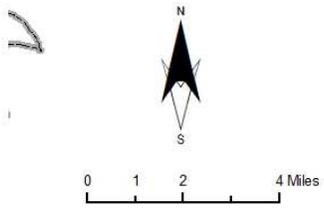
Leelanau County Michigan

Traffic Volumes (2009)

- State Trunkline
- Primary Roads
- Rivers
- Lakes
- Political Boundaries
- County Boundary

Numbers of Vehicles Per Day

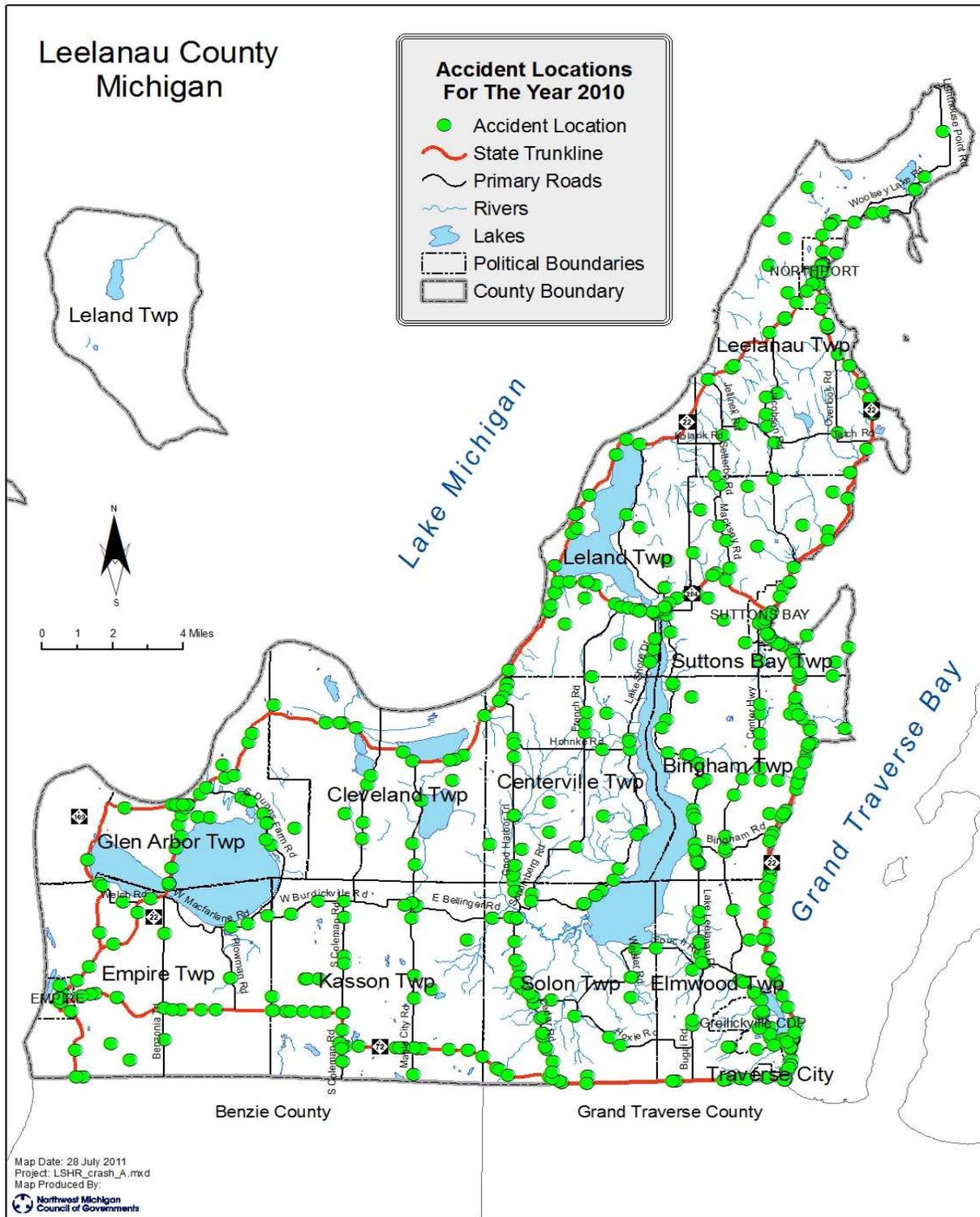
- Low (Under 2,500)
- Medium (2,500 - 5,000)
- High (above 5,000)



Map Date: July 2011
 Map Produced By:
 Northwest Michigan Council of Governments
 Data Source: Michigan Geographic Framework Version 10, Michigan Department of Transportation

Accident Locations

Crash information is another data source that can be utilized to study roadway safety. Similar to the data for traffic volume, the crash locations are posted on the *Accident Locations for the Year 2010* map below.

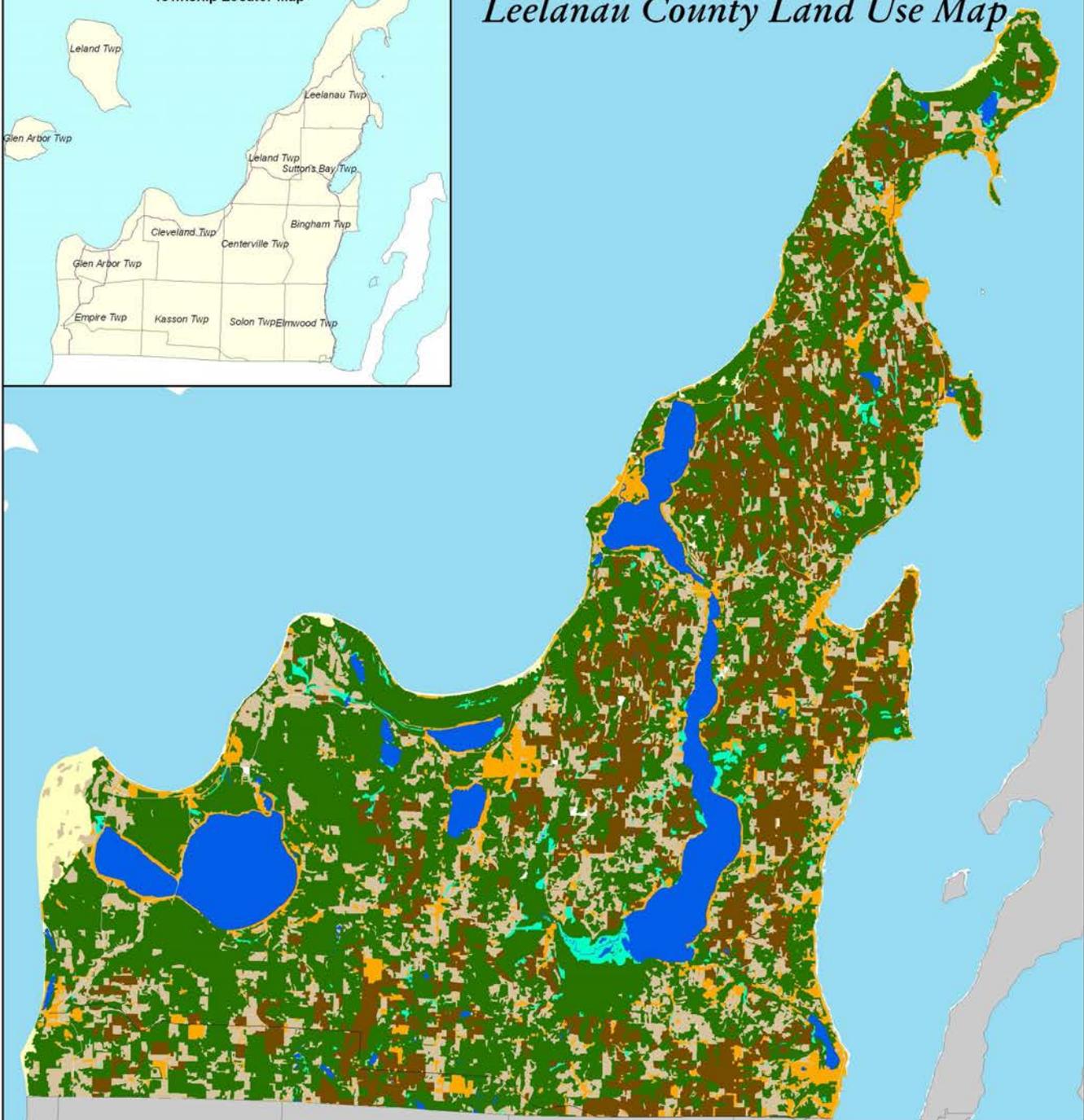


3. Land Use

Land use and land cover information provides a base from which to understand the character of the landscape along the corridor. Please see the Leelanau County zoning map from 2005 below. The Land Use map demonstrates that Agricultural, Forested, and Non-forested Open Fields dominate the County with residential development dominating the major built/village areas and near the shoreline. Each township and village has their own land use and future land use maps available. **Please see land use map on following page.**



Leelanau County Land Use Map



Leelanau County Land Use	Forestland	Scenic_Heritage_Route	
Urban/Residential/Commercial	Water	State Trunklines	
Agricultural Land	Wetlands		
Rangeland	Barren (Sand, Beaches, Gravel Pits)		

0 2 4 8 12 16 Miles

Source:
Michigan Center for Geographic Information
Department of Information Technology
Leelanau County Planning & Community Development Office

The changes along the Leelanau Scenic Heritage Route that have taken place since the 2006 Corridor Management Plan Update include the following:

1. Elmwood Township
 - Construction of office/residential buildings
 - Construction of commercial businesses
 - Traverse City Light and Power old coal dock site restoration
 - Completely renovated Greilickville Harbor Park with environmentally friendly materials such as pervious pavers
 - Working on a marina management plan
 - Working on a M-22 corridor plan for traffic control, parking and pedestrians
2. Suttons Bay Township
 - Winery opened near the 45th parallel on M-22 north of Suttons Bay
3. Grand Traverse Band of Ottawa and Chippewa Indians - Peshawbestown
 - Eyaawing Cultural Museum
4. Sleeping Bear Dunes National Lakeshore
 - Glen Haven Historic District renovations
 - Leelanau Scenic Heritage Route Trailway: the environmental assessment and plan was completed and approved; survey and design engineering completed from the Dune Climb to Glen Arbor; Segment 5 will be constructed from the Dune Climb to Pierce Stocking in 2012. Survey and design engineering from Glen Arbor to Port Oneida will take place in 2012 with construction in 2013. Survey and design engineering from the Dune Climb to Empire will take place in 2012 with possible construction in 2013.

Please see Appendix A. Sleeping Bear Heritage Trail.

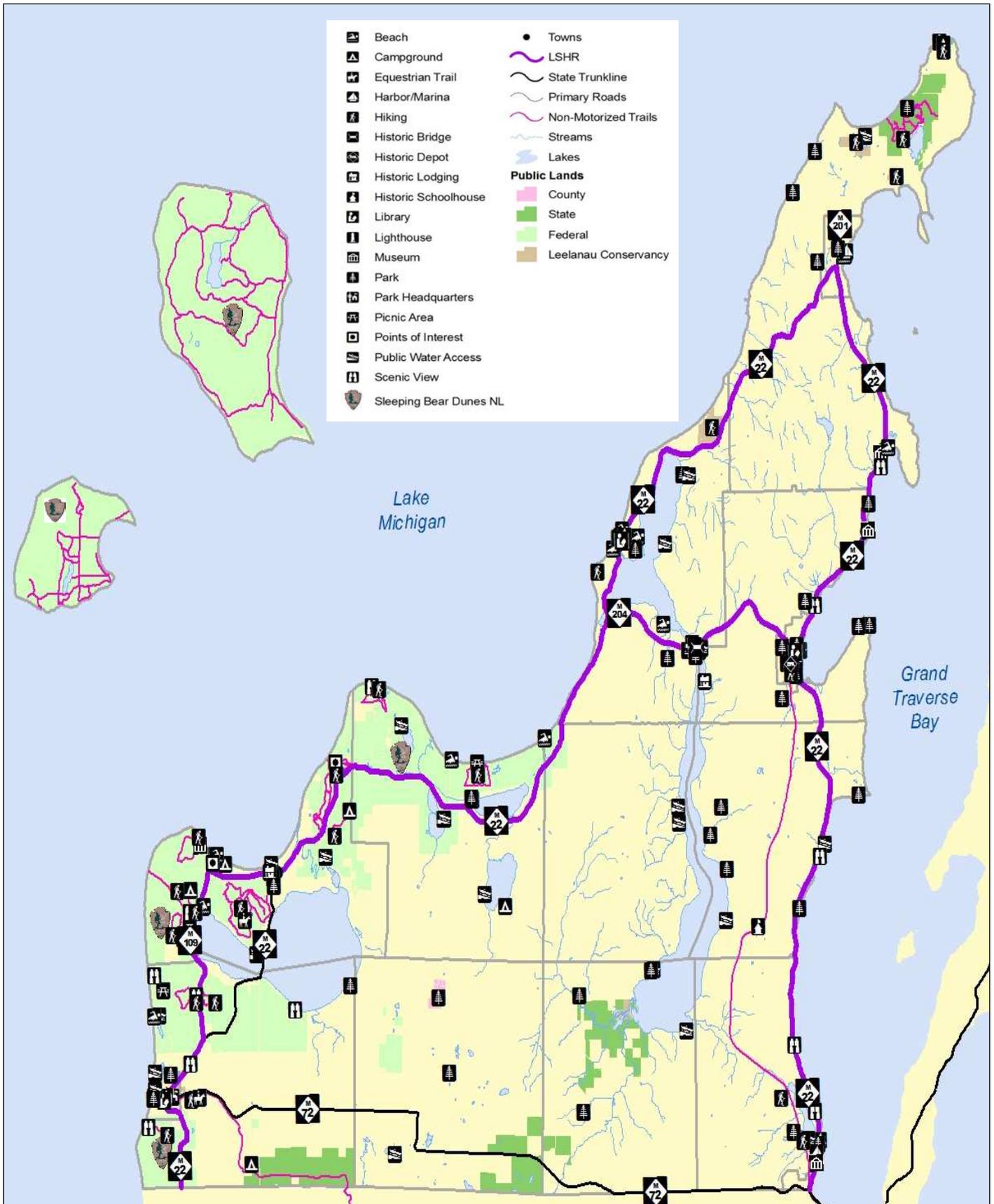
5. Leelanau Conservancy Accomplishments
 - Swanson Farm and Preserve
 - Lake Leelanau Narrows addition
 - Five (5) private conservation easements for a total of 270.6 acres
 - Work in progress: Clay Cliffs north of Leland: 104 acres with 1,700 feet of shoreline on Lake Michigan and Lake Leelanau on M-22

Please see Appendix B. Leelanau Conservancy Natural Areas and Preserves Map.

6. Village of Suttons Bay
 - St. Joseph/M-22 Street Enhancement
 - Front Street Corridor Project

The photographic inventory for this Plan update is scenic views, visitor sites, recreational sites, and historic and cultural structures.

