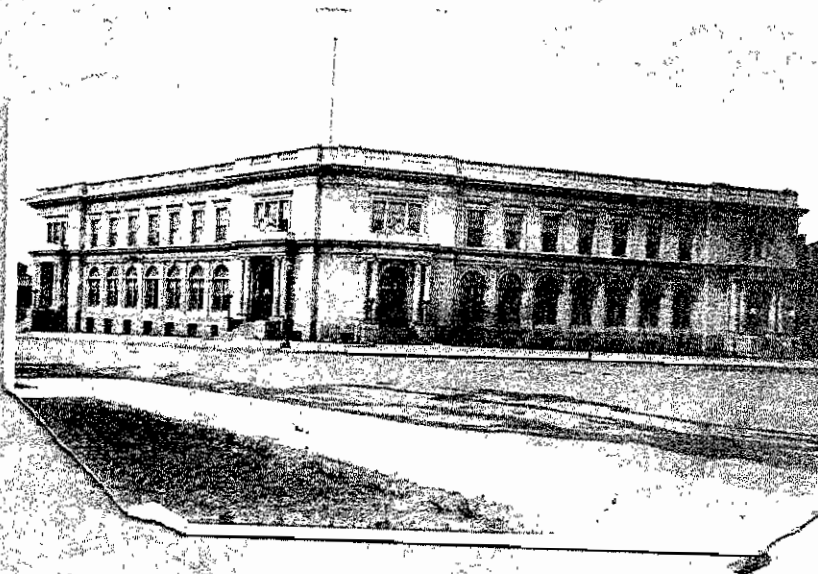


THE IRONWOOD CITY PLAN

CITY OF IRONWOOD, MICHIGAN



MARCH 1, 1928

THE IRONWOOD CITY PLAN

CITY OF IRONWOOD, MICHIGAN

CITY COMMISSION

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H. M. Wick, Mayor Pro Tem.

G. F. Coons, Commissioner

J. B. Patrick, Commissioner

J. A. Landers, Commissioner

MARCH 1, 1928

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IRONWOOD CITY PLAN
CITY OF IRONWOOD, MICHIGAN

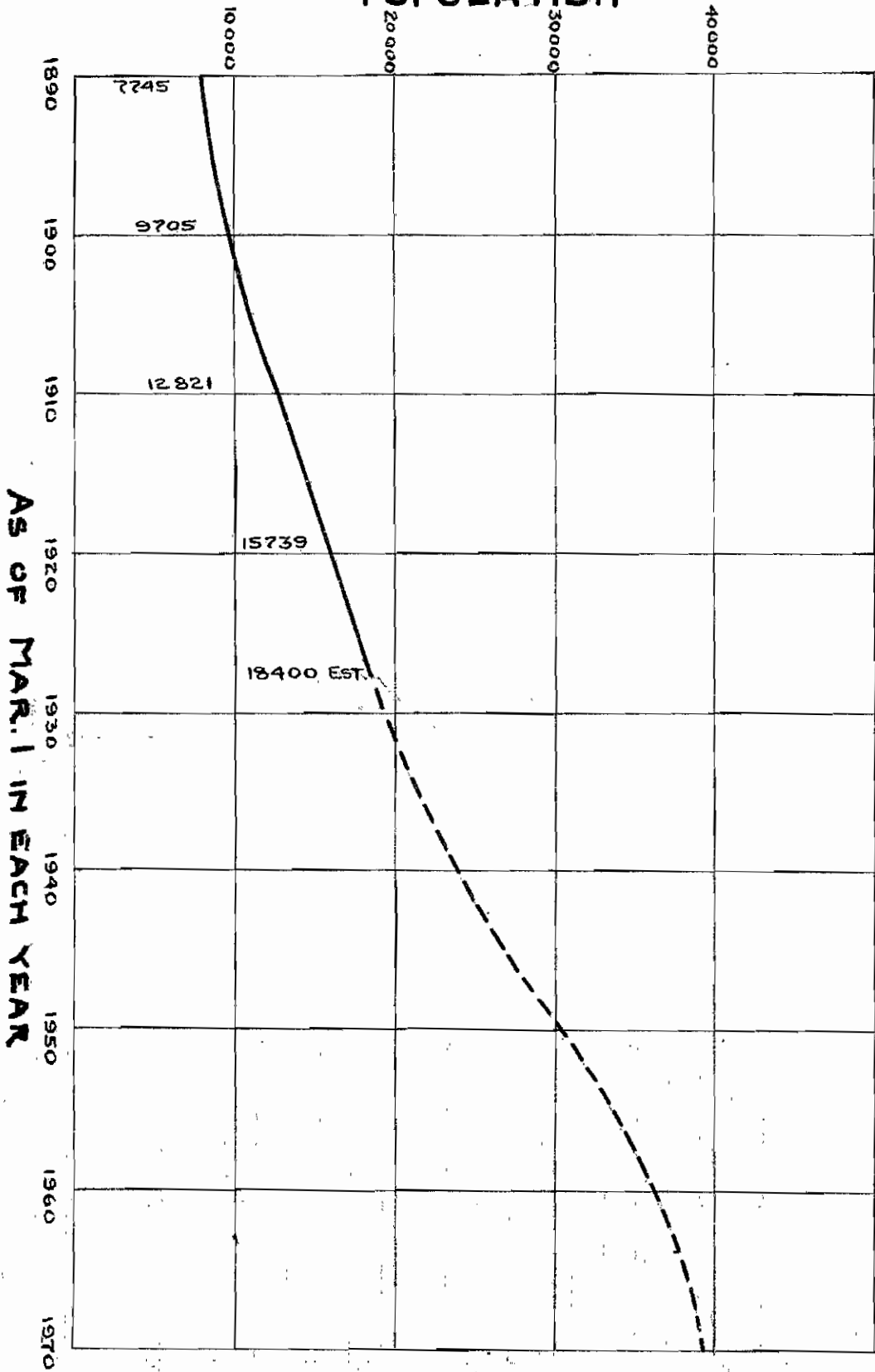
Population and General Information

The Commission-Manager Charter under which the City of Ironwood is now operating became effective March 7, 1925. The Charter makes it mandatory that a City Plan be adopted not later than March 1, 1928. With this provision in view data and material have been collected over a period of nearly three years with the idea of presenting to the citizens of Ironwood a comprehensive plan whereby the future growth of the City could be directed along rational lines. The plan hereby submitted involves not only a certain amount of surveying, but includes a study of the needs of the community.

A study of the City of Ironwood reveals some interesting facts peculiar perhaps to this community alone. The City was incorporated in 1889 and at that time, as now, the chief industry was iron ore mining. Every activity of the city centered around the mines and the mines provided practically the entire revenue of the City. This situation continued for many years, and by some is thought to exist at the present time. However, the records and statistics show that, while the mines still play a very important part in the prosperity of the community, a transition is taking place slowly but surely and the City of Ironwood is developing into a trading center for a considerable area.

A study of the population curve of the City of Ironwood will show that the city is enjoying a healthy growth, while on the

POPULATION



POPULATION - CITY OF IRONWOOD.
ESTIMATE BY W.M. RICH - CITY MGR.

other hand the mining properties are being continually reduced in value and employing fewer men within the city as time goes on. The accompanying chart showing a conservative population curve for the city indicates a population for the City of 30,000 by 1950. The plan herewith submitted is based on these figures. It must be remembered, however, that the plan herewith submitted is more or less tentative, and may be changed from time to time as conditions warrant, as it is impossible to foresee what may happen ten, twenty, or fifty years from now.

In formulating a program it is necessary to estimate the growth in population, as this will have a bearing on the number of dwellings which will have to be built, as well as additional schools. It will also indicate the streets, sewers, water mains, gas mains, cemeteries, etc., which will have to be provided to take care of the growth. In accepting the estimate of population used for this plan, there has been no criterion to follow in the way of nearby cities or cities similarly situated.