4. Corridor Inventory



Elmwood Township



On M-22:

- 
Discovery Center Great Lakes
 13240 S. West Bay Shore Drive; www.discoverygreatlakes.org
 Great Lakes Children's Museum
 Watershed Center Grand Traverse Bay
 Maritime Heritage Alliance
 Traverse Area Community Sailing
- 
Maritime Heritage Dock
 Madeline—schooner
 Welcome—replica Revolutionary War arms sloop
- 
Greillickville Harbor Park
 Elmwood Township: M-22
 Beach area, covered picnic facility, grills, playground equipment
- 
Elmwood Township Marina
 13051 S. West Bayshore Drive
 Marina with deep water launch capability
- 
Roadside Park
 Michigan Department of Transportation
 M-22: access to West Grand Traverse Bay/Lake Michigan
- 
Roadside Park
 Michigan Department of Transportation
 M-22: pull off area, view of West Grand Traverse Bay/Lake Michigan

On Cherry Bend Road:

- 
Cedar Lake Boat Launch
 Michigan Department of Natural Resources and Environment
 Cherry Bend Road, 1/4 mile west of M-22
- 
Leelanau Trail
 TART Trails, Inc.
 Trailhead with parking lot
- 
DeYoung Natural Area
 Leelanau Conservancy: 2 miles from M-22 on both sides of road
 144 acres, historic farmstead, Cedar Lake and Leelanau Trail access,
 birdwatching, wildflowers, fishing pier
- 
Cherry Bend Community Park
 Elmwood Township Cherry Bend Road/Lincoln Road
 Covered picnic facilities with grills, playground equipment, tennis
 courts; soccer, volleyball and baseball field



Sailboats moored on West Grand Traverse Bay and vista of Old Mission Peninsula



Grand Traverse Yacht Club



Offices and Marathon Oil Distribution Center behind off the highway



Great Lakes Discovery Center: Children's Museum (pictured) and the Watershed Center Grand Traverse Bay, Maritime Heritage Alliance, Traverse Area Community Sailing



Tall Ships Company - The Manitou



Tall Ships - The Madeline and the Welcome at the Traverse City Light and Power Coal Dock



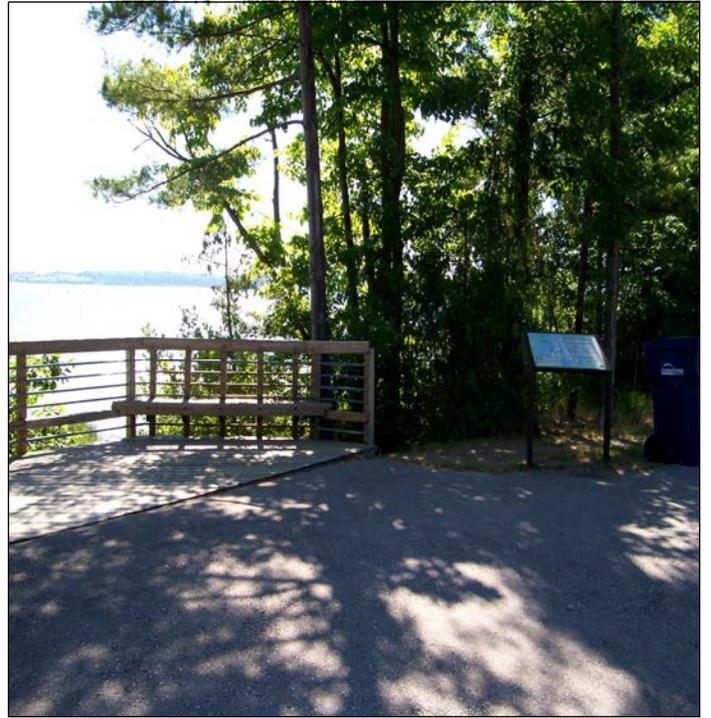
Traverse City Light and Power old coal dock site restoration



Elmwood Township Greilickville Harbor Park— completely renovated: universal accessibility



Elmwood Township Marina



MI Department of Transportation Road Side Park #1 with Leelanau Scenic Heritage Route walk up educational panel



MI Department of Transportation Road Side Park #1



Vista of Power Island



MI Department of Transportation Road Side Park #2



View looking northeast—Grand Traverse Bay



View of the tip of Old Mission Peninsula

Bingham Township



Bingham Schoolhouse/Township Hall
National and State Historic Structure
Southeast corner of Bingham Road (County Road 618) and Center Highway Country Road 633)



Bouhey Park
Bingham Township: east end of Bingham Road at Grand Traverse Bay
Picnic tables, grills, pavilion and swings, beach area, port-a-johns, trash containers



Grosser Park
Bingham Township: south of Hilltop Road
Sandy shores, scenic view, undeveloped



Boat Launch and Roadside Park
MI Department of Natural Resources and Environment
M-22: near Hilltop Road
Picnic Table, access to West Grand Traverse Bay/Lake Michigan



Hendryx Park
Bingham Township: Lee Point Road 1.5 miles east of M-22 on Grand Traverse Bay
Breathtaking views of Power Island, sandy shore, parking, grill, picnic tables, port-a-johns, trash containers



Looking north - Lee Point



Bingham Township Bouhey Park: end of Bingham Road at Grand Traverse Bay



Residential Development—Bay View Pines shoreline property



Residential Development—Bay View Pines: Gazebo and Dock



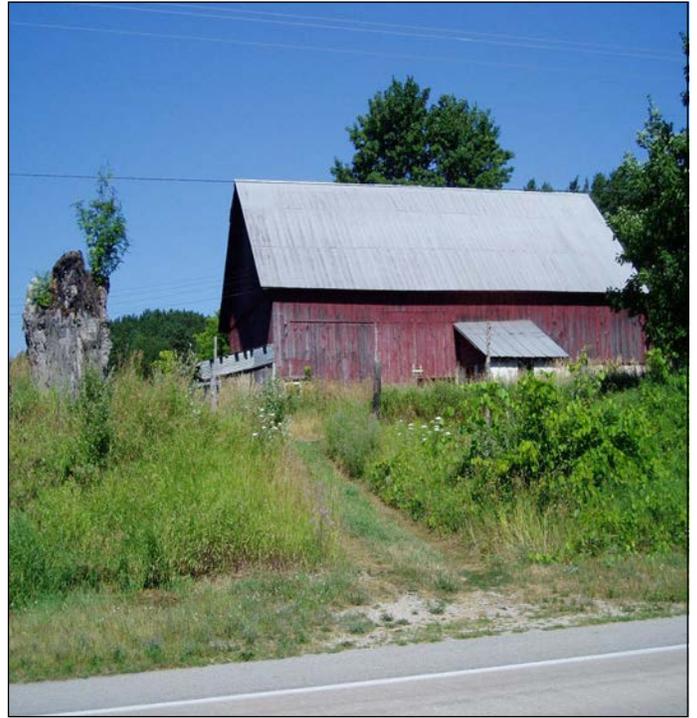
Hilltop Road Old Barn Reuse—commercial: Wine Tasting Room, Restaurant, Leelanau Peninsula Chamber of Commerce, Art Gallery



View across M-22 from the Red Lion Motor Lodge at Fort Road



Red Lion Motor Lodge—historic motel with a view of Grand Traverse Bay at Fort Road



Old barn structure with fields near Lee Point Road



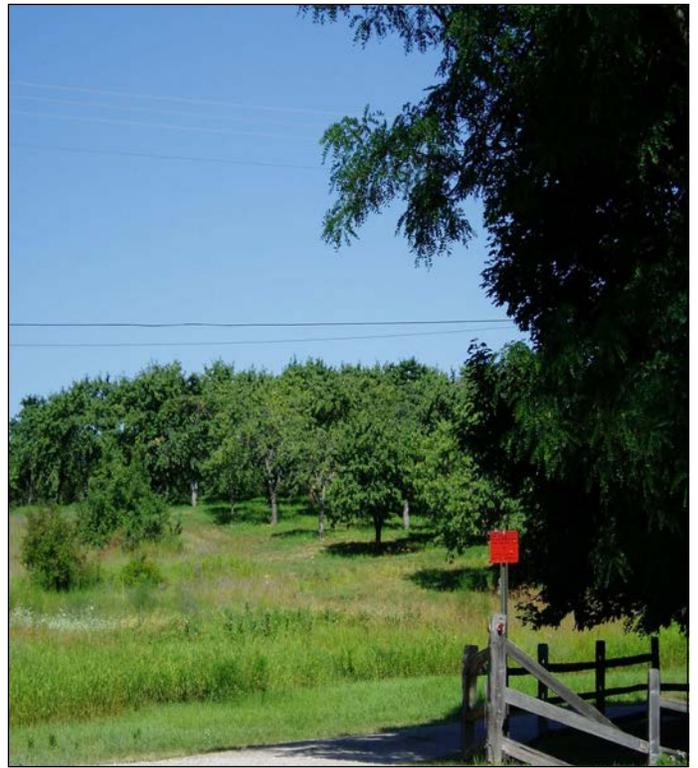
Farmstead on east side of road near Revold Road



Black Star Farms: Bed and Breakfast; Vineyard, Winery and Tasting Room, Equestrian, Café, Farm Animals, and Leelanau Cheese Company, entrance off of Revold Road



Historic Barn and agricultural building near McCallister Road



Orchard near Hidden Valley Development

Suttons Bay Township



Herman Center Park

Suttons Bay Township: at Center Highway (County Road 633) and Herman Road
Will Active and passive recreation; no facilities as yet.



Lover's Lane Park

Suttons Bay Township: west end of Lover's Lane off of Stoney Point Road
Swimming and water access



Vic Steimel Park

Suttons Bay Township—Nanagosa Trail
Swimming, picnic tables, boat launch, grills, trash containers



MI Department of Transportation Roadside Park

Near the 45th Parallel; north of Suttons Bay on Grand Traverse Bay/Lake Michigan
Pull off for view of Grand Traverse Bay/Lake Michigan



45th Parallel Park

Suttons Bay Township
Passive recreational facility, hiking, views, access to Grand Traverse Bay/Lake Michigan



Eyaawing Museum and Cultural Center

Grand Traverse Band of Ottawa and Chippewa Indians
M-22 in Peshawbestown

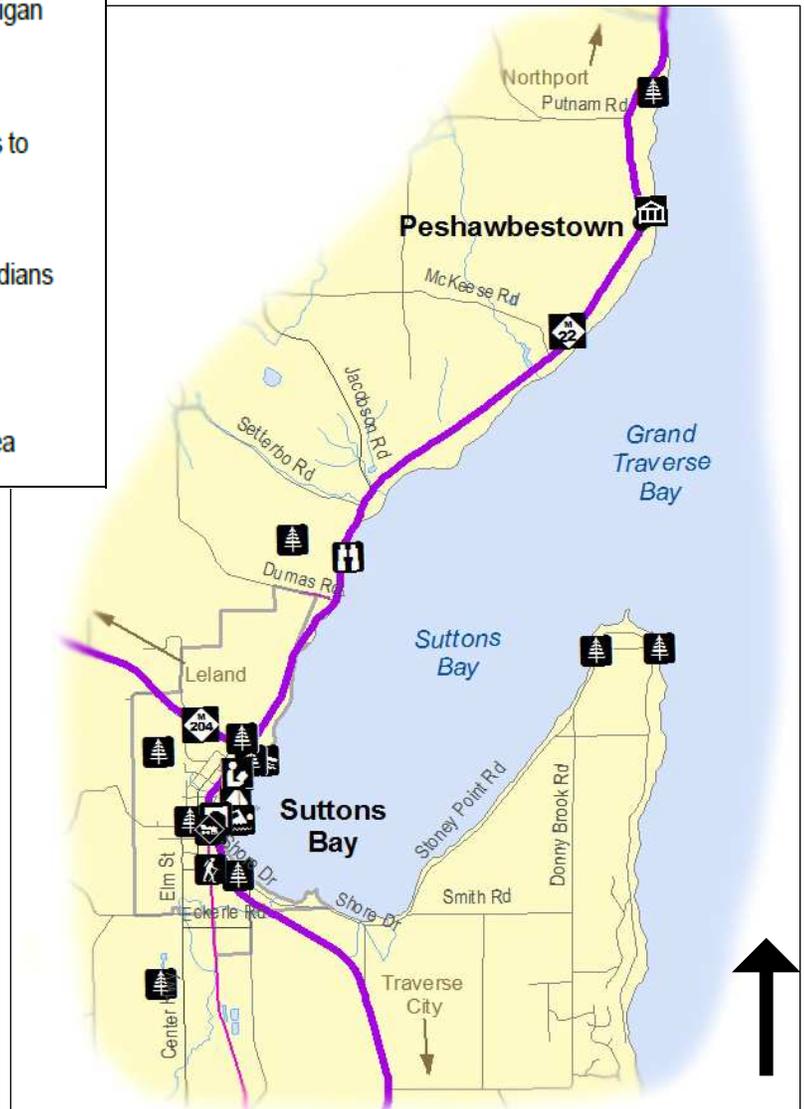


Graham Green Park

Suttons Bay Township east of M-22
Swimming, picnic tables, grills, toilets, wooded area



View of Dumas Hill from M-22 looking north





Old highway motel—not in operation



Old highway motel—not in operation



45th Parallel Park on Grand Traverse Bay



Historic Mill on Belanger Creek that flows to Grand Traverse Bay



Grand Traverse Band of Ottawa and Chippewa Indians Eyaawing Museum and Cultural Center

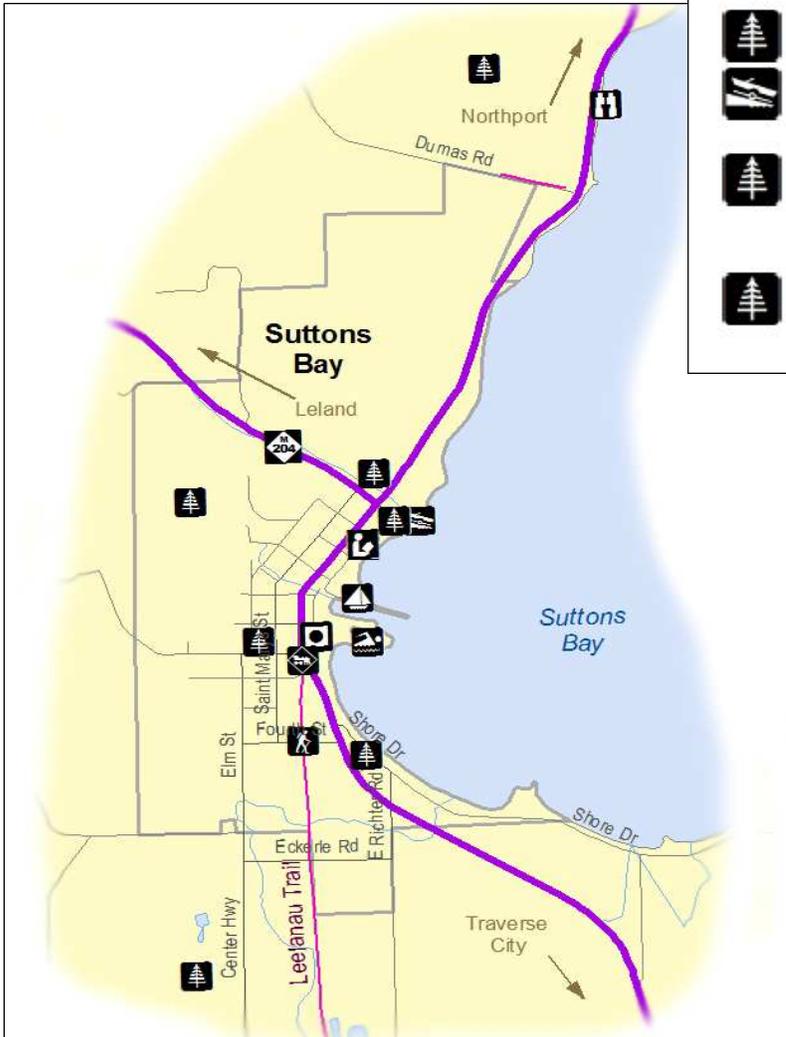


Eyaawing Museum and Cultural Center



Kateri Tekakwitha Native American Catholic Church with cemetery

Village of Suttons Bay



Sutton Park
Southshore Drive
Swimming, picnic shelter, playground, bathroom



Leelanau Trail
TART Trails: Fourth Street west of M-22



Water Wheel Park
St. Mary's Avenue
Picnic tables, open field, bike rack, water wheel on creek



Leelanau Transit Company Suttons Bay Depot
National and State Historic Structure
101 Cedar Street, Suttons Bay



Inland Seas Education Association
100 Dame Street
Education, scientific exhibits, wetland demonstration site



Village Coal Dock
Village of Suttons Bay: End of Dame Street
Fishing pier, boating, boardwalks



Village Marina Park Complex
End of Adams Street: 326 Front Street
Swimming, bathhouse, boating, boat launch and docks (marina), fishing, playground, walking paths



Suttons Bay-Bingham District Library
416 Front Street



North Park
Village of Suttons Bay: east of M-22 at M-204
Boat launch, boat parking, covered pavilion, seasonal restroom



Bahle Park
North end of West Street
30 acres of walking trails, cross country skiing, sledding, warming house



Deuster Park
Village of Suttons Bay: just north of M-204 off of M-22
Fenced fields, a building, natural wooded area, parking



Sutton Park on Grand Traverse Bay, south side of the Village



Village of Suttons Bay



Public Boat Launch and Park at M-22 and M-204 on Suttons Bay/Grand Traverse Bay

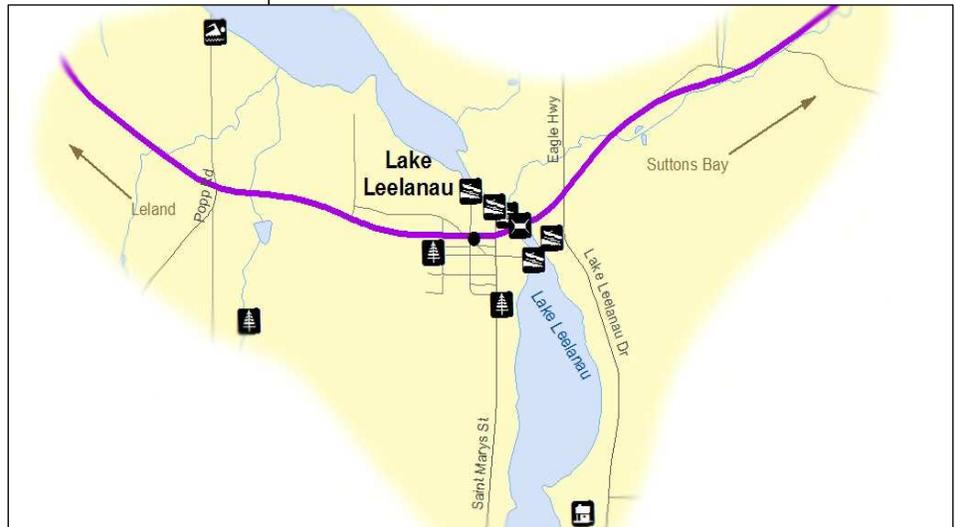
M-204 Connector Road



Lake Leelanau Area

-  **Fountain Point Resort**
Historic District of National Significance/State Historic Structure
990 South Lake Leelanau Drive (County Road 641)
-  **Horn Road Public Access**
Boat Dock
-  **MDNRE Public Access/Boat Launch**
County Road 641
-  **Lake Leelanau Narrows Bridge**
MI Department of Transportation
National Historic Structure
-  **St. Mary's Street**
Parking, dock and boat launch
-  **East Mienrad Street Public Access**
Boat launch, dock, port-a-john
-  **William Street**
Lake Leelanau Access Site
-  **St. Joseph Street**
Lake Leelanau Access Site
-  **Grove Park**
Leland Township Park: Gertrude Street south of M-204
Tennis courts, picnic tables, shelter, playground, water, basketball court
-  **Lake Leelanau Baseball Diamond**
Leland Township Park: County Road 641 south of M-204
Baseball field, dugout, parking, potable water
-  **Schneider's Beach Park**
Leland Township: end of Popp Road on Lake Leelanau
Sandy Beach, dock, picnic area, grills, firepit, boat launch
-  **Provemont Pond Recreation Area**
Leland Township: Popp Road south of M-204
Fishing pond, hiking

Lake Leelanau Area





Leelanau County Government Center Entrance north of M-204



Farm Stand with fruits and vegetables on M-204



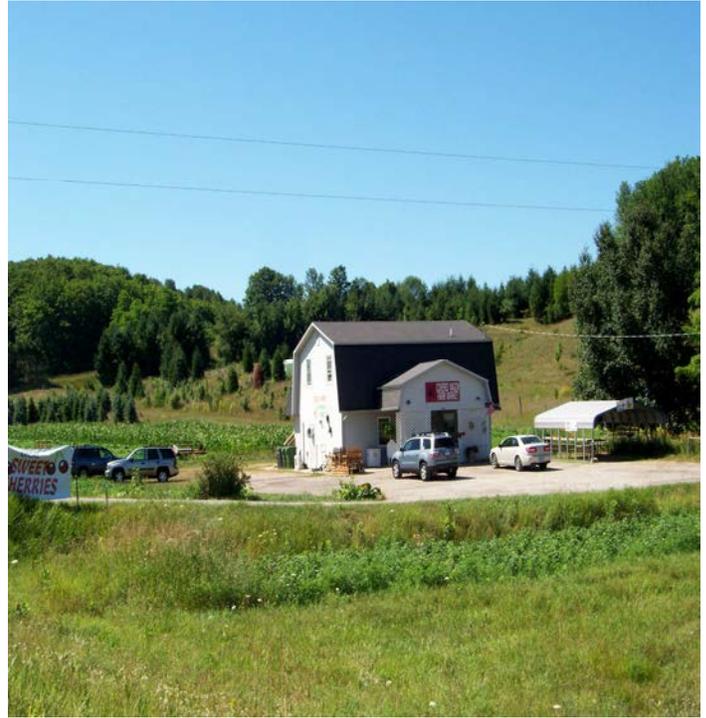
45th Vineyard and Winery



Pastoral vineyards



Cherry Orchard Farm



Covered Wagon Farm Market



Price Family Farm Stand and migrant worker housing east of Lake Leelanau



Looking east of Lake Leelanau at the rolling hills



Lake Leelanau Narrows Cottages



Historic Lake Leelanau Narrows Boat House



NJ's Grocery in Lake Leelanau 1912



Old field stone Farm House converted to a landscape nursery

Leelanau Township (south)



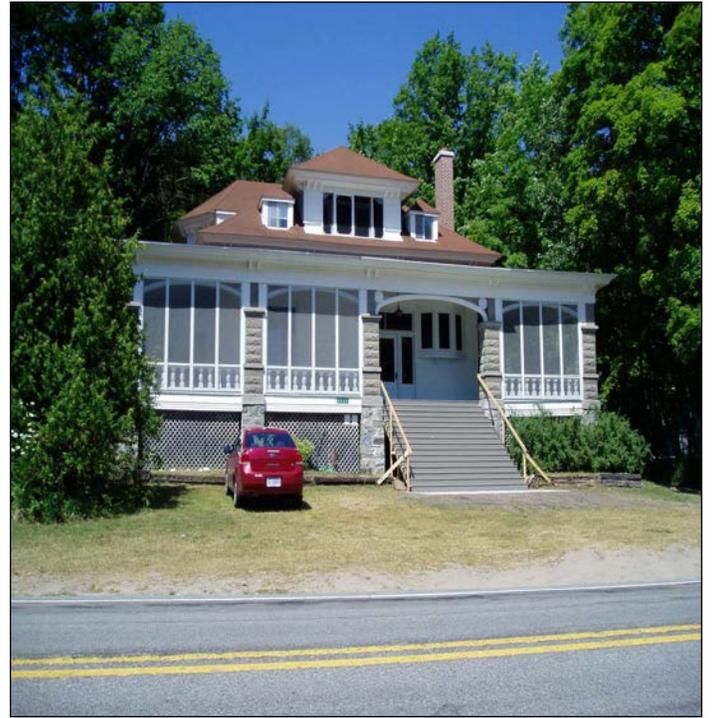
Omena in the winter and fall



- 
Scenic view
 M-22 driving north
- 
Omena Historical Society Museum — Putnam House
 M-22 in Omena
- 
Omena Beach
 Leelanau Township: Omena Point Road off of M-22
 Sandy beach, swimming, playground, picnic tables, vault toilet



Villa Marquette: Detroit Province of the Society of Jesus (Jesuits) on M-22 south of Omena



Village Marquette - Rock House near Omena



Omena Bay and Omena Yacht Club



View to Omena Bay/Grand Traverse Bay - looking east



Historic Presbyterian Church 1858 - Omena



Cherry Basket Farm north of Omena



Metal Farm buildings north of Omena



Cherry Orchard



Cherry Home processing facility and orchards



Bartlett Farm Barn—private

Leelanau Township (southwest)

Leelanau Township (north) continued from previous page - not shown on the adjacent map



Lighthouse West Natural Area
 Leelanau Conservancy
 Cathead Bay Drive off of Lighthouse Point Road (County Road 629)
 42 acres, 640 feet of Lake Michigan shoreline



Kehl (Leg) Lake Boat Launch
 North end of Kehl Lake



Kehl Lake Natural Area
 Leelanau Conservancy
 North of Woolsey Lake Road to Snyder Road to Sugarbush to Kehl Road
 227 acres, hiking, cross country skiing, snowshoeing, wildflowers

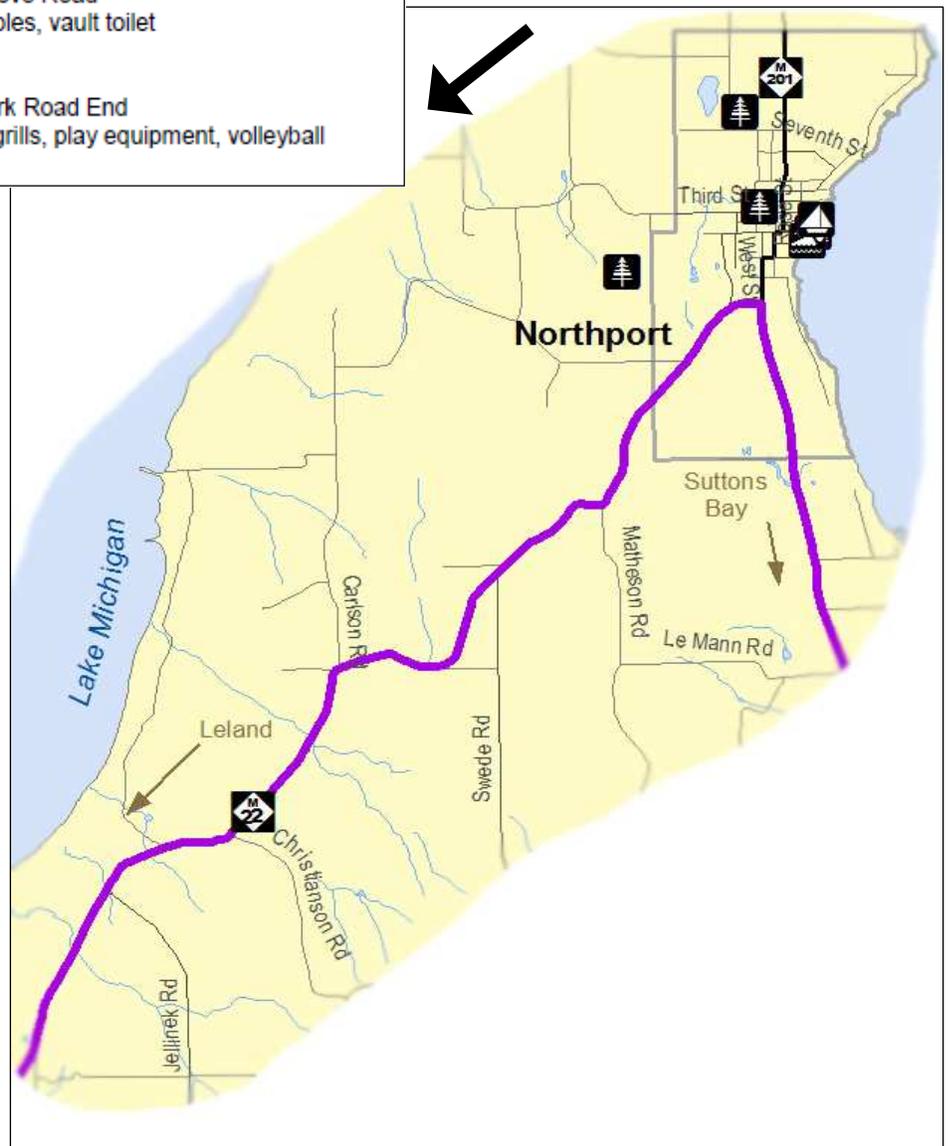


Christmas Cove Park
 Leelanau Township: Christmas Cove Road
 Sand beach, swimming, picnic tables, vault toilet



Peterson Park
 Leelanau Township: Peterson Park Road End
 Stairway to beach, picnic tables, grills, play equipment, volleyball area, pavilion, water, vault toilets

When driving south and west on M-22 towards Leland, note rolling hills and views of Lake Michigan.