Physical Features of City and Trend of Center of Population

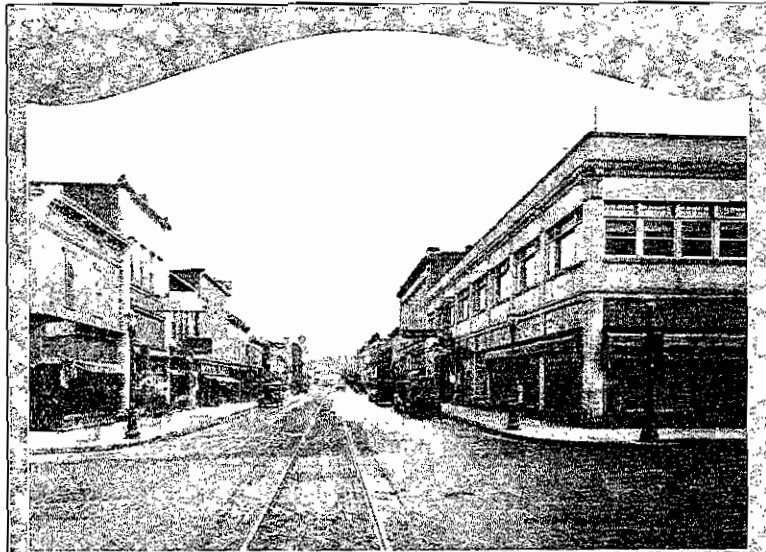
The City of Ironwood is situated in Gogebic County, which is the most westerly county of the Upper Peninsula of Michigan. Geographically it lies 125 miles west of Duluth, Minnesota, and thirteen miles south of Lake Superior. The area of the city is approximately six square miles, being two and one-quarter miles north and south, and three miles east and west. The city is bounded on the west by the Montreal River, which is the boundary line between Michigan and Wisconsin, on the north by Ironwood Township,

on the east by Bessemer Township and Erwin Township, and on the south by Erwin Township.

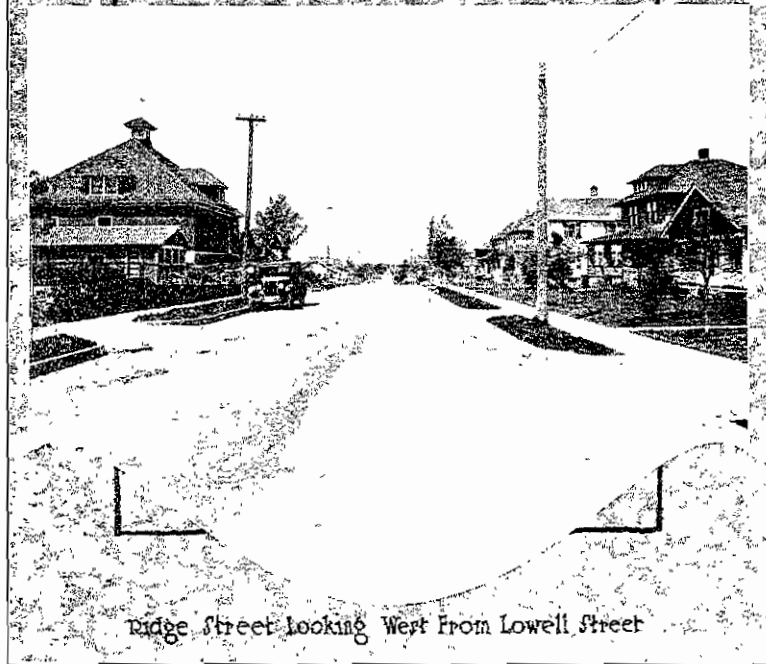
The southerly half of the city is traversed by a range of hills from east to west on which are located the shafts of the mining companies. Grouped on and about these hills are what were formerly mining locations, but which now constitute a substantial portion of the residential area of the city. Immediately north of this range of hills is an area of caving land caused by mining operations. This land is unfit for business buildings or residences and provides a physical and mental barrier which more or less separates the southerly half of the city from the business district and the northerly side, and in a sense precludes any further development of this area as a substantial residential section of the city.

The city is served by the Chicago and Northwestern Railway and the Minneapolis, St. Paul and Sault Ste. Marie Railway, the main lines of these two railroads paralleling each other and traversing the city in an easterly and westerly direction from a point about midway north and south on the westerly city limits to a point near the northeast corner of the corporate limits. Immediately to the south of the railroads and north of the caving ground, and approximately one mile east of the Montreal River, is the Business District. The area comprising the business district is limited, but is ample for the future population as recognized in this report.

That portion of the city lying south of the railroads, north of the caving ground, and east of the business district comprises the older residential district of the city, and is prac-



Aurora Street Looking East From Lowell Street



Ridge Street Looking West From Lowell Street

essentially entirely built up. Consequently the only practical way for the city to expand residentially is to the north, and that is precisely what is happening. Practically all of the residences which have been built in the past few years have been built north of the main lines of the Northwestern Ry. and the Soo Line, consequently the center of population is gradually shifting to the north.

The climate of Ironwood is cool but exceptionally healthful. The summers are ideal and the long, cold winters with an abundance of snow makes the community a mecca for those who enjoy winter sports.

Traffic and the Street System

Means must be provided for getting in and out of the city, and for quick movement of passengers and freight from one part of the city to another. Provision must also be made for the movement of thru tourist traffic without causing the tourist the inconvenience of passing thru the more congested areas. The street system thru which business is transacted and the people traverse in going from their homes to work and from work to their homes is of the utmost importance, as a street system, once adopted and developed must remain indefinitely. An occasional street may be widened or a new one opened up, but the general plan must remain as long as the city exists.

Ironwood is situated on U. S. Highway No. 2, which is the principal east and west highway in the Upper Peninsula. This highway joins U. S. Highway No. 51 at Hurley, Wisconsin, just across the Montreal River to the west. These highways are heavily

traveled both in summer and winter, but the tourist traffic in the summer presents the most difficult problem. At present US-2 traverses a circuitous route thru the City of Ironwood, and although the route is well marked it is a source of trouble and inconvenience to the tourist on account of the density of the traffic and the many and confusing turns he is forced to make. Consequently one of the greatest traffic problems is a new route for US-2 thru the city.

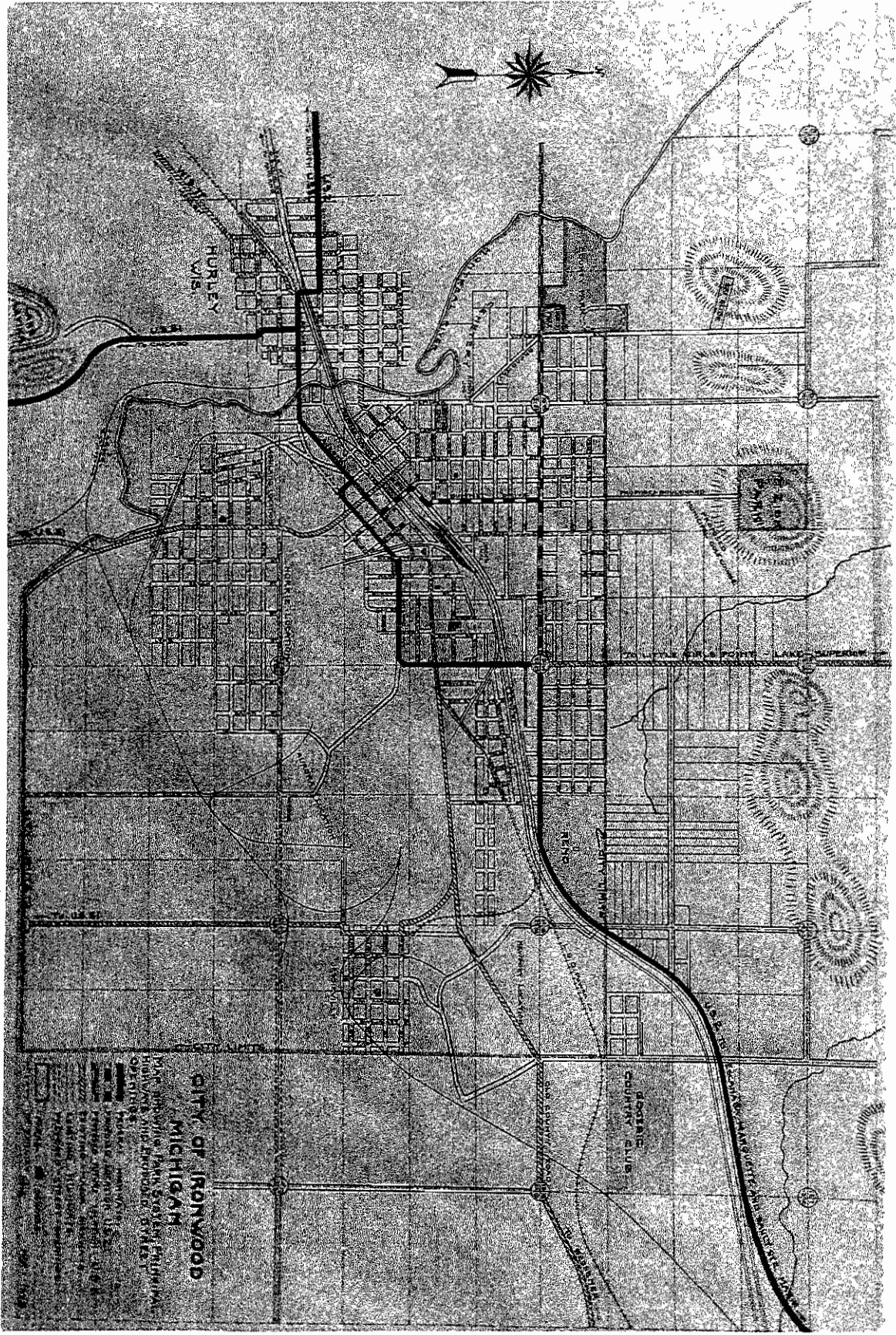
Two highways are provided for traffic to Bessemer and the east, - US-2 and what is known as the Old County Road, which is a continuation of Ayer St. The thru tourist uses US-2, while the local resident often uses the old road. Both highways are paved and will provide ample roadways for years to come.