Horse Farm outside the Village of Northport



Farm House



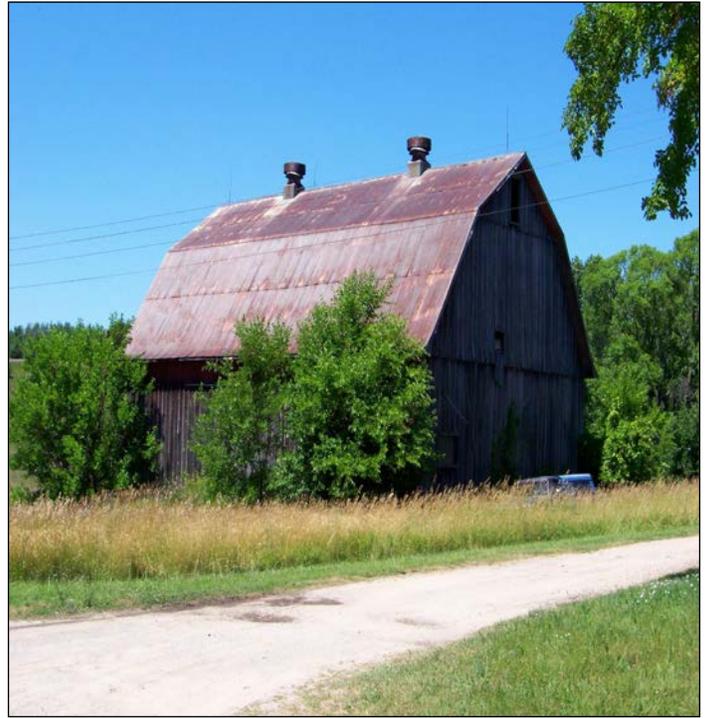
Northport Indian Mission Church—historic structure



Barn structure



Farm house and outbuildings



Dairy Barn



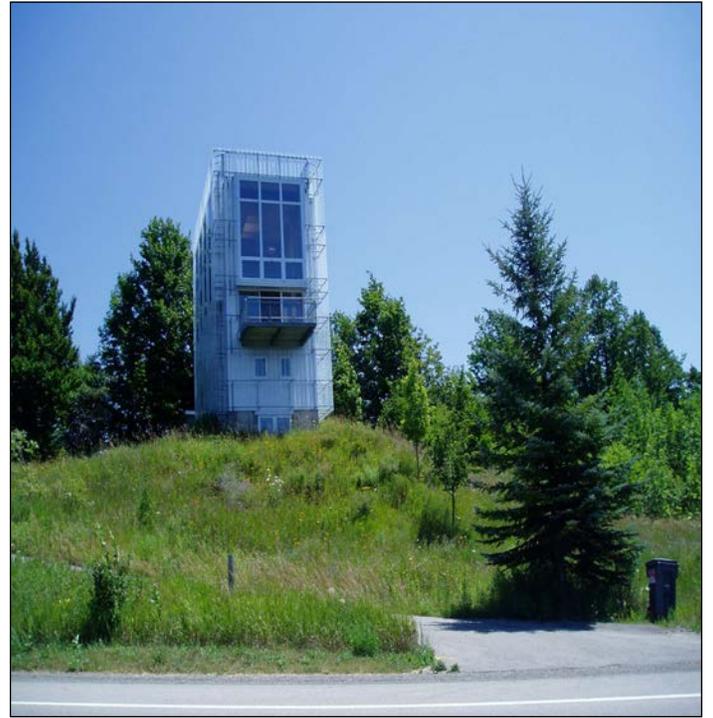
Remaining Tile Silo and Outbuilding



Neilson Centennial Farm



Farm House, Farm, Fruit Stand, outbuildings

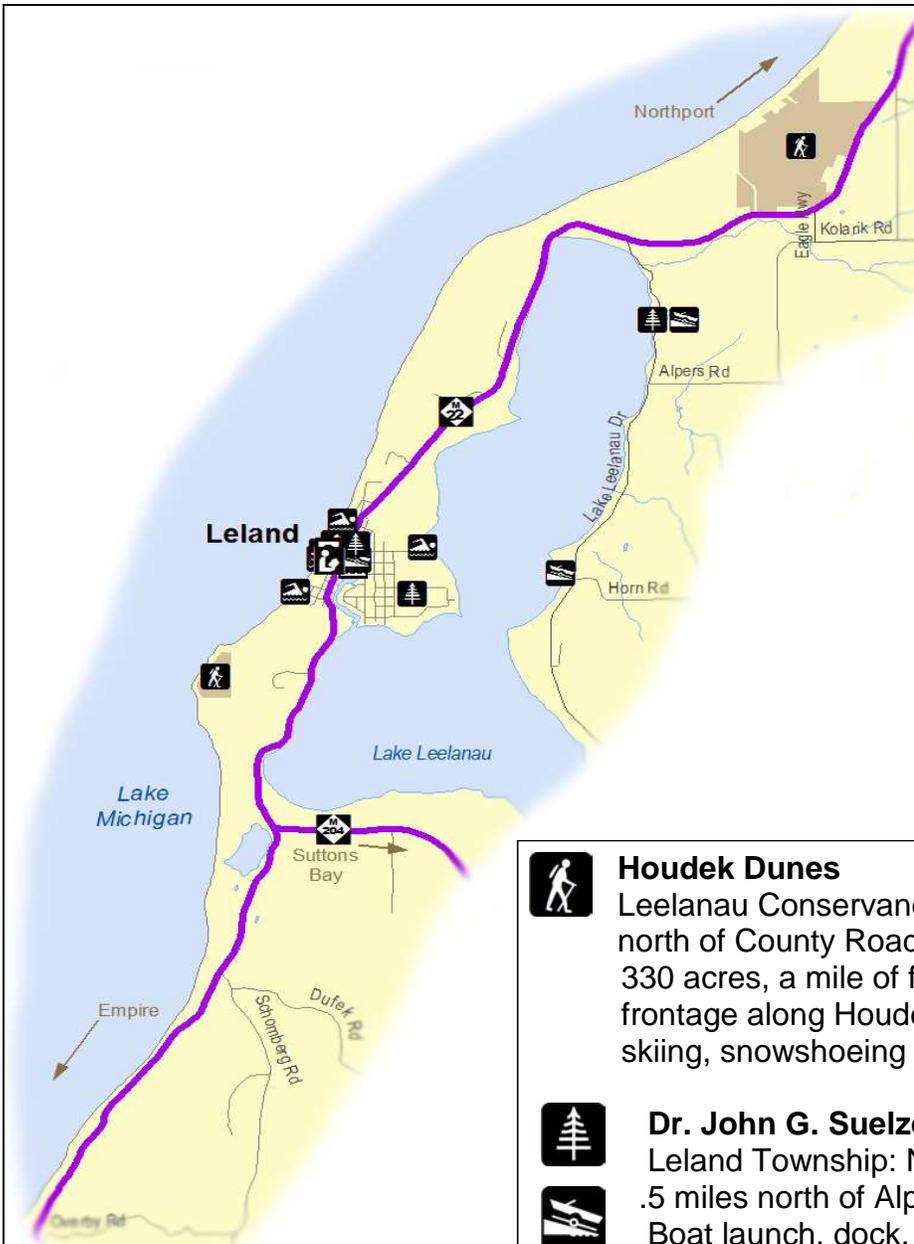


Contemporary Metal Home—overlooking Lake Michigan



**Fisher's Happy Hour Tavern—historic tavern/
restaurant at Gill's Pier**

Leland Township



Houdek Dunes

Leelanau Conservancy: Five miles north of Leland, north of County Road 626

330 acres, a mile of frontage on M-22, 4,500 feet of frontage along Houdek Creek, hiking, cross country skiing, snowshoeing



Dr. John G. Suelzer and East Leland Memorial Park

Leland Township: Northeast Lake Leelanau

.5 miles north of Alpers Road off of County Road 641

Boat launch, dock, parking, beach, picnic area, grills, firepit, playground



Porter's Landing NE Lake Leelanau Public Access

Horn Road off of Lake Leelanau Drive

No parking



Whaleback Natural Area

Leelanau Conservancy: M-22 one mile north of M-204 on the west side of M-22

40 acres, bluff, benches, birdwatching, wildflowers, spectacular Lake Michigan view; snowshoeing



Houdek Dunes Natural Area - Leelanau Conservancy north of Leland



Easling Farm with log cabin, barn, house, sheds

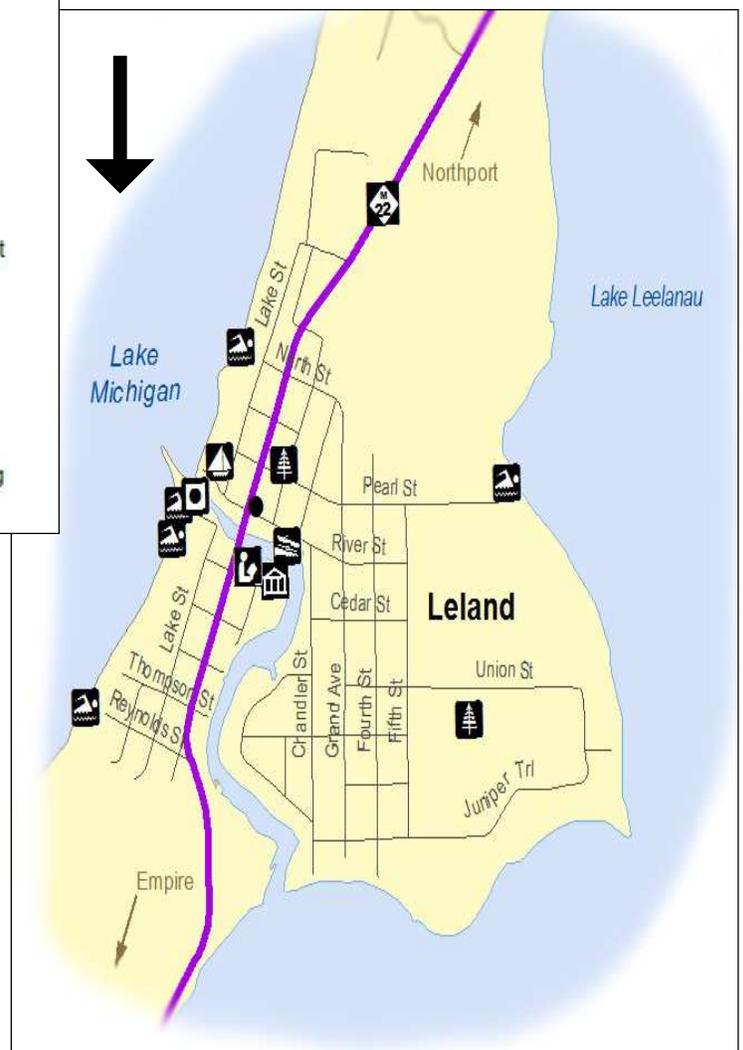


View of North Lake Leelanau - north of Leland

Leland



-  **North Beach—Lake Michigan**
North Street
-  **Leland Harbor**
West of M-22 on the Carp River at Lake Michigan
Harbor of Refuge, marina, fuel and sewage services, boat slip
shower facilities and toilets, boat launch ramp and trailer parking,
commercial excursion boats to the Manitou Islands, charter fishing
boats, picnic area, playground, public toilets
-  **Fishtown**
Fishtown Preservation Society
West of M-22 on the Carp River at Lake Michigan
Historic fishing village, working port, commercial fishing boats, retail
-  **Leland Village Green**
Leelanau Conservancy
Main Street in Leland across from the post office
A community gathering place at the end of the shopping district
-  **Bartholomew Park and Nedow's Bay**
Leland Township
Foot of Pearl Street on Lake Leelanau
Beach, lifeguard, boat launch, docks, grills, firepit, picnic table
-  **Lake Michigan Beach Access Site**
Avenue A
-  **Van's Beach—Lake Michigan**
Cedar Street
-  **Leland Township Area Library**
203 East Cedar Street
-  **Leelanau Historical Society and Museum**
203 East Cedar Street
-  **Carp River/Lake Leelanau Access Site**
MI Department of Natural Resources and Environment: River Street
Boat launch, dock, picnic tables
-  **South Beach—Lake Michigan**
Reynolds Street
-  **Hancock Field**
Leland Township: Union Street
Softball and baseball diamonds, soccer fields, tennis courts,
bleachers, skateboard ramps, grandstand, picnic pavilions, drinking
water, parking, concession stands





View of South Lake Leelanau



Whaleback Nature Area—Leelanau Conservancy south of Leland



45th Parallel Sign Marker



Protected Open Space—M-204 and M-22 intersection



Maple Tree lined M-22

Centerville and Cleveland Townships



Sleeping Bear Dunes National Lakeshore
 45,854 acres with 35 miles of shoreline on Lake Michigan, inland Lakes, dune formations, beaches, forests, rural historic farm district
 Activities: camping, hiking, swimming, hunting, cross country skiing, driving tours, interpretive center with auditorium, programs, snowshoeing, birdwatching, wildflowers, scenic views



Good Harbor Beach
 County Road 651 end on Lake Michigan



Good Harbor Bay Picnic Area and Trail
 Lake Michigan Road west of County Road 669
 Picnic area, beach, hiking trail



Cleveland Township Park
 Northwest Little Traverse Lake on Little Traverse Lake Road
 Little Traverse Lake access, picnic area



Good Harbor Bay Beach
 County Road 669 end on Lake Michigan



School Lake Access
 Boat launch



North End Shell Lake Access
 MI DNRE and National Park Service Launch Site
 Off of Good Harbor Drive (NO MOTORS)



Pyramid Point Trail
 Hiking
 Spectacular view of Lake Michigan and dunes



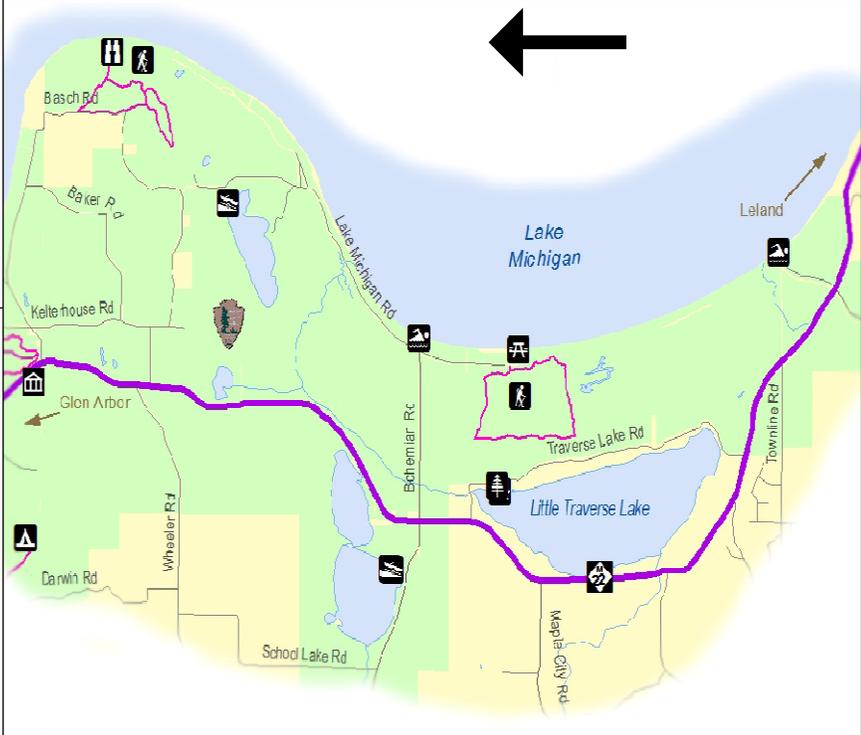
Port Oneida Rural Historic District Area
 19th century farming and families area



Charles and Hattie Olsen House Preserve Historic Sleeping Bear
 3164 W. Harbor Highway

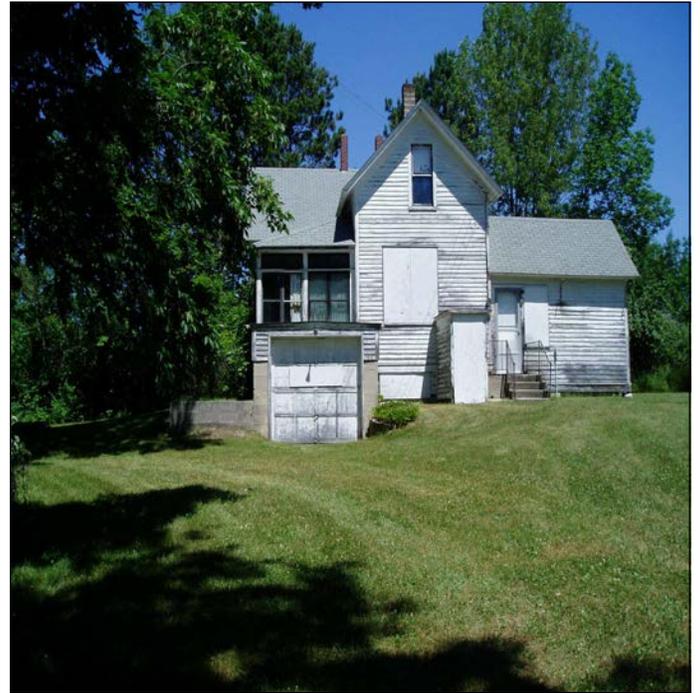


Backcountry Campground
 Walk-in (permit required)





Swedish Cemetery



Kropp Family Farm House—Sleeping Bear Dunes National Lakeshore



Kropp Farm Barn and Smokehouse



Good Harbor Beach at County Road 651 at Lake Michigan - Sleeping Bear Dunes National Lakeshore, view of a portion of South Manitou Island



Barn



Bufka Farm - Sleeping Bear Dunes National Lakeshore



Swanson Farm - Leelanau Conservancy



Swanson Farm popular roadside Farm Stand - Leelanau Conservancy



Shetland Schoolhouse 1871 - private residence



Cottages on Little Traverse Lake



Bicentennial Painted Barn and Good Harbor Farm Market



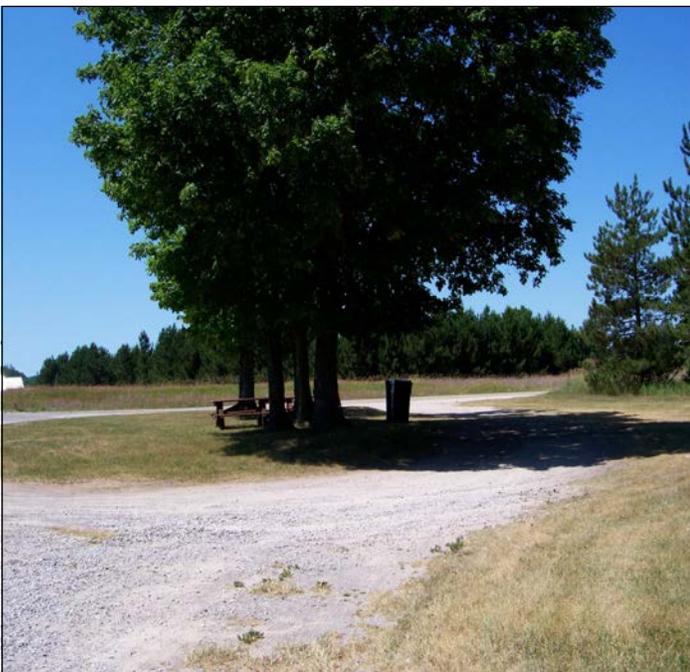
Historic Shalda Log Cabin 1850 - Sleeping Bear Dunes National Lakeshore



**Port Oneida Historic District near Lake Narada -
Sleeping Bear Dunes National Lakeshore**



**Dechow Farm and fields - Sleeping Bear Dunes
National Lakeshore**



**Leelanau County Picnic Area at Basch Road and
M-22**



**Kelderhouse Farm and Cemetery - Sleeping Bear
Dunes National Lakeshore**

Glen Arbor Township



Port Oneida Rural Historic District



Bay View Trail
All season with hiking, cross country skiing, views of Lake Michigan



Backcountry Campground
(same on previous page)
Walk-in (permit required)



Tucker Lake Public Access
Between Westman Road and South Dunns Farm Road



Sylvan Inn - State Historic Structure
Glen Arbor: M-109, just west of M-22 (Ray Street)



Glen Arbor Boat Ramp
Lake Michigan at the end of Manitou Boulevard



Glen Arbor Garden
M-22 in the Glen Arbor Business District
Restrooms, garden, walking and sitting area



Glen Arbor Township Park
Tennis courts, playground



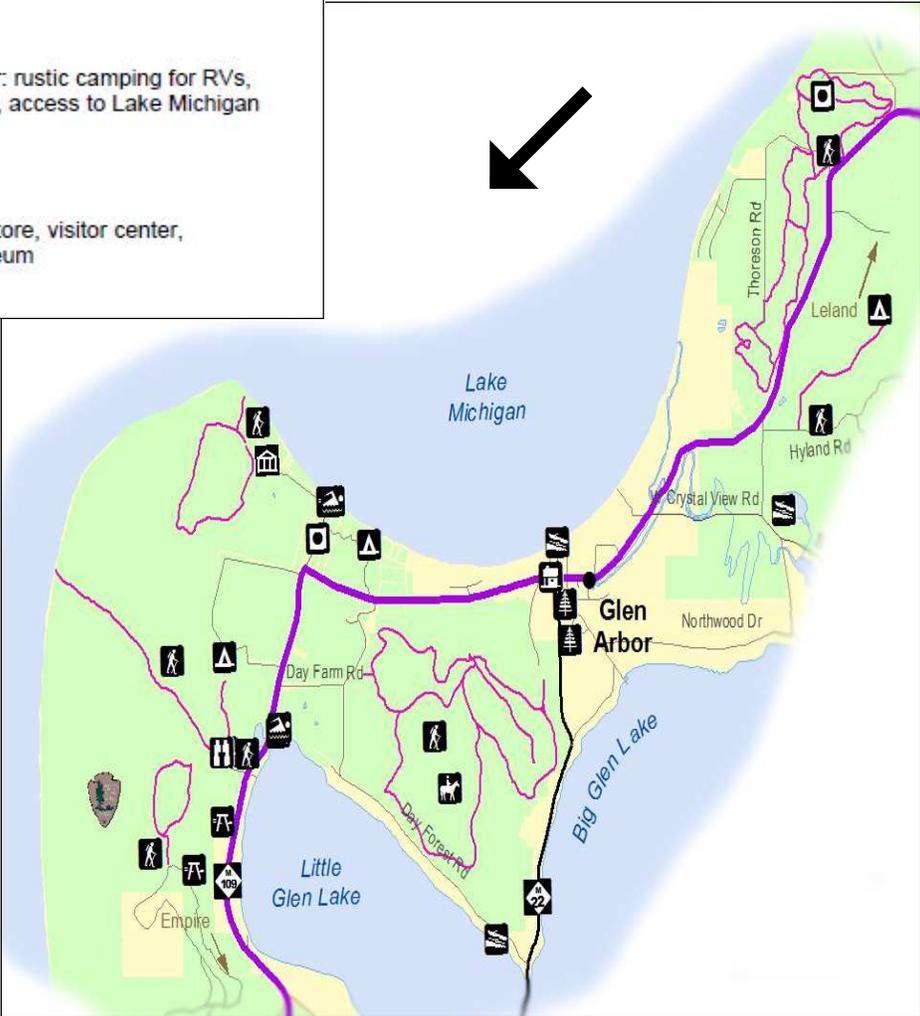
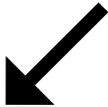
Alligator Hill Trail
Forest Haven Drive south of M-109 Trailhead
Hiking, horseback riding, cross country skiing



D.H. Day Campground
Entrance off of M-109 west of Glen Arbor: rustic camping for RVs, trailers, and tents; dirt roads, vault toilets, access to Lake Michigan beach; no electric hook-ups or showers



Glen Haven Historic District
End of former M-209
Former settlement with an Inn, general store, visitor center, blacksmith shop, Great Lakes Boat Museum
Lake Michigan Beach Access



Map sites continued on next page





Sleeping Bear Point
Maritime Heritage Museum
Former Coast Guard Station



The Sleeping Bear Point Loop Trail
Hiking, snowshoeing



D.H. Day Group Campground
End of Harwood Road off of M-22
4 sites for tents, only for groups 7-25 people, vault toilet



Little Glen Lake Public Access
M-109 at the north end of Little Glen Lake
Swimming, picnic area, toilets



Dune Climb Area
M-109 entrance to parking lot, restrooms and concessions
The Dunes Trail to Lake Michigan



Scenic view of Little and Big Glen Lakes, Lake Michigan



Duneside Accessible Trail
Base of the Dune Climb to wetland/pond area



Picnic Area
On M-109



Picnic Area
On Pierce Stocking Drive off of M-109



Cottonwood Trail
On Pierce Stocking Drive
Hiking, views of Little and Big Glen Lakes, Lake Michigan

East Side of Little Glen Lake:



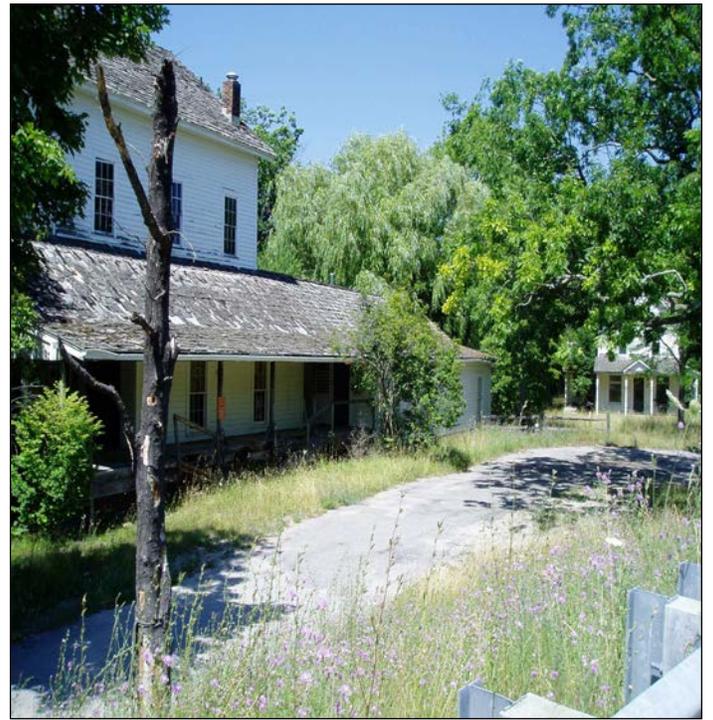
Little Glen Public Access
MI DNRE and National Park Service Launch Site
1/4 mile west of M-22 off Day Forest Road



Glen Haven General Store
Sleeping Bear Dunes National Lakeshore



Historic Blacksmith Shop near County Road 675, north of Glen Arbor



Historic Bramer and Kelderhouse Mill on the Crystal River with accessory buildings



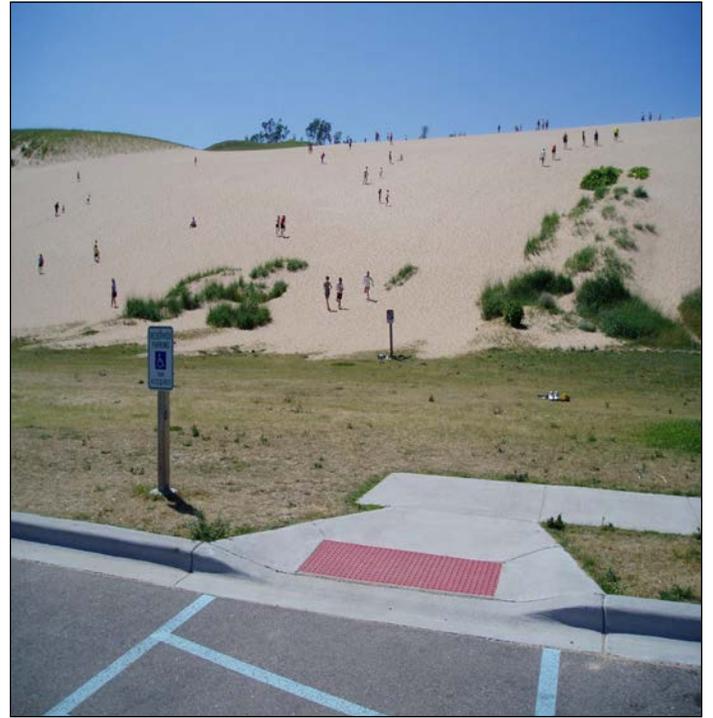
Historic Bramer and Kelderhouse Mill



Thyme Inn, historic home



Little Glen Lake Picnic Area—Sleeping Bear Dunes National Lakeshore



Dune Climb—Sleeping Bear Dunes National Lakeshore



Dune Climb—Sleeping Bear Dunes National Lakeshore

Empire Township



Lake Michigan Overlook Area
On Pierce Stocking Drive off of M-109



Picnic Area
On Pierce Stocking Drive off of M-109



Shauger Hill Trail
Entrance area of Pierce Stocking Drive off of M-109
Hiking, cross country skiing



Picnic Area
Entrance area of Pierce Stocking Drive off of M-109



Windy Moraine Trail
Welch Road off of M-109
Hiking, cross country skiing



North Bar Lake Public Access
North Bar Lake Road
NON-MOTORIZED BOATS ONLY; Swimming



Michigan Department of Transportation Scenic Overlook
North of Empire on the west side of M-22
Picnic Tables, view of Lake Michigan

Please see Village of Empire inset on pages 38-39.