The Van Buskirk road is an excellent graveled highway running south from Jessieville. This highway joins US-51 in Wisconsin about eight miles south of Ironwood. The route from Jessieville into the business district of the City, however, is confusing to the tourist and under present conditions is not a practical route for the stranger to travel.

The above discussion treats briefly on the thru tourist traffic highways as existing at present. The following is a discussion, with recommendations, as to the future treatment of thru routes, and the existing conditions and future treatment of a number of the more important streets in the City.

Silver Street and Norrie Street

There are at present two roadways connecting the City of Ironwood with the City of Hurley over the Montreal River, - Silver Street, which is at present US-2, and Norrie Street.



CITY OF IRONWOOD

MICHIGAN

IRONWOOD PARK SYSTEM
HURLEY AND LAKESIDE STATIONS

Scale: 1 inch = 1 mile
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Silver Street, when US-2 is removed eventually, will provide an excellent communicating street. This, together with Norrie Street, will furnish ample highway facilities for local traffic between the two cities. The widths of both streets are sufficient for the needs, but a new bridge should be built at Norrie Street and the street paved.

U. S. Highway No. 2.

The present route of US-2 from the east is along the North County Road to Lake St., thence south on Lake St. to McLeod Avenue, thence west on McLeod Ave. to Lawrence St., thence north on Lawrence St. to Aurora St., thence westerly on Aurora St. and Silver St. to Hurley. This route is circuitous and crosses several railroad tracks and street car lines, besides going over caving ground a portion of the way. This route should immediately be changed to the following: At the corner of Lake St. and North County Road continue west on North County Road to Summit Drive, thence south on Summit Drive to Frederick St., thence westerly on Frederick St. to Suffolk St., thence south on Suffolk St. to Aurora St., thence westerly on Aurora St. and Silver St. to Hurley, Wisconsin. This suggested route eliminates only one turn, but it does provide a more convenient route for tourists and relieves congestion to a considerable extent. The ultimate route which should be adopted for US-2 as soon as funds permit and arrangements can be made with Wisconsin, is to continue west on North County Road directly across the Montreal River, connecting with US-51 northwest of Hurley. This route will eliminate railroad crossings and street railway crossings, and permit the tourist to avoid the congested district if he so desires.

South West Street

The present route to the South connecting with US-51 near Van Buskirk, Wisconsin, approximately eight miles from the business district in Ironwood, is easterly on Ayer St. to a private road on the Oliver Iron Mining Company property about one-quarter of a mile east of Luxmore St., thence southeasterly along the private road to the west end of Bonnie St. in Jessieville, thence east on Bonnie St. to West St., thence south on West St. to Clemens St., thence west on Clemens St. to the Van Buskirk Road, thence southerly and southwesterly on the Van Buskirk Road to US-51. This route is practically impossible for tourists to follow and should be improved as soon as possible by continuing South West St. across the cave from Jessieville to meet Ayer St. This will give a more direct and less hazardous route, and also one that will be easy for a tourist to follow. There is no need to make a direct connection with US-2, as the thru tourist from the south would proceed north on US-51 if he wished to avoid Ironwood.

Balsam Street

Balsam St. with the crossing over the cave as an extension of Lowell St. is the main thoroughfare to the south side of the City known as the Norrie Location. The recommendation in this case is to keep this road in its present location if possible, and should it have to be temporarily abandoned in a period of five to ten years owing to mining operations, that the road be rebuilt as soon as possible after the cessation of the operations, if practical. Balsam St. continued to the south crosses the Montreal River into Oma Township, Iron County, Wisconsin. This route would

provide a direct connection with US-51 approximately three miles from the Montreal River and furnish a good road for the farmers in Oma Township to come direct to Ironwood. The recommendation in this case would be to straighten out and improve Balsam St. to the Montreal River, and construct a new bridge over the Montreal River as soon as funds will permit, providing Oma Township will join in bearing the expense of constructing the bridge and construct a good gravel road to join US-51.

Hemlock Street

On Hemlock St. midway between Ridge St. and Michigan Ave. the street is offset one-half the width of the street. The property on the northeast corner of Ridge St. and Hemlock St. is owned by the City of Ironwood. This jog should be removed by providing a long swing in the roadway from Ridge St. north.

Lawrence Street

Lawrence St., from the north, ends at Frederick St., while Lawrence St., from the south, ends at the railroad right-of-way just north of Ayer St. There is no provision for an extension of the street across the property of the Northwestern Ry. and the Soo Line, a distance of 250 feet. This question will be discussed under the chapter on Railroads and Viaducts.

Suffolk Street

Suffolk St. is the main business street running north and south. This street terminates at Arch St. on the north and at the caving ground on the south, leaving a street only seven and one-half blocks long. At one time Suffolk St. extended south

over the now caving ground to the Norrie Location and provided the principal thoroughfare from that section of the city to the business district. Due to caving ground this street had to be abandoned, however, and during the year 1927 a cut-off street from Suffolk St. to Lowell St. south of Vaughn St. was constructed.

A different problem presents itself on the north side, however, in that Suffolk St. can be readily opened up to the north City limits. This should be done as soon as possible, or at least the right-of-way provided at the earliest possible moment in order to obtain this street at the lowest possible cost.

McLeod Avenue

McLeod Ave., a portion of which forms one of the important business streets of the city, at one time connected on the west with Silver St. and constituted a thru street whereby traffic from Hurley to the Aurora Location could be diverted from Aurora St. Due to caving ground, however, that portion of the roadway from Lawrence St. to Ashland Court was temporarily abandoned for highway purposes. It is recommended that this roadway be opened up as soon as practical, thereby affording another thoroughfare for thru traffic east and west thru the business district.

Park Street

Park St. is a short street only two blocks long, on the east side of the High School property, running from Ayer St. to Hill St. This street should be extended one more block from Hill St. to Hedin Ave., the latter street at this time being a dead end street ending at the High School property.

Greenbush Street

Greenbush St. is plotted to extend from Frederick St. north to the City limits. The street is fifty feet wide from Frederick St. to a point midway between Ridge St. and Michigan Ave., at which point a jog in the west property line reduces the width to 31.2 feet. From this point to Coolidge Ave. the street width diverges from 31.2 feet to 56.2 feet. From Coolidge Ave. to the North County Road the street is 56.2 feet wide. From North County Road to the north City limits the street is 50 feet wide. The street should be widened at the narrow point as soon as possible.

Pine Street

The southern part of the city known as the Norrie Location, has at present no direct communication with the eastern part of the city known as Jessieville. There is at present a good roadway surface on Pine St. from Balsam St. to Dean St., and from Dean St. to the So. Range Road the roadway is passable. Pine St. should be opened up and provided with a suitable roadway directly east to the City limits, thereby connecting with the Van Buskirk Road and a township road in Erwin Township.



Widths of Streets and Roadways

The streets in the Original Plat of the City of Ironwood are 60 feet wide. This is ample width except in the business district. To attempt to widen the streets in the business district would, however, involve an expenditure which would be prohibitive.

Practically all of the streets on the north side of the city are 50 feet in width. It would not be practical to attempt to widen these streets, and it is not particularly necessary, although wider streets would be more desirable from all view points. The thru thoroughfare joining US-2 in its ultimate location should have a roadway of forty feet. For the remainder of the streets a width of from twenty-eight to thirty-six feet will be ample to take care of local traffic. The streets in the remainder of the city where the property is platted are of sufficient width to take care of local needs.

The streets and roadways on mining property and some of the roads in the various locations present a different problem. Most of these streets are very narrow and crooked, and the roadway surfaces are difficult to maintain. It is recommended that the more important of these roads be widened out sufficiently to permit the construction of 20 ft. graveled roadways as fast as funds will permit. These roads may subsequently be given a surface treatment of tar or asphalt and will provide adequate thoroughfares for years to come.

Traffic

The principal traffic problem in the City of Ironwood is how to take care of the increasing traffic in the business

district and the regulation of parking. The plan outlined for diverting thru traffic and the provision for the opening of McLeod Ave. will take care of the traffic very nicely. The parking problem is more difficult to solve. At present within a certain area the parking is limited to one hour thruout a portion of the day, but prohibited entirely from midnight to 7 A. M. in order to permit street cleaning in the summer and the removal of snow in the winter. This arrangement does not take care of the situation in the day and early evening however, as there is not sufficient parking space available. Also parking on the forty foot streets, particularly where there are car lines, slows up traffic to a considerable extent and makes driving more hazardous. It is believed, however, that to prohibit parking in this district would work a hardship on the stores, and for that reason the present arrangement will be allowed to continue indefinitely. The curb corners which have now a radius of 6 feet, in general, may be set back with a radius of 12 or 15 feet, thereby assisting considerably in the movement of traffic. This has already been done on Aurora St. from Norfolk St. to Lawrence St., inclusive.

The main street intersections of the business district should be equipped with automatic traffic signals. Two intersections are now provided with them and a conduit has been laid for the intersections of Aurora St. and Norfolk St., and Aurora St. and Lawrence St. The control box at the corner of Aurora St. and Suffolk St. will take care of these intersections. Signals should also be installed at the following intersections as soon as possible: Ayer St. and Suffolk St.; Ayer St. and Lowell St.;

McLeod Ave. and Lowell St.; McLeod Ave. and Suffolk St.; Ayer St. and Leke St.; Lake St. and North County Road; North County Road and Summit Drive; Marquette St. and Aurora St. It is believed that, on account of the compactness of the business district the signals should use the "Synchronous System".

Certain street intersections are provided with "Thru Traffic Stop Signs", others with "Slow Signs". All thru streets should be provided with automatic stop flash signals, and the dangerous corners with automatic flash slow signals. This precaution may have a tendency to slow up traffic somewhat, but the added precaution against dangerous accidents will out-weigh the disadvantages, at least for a number of years.

Aurora St. is traversed by the Street Railway System its entire length thru the business district. This roadway is narrow, being only 40 feet from curb to curb. At present, owing to the automatic "stop and go" signals, automobiles are held up continuously at the street intersections on account of the loading and unloading of passengers. While some authorities do not recommend loading platforms where the roadway is so narrow, it is believed in the case of this City that a wooden loading platform three feet wide and 30 feet long would be beneficial; and such platforms are hereby recommended for the intersections at Lawrence St., Lowell St., Suffolk St., and Norfolk St. While it is admitted that such narrow platforms would not serve so well if crowds had to be handled, yet in the case of this City we believe that they would serve the purpose adequately and aid materially in the flow of traffic thru the congested district, be of great convenience to the car riders, and aid pedestrians in crossing the streets.

Street Names

Thruout the city there are duplications in street names, and no significance attached to the use of the words "Street" and "Avenue". It is recommended that a thorough study be made of all street names and duplications eliminated. Also that with the exception of streets where the words "Road", "Drive", "Place", etc., are used, that the east and west streets be designated as "Avenues" and the north and south streets be designated as "Streets". Also that the words "Northeast", "Northwest", "Southeast", and "Southwest", be affixed as determined by the section of the city in which the street is located; the dividing line north and south being Lowell St., and east and west, Ayer St.

Tree Planting and Planting Strips

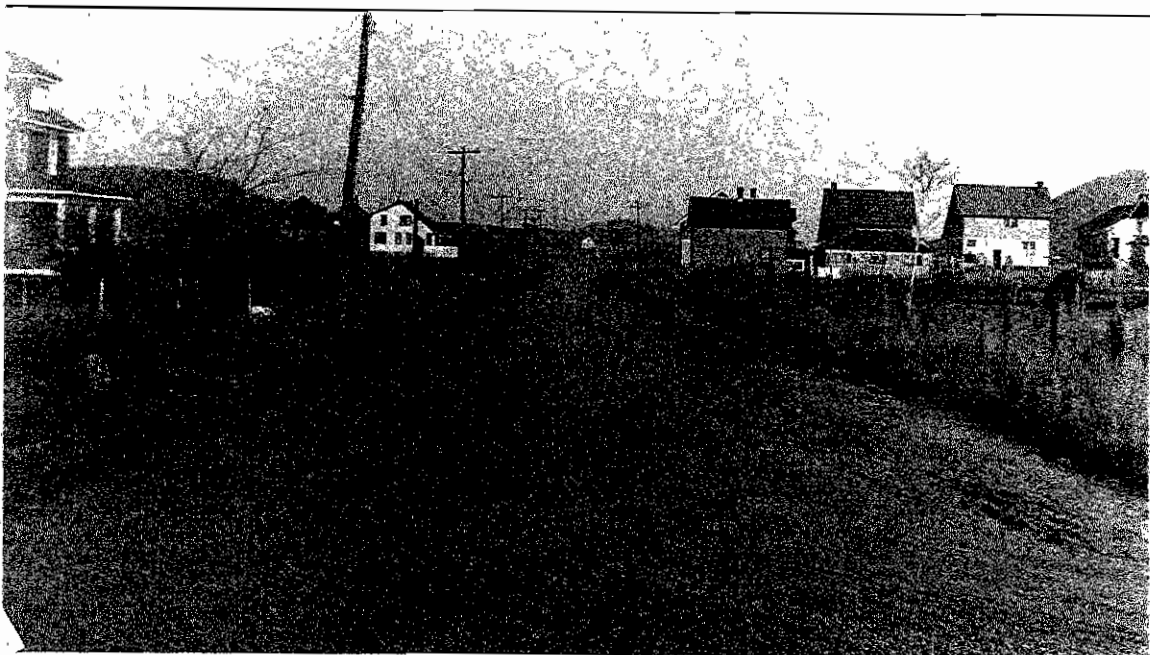
Planting strips or parkways should be provided wherever possible and the people encouraged to plant trees. Nothing adds so much to the beauty of a city for the expenditure involved as the planting of trees. It is recommended that, as soon as practical, the City establish a nursery and plant all parkways, over a period of several years, thruout the city. The first cost of the work to be assessed against the property benefited, but the City to be responsible for the care of the trees and the necessary replacements.