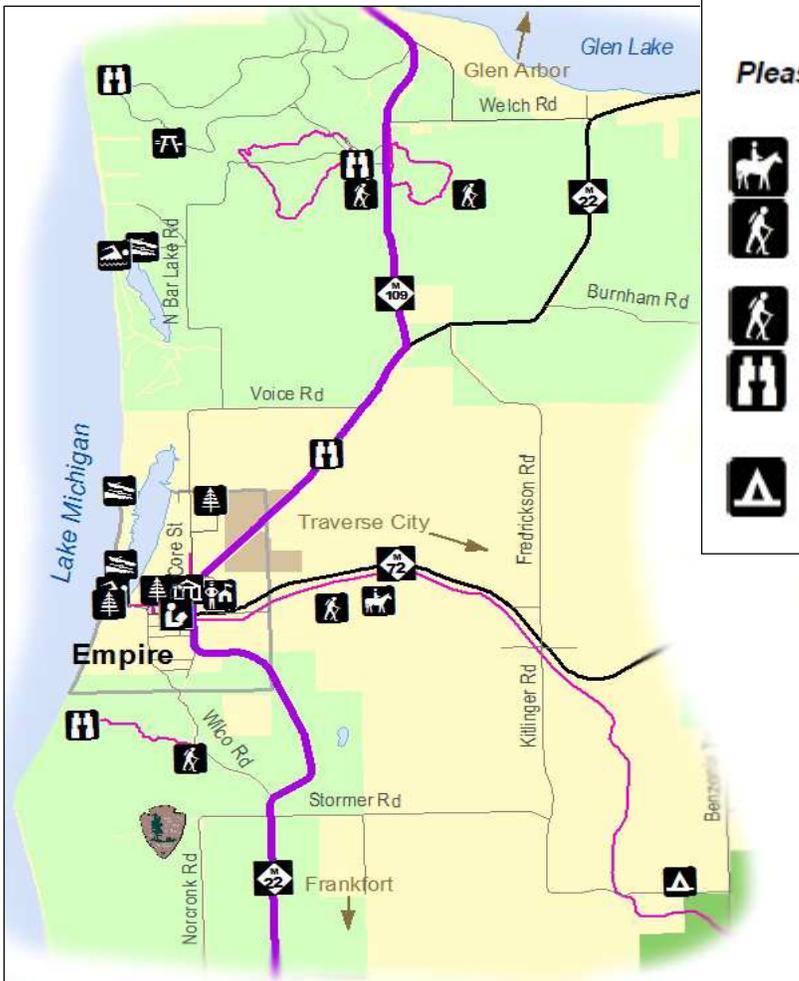
Shore to Shore Trail
MI Department of Natural Resources and Environment
Horse trail riding, hiking, camping



Empire Bluff Trail
Sleeping Bear Dunes National Lakeshore
Wilco Road south of Empire
Panoramic view of Lake Michigan from the bluff



Village of Empire/Township Park
County Road 677 south of M-72 north of Beeman Road
Picnic Shelter, public campgrounds





Botton Farm Barn near M-22 and M-109



Lake Michigan Circle Tour - all of Leelanau County

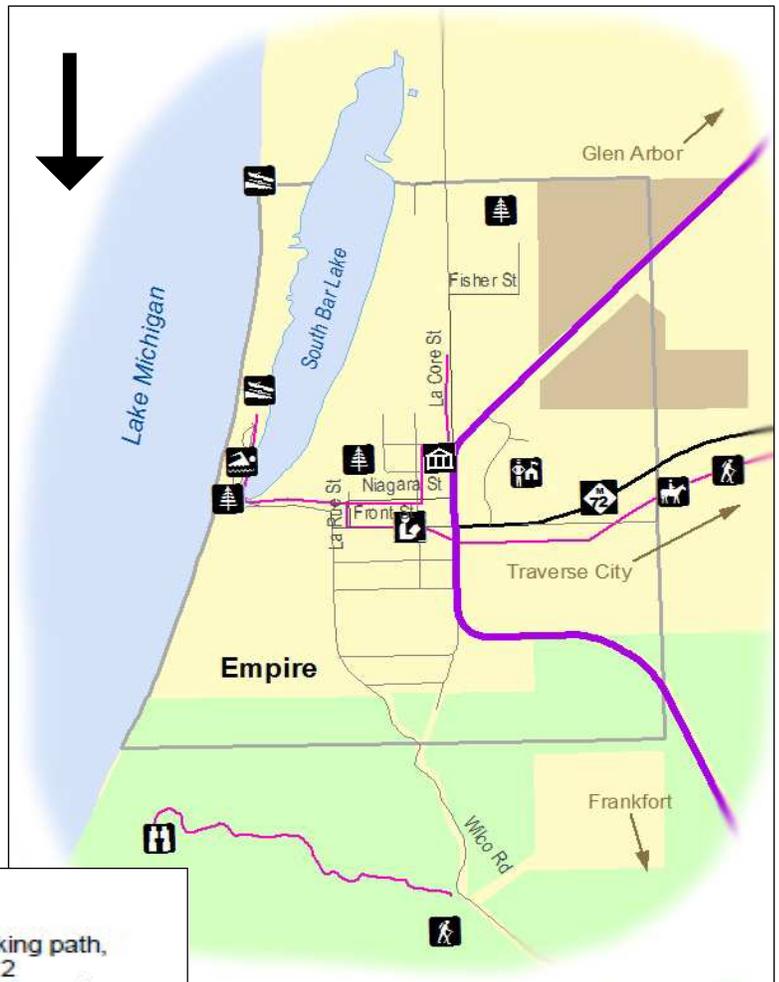


MI Department of Transportation Scenic Turnout north of Empire—Heritage Route educational panel



Chippewa Run Natural Area—Leelanau Conservancy

Village of Empire



North Park

Village of Empire: off of LaCore Street
Two ballfields (one lighted), 4 picnic grills, walking path, access path to the creek, children's play area, 2 restrooms, handicap accessible restroom, tennis courts



Chippewa Run Natural Area

Leelanau Conservancy: (brown shaded area) M-22, 0.7 miles north of M-72
110 acres, four separate ecosystems, 1.25 miles of trail, benches at pond, birdwatching, wildflowers, snowshoeing



South Bar Lake Boat Launch

Village of Empire: Lake Michigan Drive north of Niagara



Lake Michigan Beach Park



Village of Empire: Lake Michigan Drive
Pavilion, swimming, playground, lighthouse, restrooms, picnic grills



James R. Johnson Memorial Park

Village of Empire: Reynolds Street
Lion's Club park, pavilion, restrooms, open space



Empire Area Museum Complex

M-22 two blocks north of M-72
Four buildings and several displays



Sleeping Bear Dunes National Lakeshore

Visitor Center/Park Headquarters: M-72 east of M-22



Glen Lake Community Library

10115 E. Front Street in Empire



Sleeping Bear Dunes National Lakeshore Visitor Center and Administrative Offices



Empire Area Museum



Former Empire School - vacant building



Historic Taghon's Garage at M-22 and M-72



Historic Tweddle School - Sleeping Bear Dunes National Lakeshore south of Empire

III. GOALS, OBJECTIVES AND ACTIONS

Role of the Heritage Route Committee: To be one of facilitator, communicator, and educator.

- The Committee will consist of representatives from the governments of Townships, Villages, County, and the Grand Traverse Band of Ottawa and Chippewa Indians, the National Park Service, the Michigan Department of Transportation, local non-governmental topic organizations and groups, and interested citizens.
- The Committee will prioritize a list of enhancement and improvement projects.
- The Committee meetings will be open to all interested individuals.
- Local media will be utilized to inform the greater community.
- Newsletters and other methods of outreach may be utilized as education and information tools.
- Grant writing

The primary goal will be to find a balance that encourages responsible levels of tourism and prioritizes the maintenance of the integrity of the Leelanau Scenic Heritage Route in Leelanau County.

Commerce

The Leelanau Scenic Heritage Route which includes M-22, M-109, and M-204 are the major roadways in Leelanau County and are also the main routes for commerce. There is a year round influx of visitors with the highest number occurring in the summer months. There is also major agricultural traffic during harvest seasons with farm equipment and the transport of products by large trucks. With a State Heritage Route designation, the Committee continues to assist the Michigan Department of Transportation, Leelanau County, and local governments in future roadway planning issues such as access management techniques; accommodating farm equipment and agricultural products transportation; resident and tourist travel; and bicycle and pedestrian traffic.

Funding

The Leelanau Scenic Heritage Route Committee will continue to organize and prioritize proposed projects each year to take advantage of funding opportunities. Acquiring funds for vital projects along the corridor will encourage the community to proactively plan for existing and future projects that benefit the entire County. The designation of the Leelanau Scenic Heritage Route continues to enhance the opportunities of obtaining state and federal funds such as:

1. Federal Transportation Enhancement funds
2. National Scenic Byways discretionary grant program
3. Other Federal Highway Administration funds
4. Federal Department of Transportation funds
5. Bureau of Indian Affairs Roads Program
6. Michigan Department of Transportation Enhancement grant program
7. Michigan Natural Resources Trust Fund
8. Michigan Department of Environmental Quality Coastal Management Program
9. Other identified governmental agencies' programs
10. Leelanau Conservancy
11. Independent Foundations
12. Local Utility Foundations
13. Non-governmental organizations

Education

Education is an important aspect of the Corridor Management Plan. The Heritage Route Committee will continue to inform and educate residents and visitors with materials that will be developed with the governments, agricultural entities, residents, business associations, and organizations.

Additional Considerations

There are several additional considerations regarding action and implementation that are important for heritage route planning and management. Any projects listed in this plan are subject to safety and maintenance guidelines set forth by the Michigan Department of Transportation and the Federal Highway Administration such as tree-trimming or removal to protect utility operations, to correct drainage problems, and signage. Projects are also subject to local government action or review. Funding will need to be acquired prior to implementing the majority of projects listed.

Heritage Route Corridor Management Plans have a five-year shelf life. The Leelanau Scenic Heritage Route Committee will meet regularly to review the projects listed and to ensure that projects are being implemented that are in accordance with the Management Plan.

Goals, Objectives, Actions

1. *Preserve and enhance the natural, historic, and cultural resources along the Route.*

A. Preserve Viewsheds

The Committee will continue to work with all entities along the Heritage Route to protect the viewsheds.

- i. **Greenbelt and Gateway Acquisitions, Conservation Easements, Buffers:** Work with the Leelanau Conservancy, the State and local governments on scenic conservation easements, voluntary land acquisitions, setbacks, and corridor overlay zones.
- ii. **Signage:** Utilize both regulatory and non-regulatory ways to deal with signage. Some local governments' zoning ordinances regulate signage but they do not apply to the MDOT right-of-way. Continue to promote and assist with the implementation of the *Michigan Heritage Routes Signage Strategy*.
 - Encourage restriction of large billboards and low impact ordinances on outdoor advertising.
 - Encourage signage that blends with the local character and does not detract from the traveler's experience.
 - The Committee will also work closely with MDOT to try to replace or remove unnecessary signs and oversized signs with more discrete signs that will assist the traveler along the Heritage Route and reflect the natural, scenic, and rural character of the Corridor.
- iii. **Historical and Cultural Landscapes:**
 - Encourage preservation of designated buildings such as barns, historic homes, and other structures that contribute to the character of the Corridor. Work with the Sleeping Bear Dunes National Lakeshore and others.
 - Consider the possibility of historic overlay zones.

- Establish historic districts and/or locations with zoning ordinance guidelines.
- Acquire and protect land and buildings.
- Develop stories along the Heritage Route.
- Design landscapes that maintain the historical and cultural aspects.

iv. Lighting: Good outdoor lighting improves visibility, safety and security. Work towards lighting the ground and not the sky or the neighbors' property. Recommended actions include:

- Use a uniform lighting pattern to avoid sharp contrasts.
- Choose a light fixture that has a full cut-off design.
- Lighting should only be placed where it is really needed.
- Retrofit existing fixtures with proper shielding to direct light downward and use bulbs with appropriate wattage.

v. Vegetation Patterns: Maintaining natural diversity of the vegetative features along the corridor can be manifested through volunteer monitoring of land use and encouraging participation in land preservation projects. Encourage "greenscaping" projects that rejuvenate areas, eradicate invasive plants, and plant native vegetation.

vi. Inland lakes, streams/creeks, wetlands: As with any of the natural areas found throughout Leelanau County, Lake Michigan/Grand Traverse Bay, inland lakes, streams, and wetlands should receive high priority for protection and maintenance of water quality.

vii. Assistance in Site Planning: Providing tools, education, and support for planning new developments or renovations can help to minimize impacts on the Corridor to complement the natural, scenic, and rural features. Examples include discouraging ridgeline development and providing a "natural" screen between the development and the Route. A site plan review item could be incorporated into the existing zoning district requirements.

B. Preservation of Farmlands and Farmsteads: To help with the protection of farmlands, practical alternatives for farmers to reduce the necessity to convert prime farmland to other uses need to be promoted.

- i. Conservation Easements:** Private landowners can permanently protect the natural features or agricultural lands for future generations by creating individualized legal agreements that place certain development restrictions on the property.
- ii. Purchase of Development Rights (PDR):** The Conservancy purchases the development rights of environmentally or culturally significant lands, conserving them in their natural state in perpetuity. PDR uses multiple funding sources including matching gifts from landowners.
- iii Agriculture:** Encourage strong, viable farms. Possible land acquisition to protect farmlands: Promote the preservation of working farmlands.

- iv. Growth and Investment Areas:** Promote development in areas already developed and has the infrastructure in place to reduce the necessity to convert prime farmland.

2. To help preserve the scenic qualities of the corridor, provide education regarding development that will not detract from these qualities.

Future land use along the corridor will be influenced by a variety of factors: individual land owners' decisions, regulations administered by the local unit of government, the state of the economy, land costs, and pressures resulting from the changing demographics and recreational and travel patterns.

A. Preserve Scenic Viewsheds (off of M-22, M-109, and M-204 views are also protected)

An on-going project of the Heritage Route Committee would be to continue working with the Townships, Villages, the County, and the Leelanau Conservancy in an attempt to maintain the scenic integrity of the identified areas and to enhance and improve those areas that visually degrade the aesthetics of the Route.

B. Continue to plan for future development

The “do nothing” approach is often the least controversial, but that strategy puts the community at risk that new development does not complement the existing character of the area.

- Development that is consistent with the County and local governments' master plans should be required and enforced.
- Commercial development should be encouraged in established commercial areas.
- Development should also adhere to design guidelines to ensure that community character would be maintained and the natural resources protected.

There are many ways to reach these goals, including regulatory measures such as zoning, “overlays” that protect certain features or characteristics of an area, the designation of conservation easements, reviewing site plans of proposed developments, and land acquisition.

- i. Assistance in Site Planning:** Provide assistance for planning new developments can help to minimize impacts on the corridor. Examples include discouraging ridgeline development and providing a “natural” screen between the development and the roadway. A site plan review could be incorporated into the existing zoning district requirements.
- ii. Conservation Easements:** Conservation easements are a voluntary long-term protection measure. By designating a piece of property as a conservation easement, it is ensured that the land will not be built up past its present state of development. Work with the Leelanau Conservancy to promote this program.
- iii. Land Acquisition:** Land acquisition is a very effective long-term strategy for ensuring land protection. The Townships, Villages, and County and Heritage Route Committee can work with the Michigan Department of Transportation and the Leelanau Conservancy to brainstorm creative ways to finance the purchase of critical properties along Heritage Route.
- iv. Promote the enforcement of existing regulations:** Some of the Heritage Route's existing zoning districts were established to ensure that the area grows in a way that is

consistent with community needs and interests. Their enforcement is critical to maintain the essential character of the corridor. It should also be recognized that current regulations might not sufficiently protect natural features or rural characteristics.