Street Paving, Sidewalk Construction and Distribution of Cost

The City of Ironwood is not well paved. This is largely due to the fact that all paving exclusive of curb and gutter must be paid for at large from tax monies. This provision is in the

City Charter and cannot be changed without a vote of the people. This system is inherited from the mining camp days, when it was customary to "let the mines pay". This day is gone now, and the money derived from taxation is not sufficient to take care of these improvements if the city is to progress. The time is here now when the Charter should be amended and all of the cost or at least the greater portion of street paving be assessed against the property benefited. After all, this is the only just and equitable way to distribute the cost, as improvements of this nature enhance the value of the property so improved and the owner receives the direct benefit.

Fortunately the Charter permits the assessment of one-half the cost of concrete sidewalks, the result being that the city is very well supplied with sidewalks. This work is continued each year without any material hardship on the City treasury, to the extent of about two miles of walk, which for the present growth of the city is sufficient for its needs.



Railroads and Viaducts

The City of Ironwood is served by three railroads, - the Chicago and Northwestern Railway, the Minneapolis, St. Paul and Sault Ste. Marie Railway, and the Duluth, South Shore and Atlantic Railway. The latter, however, does not enter the city. The main lines of the Northwestern and the Soo Line parallel each other running from a point midway north and south at the west City limits to approximately the northeast corner of the Corporate limits. The section of the city devoted to mining is traversed by numerous spur tracks and sidings. A belt line circles the south part of the city extending from Jessieville to a point at the west City limits near the old pumping station.

At present there are six grade crossings on the main lines and one reinforced concrete viaduct. On the spur tracks there is one overhead timber bridge on Balsam St. south of Lime St., and one on Ayer St. west of Albany St. The grade crossings at Lowell St., Suffolk St., and Lake St. are protected by watchmen.

The grade crossings at Lowell St. and Suffolk St. will have to remain until such time that the railroad companies construct a new union station or individual stations, at which time underground passes could be readily constructed. There should, however, be a viaduct constructed across the main lines of the two railroads at Lawrence St. as soon as practical to assist in relieving the congestion at the other two crossings.

The overhead pile and girder bridge at Ayer St. should be replaced as soon as possible with a reinforced concrete bridge or steel span with concrete abutments. When this bridge is built

the street should be straightened out and made the standard width. The bridge at Balsam St. should be immediately replaced by a new bridge with a proper opening and the street straightened.

The other grade crossings within the period of time covered by this plan can be allowed to stand, except that they should be protected by automatic flash signals, similar to those installed on Lake St. All grade crossings on spur tracks and sidings should be protected by railroad crossing signs and the train crews should be advised to proceed cautiously and give warning signals of their approach.

Street Railway System

The Lake Superior District Power Company operates the street railway system. The main line extends from Montreal, Wisconsin, to Bessemer, Michigan, a total distance of 11.8 miles. The line is single track and is provided with turnouts spaced in such a way that ten minute service may be obtained. The main line enters the city from the west on Silver St., runs on Silver St. and Aurora St. to Marquette St., turns north on Marquette St. to Ayer St., thence east on Ayer St. to a point one and one-half blocks east of Lake St. where it proceeds on private right-of-way to the northeast corner of the corporate limits. A branch line begins at a point on the main line approximately 800 feet east of Luxmore St. and runs in a southeasterly direction to Jessieville a distance of 0.6 miles.

The street railway system has been operating at a loss for several years, and in order to save it to the City the City

Commission and the Lake Superior District Power Company joined in submitting the question of rates to the Michigan Public Utilities Commission in the summer of 1926. In December 1926, the Utilities Commission granted an increase in fares, but even with the increased fares the company operated at a loss in the calendar year 1927. Just how long this service can be maintained for the city is problematical, but every effort possible should be made to retain it as it is very necessary to the welfare of the city.

Bus Lines

There are no bus lines operating solely within the city. As long as the street railway continues to operate there is no immediate need for local bus service, except possibly to serve as feeders to the street railway. However as the north side develops the need for transit service will increase and the time will come when a cross town bus service supplementing the street railway service will be an absolute necessity.

Interurban bus service is now being maintained practically the year around between Ironwood and Ashland and Duluth on the west, Ironwood to Iron Mountain and Escanaba on the east, and from Ironwood to Ontonagon.

This service, made possible by the excellent roads maintained by the Counties and State, is bound to increase as time goes on, and will more and more compete with steam railroads in tendering service successfully to the City. It is only a question of time until an up-to-date bus terminal should be constructed near the railroad stations in order that better service be rendered to the travelling public.

Parks and Playgrounds

The City of Ironwood is fortunate in that it has a nucleus for a fine park system. On the other hand it is extremely unfortunate in that there are no playgrounds in the city for the children.

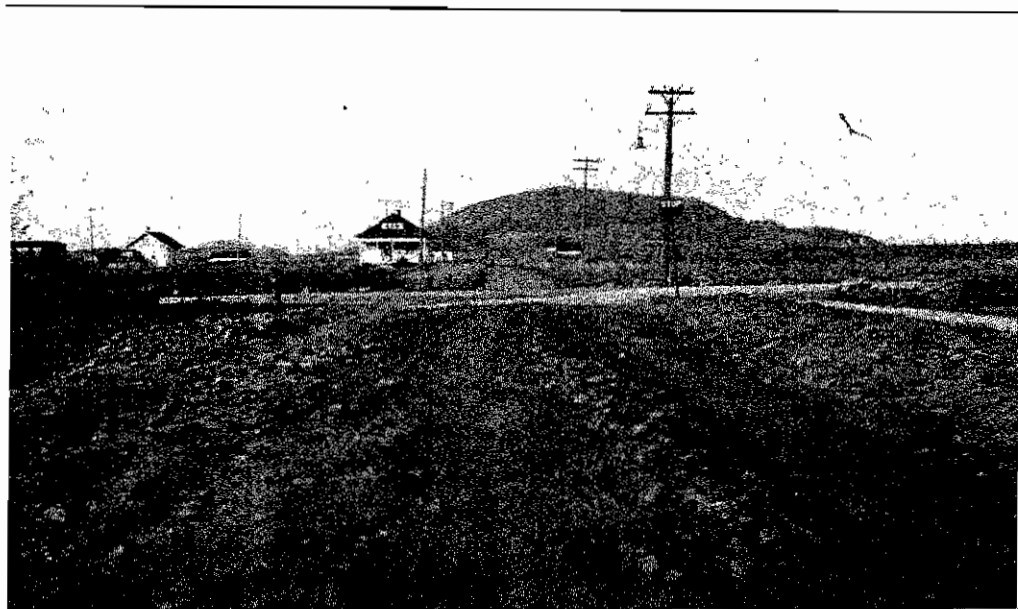
The present parks and park sites within and without the city are as follows:

Mount Zion	40.00 Acres
Curry Park	5.67 "
Longyear Park	3.09 "
Northwestern Park	1.27 "
Memorial Park	<u>0.16</u> "
Total Acreage	50.19 Acres

Mount Zion is located one-half mile north of the present City limits opposite Summit Drive and Greenbush St. The 40 acres comprising the park site includes the top of a high hill and rock bluff known as Mount Zion, and is covered with second growth timber, some of which is 40 to 50 feet high. Nothing has as yet been done to develop this park, except that a topographical survey has been made. It is recommended that a natural park be maintained at this location and a driveway be constructed from the north end of Summit Drive to the top of the hill. Further that Summit Drive be boulevarded from North County Road to Mount Zion. This work which should be done as soon as funds will permit, should include curb and gutter, hard surface pavement and ornamental street lighting. The Woman's Club of the City of Ironwood has provided a fund of \$400 which they wish to use in planting trees on this one-half mile of boulevard.

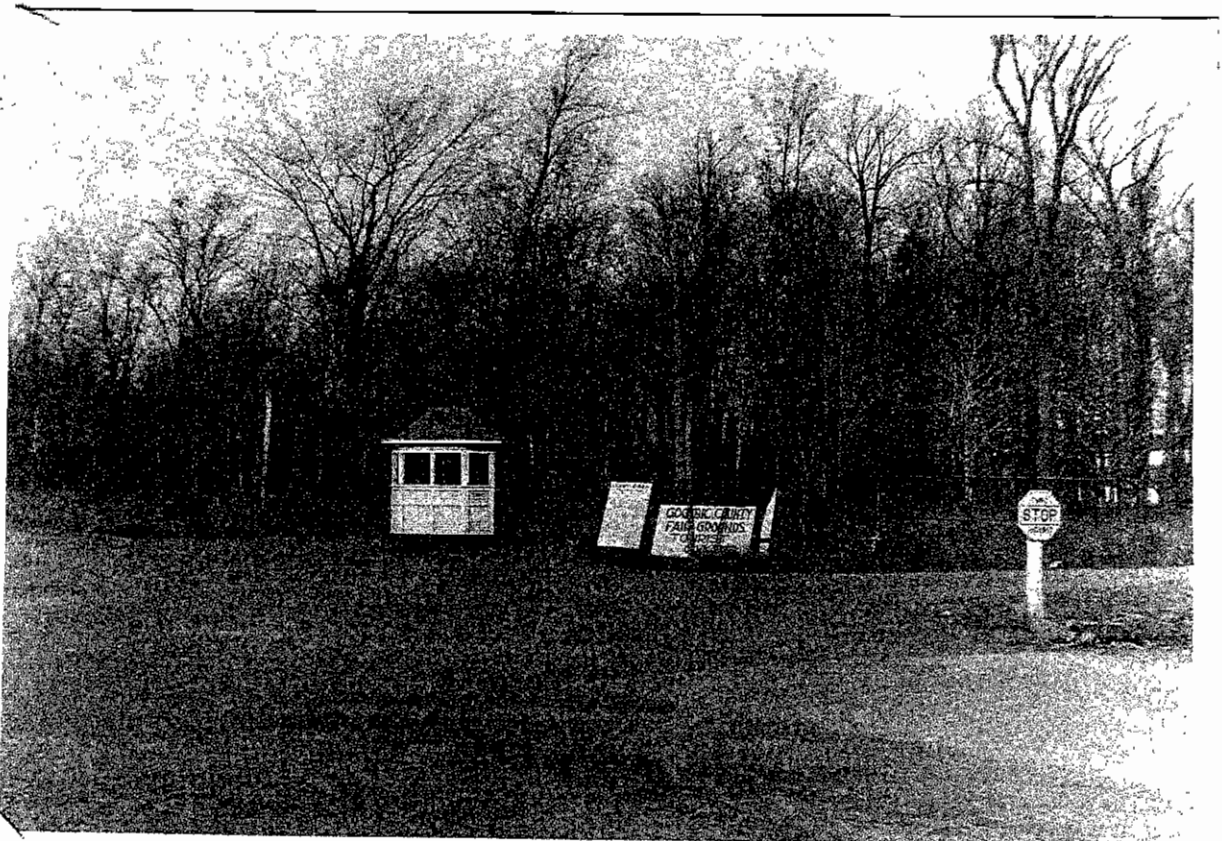
The City of Ironwood is already provided with a private Country Club, consisting of a very attractive club house and a

sporty nine hole golf course. The very nature of the club and the attendant costs, preclude a great many people from playing golf who would otherwise participate in this popular and healthful pastime. Golf appeals to every one regardless of his stature in life and the cities thruout the United States are recognizing this fact and providing municipal golf courses. On a municipal golf course the residents of a community may enjoy the benefits of this enjoyable game at a nominal expense. Then, too, the automobile tourist and the travelling public generally would take advantage of a municipal golf course, and very possibly make an extended visit to your city if the course were attractive and conveniently located to the tourist camp. With all this in view the City of Ironwood should, as soon as funds are available, provide the city



with a public golf course. Land for this purpose could be acquired south and southeast of Mount Zion Park. Eighty acres should be purchased, which would provide sufficient area for a nine hole golf course, club house, and tourist camp. The tourist camp at present is located in Curry Park, but when the golf course is constructed the tourist camp should be removed to the land adjacent to Mount Zion for the convenience of the tourist who wishes to play golf. This location for a camp site is ideal as the view of the surrounding country is wonderful and the natural wooded park on the top of the hill, together with the golf course, would make the tourists' stay in the City of Ironwood very enjoyable.

Curry Park is at present used as the tourist camp. This is a fine location for a camp, but the fact that it adjoins the fair grounds detracts considerably from it. Then too, when there



are any events scheduled at the fair grounds there is always more or less confusion owing to the fact that the entrance to the fair grounds is thru Curry Park. With the tourist camp removed from Curry Park, the park will make ideal picnic grounds for local people.

Longyear Park is located on the entire block surrounded by Hemlock St., Arch St., Lawrence St., and Gogebic St. This park has been planted very artistically and makes a fine neighborhood park. It is recommended that a portion of this park be used later when funds are available, for a children's playground.

Northwestern Park is located on the depot grounds of the Chicago and Northwestern Railway Company, just south of the station building. This park has been leased by the City from the railroad company for a period of ten years at a rental of \$10.00 per year. This park should be preserved to the City of Ironwood indefinitely, and it is recommended that curb and gutter and concrete driveway be constructed along the station building on the north side of the park, concrete sidewalks be constructed from the two corners on the south to the station, the park filled in to proper elevation, seeded and planted with appropriate trees and shrubbery.

Memorial Park is a portion of a single lot at the corner of McLeod Ave. and Marquette St. diagonally across from the Municipal-Memorial Building. This small park is now planted and has a good lawn. It is recommended that this park be reserved for a Memorial Park and that the Spanish-American cannon, which was formerly located on the Carnegie Library grounds be placed in it. As a Memorial Park other trophies of like nature which might be

obtained from time to time could be placed there.

It is further recommended that parks be developed as soon as practicable in the Norrie Location, the Jessieville location, and near the Reno location. That a boulevard be constructed joining the park system of the city.

The City of Ironwood has no playgrounds for the children, operated as such. The result is that the children play more or less in the streets, and in that way are not being taught to play properly, and are in constant danger from the passing automobile. It is recommended that the City acquire land in various parts of the city from time to time; and that as soon as practical an Ironwood Playground Association, independent of the City government be formed, to install playgrounds and provide for organized play for the children. This work could be carried on thru the financial aid of the City, the School Board, and by private subscription. The results obtained in training the children properly and providing healthful and interesting play for them would more than offset the cost of the work.

Another matter of prime importance to the City of Ironwood is that of providing a landing field for airplanes. Air transportation is advancing by leaps and bounds and before we realize it air lines will be established in this North country and the community without a suitable landing field will be struggling hard to gain the prestige lost by lack of preparation for this rapidly developing industry. Generally speaking little is known locally in the requirements of commercial aviation in relation to the length and width of runways, lights, weather reports, signals, etc. Consequently no recommendation can be made at this

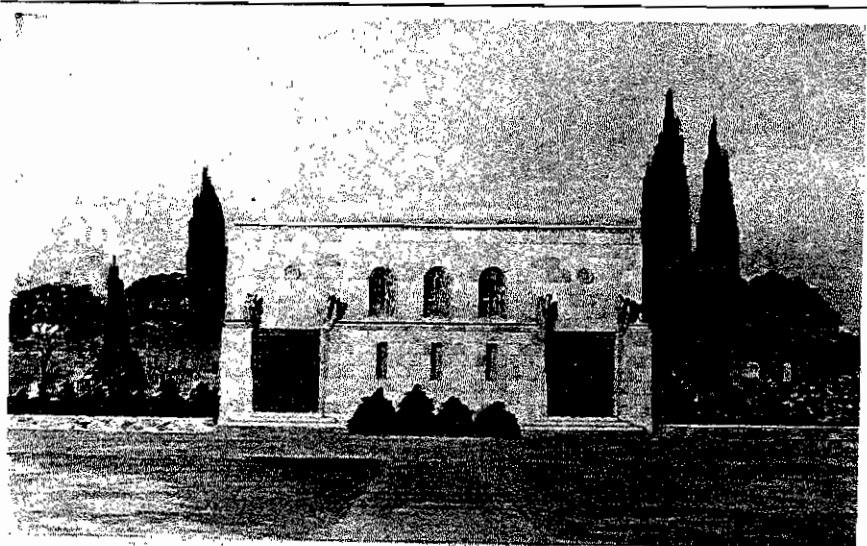
time relative to these matters; however, it is recommended that steps be taken as soon as possible to provide this community with a municipally owned and operated airport.