- v. **Develop or expand partnerships:** Coordinate with entities such as the Leelanau Conservancy, the Leelanau Historical Museum, the Watershed Center Grand Traverse Bay, Leelanau County, Leelanau Peninsula Chamber of Commerce, local chambers of commerce, and businesses to ensure that land is properly used, protected, and preserved and promote successful project implementation.

C. Residential

- i. Adopt an incentive system tailored to meet the unique concerns to encourage environmentally sensitive development.
- ii. Adopt a site plan review procedure that will scrutinize all sites to eliminate fragmented development patterns.
- iii. Incorporate lighting, landscaping, tree protection, consolidation of driveways, visibility from roadways, utility placement, and preservation of scenic views and environmentally sensitive areas into the site plan review.
- iv. Use conservation easements as a means of preserving scenic views and environmentally sensitive areas.

3. *Encourage community involvement in monitoring of the route.*

A. **Maintain and encourage on-going communication with the local communities**

Public support is key to the continuing success of the Leelanau Scenic Heritage Route.

- i. **The planning document is a tool:** The Corridor Management Plan is a tool for the residents of Leelanau County to preserve and enhance the scenic quality, natural resources, and historic and cultural entities of the Heritage Route.
- ii. **Involve many aspects of the community:** The governments of Township, Village, County, and the Grand Traverse Band of Ottawa and Chippewa Indians governments, the National Park Service, the Michigan Department of Transportation, parks and recreation commissions, businesses, local conservation groups, local historical groups, and local residents will all play a significant role in the continuing success of the Leelanau Scenic Heritage Route Committee program.

4. *Encourage interpretive programs that describe the natural, historic and cultural features located along the Corridor.*

Promotion of the Heritage Route is an important aspect to inform and educate residents and visitors.

A. **Educational and Interpretive Programs**

- i. **Establish educational materials:** The Committee will continue to create and distribute educational materials that highlight the scenic, natural history, historic, recreational and

archeological aspects of Leelanau County.

- ii. **Discrete roadway interpretive areas:** The Committee will create interpretive areas that would highlight the scenic, natural history, historic, recreational, and archeological aspects of Leelanau County.
- iii. **Educational forums:** Hold educational forums to discuss such topics as road improvements, signage, traffic congestion, and future developments. This type of public forum will allow all who attend the opportunity to articulate concerns and render direct support for particular concepts or projects.

5. Promote the maintenance of the unique and rural feel of the villages and communities.

A. Balancing Roadside Safety with Aesthetics

Safety is of primary importance along the roadway with agricultural operations and product transport, residential commuting and recreation, and tourist travel.

- i. Communicate regularly with MDOT and other government agencies.
- ii. Continue to partner with MDOT to determine creative ways to solve safety challenges. The *Road Design Guidebook* and *Context Sensitive Design Guidelines* is used by MDOT to determine where special design considerations and documentation may be required to justify projects that do not meet traditional specifications. Balance safety, aesthetics, and cost effectiveness.
- iii. Communicate regularly with MDOT and the County Road Commission officials regarding their interests for projects planned in the corridor.
- iv. Work with MDOT and local officials to continually monitor the traffic conditions along the Heritage Route. The Committee will pin-point problem areas and work within the context of MDOT's plan to organize strategies to best deal with areas that have high occurrence of accidents or heavy volumes of traffic at certain times of the year. Any mitigation would then need to remain within the guidelines of maintaining the intrinsic values of the corridor.
- v. **Non-motorized Transportation:** The scenic beauty and challenge of the Route attracts tourists and bicyclists. Bicycle trails or lanes along the Corridor would enable bicyclists to enjoy the scenic beauty of Leelanau County while at the same time increasing safety and relieving traffic pressures during peak times.
 - 1. Be involved in Complete Streets projects.
 - 2. Continue the work to complete the Sleeping Bear Heritage Trail.
 - 3. Strategize possible non-motorized transportation facilities between Suttons Bay and Leland along M-204; Suttons Bay to Northport; and Leland to County Road 651.

B. Corridor Restoration or Improvement Projects

Identify and plan potential restoration or improvement projects in the areas of the Heritage Route that could be visually enhanced.

IV. FIVE YEAR PROJECTS LIST

<p>Project 1:</p>	<p>Non-motorized Transportation Facilities - Trails or Lanes There continues to be a lot of interest to provide for the implementation of non-motorized trails or lanes along the Leelanau Scenic Heritage Route Corridor. These facilities can be off the Route or lanes along the Corridor that would increase safety, relieve traffic pressures during peak season, and connect the Leelanau County communities, businesses and recreational sites.</p> <ul style="list-style-type: none"> • Continue working on the completion of the Sleeping Bear Heritage Trail with the Sleeping Bear Dunes National Lakeshore, MDOT, Friends of Sleeping Bear Dunes, and TART Trails • Continue to work with MDOT regarding possible increased shoulder widths • Support the work of TART Trails in Leelanau County <p>Possible Funding and/or Partnerships: National Scenic Byways, MDOT, Federal Highway Administration, Transit in Parks, other federal agencies, TART Trails, Inc., private foundations, businesses, local governments, individuals</p>
<p>Project 2:</p>	<p>Protect Viewsheds and the Corridor</p> <ul style="list-style-type: none"> • Promote conservation easements and land acquisitions in the Heritage Route Corridor • Work with local governments to incorporate the Heritage Route Management Plan recommendations in their zoning ordinances and site plan reviews <p>Possible Funding and/or Partnerships: Leelanau Conservancy, National Scenic Byways, MDOT, Michigan Natural Resources Trust Fund, local governments, private foundations</p>
<p>Project 3:</p>	<p>Wayfinding</p> <ul style="list-style-type: none"> • Continue to encourage size limitations and corridor-wide standardization of adopt-a-highway signs and commercial signs along the Heritage Route to maintain the scenic integrity of the route • Design a Leelanau Scenic Heritage Route sign and place at entrance points • Continue to update and distribute the <i>Wayfinding Guide</i> <p>Possible Funding and/or Partnerships: Businesses, chambers of commerce, organizations</p>
<p>Project 4:</p>	<p>Educational and Interpretive Programs</p> <ul style="list-style-type: none"> • Continue to develop educational materials and roadway interpretive areas that would highlight the natural, scenic, historic, cultural, recreational, and archaeological aspects of Leelanau County • Continue to distribute the Guidebook <p>Possible Funding and/or Partnerships: National Scenic Byways, State Heritage Route Program support, private foundations, Rotary organizations, chambers of commerce, historical organizations, museums</p>

Project 5:	<p>Promote the Protection, Restoration, and Maintenance of Vegetation/ Greenbelt</p> <ul style="list-style-type: none"> • Preserve the forested areas of the corridor • Promote the protection and maintenance of native vegetation along the corridor • Promote the stabilization and landscaping of steep slopes on near shorelines • Promote natural vegetation buffers • Utilize best management practices in the Corridor to prevent pollution • Continue to provide technical and financial information to property owners adjacent to the Heritage Route to carry out vegetation preservation and restoration projects • Continue to distribute the Guidebook <p>Possible Funding and/or Partnerships: Natural Resources Conservation Service, MI DEQ Coastal Management Program, MI DEQ 319 Stormwater program, MDOT, private foundations, Leelanau Conservation District, local governments</p>
Project 6:	<p>Promote and Support Corridor Projects</p> <ul style="list-style-type: none"> • Work with and support the Elmwood Township M-22 Corridor projects • Work with and support the Village of Suttons Bay Streetscape projects • Potential projects brought to the Leelanau Scenic Heritage Route Committee: <ol style="list-style-type: none"> 1. Lake Leelanau Streetscape <p>Possible Funding and/or Partnerships: National Scenic Byways, MDOT, MI DEQ, private foundations, local governments, businesses, organizations, local governments</p>
Project 7:	<p>Study the Feasibility of Developing a Promotion/Marketing Strategy</p> <ul style="list-style-type: none"> • Coordinate with all the local chambers of commerce and the Leelanau Peninsula Chamber of Commerce efforts • Combine protection of the scenic qualities, natural resources with economic vitality • New website <p>Possible Funding and/or Partnerships: Chambers of Commerce, businesses, local governments</p>
Project 8:	<p>Historic Structure and Cultural Landscapes</p> <ul style="list-style-type: none"> • Repair and restoration <p>Possible Funding and/or Partnerships: National Scenic Byways, other federal and state agencies, organizations, businesses, local governments, individuals</p>

Other:

Dark Skies

Continue to work with the local governments and citizens to discourage light pollution along the corridor and in Leelanau County to promote fixtures that do not detract from the rural aspect of Leelanau County and protect the dark skies.

V. APPENDICES

Appendix A. Sleeping Bear Heritage Trail

Appendix B. Leelanau Conservancy Natural Areas and Preserves Map

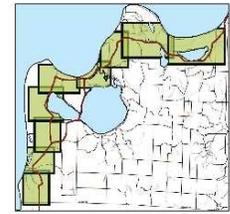
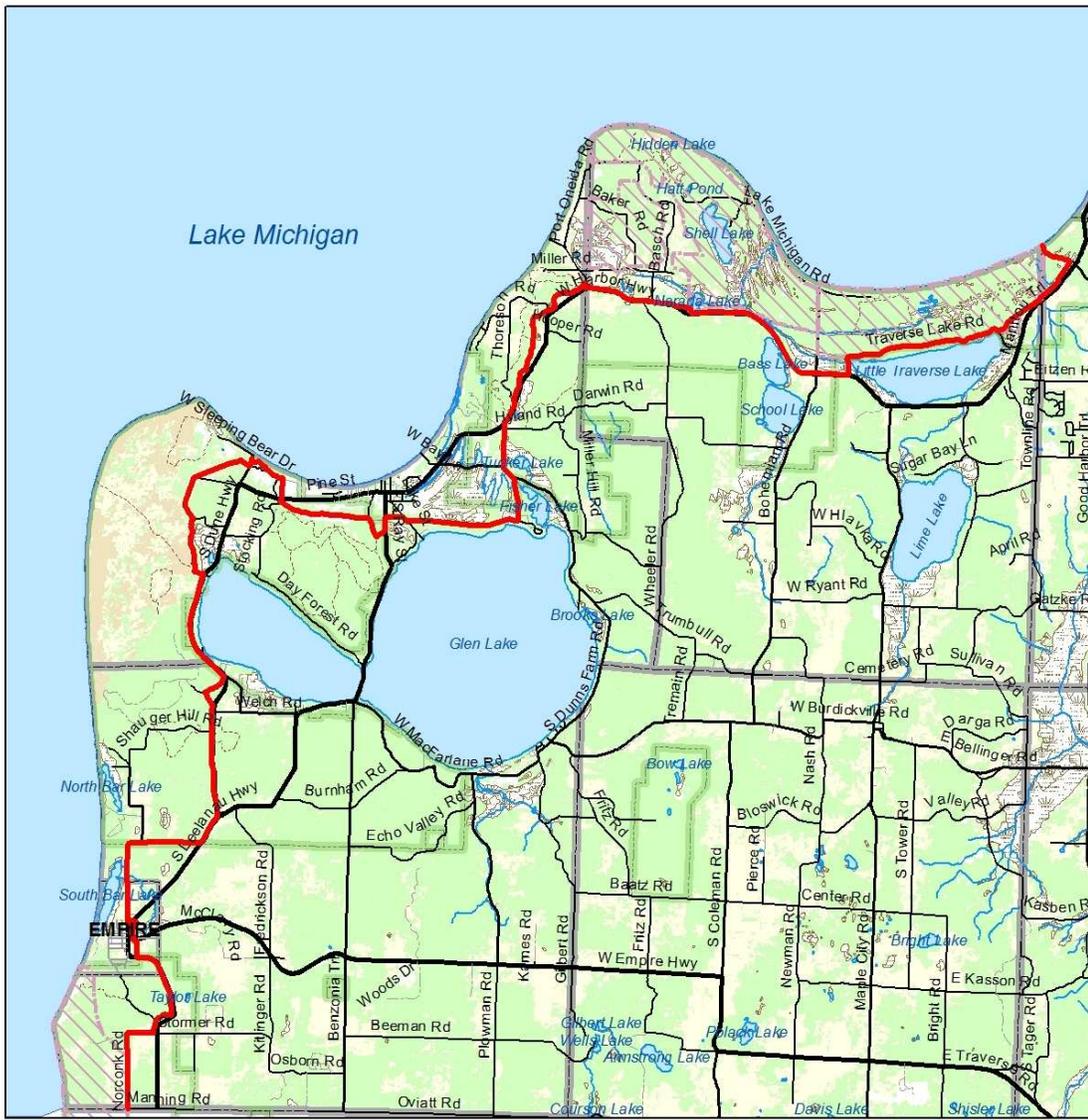
Appendix A. Sleeping Bear Heritage Trail

Sleeping Bear Heritage Trail Fact Sheet



- The Sleeping Bear Heritage Trail (SBHT) idea came from the Leelanau Scenic Heritage Route (LSHR) Committee. The State of Michigan designated the LSHR in 2002 to preserve the beauty and historical integrity of State Highways M-22, M-109, and M-204 while also keeping the roads safe.
- The LSHR Committee is a partnership of 9 townships and 3 villages along the route, the Michigan Department of Transportation (MDOT), Sleeping Bear Dunes National Lakeshore (Lakeshore), Grand Traverse Band of Ottawa and Chippewa Indians, Leelanau County, Leelanau Conservancy, Leelanau Conservation District, area chambers of commerce, and local citizens. The Trail is the group's top priority. The Northwest Michigan Council of Governments coordinates the Committee's activities and for information, please visit www.nwm.org/lshr.asp.
- Planning for the SBHT began in 2005 when the LSHR suggested the idea to the Lakeshore. The SBHT concept received repeated public reviews in the Lakeshore's General Management Plan process, and was included in the final Plan. In 2009, the Environmental Assessment (EA) for the SBHT was completed that included diligent efforts to solicit input from interested parties through two public review periods and public meetings. The EA demonstrated that the SBHT will have no significant impact on any natural or cultural resources along the route.
- The SBHT will be a hard-surfaced, multi-use trail paralleling M-22 and M-109 for 27 miles through the Lakeshore. It will provide a safe, non-motorized, multi-use transportation alternative connecting the Lakeshore's main visitor destinations with Glen Arbor and Empire. The SBHT will give walkers, runners, wheelchair users, bicyclists, skiers, and baby strollers a safe, enjoyable, and car-free way to access and explore the Lakeshore and neighboring communities.
- The Lakeshore has less than a mile of universally accessible (handicapped accessible) trail. The SBHT will meet the ADA Accessibility Standards for Outdoor Recreation so the Lakeshore can be enjoyed by people of all ages and physical abilities. The Lakeshore has over 100 miles of soft-surfaced hiking trails, including about nine miles for equestrian use. It has zero miles of trail suitable for bicycles and other non-motorized wheeled recreation. The road shoulders along M-22 and M-109 DO NOT provide safe or enjoyable recreational opportunities for most people, especially families with children.
- The SBHT uses existing transportation corridors to avoid environmental impact – old rail beds and roadways, and existing road rights-of-way and trails. It will not fragment the Lakeshore's pristine areas nor impact proposed wilderness areas.
- The SBHT will meet the American Association of State Highway and Transportation Officials (AASHTO) Standards for trail safety, including those for width and grade. The SBHT will be 10 feet wide with 2 feet of clearance from trees on either side. In forested areas, the route will wind among the trees to minimize cutting. The AASHTO standards state that a paved surface is preferable, noting that crushed aggregate "provide(s) a much lower level of service and require(s) higher maintenance." The SBHT will be hard-surfaced in order to accommodate wheeled recreation of all types, and will vary between pavement, crushed aggregate, and boardwalk, depending on the resources to be protected. The surface will be paved except where a different surface is absolutely essential to protect natural and cultural resources.
- The SBHT will include interpretation along the route to help visitors understand and appreciate the natural and historical resources of the Lakeshore.
- The SBHT is similar to other trails throughout the National Park Service, including paved bicycle trails in Grand Teton National Park, Yosemite National Park, Cape Cod National Seashore, Indiana Dunes National Lakeshore, and Valley Forge National Historic Park, to name a few. Similar non-motorized trails in the region include the Leelanau Trail, the Boardman Lake Trail, the Little Traverse Wheelway, and the Beaver Island Trail.
- Grants have been awarded by the Federal Highway Administration: 1) National Scenic Byways Program, \$1.3 million to survey, design engineering, and construction of the first segment of the trail from the Dune Climb to Glen Arbor and \$410,000 for survey and design engineering from Glen Arbor to Port Oneida; 2) Public Lands Discretionary Fund for the construction from Glen Arbor to Port Oneida. The US Department of Transportation: \$1.625 million to construct the trail from the Dune Climb to Pierce Stocking Drive. Please visit www.sleepingbeartrail.org.