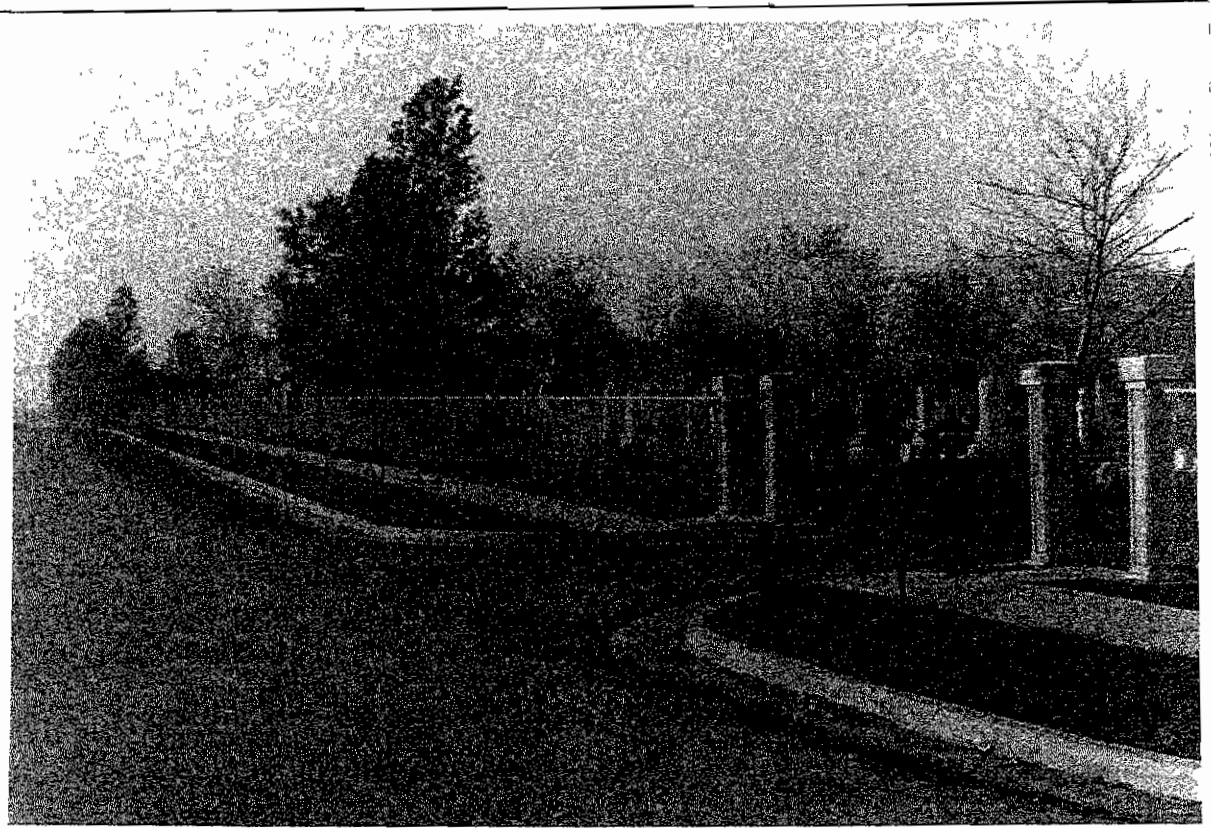
Cemeteries

The City of Ironwood owns and maintains the Riverside Cemetery located between Hemlock St. and the Montreal River, opposite Ridge St. and Arch St. The cemetery in use at this time comprises 26.9 acres, all of which will no doubt be sold by the summer of 1928. An additional five acres is owned by the City, which will be developed for cemetery purposes during the coming season. This additional land will provide ample space for several years, but it is recommended that land be purchased from time to time until sufficient land will be owned by the City to provide for the next 100 years. This recommendation is contingent upon being able to purchase the necessary land at a reasonable price. If this land cannot be purchased from time to time at a reasonable price it is recommended that the idea of expanding the present cemetery be abandoned and a suitable site purchased farther from the city to be developed at a later date when necessary.

The question of winter burials in this north country is a serious matter, both from the City's point of view and from that of the friends and relatives of the deceased person. The expense of plowing the roads and digging graves in the frozen ground is very high; and the inconvenience to all parties concerned is great. The solution of this problem for this country is the construction of a chapel and a receiving vault for use in the winter months. This would reduce the expense considerably and

with a rental charge for the use of the vault would not be a burden on the City financially. It is therefore recommended that a mausoleum be constructed in 1928 in accordance with the plans submitted. The preferable location for this building being on lots 1 and 2, block 11, Karste Addition and Montreal St. (vacated). This site joins the south side of the present cemetery and is opposite the end of Gogebic St.



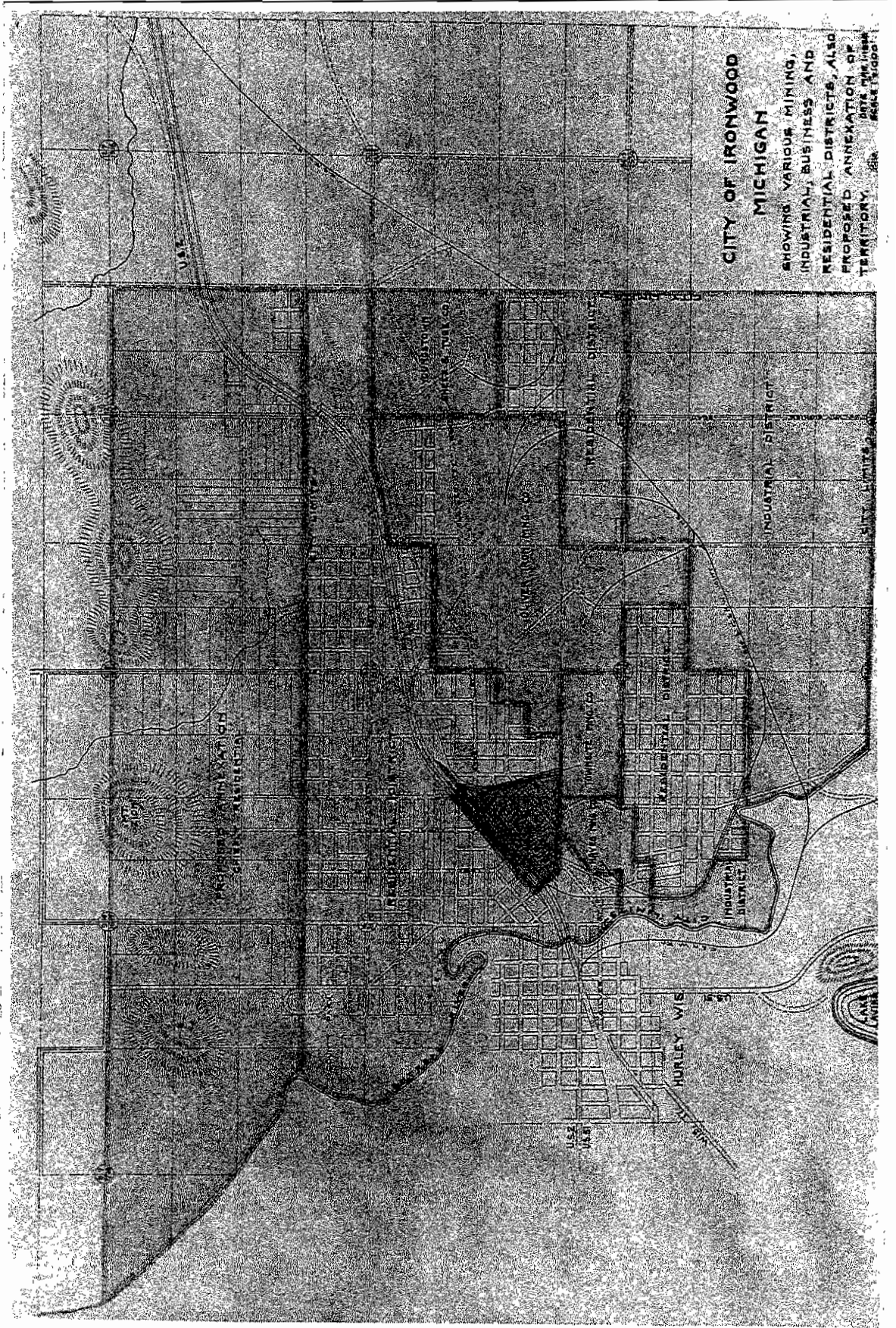


Analysis of Usage of Land Within the Corporate Limits
of the City and Proposed Annexation of Territory

As noted elsewhere in this report, a certain portion of the area of the city lying on the range of hills traversing the city in an easterly and westerly direction, and the caving ground immediately to the north of these hills, is devoted exclusively to mining operations. Also that the residential district to the south and west is limited to its present area for various reasons. Further, that the expansion for residential purposes is to the north, thereby causing a constant shift of the center of population northward. The belt line railroad owned jointly by the Soo Line and the Northwestern encircles the Norrie and the Aurora locations. Along this belt line and immediately south of it, are very desirable sites for industrial purposes. Due to the belt line, side track facilities are easily obtainable and the topography of the land is ideal for industrial sites. In zoning the city this portion of it should be reserved for future industries.

The business district of the city is limited in area for various reasons, as noted before, but is ample for the needs of the city, at least for the period of time covered by this report. The wholesale district is at present located mainly on Ayer St., with an overflow on Frederick St. along the right-of-way of the Northwestern Railway and the Soo Line. This district should be maintained as the wholesale district, there being sufficient area to permit of the expansion which would naturally come with a population of 30,000.

In estimating the area necessary to provide home sites



CITY OF IRONWOOD
MICHIGAN
 SHOWING VARIOUS MINING,
 INDUSTRIAL, BUSINESS AND
 RESIDENTIAL DISTRICTS, ALSO
 PROPOSED ANNEXATION OF
 TERRITORY.

for a population of 30,000, we find that the total number of possible home sites south of the main lines of the two railroad companies equals 950, while those available north of the City limits total 2060, making a total of 3010. Assuming a family to consist of four persons and assuming further that 50 per cent of the sites would be utilized, the present area of the city would provide for a further population of 6000 people. At present, however, the persons per house total approximately six on an average, and it is reasonable to assume that as the living conditions change this average will be cut down considerably, and for that reason it is believed that the present area of the city will not conveniently provide for a population in excess of 25,000.



From the foregoing information it will be seen that it will be necessary to provide additional territory sooner or later in order to take care of the growth of the city. This additional territory could be annexed either on the east or on the north. The area to the east lies both in Bessemer Township and Erwin Township. It is largely devoted to mining operations and from the standpoint of assessed valuation would be valuable territory to annex. This area would, however, provide practically no residential territory, and owing to the fact that two townships would have to be dealt with it is doubtful if this territory could be annexed. Then too, if this territory were annexed, the City would be assuming certain liabilities which it is believed in time would more than offset the benefits to be derived from the additional taxing values to be obtained.

The strip of land three-quarters of a mile wide immediately north of the present City limits is the logical territory for the City to annex for residential purposes. The assessed valuation of this district is at present \$107,000. There are approximately 50 homes with a population of about 250, and one school house. This area includes Mount Zion and all of the other property proposed for park and recreational purposes. This area will provide plenty of territory for expansion residentially for years to come, and it is recommended that steps be taken to annex this territory at the April election to be held in 1929.



Norfolk, Va. looking West from Aurora St.



Jill Jide



Municipal Christmas Tree



Juffolk, Va. looking North from Aurora St.



The Planning Program

The growth of the City of Ironwood from a mining camp in the eighties to its present size has been in a haphazard way without any plan or direction. This lack of direction has resulted in congestion on some streets and inconveniences which might have been avoided if the city had been properly planned. However, it is not too late to eliminate a great many of these defects if the plan outlined, together with changes which may be made from time to time, is followed.

In order to realize the most out of its plan, the city must be zoned. At present the city is operating under a temporary zoning ordinance, which has produced results since its adoption in that it has prevented the indiscriminate establishment of business places in residential districts. The design of the streets are dependent upon the zoning regulations, as are parks, playgrounds and schools, as these cannot be properly designed and selected without proper zoning regulations. Likewise zoning regulations cannot be drawn up without a comprehensive City Plan to guide in their preparation. In order to make a residential district stable, regulations must be adopted to provide for the safeguarding of the district and provide the things which will meet the needs of the people, such as streets, sewers, water, gas, electricity, parks, playgrounds, transit, etc. What is true of the residential districts is equally true of the business and industrial districts. If these districts are to be permanent they must be protected and regulated in such a way as to provide satisfactory locations and sites for such purposes.

Consequently it is recommended that a suitable zoning ordinance be worked out as soon as possible to be adopted in conjunction with this plan.

As indicated in this plan, the City of Ironwood has need of many improvements. To attempt any great number of these at any one time would be prohibitive in cost, and for this reason it will be necessary to arrange a systematic schedule for carrying out the recommendations embodied in this report. Priority should, of course, be given to those improvements which will contribute most to the health and prosperity of the City. Where improvements are made they should be made to fit in with the general plan, as isolated improvements not connected up with a general plan carry with them waste and extravagance and often times produce little or no permanent results.

In order to successfully and permanently carry out the provisions of the general plan it is recommended that a City Planning Commission of five, to include the City Manager and four other citizens to be appointed by the City Commission, with terms of office to be one, two, three, and four years respectively to start with, with renewal terms of four years each. This method of providing a Planning Commission will give permanency to the organization and will produce lasting results to the City of Ironwood by giving perpetuity to the line of thought originally proposed and preventing sudden changes in policies and programs. The City Manager to be secretary of the Commission, and have the same powers as the other members. The powers and duties of the Planning Commission should be designated by ordinance, and in general should be limited to study of the needs of the city and recommendation as to matters

relating to the plan. Perhaps it would also be advisable to grant the Commission veto powers in case the governing body of the City should decide to make a radical departure from the original plan, which in the opinion of the Planning Commission might be detrimental to the best interests of the city. In any event it is recommended that before such an ordinance is passed, the methods prescribed by the special committee appointed by Secretary Hoover on drafting a standard city planning enabling act, be carefully studied.

In presenting this plan, careful consideration has been given to the health, convenience, economy, comfort and pleasure of the citizens of Ironwood. An effort has been made to formulate a plan which, while simple in character, will give a general scheme whereby the future growth of the city may be properly guided and many of the mistakes of the past eliminated.

Respectfully submitted,



City Manager

An Ordinance adopting a comprehensive plan for future growth of the City of Ironwood, with particular attention to the health, convenience, economy, comfort and pleasure of its citizens.

WHEREAS, The City Charter of the City of Ironwood provides in Section 18 of Chapter VII, that "The Commission shall, within three years after the adoption of this Charter, adopt a city plan, and

WHEREAS, The public health, safety, welfare, comfort, convenience, and prosperity of the city depends largely upon a comprehensive plan for its future growth and its commercial development, and

WHEREAS, The City Commission has caused such a plan to be prepared,

NOW, THEREFORE, THE CITY OF IRONWOOD ORDAINS:

Section 1. The report, together with maps accompanying this ordinance, entitled "The Ironwood City Plan", is hereby adopted as the official plan of the City of Ironwood.

Section 2. Within six months after the adoption of this ordinance the City Commission shall appoint a City Planning Commission consisting of the City Manager and four citizens of the City of Ironwood, whose terms shall expire on March 1, 1929, March 1, 1930, March 1, 1931, and March 1, 1932, respectively. Subsequent appointments shall be for terms of four years.

Section 3. The powers and duties of the City Planning Commission shall be outlined in a separate ordinance.

Section 4. This ordinance shall take effect ten days after its publication.

Adopted and approved by the City Commission of the City of Ironwood this _____ day of _____, A. D. 1928.

MAYOR

Attest:

CITY CLERK