MAP B
SBHT PROPOSED ROUTE
 LEELANAU SCENIC HERITAGE ROUTE TRAILWAY MASTER PLAN



TRAIL LEGEND
 Proposed Trailway



GENERAL LEGEND

State Trunkline	Rivers
County Primary Roads	Lakes
County Local Roads	Village Boundaries
Village Roads	Township Boundaries
Other Roads	Aquatic Bed
Existing Hiking & Skiing Trails	Forested
Recommended SLBE	Agricultural
Wilderness Boundary (1981)	SLBE Boundary

Base GIS Data: Michigan Framework Data
 1992 National Land Cover Dataset
 1992 National Wetlands Cover Dataset
 National Park Service
 NAD 1983 UTM ZONE 16N



Leelanau Scenic Heritage Route
 PO Box 506
 Traverse City MI 49685-0506
 231-929-5039
www.nwm.org/lshr.asp



Sleeping Bear Dunes National Lakeshore
 9922 Front Street
 Empire MI 49630
 231-326-5134
www.nps.gov/sble



MDOT TSC Traverse City
 2084 US 31
 Traverse City MI 49684
 231-941-1986
www.michigan.gov/mdot



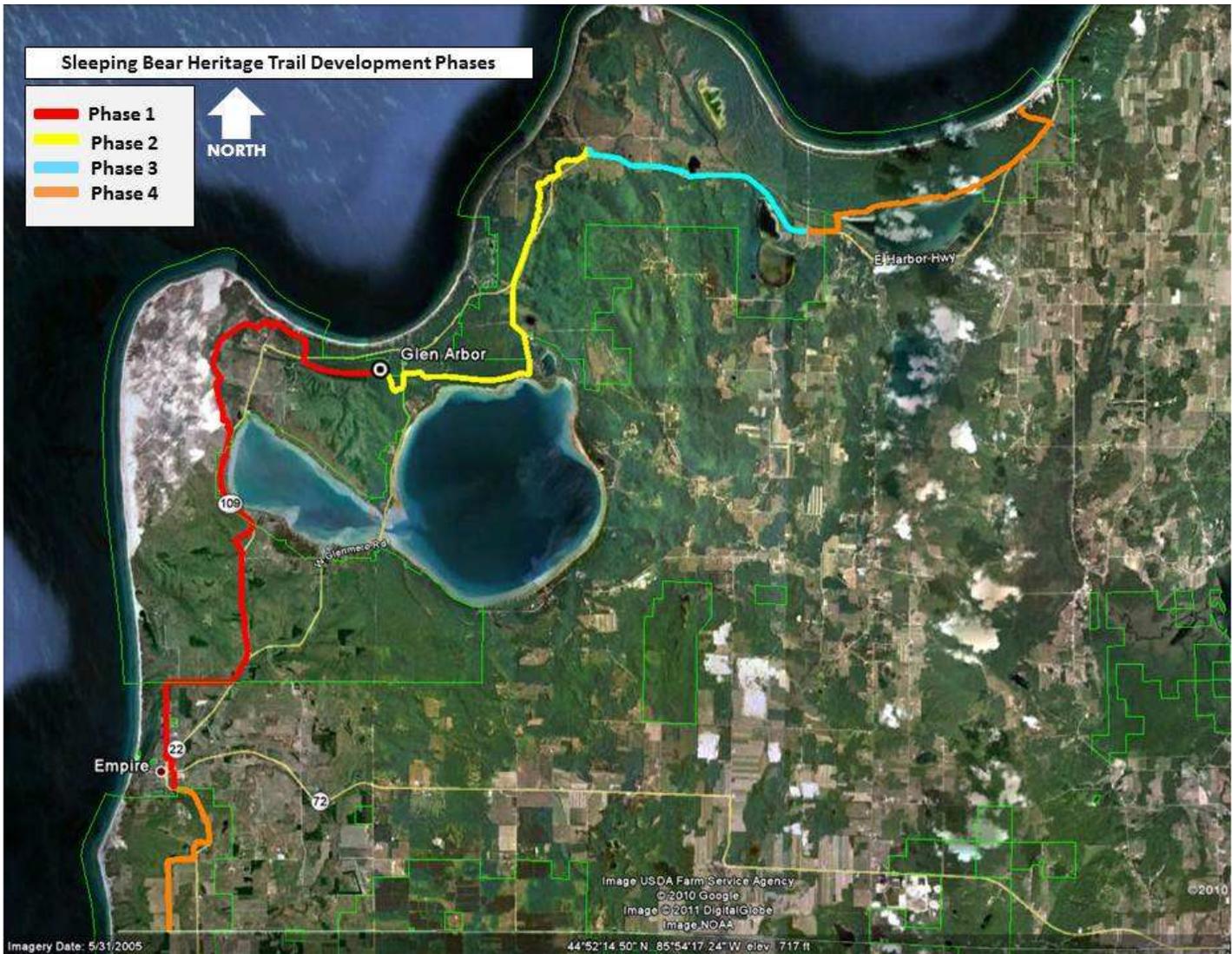
Friends of Sleeping Bear Dunes
 PO Box 545
 Empire MI 49630
 email: info@friendsofsleepingbear.org
www.friendsofsleepingbear.org



TART Trails, Inc.
 415 S. Union
 Traverse City MI 49684
 231-941-4300
www.traversetrails.org

Local Governments:

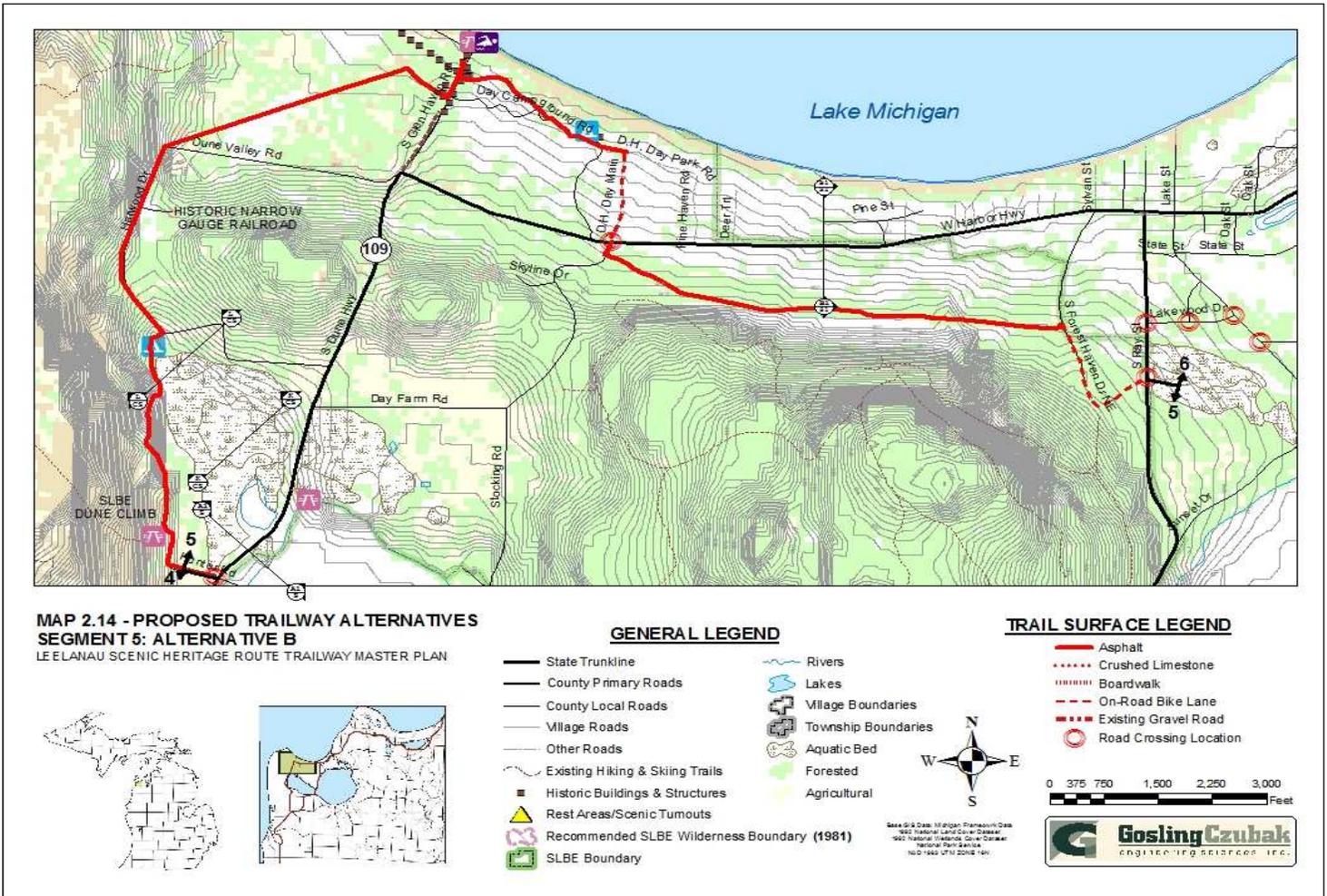
- Empire Township and the Village of Empire
- Glen Arbor Township
- Cleveland Township
- Centerville Township



Sleeping Bear Heritage Trail Groundbreaking Ceremony on August 12, 2011 at the Sleeping Bear Dunes National Lakeshore Dune Climb



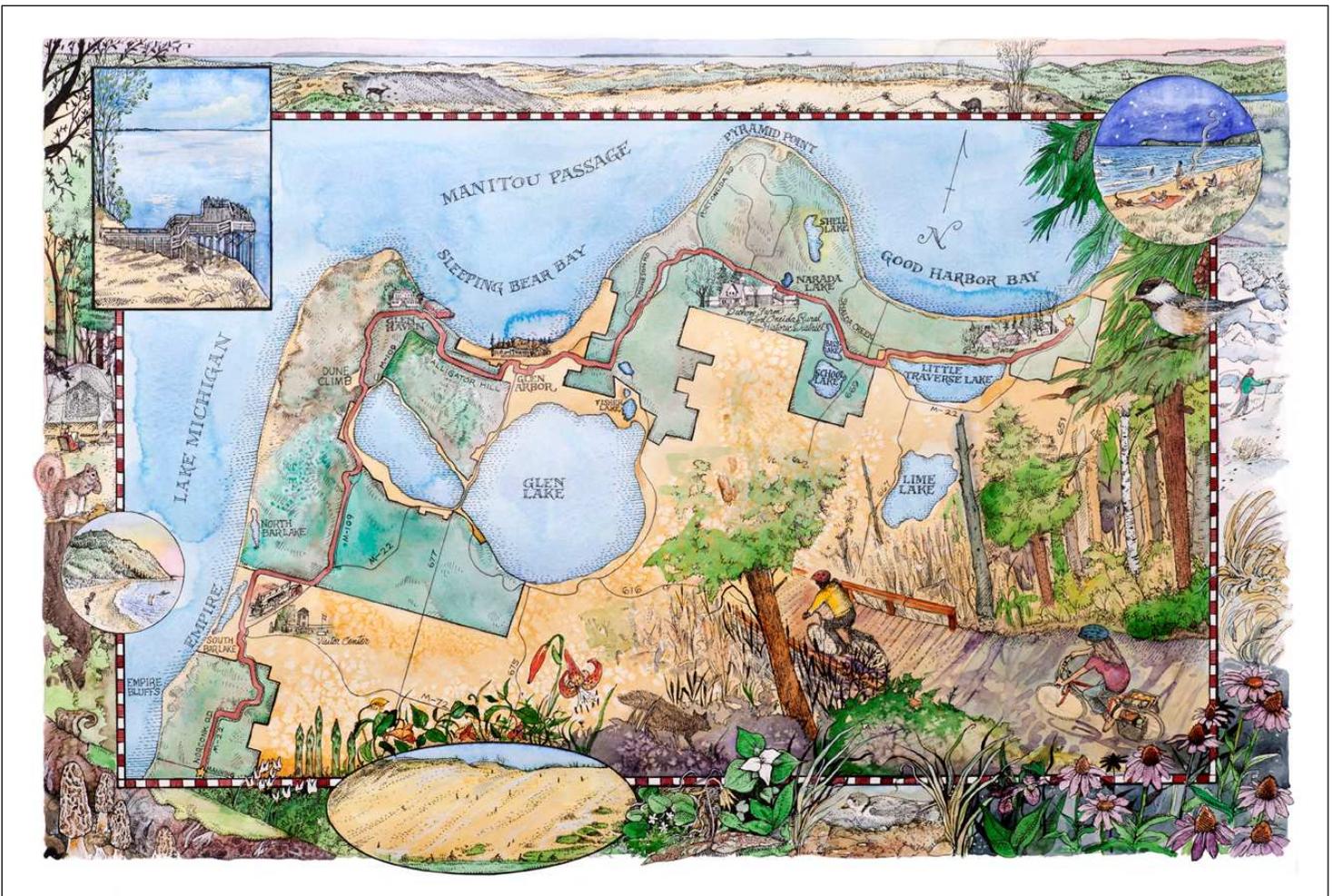
Segment 5.



Sleeping Bear Heritage Trail Fundraising



Print by Glenn Wolff for major donors





Sleeping Bear

HERITAGE TRAIL

A 27 mile non-motorized trail through the Lakeshore

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